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**File #:** 16-440    **Version:** 1    **Name:** New Redlight Automated Enforcement Intersections/Approaches  
**Type:** Minute Order    **Status:** Public Hearing  
**File created:** 11/30/2016    **In control:** [City Council Meeting Agenda](#)  
**On agenda:** 12/12/2016    **Final action:**

**Title:** CC - PUBLIC HEARING: (1) Approve New Intersections/Approaches for Automated (Red Light) Photo Enforcement; and (2) Approve an Amendment to the Agreement with Redflex Traffic Systems, Inc., to (A) Discontinue Automated Enforcement Services at (i) Washington Place and Centinela Avenue; (ii) Washington Boulevard and Sawtelle Boulevard; and (iii) Washington Boulevard and Helms Avenue; and (B) Provide Automated Enforcement Services at (i) Washington Boulevard and Overland Avenue; (ii) Washington Boulevard and Sepulveda Boulevard; and (iii) Washington Boulevard and National Boulevard; and (C) Increase the Annual Contract Amount by \$114,000 to a New Not-To-Exceed Annual Amount of \$807,576.00.

**Attachments:** 1. [16-12-12 - ATT Notice of Public Hearing](#)

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### title

**CC - PUBLIC HEARING: (1) Approve New Intersections/Approaches for Automated (Red Light) Photo Enforcement; and (2) Approve an Amendment to the Agreement with Redflex Traffic Systems, Inc., to (A) Discontinue Automated Enforcement Services at (i) Washington Place and Centinela Avenue; (ii) Washington Boulevard and Sawtelle Boulevard; and (iii) Washington Boulevard and Helms Avenue; and (B) Provide Automated Enforcement Services at (i) Washington Boulevard and Overland Avenue; (ii) Washington Boulevard and Sepulveda Boulevard; and (iii) Washington Boulevard and National Boulevard; and (C) Increase the Annual Contract Amount by \$114,000 to a New Not-To-Exceed Annual Amount of \$807,576.00.**

### body

**Meeting Date:** December 12, 2016

**Contact Person/Dept:** Lieutenant William Browne/Police Department

**Phone Number:** (310) 253-6120

**Fiscal Impact:** Yes  No

**General Fund:** Yes  No

**Public Hearing:**     **Action Item:**     **Attachments:**

**Commission Action Required:** Yes  No

**Public Notification:** (E-Mail) Meetings and Agendas - City Council (12/07/16);

**Department Approval:** Chief Scott Bixby (11/30/16)

## **RECOMMENDATION**

Staff recommends the City Council conduct a public hearing and (1) approve new intersections/approaches for Automated (Red Light) Photo Enforcement; and (2) approve an amended agreement with Redflex Traffic Systems, Inc., to (A) discontinue automated enforcement services at (i) eastbound Washington Place and Centinela Avenue; (ii) eastbound Washington Boulevard and Sawtelle Boulevard; and (iii) eastbound and westbound Washington Boulevard and Helms Avenue; and (B) provide automated enforcement services at (i) northbound and southbound Washington Boulevard and Overland Avenue; (ii) northbound and southbound Sepulveda Boulevard and Washington Boulevard; and (iii) northbound and southbound Washington Boulevard and National Boulevard; and (C) increase the annual contract amount by \$114,000 to a new not-to-exceed annual amount of \$807,576.00.

## **PROCEDURE:**

1. Mayor seeks a motion to receive and file the affidavit for publishing a legal notice.
2. Mayor requests a brief staff report and City Council poses questions to staff as desired.
3. Mayor opens public hearing and invites public comments.
4. Mayor seeks a motion to close the public hearing.
5. Based on public comment and staff research, City Council discusses the proposed recommendation and arrives at its decision.

## **BACKGROUND**

The City's automated enforcement program, using red light cameras to capture violators as they drive their vehicles through an intersection after the traffic signal has turned red, began in 1998, with the first intersection at Washington Boulevard and La Cienega Boulevard. California Vehicle Code section 21455.5 authorizes governmental agencies to utilize automated enforcement equipment at intersections and other locations within a municipality, if certain conditions are met. The City's automated enforcement program is operated and managed by the Traffic Bureau of the Culver City Police Department ("CCPD").

The City originally contracted for red light camera equipment and support services associated with the City's automated enforcement program with Tellis Traffic, Inc. After a short period, the City transitioned the contract with Tellis Traffic to Sensys Traffic AB, which purchased Tellis Traffic, Inc. Sensys Traffic AB, doing business as Traffic Safety Systems, subsequently became a wholly owned subsidiary of Redflex Traffic Systems, Inc. ("Redflex"), and in 2002 Redflex entered into an amended and restated agreement with the City, which expired in March 2007.

