CITY COUNCIL STUDY SESSION

MEETING DATE: January 10, 2006 **ITEM NUMBER:**

SUBJECT: Red Light Camera Proposed Installation Locations

DATE: January 5, 2006

FROM: Police Department/Field Operations Services Division

PRESENTATION BY: Sergeant Rich Allum, Police Department, Traffic Safety Bureau

FOR FURTHER INFORMATION CONTACT: Sergeant Rich Allum (714) 754-4963

RECOMMENDATION:

Recommend installation of the below seven (7) Red Light Camera approaches at the (4) intersections noted in "Analysis" in the priority as indicated.

This recommendation is made with the intent to increase traffic safety and improve the flow of traffic through the City of Costa Mesa by reducing traffic collisions and continued public education.

BACKGROUND:

The City of Costa Mesa, through the Police Department, has operated a system of Red Light Camera enforcement since June 2003 through an agreement with Nestor Traffic Systems, Inc. The automated enforcement system covers fifteen (15) approaches (billed for thirteen by agreement) at four (4) intersections. These four (4) intersections are Harbor Boulevard and Adams Avenue, Bristol Street and Anton Avenue, Newport Boulevard and 17th Street, and Newport Boulevard and 19th Street.

The contractual agreement previously entered into by the City of Costa Mesa and Nestor Traffic Systems, Inc. on July 15, 2002 established three (3) phases of installation. The City is now at the Third Phase of the installation process. The Third Phase is the installation of the final seven (7) billable approaches per contractual agreement.

The intent of photo enforcement is to reduce accidents, enhance the safety of motorists, and improve overall traffic flow. Overall, on existing monitored approaches, traffic collisions have been reduced as compared to the year before installation (attachment #3).

ANALYSIS:

Red Light Camera enforcement locations are selected based upon several established factors. Those factors include Average Daily Traffic counts, accident history, violation

history, input from Traffic Safety Bureau personnel, data from Transportation Services personnel, and a subsequent survey by Nestor Traffic Systems, Inc. for number of observable violations over a given twenty-four (24) hour period. This criterion was established for the original location installations and has continued to be used to date.

Identification of the locations is a collaborative effort between Police Department (Traffic Safety Bureau) personnel and personnel from the Public Services Department (Transportation Services Division see attachments #1 and #2) allowing for a comprehensive overview of possible impact on traffic related concerns for each location. Each of the following recommended locations was selected after review of the criteria as indicated. Identified locations are in order of suggested priority.

Harbor Boulevard and Gisler Avenue
Approach #1: Northbound Harbor Boulevard with possible included left turn coverage
Approach #2: Southbound Harbor Boulevard with possible included left turn coverage

Harbor Boulevard and South Coast Drive
Approach #3: Northbound Harbor Boulevard with possible included left turn coverage
Approach #4: Southbound Harbor Boulevard with possible included left turn coverage

Harbor Boulevard and Baker Street
Approach #5: Southbound Harbor Boulevard with possible included left turn coverage

Victoria Street and Placentia Avenue
Approach #6: Northbound Placentia Avenue with possible included left turn coverage
Approach #7: Eastbound Victoria Street with possible included left turn coverage

The above seven (7) listed approaches will complete the installation provision of the contractual agreement between the City of Costa Mesa and Nestor Traffic Systems, Inc.

ALTERNATIVES CONSIDERED

In addition to the above listed seven (7) approaches, the following three (3) approaches were considered as possible alternate or additional installation locations. These locations would be reasonable locations for consideration, in excess of the contractual minimum, but are not optimal locations based upon selection criteria.

Victoria Street and Harbor Boulevard
Alternate Approach: Eastbound Victoria Street with possible included left turn coverage
Alternate Approach: Westbound Victoria Street with possible included left turn coverage

Victoria Street and Placentia Avenue
Alternate Approach: Westbound Victoria Street with possible included left turn coverage

FISCAL REVIEW:

The installation of the additional Red Light Camera approaches has no fiscal impact for the City, as installation is part of the contractual agreement.

LEGAL REVIEW:

There is no legal review required on this item.

CONCLUSION:

The installation of the final seven (7) billable approaches will complete the Third Phase of the contract.

RICHARD ALLUM	JOHN D. HENSLEY
Sergeant	Chief of Police

DISTRIBUTION:

ATTACHMENTS: E-mail correspondence from Transportation Services Division to Special Events Detail

Transportation Services Division supporting documentation for collisions and ADT

Police Department synopsis of current Red Light Camera locations collision statistics

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