

4-5-19

Subject: Red light cameras on the April 9 agenda, item J1.

Honorable Mayor and Councilmembers:

I am writing to you again - my previous letters are pasted below and I hope you will read them - to urge you to not extend the red light camera program.

Red flag # 1. When I read the current staff report the first thing I noticed was that staff waited until March to publish the RFP the council requested in October, and then staff - trying to make up time? - gave bidders only two weeks to respond. The result, of course, is that the only bid came from the incumbent. I won't go into detail here about the still-way-too-high price, as price is discussed in both of my previous letters.

Red flag # 2 for me was the staff report's Table 1. It looks like the figures given there do not exclude "fender benders" - non-injury collisions - which sometimes get reported, but often do not. To be a reliable guide for your decision making, such a table should look only at injury accidents, and ideally only those caused by red light running. But even if we were to accept the offered table as valid, it does not support the use of cameras as it shows that traffic collisions have remained pretty steady over the last five years, instead of dropping as we might expect after heavy enforcement that increased 57% from 2013 to 2018 (excluding the recently installed camera at Chilco). When it involves a serious public safety issue and a multi-million Dollar program, Menlo Park should have its stats done by a professional with credentials in the field of statistics and who is independent of other ties or contracts with the City. (My letter of Aug. 2018, copy below, discusses two professionally conducted studies.)

The staff report's revelation that 87% of the tickets are going to visitors may explain why the cameras will never stop the accidents. Anyone who watches the crash videos circulated by the red light camera Industry will notice that most of the crashes occur many seconds into the red.

The Texas Transportation Institute (TTI), with sponsorship by the Texas DOT, studied 41 crash videos obtained from red light cameras and confirmed what the public has been noticing: "With one exception, all of the right-angle crashes occurred after 5 seconds or more of red." They also reported that the average was 8.9 seconds into the red. (Source: See pages 5-15 and 5-16 of the study, available at FAQ # 6 on highwayrobbery (dot) net.)

These real late runners (5+ secs. late) aren't doing it on purpose. Recent evidence suggests that most of them are visitors who, because they don't live in town, simply don't know that there's a signal up ahead. They are lost or distracted, and by the time they notice that the signal is there, it is too late to stop. (Around California, roughly 80% of red light camera tickets go to visitors - see FAQ # 22 at highwayrobbery (dot) net.)

A minority of the late violations are by "locals" who forgot there's a camera up ahead because they were distracted, or impaired.

Because they won't know or won't remember that there's a camera up ahead, the presence of a camera won't keep the visitors or the distracted/impaired locals from making the dangerous real late runs. To cut those real late runs, a city should install visual cues to make its most dangerous intersections more prominent and to warn motorists, "signal ahead." Most of these engineering countermeasures are cheap and quick to do. None of them carries the camera side effect of increased rear enders. Some examples:

2005 research sponsored by the Florida Department of Transportation concluded that improving street markings (painting "signal ahead" on the pavement) near intersections would reduce red light running by up to 74 percent. See Section 3.4, p. 69 of the document, or p. 84 of the pdf, available at FAQ # 6 on highwayrobbery (dot) net. A large red light camera study sponsored by the San Diego Police Department rated engineering countermeasures such as better markings as "most effective" in reducing unintentional running, while enforcement, including cameras, was considered "less effective." See Table 6.3, p. 80 of the document, or p. 97 of the pdf, available at FAQ # 6 on highwayrobbery (dot) net.

The 2004 TTI study (at page 5-9, link above) noted that countermeasures like increasing the diameter of signal lamps from 8" up to 12" or adding signal heads had the potential to decrease crashes by 47 percent. The 2005 Florida research recommended the installation of a signal pole on the "near" side of intersections. See p. 135 of the document, or p. 150 of the pdf, available at FAQ # 6 on highwayrobbery (dot) net.

The 2004 TTI study (at page 5-9, link above) noted that adding backboards (back plates) to the signals had the potential to decrease crashes by 32 percent. [Or, enlarge the backboards you have.]

I suggest putting up larger and well-lighted name signs for the cross streets, and larger bulbs in the street lights, at known dangerous intersections.

But What About Rolling Right Turns?

