



City of Arts & Innovation

Public Safety Committee

TO: MEMEBERS OF THE PUBLIC SAFETY COMMITTEE DATE: June 18, 2012

FROM: PUBLIC WORKS DEPARTMENT

ITEM NO: 2

WARDS: ALL

SUBJECT: PHOTO RED LIGHT ENFORCEMENT PROGRAM - DIRECT SUBMITTAL

ISSUES:

The issue for Public Safety Committee consideration is whether to recommend to the City Council to discontinue the Photo Red Light Enforcement Program.

RECOMMENDATIONS:

That the Public Safety Committee recommend that the City Council discontinue the Photo Red Light Enforcement Program.

BACKGROUND:

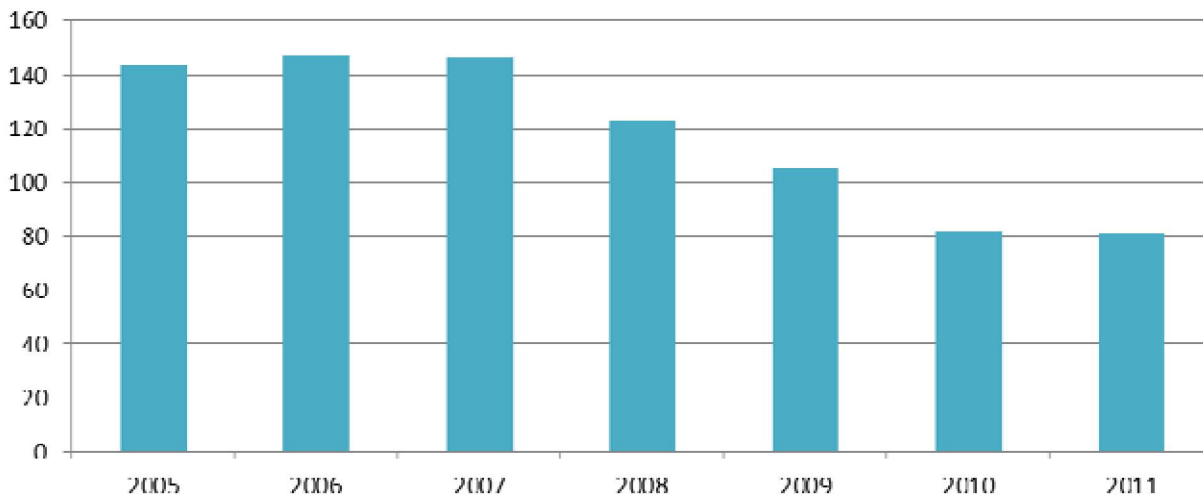
On June 12, 2006, the Public Works Department in conjunction with the Riverside Police Department and City Manager's office requested the Public Safety Committee recommend to the City Council implementation of a Red Light Photo Enforcement Program. At that time the 13 intersections with the highest frequency of traffic collisions were identified and recommended for installation of the red light Photo Enforcement System. Subsequently and upon unanimous recommendation of the Public Safety Committee, the City Council approved a five-year Agreement with Redflex Traffic Systems for Photo Red Light Enforcement Program on August 8, 2006.

On October 25, 2011, the City Council approved the First Amendment to Agreement with Redflex Traffic Systems for Photo Red Light Enforcement Program extending the term of the agreement through November 30, 2016 and made several other changes to the terms of the Agreement including a termination clause which allows the City to terminate the agreement at no cost to the City at the discretion of the City Council.

Currently, the program includes 30 cameras at 21 intersections, including five cameras at three Caltrans controlled intersections and one at a joint Moreno Valley – City of Riverside controlled intersection. The Caltrans controlled intersections and the joint Moreno Valley/Riverside controlled intersection represent two-thirds of photo red light violations issued by the Program.

