

CITY OF OAKLAND

AGENDA REPORT

FILED
OFFICE OF THE CITY CLERK
OAKLAND

To: Office of the City Administrator

2009 OCT 29 PM 1:55
From: Police Department

Date: November 10, 2009

Re: An Informational Report from the Office of Chief of Police Detailing the Status of Installing Red Light Camera Enforcement Systems in the City, Including any Obstacles, Issues, or Problems, and the Timeline for Implementation

SUMMARY

As requested by the Public Safety Committee on September 23, 2008, staff has prepared an informational report detailing the status of the Red Light Camera Enforcement Systems (RLCES).

Red Light Camera Enforcement Systems

While complete installation of the RLCES has not yet been achieved, areas where cameras are functioning have resulted in fewer collisions where red light violations are a factor. Additionally, the systems have captured valuable investigative information leading to the identification of a suspect in a violent crime, as well as capturing footage of a hit and run fatality. These cameras have been a factor in the reduction of exhibitions of reckless driving (sideshow activity) along the MacArthur corridor, which has resulted in a reduction of reckless driving citations issued, particularly in the area of 82nd Avenue and MacArthur Boulevard.

Although the System has not yet begun to generate revenue, it is anticipated that it will be self sustaining by April 2010, after full implementation has been achieved and one time costs associated with installations are no longer a factor. It should be noted that much of the delay in full implementation, as well as the lack in revenue, is directly related to the costs and services associated with PG&E.

FISCAL IMPACT

The cost (per installation) of the RLCES ranges from \$5,000 to \$6,000 per month depending on the number of lanes being monitored; however, actual pricing is determined on an intersection specific basis. PG&E's one-time connection cost has ranged from \$2,734 to \$14,124 per intersection. Their rate is based on the amount of work, and materials required to provide the necessary power connection to the system. The cost increases when PG&E must go a greater distance to connect power to the system, which may require trenching to run a power line.

All revenue appropriations are posted to the General Purpose Fund (1010), Traffic Administration's Organization Code (107510), City Traffic Code Fines' Account (43112), Red

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Light Camera Project (P328910), Traffic Program (PS14). Any surplus funds are annually transferred to the Traffic Safety Fund (2416) to be used on traffic safety programs. To date six cameras have been installed, one of which is in warning period; six installations are pending.

The City's current agreement with Red Flex Traffic Systems (RTS) is for 37 months in an amount not to exceed \$4,320,000. Industry experience suggests that each system will issue 10 violations per day with an issuance rate of 75%, and a collection rate of 60%. The standard fine is \$153.46 per violation, yielding expected monthly gross revenues of \$20,717.10 (gross) per system.

RTS Revenue Tracking

The revenue stream for the RLCES is not fluid due to the collection process. Revenues are collected as citations are paid, not as they are issued. A violator may pay the citation quickly after receiving it or may elect to dispute the citation in court, which can delay the payment process up to one month, usually longer

Revenues increased steadily from the beginning of the program (September 2008 through June 2009), but began to decrease in July 2009 (Attachment A). The sudden decrease is a direct result of a construction accident that occurred in early July 2009, involving the destruction of underground RLCES equipment by an independent contractor (hired by the City) performing road re-pavement work on San Leandro St. Critical hardware was destroyed underground, which rendered the system installed on the West Bound approach of 66th Ave. and San Leandro St. inoperable. As a result, the system was unable to capture violations, and lost revenue of equivalent to approximately 8.5 violations per day, over an approximate period of 30 days (approximately \$14,655). Additional causes of the deficit include the high cost of PG&E installations at each approach (which are one time costs). It is anticipated that the RLCES will begin to generate sustainable revenue beginning in April 2010.