A now-former president of Redflex commented about rolling right turns. "Mr. Saunders suggests jurisdictions refrain from issuing a [rolling right] ticket except when a pedestrian is in the crosswalk." (Dec. 26, 2014 Wall Street Journal.) While motorists may appreciate the prosecutorial restraint suggested by Saunders, the end result would have been that the rolling rights would continue. In 2017 rolling right tickets were 53% of all the tickets issued by the City's cameras. (Per the annual report the City submitted to the Judicial Council.) I hope, and believe, that the council's preference and goal is for the rolling rights to diminish. Or stop. And there is a way to accomplish that goal, without the heavy enforcement. The City's engineers should study the scariest of the City's red light camera violation videos to determine when during the red phase the riskiest of the rolling right violations occur, and then install an electrical Blank Out sign (capable of displaying the universal "no right turn" symbol) and program it to light up and display that symbol during the high risk portion of the signal cycle. They cost about \$3000, depending upon size. Here is a picture of one. (I have no financial interest in or connection to the sale or manufacture of blank out signs.)



Red flag # 3. The staff report says that a copy of the proposed contract is attached, but the proposed contract is not posted on the 'net at present so I have not been able to review it. I suggest that councilmembers should check the proposed contract to make sure that the “termination for convenience” clause found at Sec. 6.1 of your present contract - it allows the City the flexibility to suspend or cancel the program without paying a large penalty - is still there, preferably without the unusual requirement for a supermajority vote (also discussed in my Feb. 2015 letter, copy below). In the Bay Area, San Mateo and Elk Grove have such clauses, as do numerous cities elsewhere in California, although none of them requires a supermajority vote.

Red flag # 4 is Table 3 in the staff report. I periodically ask the City to send me the monthly ticketing reports (Customer Management Reports, or CMRs) prepared by Redflex and I have them for all of 2018. They show that in 2018 ticketing was 27% higher than in 2017. Table 3, which was prepared by Redflex, could lead one to conclude that the apparent increase of ticketing in 2018 was caused by increased traffic volume, except that the monthly CMRs show a suspicious jump in ticketing shortly after Commander Dixon sent out the email featured in my Aug. 6, 2018 letter to the council (copy below).

Also to consider is Redflex' reputation. The company bribed officials in Chicago, and a former vice president/whistleblower, who was based in California, alleged that they had bribed officials in other states, including California. The bribery cost Redflex their Chicago contract, and the company later agreed to pay Chicago a \$20 million settlement. The bribery may also have been why the company lost its contract for the large City/County of Sacramento camera program.

We evaluated the vendors' experience in red light photo enforcement. REDFLEX Traffic Systems and CONDUENT exceeded the maximum amount of customers and years of experience nationally and internationally, but CONDUENT was the only responsive vendor to receive a score of one hundred. REDFLEX Traffic Systems' score reflects their employees' conduct as they are a reflection upon the company's reputation and qualifications. Two REDFLEX Traffic Systems employees were arrested relevant to cases involving fraud, bribery and extortion, therefore their score was eighty. SENSYS

From Sacramento County's Oct. 1, 2018 RFP evaluation, by Capt. A. Hagadorn

Finally, if you do decide to continue the program, I ask you to consider reducing the fine for rolling rights, as discussed in my letter of Aug. 2018.

Regards,

Jim

Attached:

My letter of Feb. 2015

My letter of Aug. 2018, and its Candor attachment

Subject:Menlo Park red light cams - Contract Expiring

Date:Mon, 6 Aug 2018 17:09:27 -0700

From:Jim <jim>

Reply-To:jim

To:piohtaki@menlopark.org, ccarlton@menlopark.org, rdueller@menlopark.org, racline@menlopark.org, kkeith@menlopark.org, admccintyre@menlopark.org

8-6-18

Subject: Red Light Cameras - Contract Expiring

Venue: Possible Upcoming Council Meeting

Honorable Mayor and Councilmembers:

The amount of the rent you agree to pay to Redflex is important because it puts pressure on staff to keep ticketing up.

From: Dixon, William A
Sent: Thursday, March 15, 2018 2:28 PM
To: Mackdanz, Scott L
Cc: Bertini, David C
Subject: Redflex Information

According to the current budget information our Redflex numbers are way down year to date. I'm trying to determine if this is due to one installation being lower than the rest or if the lower numbers are across the board.

Please have Deborah contact Redflex and get a fiscal year (16/17 vs 17/18) to date comparison of each installation.

Thanks

Commander William A. Dixon

MPPD internal correspondence obtained via a public records request

I and others came to a council meeting five years ago (8-20-13) and - well after midnight - suggested that the new Redflex contract you were about to vote upon would have you pay way too much

for the red light cameras. You took our advice - to an extent - and by the next council meeting had renegotiated to obtain a 9% discount, saving the City \$107,400 which - I believe - saved 1074 motorists from getting a ticket.