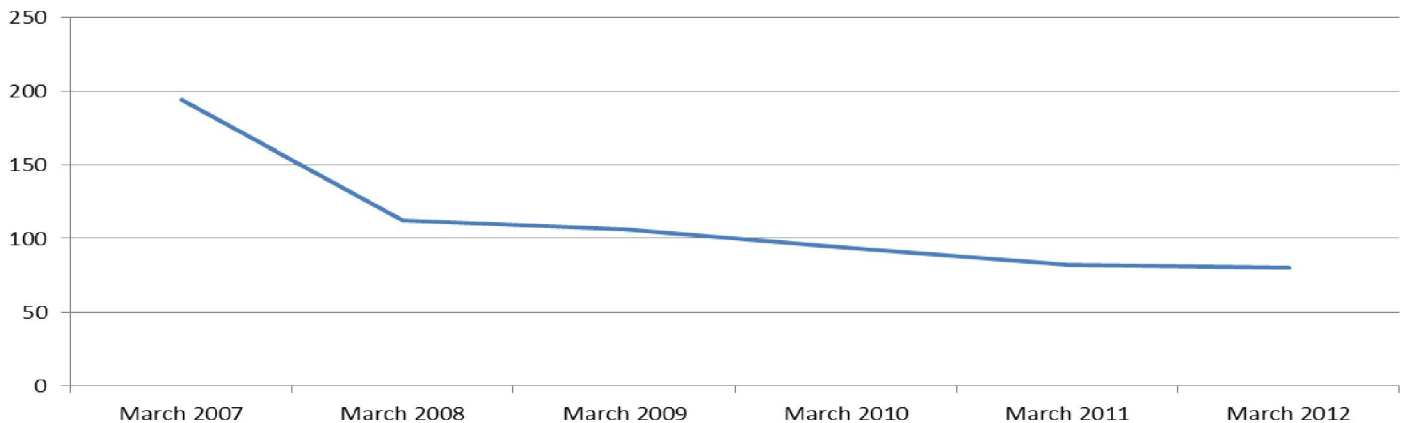
The City of Riverside Photo Red Light Enforcement Program has proven to be a valuable tool for the City’s traffic safety improvement program. Collision reports show that between 2006 and 2011 there has been a 45% decrease in accidents of all types at the 21 photo enforced intersections including a 46% reduction in broadside accidents which are considered some of the most dangerous. The City has also seen a 44% reduction in accidents of all types City wide. Although some claim that intersections with photo enforcement cameras see an increase in rear-end accidents, Riverside has seen the opposite effect. Riverside intersections equipped with photo enforcement cameras have seen a 36% decrease in rear-end accidents between 2006 and 2011 at photo enforced intersections and a 45% decrease in rear-end accidents citywide. The table below shows the decrease in accidents at the photo enforced intersections from 2005 prior to camera installation through 2011.

All Collisions - Photo Enforced Intersections



The City has also seen a decrease in the number of citations issued utilizing photo enforcement. In March 2007, on the average 194 citations were issued per camera or 4,076 citations (21 cameras) total for the month, however, in March 2012, on the average only 80 citations were issued per camera or 2,405 citations (30 cameras) total for the month. The Photo Enforcement program has helped to reduce accidents and red light running by educating drivers thereby changing driver behaviors.

Violations per Intersection



Although the program has been extremely successful in reducing incidents of red light violations and reducing accidents, recent circumstances beyond City control have developed, which severely limits effective operation of the system:

- Caltrans will not renew the permit for the five cameras within intersections under their control; and
- City of Moreno Valley has requested removal of the camera at the jointly controlled intersection

CALTRANS CONTROLLED INTERSECTIONS

The City of Riverside currently has five cameras at three intersections owned and controlled by Caltrans. The installation of the cameras is subject to an encroachment permit issued by the State of California. The original encroachment permit has expired and the Public Works Department is working with Caltrans on permit renewal. As part of the renewal process, Caltrans reviews collision data from the photo enforced intersections under their control to determine the need for the cameras. Upon review Caltrans has determined that the accident rates do not warrant the camera systems at any of the five Caltrans controlled locations and has requested their removal. The number of reported collisions per year at the Caltrans controlled intersections are shown in the following chart.

Collisions of all Types		Date Activated	2007	2008	2009	2010	2011
Tyler Street	91 FWY WB Ramps	3/25/2009	3	4	8	4	6
Arlington Avenue	Indiana Avenue	9/25/2009	10	9	3	9	5
Fourteenth Street	Mulberry Street	7/31/2007	9	6	7	4	1
Total			22	19	18	17	12

Caltrans, however, has not taken into account the number of violations that occur at these intersections. The following chart shows the number of violations cited each year at the Caltrans controlled intersections.