During March 2007, a Public Hearing was held, and upon recommendation from CCPD, the City Council authorized a contract with Redflex to continue to provide automated enforcement equipment and related support services. That contract expired at the end of March 2014.

During October 2013, a Request for Proposals (RFP) was published to solicit responses from qualified red light camera enforcement companies. The City received four proposals in response to the RFP. Based on the initial review, three finalists were selected. After meeting with the three finalists, staff determined that Redflex Traffic Systems, Inc., should be awarded the contract based on the quality of their equipment and because they were the lowest responsive bidder. Redflex continues to provide red light camera services and support to the City's automated enforcement program.

On May 16, 2016, during its budget presentation to the City Council, CCPD staff proposed enhancements to the existing automated enforcement program by adding additional approaches at various intersections.

Pursuant to Vehicle Code Section 21455.6, the City is required to hold a public hearing before installing a red light camera system at an intersection and entering into a contract with a red light camera vendor.

## **DISCUSSION**

Throughout the 18 years since the City's automated enforcement program began, CCPD has maintained administrative and enforcement competencies which have assured a high degree of effectiveness. Improving traffic safety has been a fundamental element of the City's automated enforcement program since its inception. The automated enforcement program is currently in place at eleven (11) intersections comprising of eighteen (18) approaches (north bound, south bound, west bound, east bound).

Since the inception of the automated enforcement program, Culver City, like other Westside Cities, has experienced rapid and significant increases in the number of vehicles that travel City streets. This includes those intersection approaches monitored by the Automated Enforcement Program. The resulting traffic volume induced congestion has highlighted the ongoing need to maintain efforts to help avert red light runners and potentially prevent traffic collisions.

CCPD staff believes the program is successful at reducing the number of drivers running red lights and is a major factor in reducing accidents associated with running red lights. The benefit received by the community is rooted mostly in the prevention and reduction of injury related accidents.

### Traffic Safety

In 2014, there were eight traffic collisions at intersections with photo enforcement equipment present. Four occurred at the approaches (directions of travel) of the intersections that were equipped to capture red light violations. Three of the collisions were due to red light violations. The cause of the fourth collision is unknown. The remaining four collisions occurred at approaches (directions of travel) of the intersection that are not equipped to capture red light violations; one was due to a red light violation, one was caused by unsafe speed and one was due to a bicyclist unsafely entering onto a roadway from the sidewalk. The cause of the fourth collision is unknown.

In 2015, there were three collisions at intersections with automated enforcement equipment present. All three occurred at the approaches (direction of travel) of the intersections that were equipped to capture red light violations; one was due to a red light violation, one was due to following too closely (rear-end) and one was caused by a driver who failed to yield to oncoming traffic (left turn).

In 2016, through November 1, 2016 there has only been one collision at an intersection with automated enforcement equipment present. This accident occurred at an approach (direction of travel) of the intersection that was equipped to capture red light violations and was due to a red light violation.

The reduction from eight collisions in 2014 to one collision in 2016 shows an 87.5% decrease in collisions, over the approximate three-year period, at photo enforced intersections.

In a July 2016 study by the Insurance Institute for Highway Safety (IIHS), researchers found that red light running accidents caused 709 deaths in 2014 and approximately 126,000 injuries. More than half of those killed were pedestrians, bicyclists, or occupants of vehicles struck by red light runners.

Red light cameras deter red light running and uniformed police officers help, but there aren't enough officers to post at every intersection where there is a camera installed. Red light cameras are a countermeasure that increases the public's perception that there is a high likelihood of being held accountable for violating the law by running a red light.

### Traffic Volume and Intersection Selection

Over the past several years there has been considerable commercial development throughout the City and the volume of vehicles that travel our roads has increased. In the most recent Culver City traffic survey conducted in 2013, the average daily traffic (ADT) volume on Overland Avenue from Washington Boulevard to Culver Boulevard

during a 24 hour period was calculated at over 33 thousand vehicles. The ADT volume on National Boulevard between Hayden Avenue and Washington Boulevard was calculated at over 21 thousand vehicles during a 24 hour period, and on Sepulveda Boulevard between Washington Place and Culver Boulevard there were approximately 30 thousand vehicles calculated that passed through the area during a 24 hour period. Additionally, Culver City streets have become major regional thoroughfares on the West side of Los Angeles and are being utilized by motorists attempting to avoid congested freeways in the area.