Three years ago I wrote to you (copy below) and suggested that it might be time to negotiate again. Had you taken that suggestion you could have saved as much as \$424,800 (and the need to issue 4248 tickets). But you did not renegotiate - you continued to pay the 2013 rent of \$4950 even though, with four of the camera installations about to turn seven years old in Summer 2015 you might have been able to obtain a price close to the Elk Grove price of \$2000.

My copy of the contract you approved in 2013 says it is to expire at the end of this month. Per 2018 invoices I received this April, you still were paying \$4950. By now the contract may have been extended a year or more, but if Section 6.1 hasn't been changed or removed, you still have the ability to cancel/suspend on short notice, to give yourselves the opportunity to get a better price. Which will cut the number of tickets you need to issue in order to break even - or could allow you to reduce the amount of the fine for a right turn.

Can the City Reduce the Right Turn Fine?

In 2016 66% of the City's camera tickets were for right turns. (In 2015 it was 38%.) Many people think that a City cannot reduce the \$500.00 fine for right turns, but the City of Los Angeles was able to cut the fine in half by citing under CVC 21453(b), which has a considerably lower base fine than does 21453(a). Menlo Park can easily afford to reduce the fine, as in the typical month the program nets the City substantially more than the cost to operate it; in May the monthly remittance (see attached) from the court to the City was \$58,347 while the (way too high) monthly rent you paid to Redflex (\$26,000) was less than half of that.

Have Cameras Made Us Safer?

I want to pass along a Case Western study which came to national attention via a July 19 article in phys (dot) org. The study was published (posted) in the Social Science Research Network on November 30 last year. The authors made an in-depth statistical analysis - with "controls" - of the camera programs in Houston (which shut its cameras down in 2012) and Dallas and found, "... the cameras changed the composition of accidents, but **no evidence of a reduction in total accidents or injuries.**" (Abstract, page 1 of the pdf of the study, emphasis added.) The study further found, "... the model suggests that **the camera program led to a decrease in social welfare.**" (Page 5 of the pdf of the study, line 5, emphasis added.) (The study is a large file so I have not attached it here. It is available on the University's website; Google the title, Criminal Deterrence when there are Offsetting Risks: Traffic Cameras, Vehicular Accidents, and Public Safety.)

When it comes to statistics I am a lay person, but even I have noticed that when the subject is red light

cameras and the number of collisions at a particular location over the years or before and after cameras, often the report is missing a control group such as a comparison with other intersections. The importance of having a control group was highlighted out by a report commissioned in 2016 by the City of San Leandro (a Redflex client), in which the engineer concluded:

"After reviewing over 13 years of collision data for the two intersections, our findings are inconclusive with regards to an ARLE [red light camera] reducing collisions."

"For whatever reason, it appears that the injury plus fatality collision rate at signalized intersections (with or without ARLE) has decreased dramatically over the most recent nine year period (when compared to the previous nine year period). **ARLE cannot take credit for this reduction, because the collision rate decreased more at signalized intersections without ARLE.**" (Emphasis added.)

The San Leandro report is a large file so has not been attached here. It is available at a link on the San Leandro Docs page at the website highwayrobbery (dot) net.

You probably know that other California cities have ended their camera programs. (29 programs remain out of the 103 that once operated.) Attached is a compilation of comments made by police chiefs, city managers, firemen and councilmembers in cities having a collective 200 years of experience with red light cameras. (The attachment has "Candor" in the file name.)

Conclusion

1. The rent and the fine for a rolling right are both too high and the safety argument is weak; the camera program needs close examination before any further extension.
2. If staff's plan is to make public its detailed argument in favor of cameras no earlier than the weekend before the Council meeting at which the matter is to be decided, or even to wait until the time of the meeting and do a PowerPoint or verbal presentation, I am concerned that doing so would have the effect of defeating any in-depth analysis by the public or the press. I am sure you want such input, so I ask that you please publish any new staff report well ahead of time so that the public and the press can have more than a weekend to read it and comment.
3. The City should have its safety stats done by a professional with credentials in the field of statistics and who is independent of other ties or contracts with the City.

Sincerely,

Jim

Previous email, from 2015

Subject:Red light cams - save \$424,800 for the City, or 4248 tickets to Menlo Park motorists

Date:Sat, 07 Feb 2015 14:59:45 -0800

From:Jim

Reply-To:jim

To:editor@highwayrobbery.net, piohtaki@menlopark.org, ccarlton@menlopark.org, rdmueller@menlopark.org, racline@menlopark.org, kkeith@menlopark.org, admcintyre@menlopark.org

2-7-15

Honorable Menlo Park Mayor and Councilmembers:

In March 2014 Elk Grove, California - also a Redflex customer - approved a new contract which specified the following schedule of rents for their five cameras.