Red Light Photo Enforcement Violations		Date Activated	2007	2008	2009	2010	2011
Tyler Street	91 FWY WB Ramps	3/25/2009	0	0	13053	10022	9361
Arlington Avenue	Indiana Avenue	9/25/2009	0	0	4443	4125	2387
Fourteenth Street	Mulberry Street	7/31/2007	233	6859	5993	3545	3185
Total			2151	2473	23948	16712	14499

Although violations at these five Caltrans controlled intersections have decreased by 39% since 2009, the above chart shows that the number of violations issued remains high. In comparison, the other twenty-five photo enforcement cameras have produced a combined total of 12,932 citations per year on average over the last two years.

The construction of the high occupancy vehicle (HOV) lane on the 91 Freeway further complicates matters because four of the five cameras will be affected by the construction and may be required to be turned off for the duration of the project, which is estimated to last up to three years.

Ultimately, Caltrans District 8 has decided to no longer allow cameras in their right-of-way and has instructed the cities of Victorville and Riverside to remove the cameras from Caltrans right-of-way.

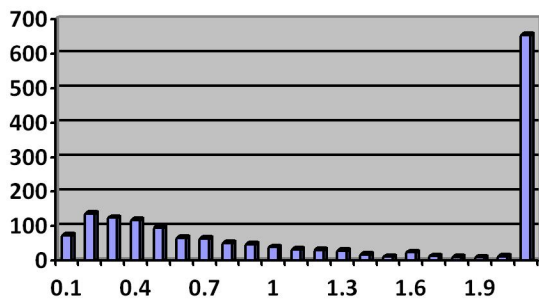
Caltrans has requested that the City apply for an encroachment permit immediately to remove the cameras from their right-of-way.

CITY OF MORENO VALLEY

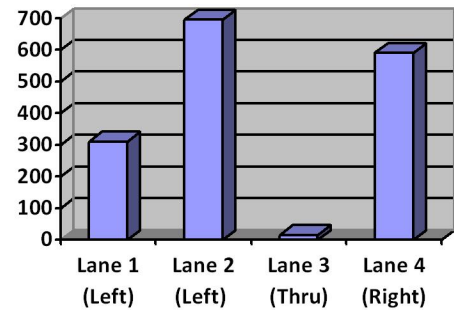
The City of Riverside’s Photo Red Light Enforcement Program contains one camera at the intersection of Day Street and Canyon Springs Parkway. The camera captures vehicles committing red light violations from eastbound Canyon Springs Parkway turning left onto northbound Day Street. This intersection is shared equally with the City of Moreno Valley. Because the intersection is shared equally between the two cities it was necessary to install part of the camera system within the City of Moreno Valley right-of-way.

The intersection of Day Street and Canyon Springs Parkway was surveyed for photo enforcement upon the request of two Moreno Valley residents. The residents complained of grid lock and red light running at the intersection. After reviewing the collision history and surveying the intersection for red light violations, it was determined that the intersection would benefit from photo enforcement. Unlike any of the other camera locations, 63% of the 3,442 violations issued each year are left turn violations which can be the most dangerous as vehicles running a red light must cross the entire intersection in the red. Additionally, 48% of the violations captured by the camera system at the intersection of Day Street and Canyon Springs Parkway occur after the light has been red for 1 second and 34% occur after the light has been red for 2 seconds.

Violations Captured per Second



Violations Captured per Lane



Since the installation of this camera, the City of Moreno Valley has discontinued its red light camera program. The City of Moreno Valley is now requesting that the camera be removed from this intersection and the encroachment permit which allows Riverside to have the system partially installed in Moreno Valley right-of-way, be revoked.

NEXT STEPS

The First Amendment to the Agreement with Redflex Traffic Systems allows the City to relocate up to eight cameras at no cost to the City, however there are few alternative intersections with violation and collision rates that would justify photo enforcement and none with similar violation rates to the six cameras identified above. Once these cameras are removed, the red light program will need a significant subsidy from the General Fund in order to continue operating.

