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OAKLAND
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AGENDA REPORT

TO: DEANNA J. SANTANA
CITY ADMINISTRATOR

FROM: Howard A. Jordan

SUBJECT: Red Light Camera Enforcement Program

DATE: September 28, 2012

City Administrator
Approval

Date

10/5/12

COUNCIL DISTRICT: City-Wide

RECOMMENDATION

Staff recommends that Council adopt a resolution authorizing the City Administrator to (1) approve the extension of the August 31, 2007 contract authorized by Resolution 80789, C. M. S. as amended by Amendment No. 1 (August 24, 2011) and Amendment No. 2 (March 15, 2012) to Redflex Traffic System, Inc. ("Redflex"), for the lease, expansion, and maintenance of the Red Light Camera Enforcement System (RLCES) installed by Redflex under the Agreement throughout the City and for additional program services for a period of thirty six (36) months in an amount not to exceed two million one hundred sixty four thousand five hundred dollars (\$2,164,500), and (2) appropriate all revenues in excess of expenditures to the Red Light Camera program.

REASON FOR SUPPLEMENTAL

Please see the attachments requested at the Public Safety Committee Meeting held on September 25, 2012 on behalf of the Red Light Camera Enforcement Program:

Attachment A – Collision data for RLCES locations January 1, 2008 to June 30, 2012

Attachment B – Optimal timing of Yellow Light

Item: _____
Public Safety Committee
October 9, 2012

For questions regarding this report, please contact Lieutenant Peter Lau at (510) 777-8637

Respectfully submitted,



Howard A. Jordan

Chief of Police

Oakland Police Department

Attachment A

Collision Data

Ail Collisions

Redflex Camera Locations	"Live" Date	2008	2009	2010	2011	*2012
66th Ave & San Leandro Blvd	9/26/2008	8	15	1	4	1
7th St & Jackson St	11/22/2008	6	8	4	3	2
82nd Avenue & MacArthur Blvd	5/21/2009	<i>12</i>	7	1	3	3
High St & Foothill	10/30/2009	N/A	8	4	5	1
High St & Brookdale Ave	12/3/2009	N/A	6	1	5	0
27th St & Northgate	12/3/2009	N/A	6	1	4	5
36th St & Market	1/5/2010	N/A	8	4	5	5
35th St & Market	1/5/2010	N/A	8	5	1	3
35th Ave & Redwood Rd	12/30/2009	N/A	0	0	0	0
Oakland Ave & MacArthur Blvd	1/29/2010	N/A	9	3	3	1
Beaumont & MacArthur Blvd	3/2/2010	N/A	<i>10</i>	2	7	3
Total			85	26	40	24

Red Light violation as a Collision Factor

Redflex Camera Locations	"Live" Date	2008	2009	2010	2011	*2012
66th Ave & San Leandro Blvd	9/26/2008	1	4	1	0	0
7th St & Jackson St	11/22/2008	1	0	1	1	0
82nd Avenue & MacArthur Blvd	5/21/2009	<i>6</i>	2	1	2	0
High St & Foodhill	10/30/2009	N/A	2	1	2	0
High St & Brookdale Ave	12/3/2009	N/A	0	0	2	0
27th St & Northgate	12/3/2009	N/A	4	1	0	3
36th St & Market	1/5/2010	N/A	1	1	0	3
35th St & Market	1/5/2010	N/A	4	4	0	0
35th Ave & Redwood Rd	12/30/2009	N/A	0	0	0	0
Oakland Ave & MacArthur Blvd	1/29/2010	N/A	5	3	3	0
Beaumont & MacArthur Blvd	3/2/2010	N/A	3	0	1	0
Total			25	13	11	6

Notes:

* 2012 data are thru 6/30/12

Italicized figures are the baseline

Attachment B

Optimal Timing of Yellow Light

The following is the response from Transportation Service Division:

The California Manual of Traffic Control Devices (MUTCD) is the standard referenced document for determining minimum yellow time based on the approach critical speed (85th percentile speed), reaction time and deceleration rate. For example, for a measured approach speed to an intersection of 30 mph, the minimum yellow time would be 3.2 seconds. For a speed of 35 mph, the minimum yellow would be 3.6 seconds.

Additionally, other references such as the Institute of Transportation Engineers (ITE) Traffic Engineering Handbook are used to compliment the MUTCD. Guidance on determining the *maximum* yellow time is given in the ITE Handbook by considering the Roadway Width Factor (RWF). The Roadway Width Factor (RWF) considers the width of an intersection, length of a typical vehicle and critical speed. According to ITE, the recommended *maximum* yellow time is five (5) to six (6) seconds.

“Yellow change intervals normally have duration of 3 to 6 seconds. Since long yellow change intervals may encourage drivers to use it as a part of the green interval, a maximum of about 5 seconds is typical. If the interval is too short, rear end collisions may result. When the calculation for Yellow Change Interval time indicates a time longer than 5 seconds, a red clearance interval typically provides the additional time.” ITE Traffic Engineering Handbook, Fifth Edition.