Years in service	Fixed price not to exceed / Designated Intersection Approach per month
0-4.99	\$4696.00
5.0-6.99	\$4196.00
7.0-9.99	\$2000.00
10.0+	\$1500.00

Table from Exh. D of the Elk Grove Contract, full document available at [highwayrobbery \[dot\] net](http://highwayrobbery.net)

In Aug. 2013 Menlo Park agreed to pay \$4950 for cameras that were then five years old, so will pay 72% too much (compared to the Elk Grove price schedule) over the five years of the extension it agreed to, \$497,184 extra. To cover that excessive rent, Menlo Park will need to issue an extra 4972 tickets (assuming that the City receives an average of \$100 for each ticket issued).

But there is a way out. At the Aug. 2013 meeting you did not delete the unusual requirement for a 4/5 vote to cancel on short notice, but provided that after Feb. 15, 2015 only a 3/5 vote would be required (see Section 6.1 of the contract). Thus, starting next week, a simple majority can vote to cancel the program so that the City can, if it wishes, negotiate a better price. (If the City is able to negotiate the \$2000 "Elk Grove" price for the Aug. 2015 - Aug. 2018 portion of the extension, it will save \$424,800, and 4248 tickets.)

FAQ # 17 at highwayrobbery [dot] net has more information about other cities' contracts, how much they pay - and how they negotiated their low prices.

Regards,

Jim

cc: Media

--

CANDOR FROM OFFICIALS

- In More Than Twenty Cities

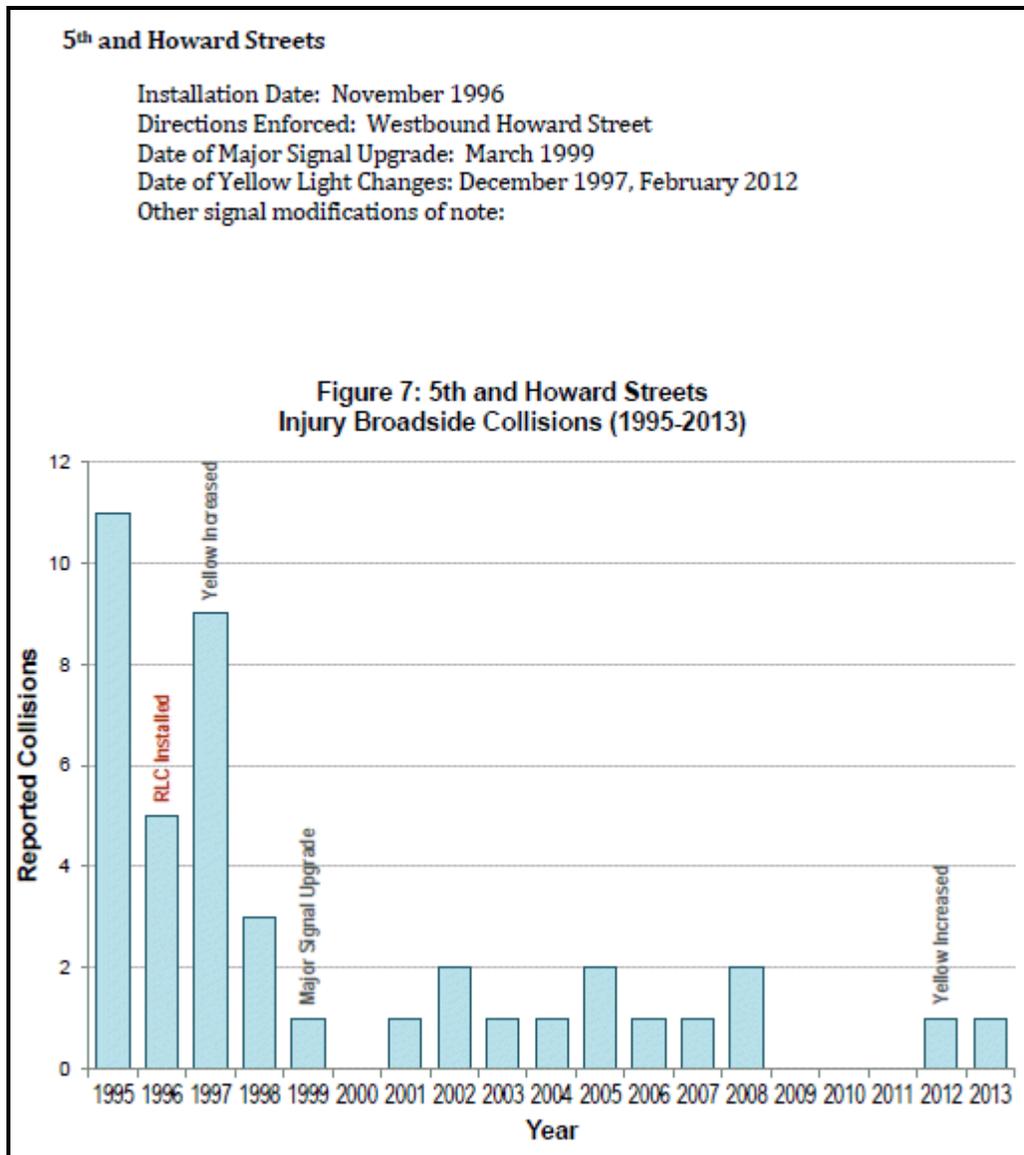
City of San Francisco (downsized in Fall 2016 - California's oldest program still running - cameras installed in late 1996): Beginning in September 2016 the City of San Francisco reduced ticketing by 80%; during 2017 they issued a total 2727 tickets compared to the average 13,515 tickets they issued in 2014 and 2015.