Therefore, it is the recommendation of the Public Works Department that Riverside’s Photo Red Light Enforcement Program be discontinued by providing a 60-day notice to Redflex Traffic Systems immediately after City Council approval.

During the 60 day notice period, Operators will no longer process any new violations and will focus on processing those violations pending in the court system and answering questions from the public regarding those citations. Upon final payment to Redflex, the City will no longer have access to the equipment or documents required to process violations pending with the court. Violations pending with the court after the program has been disbanded can be resolved between the violator and the court. Per the agreement, Redflex shall remove all equipment installed in connection with the Photo Enforcement Program and restore the intersections to the same condition as they were in immediately prior to camera installation.

FISCAL IMPACT:

Discontinuing the Photo Red Light Enforcement Program as recommended in this report will result in estimated expenditures of \$628,000 and estimated receivable fines of \$253,000, which results in a net general fund subsidy of approximately \$375,000 for fiscal year 2012-13. This is a general fund savings of approximately \$236,000 when compared to estimated general fund subsidies for continuation of the Program. Depending on the date the program is terminated, the receivable fines and direct program expenses would change proportionately. Direct program expenses include the payments to Redflex Traffic Systems, the cost of the operators, and costs for supplies and training for the program.

Other costs charged to the program would be absorbed elsewhere in the City's budget. The analyst would be re-assigned to other projects and programs within Public Works when the program is terminated. Charges for the City's cost allocation plan would be re-allocated by the Finance Department. Charges for operating costs of the Traffic Management Center and a portion of the Traffic Engineer's time would be borne by the Traffic Engineering section.

Prepared by: Thomas J Boyd, P.E., Public Works Director/City Engineer
Certified as to
Availability of funds: Brent A. Mason, Finance Director/Treasurer
Approved by: Deanna Lorson, Assistant City Manager
for Scott C. Barber, City Manager
Approved as to form: Gregory P. Priamos, City Attorney
Attachments: Photo Enforced Locations

Camera Enforced Intersections

<u>Intersection:</u>	<u>Active Date:</u>	<u>Date Citations Began:</u>
Alessandro Blvd and Sycamore Canyon WB	11/30/2006	01/08/2007
Tyler St. and Magnolia Ave WB	11/30/2006	01/08/2007
Mission Inn Ave and Lime St WB	11/30/2006	01/08/2007
Van Buren Blvd and Trautwein Road EB & WB	11/30/2006	01/08/2007
Chicago Ave and MLK Blvd NB	11/30/2006	01/08/2007
Canyon Crest Dr. and Central Ave. NB	11/30/2006	01/08/2007
Van Buren Blvd and Indiana Ave NB	11/30/2006	01/08/2007
Van Buren Blvd and Arlington Ave EB	11/30/2006	01/08/2007
Van Buren Blvd and Arlington Ave NB & SB	12/18/2006	01/08/2007
Third St. at Chicago Ave. NB & EB	12/28/2006	01/08/2007
Columbia Ave and Main St. NB & WB	12/30/2006	01/08/2007
Iowa Av and University Ave EB & SB	12/30/2006	01/08/2007
Indiana Ave and Tyler St WB	01/25/2007	01/25/2007
Market St and University Ave SB	02/26/2007	02/26/2007
Van Buren Blvd and Indiana Ave EB	03/05/2007	03/05/2007
Van Buren Blvd and Wood Rd EB	03/05/2007	03/05/2007
Indiana Ave and Arlington Ave. NB1	07/31/2007	09/07/2007
Mulberry St. and Fourteenth St. SB & EB	07/31/2007	12/11/2007
Chicago Ave and Alessandro Blvd WB	04/08/2008	05/09/2008
Van Buren Blvd and Dufferin Ave SB & NB	08/18/2008	09/17/2008
Tyler Street and WB 91Fwy Ramps SB	03/25/2009	04/24/2009
Canyon Springs Parkway and Day Street	09/25/2009	10/28/2009
Indiana Ave and Arlington Ave. NB2	09/25/2009	10/28/2009