BACKGROUND

On September 4, 2006, in cooperation with the City's Purchasing Department, a competitive Request for Proposals process was initiated by the Department to identify a vendor to install Red Light Camera Enforcement Systems throughout the City to address problem locations with high frequencies of collisions where red light violations were listed as the primary collision factor. At the conclusion of the bidding processes (October 2, 2006), RTS was selected as the most qualified applicant to perform the installations, as they were the only vendor among the three vendors able to meet all of the requirements of the Department. Implementation of the RLCES project was approved by the City Council on July 17, 2007 by Resolution No. 80789 C.M.S.

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KEY ISSUES AND IMPACTS

In January 2008, RTS conducted surveys at several locations throughout the City, and identified select areas for RLCES installation. In June 2009, RTS conducted additional surveys of intersections. (Table 1) Much of the delay in full implementation of the RLCES is a direct result of the complications associated with PG&E installing higher amperage circuits to supply electricity to the RTS equipment, which requires obtaining the necessary permits, and completing site inspections. There are currently 16 locations selected for RLCES installation; OPD is working with RTS to schedule surveys for the remaining four installations.

Table 1

Location		Council District	Cameras	Status	Total
Major Street	Minor Street				
Jackson St.	7th St	2	East Bound	Live 11/22/08	1
San Leandro	66th Ave	6	North and West Bound	Live 11/22/08	2
Mac Arthur	82nd Ave.	7	East Bound	Live 5/21/09	1
Foothill Blvd	High St.	5	West Bound	Live 9/30/09	1
High St.	Brookdale Ave.	4	North Bound	In warning period as of 30 Sep 09	1
27 th St.	Northgate St.	3	North and West Bound	Pending PG&E power hook up	2
Market	36th St.	1/3*	West Bound	Installation to be completed 10/23/09	1
Market St.	35th St.	3	East Bound	Installation to be completed 10/23/09	1
Redwood Rd.	35th Ave	4	East Bound	RTS tentatively start construction 2 Nov 09	1
Mac Arthur Blvd.	Oakland St.	1/2/3*	West Bound	RTS start construction 11/09	1
Mac Arthur Blvd.	Beaumont St.	2/5*	North Bound	RTS start construction 11-12/09	1
Park Blvd.	Leimert St.	4	North and South Bound	Pending Scheduling by RTS	2
San Leandro Blvd.	85 th Ave.	7	North Bound	Pending Scheduling by RTS	1
TOTAL					16

*Crosses multiple Council District boundaries.

RTS has indicated they are able to complete installations within 30-days or less depending upon support from all required agencies, including the City Electrical Services Division and Transportation Services Division, which have both worked closely and effectively with RTS on the project. Other agencies include PG&E and Cal Trans, both of which have previously been a source of delay due to factors that include lengthy permitting processes, as well as project management assignments. These issues have been resolved and full implementation of all 20 installations is projected to be no later than July 2010.

The installation at Foothill Blvd. and High St. began on July 3, 2009 and went into the warning phase on August 30, 2009. With input from City Council, PG&E worked closely with RTS on this installation and the project was completed in the shortest amount of time of all installations thus far. If this level of cooperation and partnership continues throughout the project, full implementation of the 20 systems could be completed sooner than projected.

The following information (Table 2) reflects the enforcement totals of each installation from its "Live" date through September 23, 2009.

Table 2

Locations	"Live" Date	Total Violations	Total Violations Accepted
66 th Ave. & San Leandro Blvd. (W/B)	11/22/08	2,472	1,052
66 th Ave & San Leandro Blvd (N/B)	11/22/08	4,058	2,240
Jackson St. & 7 th St.	11/22/08	1,257	957
MacArthur Blvd. & 82 nd Ave	5/21/09	1,211	787
Foothill Blvd. & High St.	9/30/09	161	104

PROJECT DESCRIPTION

Each year across the United States, crashes associated with the running of red lights claim the lives of more than 800 people, and injure an additional 200,000 people. More than half of the deaths attributed to this traffic violation are the result of motorists and pedestrians who are not the red light violator, leaving no debate to the fact that red light violators are dangerous drivers who put other road users at risk.