San Francisco's cutback was deliberate and planned, per a letter highwayrobbery.net received from City Traffic Engineer Ricardo Olea in May 2016:

"You are correct that engineering changes are the most effective way to reduce red light running crashes. We've had a long-standing record of improving intersection safety through signal upgrade improvements and signal timing changes." "We are in the process of starting a new Red Light Camera contract which will reduce the total number of approaches being enforced in San Francisco, keeping some locations we believe are still needed based on crash and citation history."

How did San Francisco arrive at their decision to downsize? In an Aug. 2015 report (*Annual Report 2014*) SFMTA staff made the first of a series of roughly annual camera-by-camera examinations of the effect the nineteen-year-old program had had upon accidents and found that the installation of a red light camera seldom was followed by a drop in accidents. Instead, the drops occurred after engineering improvements like making the yellows longer, adding an all-red interval (both of which are cheap to do), the addition of an arrow for left turns, or a general upgrade to the signal.

Example:



From the *Annual Report 2014*

In the next year's report (*Annual Report 2015*) staff conceded that one of the cameras may have had no effect whatsoever. (See page 12 of the pdf.)

The SFMTA's newest report, dated May 4, 2018 (*Annual Report 2016*), properly narrowed the focus to just those collisions caused by red light violations. (See note 5 on page 2 of that report.) The report showed that following the installation of the cameras there were accident reductions at only two of the nineteen intersections studied. It should be read side-by-side with the one-year-older *Annual Report 2015*, as the older report provides intersection-by-intersection details and dates about the engineering improvements made to the intersections while the *Annual Report 2016* no longer does.

To our knowledge, the SFMTA has not published the Annual Reports online; highwayrobbery.net obtained them via public records requests. To find copies of the reports, use this link:

<http://www.highwayrobbery.net/redlightcamsdocsSanFranContd.html#annualreport> or do a Google on - in quotation marks - "SFMTA Red Light Camera Annual Report 2016" and then scroll down to Set # 4 on the webpage which will come up.

City of San Leandro, California (cameras installed in 2006, still operating in 2018): In 2016, as part of its application to Caltrans for re-issuance of its annual red light camera encroachment permit, the City commissioned and submitted a study by an independent engineering firm. From the study, pages 6 and 10:

"After reviewing over 13 years of collision data for the two intersections, our findings are inconclusive with regards to an ARLE [red light camera] reducing collisions." "For whatever reason, it appears that the injury plus fatality collision rate at signalized intersections (with or without ARLE) has decreased dramatically over the most recent nine year period (when compared to the previous nine year period). ARLE cannot take credit for this reduction, because the collision rate decreased more at signalized intersections without ARLE."