Staff proactively reviewed the red light camera program and examined how it could be more effective given the increase in commercial development and traffic volume throughout the City. Based on new commercial businesses, vehicular congestion, as well as pedestrians and bicyclists that pass through and around the intersections at Overland Avenue and Washington Boulevard, Sepulveda Boulevard and Washington Boulevard and through National Boulevard and Washington Boulevard, staff decided that the program would be best served by installing photo enforcement equipment at these intersections.

Rather than just increase the size of our program, staff looked at intersections with lower traffic volume and/or fewer red light running incidents and sought to relocate those cameras to intersections with higher traffic volume and congestion (vehicles, pedestrians and bicyclists) so to have a greater impact on deterring red light running incidents and improve traffic and pedestrian safety to those areas. Upon reviewing the information, staff determined that the removal of the photo enforcement equipment at the following four (4) approaches/locations was appropriate:

- Washington Place and Centinela Avenue (east bound)
- Washington Boulevard and Sawtelle Boulevard (east bound)
- Washington Boulevard and Helms Avenue (east and west bound)

#### Intersection Site Surveys

On April 6, 2016, a twelve hour site survey was conducted to capture the number of red light violations that occurred at the intersections of Washington Boulevard and Sepulveda Boulevard, and at Washington Boulevard and National Boulevard. Redflex staff placed video camera equipment at those intersections in all directions (North, South, East and West) from 6 am to 6 pm and recorded all of the vehicles that drove through the intersections while the traffic signal was in the solid red phase. During that time period there were 179 violations observed at Washington Boulevard and Sepulveda Boulevard, and 309 violations observed at Washington Boulevard and National Boulevard. See table below for specific survey results.

<b>Cross Street</b>	<b>Approach</b>	<b>LT</b>	<b>Through</b>	<b>RT</b>	<b>Total</b>
Washington Blvd/National Blvd	NB	10	5	33	48
Washington Blvd/National Blvd	SB	2	5	28	35
Washington Blvd/National Blvd	EB	1	0	93	94
Washington Blvd/National Blvd	WB	9	3	120	132
Washington Blvd/Sepulveda Blvd	NB	10	1	31	42
Washington Blvd/Sepulveda Blvd	SB	3	8	30	41
Washington Blvd/Sepulveda Blvd	EB	3	3	72	78
Washington Blvd/Sepulveda Blvd	WB	3	2	13	18

On October 4<sup>th</sup>, 5<sup>th</sup> and 6<sup>th</sup>, 2016 additional site surveys, for a 12 hour period, were conducted at the same locations, as well as at Washington Boulevard and Overland Avenue, with the following results: Washington Boulevard and National Boulevard: 364 total incidents, Washington Boulevard and Sepulveda Boulevard: 89 total incidents, and Washington Boulevard and Overland Avenue: 139 total incidents.

<b>Cross Street</b>	<b>Approach</b>	<b>LT</b>	<b>Through</b>	<b>RT</b>	<b>Total</b>
Washington Blvd/National Blvd	NB	3	3	15	21
Washington Blvd/National Blvd	SB	9	4	21	34
Washington Blvd/National Blvd	EB	1	1	141	143
Washington Blvd/National Blvd	WB	4	1	161	166

Washington Blvd/Sepulveda Blvd	NB	6	2	41	49
Washington Blvd/Sepulveda Blvd	SB	4	2	17	23
Washington Blvd/Sepulveda Blvd	EB	2	0	12	14
Washington Blvd/Sepulveda Blvd	WB	2	0	1	3
Washington Blvd/Overland Ave	NB	13	3	38	54
Washington Blvd/Overland Ave	SB	16	10	29	55
Washington Blvd/Overland Ave	EB	9	4	0	13
Washington Blvd/Overland Ave	WB	12	2	3	17

In addition to the site survey data, traffic collision incident data for years 2014, 2015 and 2016 was researched for Overland Avenue and Washington Boulevard, Sepulveda Boulevard and Washington Boulevard, and National Boulevard and Washington Boulevard with the following results:

Year	Cross Street	Injury Collisions	Non-Injury Collisions	Hit & Run Collisions	Total
2014	Overland Ave/Washington Blvd	5	18	0	23
2014	National Blvd/Washington Blvd	3	3	1	7
2014	Sepulveda Blvd/Washington Blvd	8	17	1	26
2015	Overland Ave/Washington Blvd	3	23	2	28
2015	National Blvd/Washington Blvd	1	5	2	8
2015	Sepulveda Blvd/Washington Blvd	1	22	0	23
2016	Overland Ave/Washington Blvd	3	16	0	19
2016	National Blvd/Washington Blvd	2	6	1	9
2016	Sepulveda Blvd/Washington Blvd (1/1/2016 to 11/1/2016)	7	18	2	27

Additionally, on March 28, 2015 there was a fatal traffic collision at Overland Avenue and Washington Boulevard.

