

**CITY OF OAKLAND**  
**AGENDA REPORT**

FILED  
OFFICE OF THE CITY CLERK  
OAKLAND

2008 SEP 11 PM 3:08

**To:** Office of the City Administrator  
**Attn:** Dan Lindheim  
**From:** Police Department  
**Date:** September 23, 2008

**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**

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**SUMMARY**

As requested by the Public Safety Committee on July 8, 2008, staff has prepared an informational report detailing the status of the Red Light Camera Enforcement Systems (RLCES).

**FISCAL IMPACT**

This is an informational report; therefore no Council action is required.

The fixed cost (per installation) ranges between \$5,000 - \$6,000 per month. Actual pricing will be determined on an intersection specific basis. All revenue appropriations are posted to the General Purpose Fund (1010), Traffic Administration's Organization Code (107510), City Traffic Code Fines' Account (43112), Red 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 two cameras have been installed; however, red light violators will not be cited during the "30-day grace period" which is currently in effect.

The City's current agreement with 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 \$140 per violation, yielding expected monthly gross revenues of \$18,900 per system.

**BACKGROUND**

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 occur to other motorists and pedestrians who are not the red light violators, leaving no debate to the fact that red light violators are dangerous drivers who put other road users at risk.

On September 4, 2006, in cooperation with City's Purchasing Department, a competitive Request for Proposals process was initiated by the Department and closed for bidding on October

Item: \_\_\_\_\_  
Public Safety Comte.  
September 23, 2008

2, 2006. Red Flex Traffic Systems (RTS) was selected as the vendor. They were the only vendor among the three vendors able to meet all of the requirements of the Department.

The RLCES program was approved by the City Council on July 17, 2007 (Resolution No. 80789 C.M.S) to address locations with high frequencies of collisions where red light violations were listed as the primary collision factor.

### **KEY ISSUES AND IMPACTS**

On November 14, 2007, RTS held a kickoff meeting at the Eastmont Substation. All involved parties from the City and County courts attended. In January 2008, RTS conducted surveys at several locations throughout the City and locations were reviewed and selected for RLCES installation (Table 1). RTS began the search for an electrician that met the requirements of the City, permits were completed and forwarded to the City Transportation Services Division and Pacific Gas and Electric (PG&E).

A significant reason for the delay in bringing the RLCES into use has been working with PG&E to install higher amperage circuits to supply electricity to the Redflex equipment, acquiring approval of the necessary permits, and completing site inspections. Listed below are details of the current status of the three locations where RTS construction has begun:

- San Leandro Blvd & 66<sup>th</sup> Ave: Currently operational in the 30-day warning phase.
- MacArthur Blvd & 82<sup>nd</sup> Ave: RTS poles are in place and the site is pending power hook up from PG&E (approximately three months). The application for service was submitted by City Electrical Services Division in April 2008.
- Jackson St. & 7<sup>th</sup> St: Construction has begun and the site is pending power hook up from PG&E (approximately three months). The application for service was submitted by City Electrical Services Division in April 2008.

There are currently nine intersections for a total of 14 installations selected. RTS will schedule to survey of the remaining 27 intersections on the list; the final 6 installations will be selected after the survey is completed.

Item: \_\_\_\_\_  
Public Safety Comte.  
September 23, 2008

**Table 1:**

Location		Council District	Cameras <sup>1</sup>	Total
Major Street	Minor Street			
MacArthur	82nd Ave	7	E/B	1
Hegenberger	Hamilton	7	N/B	1
Market	40th	1	W/B	1
Jackson St	7th St	2	E/B	1
MacArthur	Oakland	1,2,3	W/B	1
Market	36th St	1/3	W/B	1
Madison	6th St	2	E/B & N/B	2
San Leandro	66th Ave	6	N/B & W/B	2
Market St	35th St	3	E/B	1
Redwood Rd	35th Ave	4	E/B & W/B	2
MacArthur	Beaumont	2/5	N/B	1

**Total Installations      14**

RTS has indicated they are able to have an installation completed in 30-days or less depending upon support from all required agencies. The City Electrical Services Division and the Transportation Services Division has worked closely with RTS on the project. Full implementation of all 20 installations is still approximately 6-12 months away depending upon support or lack of support from the required support agencies such as PG&E and CalTrans.

**SUSTAINABLE OPPORTUNITIES**

***Economic:*** It is anticipated that monthly revenues received (per system) from citations generated from the RLCES will approximate \$18,000 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. Drivers will become more aware of the RLCES and drive more cautiously in other areas of the City. Officers will be free to monitor other parts of the City for traffic violations.

**DISABILITY AND SENIOR ACCESS**

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

<sup>1</sup> The directional abbreviations (N/B = Northbound, E/B = Eastbound, W/B = Westbound) identify the direction of the cameras.

Item: \_\_\_\_\_  
 Public Safety Comte.  
 September 23, 2008

**RECOMMENDATION**

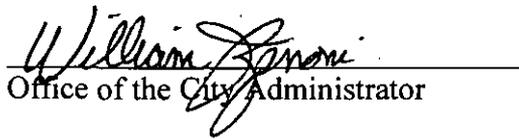
Staff recommends acceptance of this report.

Respectfully submitted,



Wayne G. Tucker  
Chief of Police

APPROVED AND FORWARDED TO  
THE PUBLIC SAFETY COMMITTEE:

  
Office of the City Administrator

Prepared by:  
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Support Operations Division  
Traffic Operations Section

Item: \_\_\_\_\_  
Public Safety Comte.  
September 23, 2008