Source: <http://www.highwayrobbery.net/TrcDocsSanLeanEncrPerm2016engrRepRecd2017jul26.pdf>

City of Stockton, California (cameras installed in 2004, closed in 2015): "Staff determined the program was not cost neutral for the city and found no evidence that it has significantly reduced traffic collisions. In February 2015, we sent Redflex a letter stating we were terminating the contract." Stockton police spokesman Joe Silva in 6-5-15 Stockton Record article. Source: <http://www.recordnet.com/article/20150605/NEWS/150609770>

City of Laguna Woods, California (cameras installed in 2005, closed June 2014): "Staff studied incidents over a 10-year period of time and found that the number of collisions related to signal violations at the two photo enforced intersections fluctuated slightly, but did not change in any significant manner after initiation of the red light photo enforcement program." City Manager Christopher Macon in staff report prepared for 5-28-14 council item. Source: <http://www.highwayrobbery.net/TrcDocsLagunaWoodsContr2014MayStaffRep.pdf>

City of Walnut, California (cameras installed in 2007, removed in 2014): "The statistical review of the RedFlex camera program did not reflect a reduction of traffic accidents, nor could the data support the cameras made the intersections safer." Mayor Tony Cartagena in 5-19-14 San Gabriel Valley Tribune article. Source: <http://www.sgvtribune.com/general-news/20140519/walnut-city-council-votes-to-end-red-light-camera-program>

City of Riverside, California (cameras installed in 2006, closed Sept. 2014): "Upon review CalTrans has determined that the accident rates do not warrant the camera systems at any of the five CalTrans locations and has requested their removal." Riverside Director of Public Works/City Engineer Thomas J. Boyd, in report prepared for Public Safety Committee meeting of 6-18-12, page 2-3. Source: <http://www.highwayrobbery.net/TrcDocsRivers2012JuneStaffRepCloseProg.pdf>

More from Riverside: "It's impossible to attribute causality to one thing. I don't know whether and to what degree the red light cameras have contributed to a reduction in traffic crashes." Chief of Police Sergio Diaz. Source: 7-14-12 Press Enterprise article: <http://www.pe.com/articles/-716731--.html>

More from Riverside: "I have spoken publicly against the program several times in the past, once before the public safety committee and twice before the entire council. Each time, I expressed my dislike of the general concept of the program, the unethical tactics used to collect fees, inconclusive data regarding their effectiveness, and the realization of corporate profits at the expense of our citizens. My position on these matters has not changed." Retired 28-year Riverside fire captain, in letter submitted for the Oct. 2, 2012 city council meeting. Source: <http://www.highwayrobbery.net/TrcDocsRiversideContractOpinionByRetdFireCapt.pdf>

City of Poway, California (cameras installed in 2004, removed in 2013): "On March 5, 2013, the City Council addressed the potential termination of the program and directed staff to turn off the cameras and evaluate the program's safety benefit for a six month period." "During the six month period preceding the March 9, 2013 turn-off date, there was a total of eight [later corrected to seven] accidents at these three intersections. During the six month period after the March 9, 2013 turn-off date, there were five accidents. This represents a decrease in accidents of 37.5% [later corrected to 28.6%]. There were no serious injury accidents during this period." City Manager, in report submitted for 10-15-13 city council meeting. Source: <http://www.highwayrobbery.net/TrcDocsPowayContr2013octStaffRepAndTwoSupps.pdf>

City of El Cajon, California (cameras installed in 2002, removed in 2013): "On February 26, 2013 the El Cajon City Council voted to suspend the "Agreement" with Redflex Traffic Systems, Inc. for a period of six months." "The data shows that from February 27, 2013 to August 31, 2013, while the cameras were covered, there were 39 reported collisions at red-light photo enforcement intersections as compared to 36 reported collisions during the same time period in 2012." "Based on these comparisons, the overall increase in traffic collisions is statistically insignificant." Chief of Police, in report submitted for 9-24-13 city council meeting. Source: <http://www.highwayrobbery.net/TrcDocsElCajonContr2013SeptStaffRep.pdf>

City of Emeryville, California (cameras installed in 2004, removed in 2012): "Staff also analyzed the number of accidents for the same seven year period and found that the red light cameras did not significantly impact the number of accidents." "Finance has estimated that elimination of the program would result in a \$200,000 per year savings to the City." Chief of Police Kenneth James, in reports submitted for 5-15-12 city council meeting. Source: <http://web01.emeryville.org/sirepub/pubmtgframe.aspx?meetid=87&doctype=agenda>

City of Los Angeles (cameras installed in 2000, removed in 2011): "It was completely wrong." "It was strictly designed to bring in revenue and didn't do anything for public safety." Councilmember Dennis Zine, who prior to his twelve years (termed out) on the council served 28 years with the LAPD, 18 years of which was on motors. Source: Los Angeles Daily News, 3-27-12: <http://www.dailynews.com/general-news/20120328/red-light-scofflaws-will-catch-a-break>

