



THE CITY OF SAN DIEGO
REPORT TO THE CITY COUNCIL

DATE ISSUED: January 30, 2008 REPORT NO: 08-008

ATTENTION: Public Safety & Neighborhood Services
Agenda of February 6, 2008

SUBJECT: Selection of the Red Light Photo Enforcement System
Locations

COUNCIL DISTRICTS: ALL

REFERENCE: Report to the City Council, 07-183 Red Light Photo
Enforcement Program dated November 7, 2007
City Manager's Report, 02-282 Red Light Photo Safety
Program Vendor Agreement dated November 20, 2002

REQUESTED ACTION:

No action required.

STAFF RECOMMENDATION:

This report is for information purposes only.

SUMMARY:

On December 4, 2007 Council approved the selection of American Traffic Solutions as the new vendor for the Red Light Photo Enforcement Program and approved a new contract for three years plus two option years to renew. Council directed staff to present to the Public Safety & Neighborhood Services Committee the criteria utilized to select the sites where the cameras will be installed.

Improving vehicular and pedestrian safety is the primary reason for installing a red light photo enforcement system at an intersection. Throughout the year staff enters all reported injury accidents in the City of San Diego into a computer database. Annually, a statistical analysis is performed to determine which intersections have the highest accident rates. In addition, all intersections with four or more accidents of the same pattern are noted. Traffic Engineers within the Transportation Engineering Division review this data and recommend modifications to the intersection to reduce future accidents. Engineering solutions such as changes to signal timing, signal hardware, signs, and markings and intersection redesign are considered and implemented. If the nature of the accidents is related to running red lights, we own the traffic signal and there are no engineering solutions that would reduce this behavior, then the intersection is considered for the installation of a red light photo enforcement system.

Collision frequency and type, red light running violation history, vehicular and pedestrian volumes, traffic speeds and intersection gridlock are reviewed, as well as input from the San Diego Police Department (SDPD) and residents and geographic dispersion throughout the city.

This practice is consistent with the State and Federal guidelines cited below:

- State of California Bureau of State Audits Report 2001-125 Red Light Camera Programs, published July 2002.
- Federal Highway Administration Red Light Camera Systems Operational Guidelines, published January 2005.

If it is determined that a RLPE system would be the appropriate solution, the site is reviewed for constructability and scheduled for installation. If the site will not accommodate a system (due to roadway conditions) then additional analysis of options to improve safety are explored. The current list of locations to be installed utilizing the new contract with ATS is attached (Attachment #1) listing 2 alternate sites should conditions at any of the 15 sites not accommodate a system.

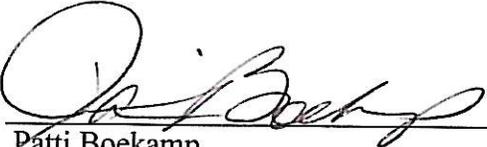
FISCAL CONSIDERATIONS: None with this action.

COMMUNITY PARTICIPATION AND PUBLIC OUTREACH EFFORTS:

A RLPE Program web page is posted on the City of San Diego's web site. The web page describes the program, contains a short video explaining how the program operates, and how the proposed intersections are selected for photo enforcement. Proposed intersections are posted on the City's website for at least thirty days prior to final decision making, to allow for public comment. In addition, letters are sent to the local community planning group for input. Engineering staff respond to any questions from the public generated through the website.

KEY STAKEHOLDERS & PROJECTED IMPACTS:

Vehicle drivers that run a red light will be impacted (receive a citation). Traffic accidents as a result of running red lights will be reduced, increasing motorist, pedestrian, and bicycle safety.



Patti Boekamp
Director, Engineering and Capital Projects



David Jarrell
Deputy Chief/Chief Operating Officer

Attachment 1: Proposed Red Light Photo Enforcement (RLPE) Locations