### **CONCLUSION:**

Based on the aforementioned information, staff believes it would be beneficial to the community to remove the photo enforcement equipment at Washington Place and Centinela Avenue (east bound), Washington Boulevard and Sawtelle Boulevard (east bound), Washington Boulevard and Helms Avenue (east and west bound); relocate those four approaches to the intersections at Sepulveda Boulevard and Washington Boulevard (north and south bound) and at Overland Avenue and Washington Boulevard (north and south bound); and install new photo enforcement equipment at National Boulevard and Washington Boulevard (north and south bound), to deter motorists from running red lights, to decrease traffic collisions in these areas and to maintain vehicle, bicycle and pedestrian safety at and around these intersections.

Currently there are 11 intersections with 18 approaches:

1. Washington Blvd. / Beethoven St. (2 approaches)
2. Washington Pl. / Centinela Ave. (2 approaches)
3. Washington Blvd. / Sawtelle Blvd. (1 approach)
4. Washington Blvd. / Helms Ave. (2 approaches)
5. Washington Blvd. / La Cienega Blvd. (1 approach)

6. Jefferson Blvd. / Duquesne Ave. (2 approaches)
7. Jefferson Blvd. / Overland Ave. (1 approach)
8. Jefferson Blvd. / Cota St. (1 approach)
9. Sepulveda Blvd. / Slauson Ave. (2 approaches)
10. Sepulveda Blvd. / Green Valley Circle (2 approaches)
11. Slauson Blvd. / Buckingham Pkwy. (2 approaches)

In relocating the four aforementioned approaches to two new locations and adding two new approaches, Staff is recommending increasing the program to 12 intersections with 20 approaches. Listed below are the relocated and new approaches:

1. Sepulveda Boulevard and Washington Boulevard (2 relocated approaches)
2. Overland Avenue and Washington Boulevard (2 new approaches)
3. National Blvd./Washington Blvd. (2 relocated approaches)

The new approaches should be operational during the first part of 2017.

The City will continue make every effort to educate and provide outreach to motorists who receive red light camera citations. In compliance with the Vehicle Code, during the first 30 days that the **new** intersections are in operation, motorists will not receive a citation with a Notice to Appear in court. They will, however, receive a warning notice that will advise them they committed a red light violation and nothing else. Additionally, in compliance with Vehicle Code provisions, signs will be posted within 200 feet of the **new** intersections to clearly indicate and advise motorists that photo enforcement equipment is present. The signs must be visible to traffic approaching from the direction in which the photo enforcement equipment is being utilized to issue citations.

### **FISCAL ANALYSIS**

The current Redflex annual contract amount of \$693,576.00 will increase by an additional \$114,000 per year for a new not-to-exceed annual contract amount of \$807,576.00. The annual increase is due to increasing the number of approaches by two.

It is projected there will be an increase in revenue by \$290,000.00 per year since there will be two new approaches and the new proposed intersections will generate a higher number of citations issued than the intersections that are being terminated.

### **ATTACHMENTS**

1. 2016-12-12 - ATT Notice of Public Hearing

### **MOTION**

That the City Council:

1. Approve new intersections/approaches for automated (red light) photo enforcement; and
2. Approve an Agreement Amendment with Redflex Traffic Systems, Inc., to (A) discontinue automated enforcement services at (i) Washington Place and Centinela Avenue (ii) Washington Boulevard and Sawtelle Boulevard; and (iii) Washington Boulevard and Helms Avenue; and (B) provide automated enforcement services at (i) Washington Boulevard and Overland Avenue; (ii) Washington Boulevard and Sepulveda Boulevard; and (iii) Washington Boulevard and National Boulevard; and (C) increase the annual contract amount by \$114,000 to a new not-to-exceed annual amount of \$807,576.00; and

3. Authorize the City Attorney to review/prepare the necessary documents; and
4. Authorize the City Manager to execute such documents on behalf of the City.