City of San Bernardino, California (cameras installed in 2005, removed in 2012): "It was the consensus of the Council that the City has lost business because of the red light cameras and they're not making the City any safer." Minutes, 1-24-11 city council meeting. <http://www.highwayrobbery.net/TrcDocsSanBernContr2011JanMins.pdf>

City of El Monte, California (cameras installed in 2003, removed in 2008): "A comparison of traffic collisions at Redflex monitored intersections vs. non-Redflex monitored intersections revealed that there is no statistical difference in the number of traffic collisions because of Redflex monitoring." Chief of Police Ken Weldon, in memo presented at 10-21-08 council meeting. <http://www.highwayrobbery.net/TrcDocsElMonteContrTerminateWeldonMemo.pdf>

More from El Monte: "We're spending a lot of staff time on this just to gain \$2000 a month. It doesn't reduce accidents -- that's what our studies and results have come back." City Manager James W. Mussenden. Source: Granicus video of council meeting of 10-21-08, at 1:28:40, available at City's website.

City of Upland, California (cameras installed in 2003, removed in 2009): "The system appears to have little influence on the number of red light related collisions at monitored intersections. At times, rear end collisions have actually increased." Chief Steve Adams, in memo presented at 3-9-09 council meeting. Source: <http://www.highwayrobbery.net/TrcDocsUplandStaffReport2009Mar9.pdf>

City of Whittier, California (cameras installed in 2004, removed in 2010): "Initially, the red-light program did change behaviors because it did lessen the number of red-light violations but over the long term it didn't appear to lessen the number of injury accidents." Assistant City Manager Nancy Mendez. Source: 12-6-10 Whittier Daily News:
<http://www.highwayrobbery.net/TrcDocsWhittierArticleProgTerminated.pdf>

City of Loma Linda, California (cameras installed in 2006, removed in 2010): "I believe these red light cameras are ways for city governments to legally extort money from their citizens." "The month after we lengthened the yellow light by one second, the number of violations that we have seen dropped by 90 percent." Mayor Rhodes Rigsby, M.D.
Source: KABC - TV, 12-3-10,
http://abclocal.go.com/kabc/story?section=news/local/inland_empire&id=7824510

City of Gardena, California (cameras installed in 2005, removed in 2011): "Our research in Gardena has revealed there is no significant traffic safety impact as a result of the use of the red light cameras. At almost every intersection where we have cameras, collisions have remained the same, decreased very slightly, or increased depending on the intersection you examine. When combining the statistics of all the intersections, the overall consensus is that there is not a noticeable safety enhancement to the public." Chief of Police Edward Medrano, in memo presented at 2-9-10 council meeting. Source:
<http://www.highwayrobbery.net/TrcDocsGardenaContr2010staffRepFull.pdf>

City of Bell Gardens, California (cameras installed in 2009, removed in 2012): "To date, 95% of the funds collected from verifiable violations have been paid to RedFlex Traffic Systems for operating the cameras. The remaining 5% of funds collected have been utilized to partially offset costs of personnel to manage the system. The red light camera program has contributed to a moderate decrease in the overall number of accidents; however, no change in the overall number of injury accidents. Furthermore, the police department has recognized unanticipated personnel costs to manage the program. Based on this analysis, the red light camera program is not significant enough of a community safety benefit to justify the continuation of the program beyond the existing three (3) year agreement term that expires on March 29, 2012." Staff report presented at 9-26-11 council meeting.
Source: <http://www.highwayrobbery.net/TrcDocsBellGdnsContr2011staffRep.pdf>

City of Hayward, California (cameras installed in 2008, removed in 2013): "In response to Council Member Zermeño's question for reasons why cities chose to drop out of the Red Light Camera program... City Manager David commented that another reason was the lack of strong evidence in the industry that red light cameras were effective in reducing collisions." Minutes, 10-11-11 council meeting. Source: <http://www.highwayrobbery.net/TrcDocsHaywardStaffRep2011Oct11mins.pdf>

More from Hayward: "There is no concrete data that supports the fact that red light cameras are supposed to reduce collisions." "That's not been our experience here in Hayward. We've had much better results with a redeployment of our motor officers. I think that having that personal contact with our community members makes a lasting impression. It's an opportunity for us to change behavior when it's wrong versus getting a ticket in the mail 2-4 weeks down the road." Police Chief Diane Urban, during 3-5-13 city council meeting. Source: <http://sanfrancisco.cbslocal.com/2013/03/06/hayward-to-get-rid-of-red-light-cameras/>