Automated red light camera systems are designed to supplement conventional law enforcement by accurately identifying traffic violations (24-hours a day) without the presence of a police officer. The system works by continuously monitoring a traffic signal. After the signal phase turns red and a violator triggers the sensor system, a set of cameras provide a series of high resolution digital still photographs, and full motion video of the offending vehicle going through the intersection during the red phase (images of the offending driver's license plate and

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vehicle(s) are clearly captured). The camera records the date, time, speed of the vehicle and the elapsed time of both the yellow and red signal phasing. The system provides clear violation images 24-hours a day under a wide range of light and weather conditions. Images are carefully reviewed by law enforcement personnel, and a citation is mailed to the violator for infractions that clearly demonstrate a preponderance of evidence.

SUSTAINABLE OPPORTUNITIES

Economic: It is anticipated that monthly revenues received (per system) from citations generated from the RLCES will approximate \$14,655 (net); thereby increasing City funds available for use on traffic safety programs.

Environmental: There are no environmental opportunities identified in this report.

Social Equity: Use of the Red Light Camera Enforcement System will reduce the number of injury collisions involving vehicles and pedestrians, which will increase traffic safety throughout the City. Additionally, drivers will become more aware of the RLCES and drive more cautiously in other areas of the City. Installation of this system will also provide an opportunity for officers to monitor other parts of the City for traffic violations. In addition to traffic violations, the RLCES has already been used as a tool in capturing other criminal activities, including an assault with a deadly weapon, assisting in the identification and arrest of the offender.

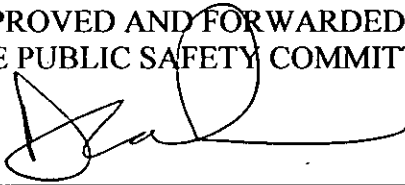
DISABILITY AND SENIOR ACCESS

There are no ADA or senior citizen access opportunities identified in this report.

RECOMMENDATION


Staff recommends acceptance of this report.

APPROVED AND FORWARDED TO
THE PUBLIC SAFETY COMMITTEE:



Office of the City Administrator
Attachment: Revenue Tracking Matrix

Respectfully submitted,


FOR Anthony W. Batts
Chief of Police

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Redflex Revenue Tracking

Month	Revenue	Cost	PG&E INSTALL	PG&E SERVICE	ACCURINT	Income	Total Revenue Collected:	
Sep-08	\$0.00	\$2,328.00	\$5,093.55			(\$7,421.55)	(\$67,776.74)	
Oct-08	\$0.00	\$11,640.00	\$2,734.00			(\$14,374.00)		
Nov-08	\$0.00	\$12,834.00				(\$12,834.00)		
Dec-08	\$0.00	\$17,610.00	\$5,234.50			(\$22,844.50)		
Jan-09	\$34,411.84	\$17,610.00				\$16,801.84		note: this revenue is for 10/08-01/09
Feb-09	\$15,307.07	\$17,610.00			\$165.00	(\$2,467.93)		
Mar-09	\$18,753.99	\$17,610.00	\$2,906.50		\$165.00	(\$1,927.51)		
Apr-09	\$24,467.14	\$17,610.00			\$165.00	\$6,692.14		
May-09	\$29,072.05	\$19,621.00			\$165.00	\$9,286.05		
Jun-09	\$31,713.60	\$23,280.00			\$165.00	\$8,268.60		
Jul-09	\$23,500.00	\$23,280.00	\$4,827.08	\$112.63	\$165.00	(\$4,884.71)		
Aug-09	\$22,566.14	\$23,280.00	\$6,972.43	\$168.78	\$165.00	(\$8,020.07)		
Sep-09	\$18,387.79		\$18,343.96	\$41.56	\$165.00	(\$162.73)		
Oct-09						\$0.00		
Nov-09						\$0.00		
	\$218,179.62	\$204,313.00	\$46,112.02	\$322.97	\$1,320.00	(\$33,888.37)		