City of Hawthorne, California (cameras installed in 2004, still operating as of 2018): "The hope is that driving behavior is corrected, not just through that intersection but through the rest of the time you're driving here." "You need to study accidents overall. Some of the data that you don't have is accidents for their entirety in our city. You know what, you're right, they're not going down. I wish they were." Hawthorne Police Captain Keith Kauffman, during 3-13-12 city council meeting. (In late 2015 Kauffman became Chief of Police in the City of Redondo Beach.) Source: <http://highwayrobbery.net/redlightcamsdocsHawthMain.html#Council2012>

City of Escondido, California (cameras installed in 2004, removed in 2013): "Staff's analysis is, the data on accident rates is inconclusive." "We didn't find any change between photo enforced intersections and citywide. You're just as likely to be injured at a photo enforced intersection as you are citywide. So we didn't find anything to demonstrate that severity had been reduced." "Photo enforcement has the highest cost of all the countermeasures." Escondido Assistant Director of Public Works Julie Procopio. Source: Video of council meeting of 8-21-13, at 1:26:50, available on City's official archive site, at <http://escondido2.12milesout.com/>

Effectiveness of Other Counter Measures

Counter Measure	Crash Reduction Factor *	Cost per Intersection /Year
Left Turn Protected Phasing	27%	\$5,000
Retroreflective Backplates	13%	\$2,000
Countdown Pedestrian Heads	20%	\$4,800
Improve Signal Coordination	27%**	\$2,400
Automated Enforcement (RLPE)	12%	\$89,800

* FHWA study estimates

** Right Angle Crashes Only



Slide shown by staff at 8-21-13 Escondido council meeting.

More from Escondido: "Some of the best footage of really drastic collisions comes from red light cameras." "The cameras are there, the collisions still happen." Councilwoman Olga Diaz. Source: Video of council meeting of 8-21-13, at 1:30:00.

City of South Gate, California (cameras installed in 2003, removed in 2013): "The most disappointing thing from staff's perspective is the lack of change in behavior at the intersections." "If you look at the statistics that were provided by RedFlex, you didn't see a dramatic impact in the behavior over the years. In fact, a limited correlation between the implementation of RedFlex and the change in behavior. That's disappointing in the deployment, not just in this city, but everywhere." City Manager Michael Flad at council meeting of 9-10-13. Source audio: <http://www.highwayrobbery.net/TrcDocsSouthGateContrQuit2013Sep10audioClipCityMgr.mp3>

City of Moreno Valley, California (cameras installed in 2008, removed in 2009, City of Riverside camera on shared border removed in 2012 at Moreno Valley's request): "We took the heat without having any control over it." "I'm happy to see all those red light cameras go. ...The few people that like them just haven't looked at the reality of what it does. It takes away the discretion of a police officer." Moreno Valley Mayor Richard Stewart. Source: Riverside Press Enterprise article 8-6-12

<http://www.pe.com/articles/camera-654226-riverside-city.html>

City of Glendale, California (cameras installed in 2008, removed in 2012): "In short, the nearly 4-year-old red-light camera program became 'cumbersome' and not 'the best use of our resources,' Capt. Carl Povilaitis said." Source: Glendale News-Press article of 3-13-12
<http://www.glendalenewspress.com/news/tn-gnp-0314-glendale-police-shut-down-redlight-camera-program,0,1343078.story>

The **San Mateo County** (California) Superior Court (beginning in 2005 nine cities in the County installed cameras and four still were operating cameras as of 2018): "Are we doing right by the public?" "It's questionable whether the trade-offs are appropriate." "There's a balance there, and I don't think we have found it." CEO John Fitton, San Mateo Superior Court, on 11-13-09. Source:
<http://www.highwayrobbery.net/TrcDocsSanMateoCountyArticles2009Nov13CourtExecAngry.txt>

More from the San Mateo Superior Court: "I would advise cities who are contemplating installing red light cameras to move cautiously. I know these systems generate revenue for cities, but safety-wise there are questions about whether the red light cameras reduce accidents." CEO John Fitton, on 2-16-10.

Source: KGO-TV, <http://www.abclocal.go.com/kgo/story?section=news/local/peninsula&id=7280823>

From the San Mateo County Grand Jury: "Based on the data provided by the cities, there was no overall trend indicating a noticeable change in accident rates before and after installation of red light cameras." "Recently, the City of San Carlos extended the yellow light time to comply with state standards and found that the number of citations fell dramatically." "As a result the revenue from red light citations could no longer cover the associated costs." Source: 2010 Grand Jury Report
<http://www.highwayrobbery.net/TrcDocsSanMateoGrandJuryFinalRep.pdf>