

CITY OF VENTURA
CITY COUNCIL AGENDA

**Supplemental
Information
Packet**

**Public Communications and Agenda Related Items
Received by 1:30 p.m., July 13, 2020.**

Meeting of July 13, 2020

Supplemental Information:

Any agenda related public documents received and distributed to a majority of the City Council after the Agenda Packet is printed are included in Supplemental Packets. Supplemental Packets are produced as needed. The Supplemental Packet is available in the City Clerk's Office, 501 Poli Street, Room 204, Ventura, during normal business hours as well as on the City's Website – www.cityofventura.ca.gov
<https://www.cityofventura.ca.gov/1236/City-Council-Public-Hearing-NoticesSuppl>

AGENDA ITEM 8G
Approve Second Extension –
Redflex Traffic Systems Agreement

Tracy Oehler

From: Anita Mair
Sent: Monday, May 18, 2020 4:20 PM
To: City Clerk
Subject: FW: -EXT- Red light camera contract extension

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Good afternoon,
Please see below correspondence regarding Agenda Item 8H.

Thank you,
Anita Mair

Executive Assistant
City Manager/City Council Office
City of Ventura
501 Poli Street | Ventura, CA 93001
805-658-7819
www.cityofventura.ca.gov

Stay Safe Ventura - We are Committed to Serving You

From: Steven Smith [REDACTED]
Sent: Monday, May 18, 2020 4:13 PM
To: Council <council@cityofventura.ca.gov>
Subject: -EXT- Red light camera contract extension

5-18-2020

Re: Red light camera contract extension on the May 18, 2020 Agenda

Dear Honorable Council Members:

Please do not approve the Redflex contract. It is time to end the Red Light Camera automated enforcement program. Only a small fraction of these tickets is issued for the reason the program exists. Most are given to drivers who are in the wrong place at the wrong time -- the time and place traffic engineers know as the "**dilemma zone**." The vast majority are not for dangerous, disrespectful, intentional red light infractions, with flagrant disregard for human life, but for very short "infractions" caused by the use of truncated yellow lights trapping drivers into unsafe maneuvers -- something that you have complete control over.

Traffic engineers use the term "dilemma zone" to describe the area created on the roadway that produces an unsafe stop or go dilemma for drivers. It is created by the use of a yellow signal light that should be properly timed to warn of an imminent change of right-of-way. Truncated yellows are a grave threat to pedestrians and bicyclists as well as drivers and their passengers. Your constituents deserve better. Young and old alike deserve maximum safety when out in the community. That's your responsibility.

You can both stop this confiscatory pattern and improve safety. It's time to roll back the clock to when all yellows in California were 5 seconds, before the perverse incentive of automated enforcement came to town


demanding minimum yellows to fulfill the program's promise. Longer yellows and greens will significantly improve safety for all and put an end to the red light ticket roulette you have allowed to exist in your communities. And the use of all-red periods between red and opposing green lights can add further safety.

And then there is target fixation. Forcing drivers to focus intently on the signal, by requiring a quick reaction (1sec vs 2.5sec in all other situations) to a change from green to yellow creates another well understood phenomenon of "target fixation." This phenomenon identified during wartime it is best understood today by motorcyclists who fixate on something they are trying to avoid, thereby greatly increasing their likelihood of crashing into it.

None of this is in dispute. It is well documented and well understood.

The current program uses photo finish cameras, likely developed for sport competition, to hand out what amounts to a \$600 ticket for an unintentional small fraction of a second into a red light, is for safety. This program has gone on too long. Most cities and counties in the US have shut their programs down. It is time for you to do the same.

Sincerely,
Steven P. Smith and Katharine E. Wagner


Sacramento, CA 95860

CAUTION: This email originated from outside the City of Ventura. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Tracy Oehler

From: Jim [REDACTED]
Sent: Friday, July 10, 2020 4:42 PM
To: Matt LaVere; Sofia Rubalcava; Lorrie Brown; Jim Friedman; Cheryl Heitmann; Erik Nasarenko; Christy Weir; Council
Subject: -EXT- Two Year red light camera extension on July 13 Ventura agenda
Attachments: TrcDocsSanLeanEncrPerm2016engrRepWilldanRecd2017jul26.pdf;
TrcaVenturaLTimesRROS2012JulExampOneCamOnly.pdf

7-10-20

Re: July 13 council meeting, item 8G, red light cameras

Honorable Councilmembers:

The new staff report does not address any of the six items I discussed in my email of May 16 (copy below). May I suggest that this item be put off for another period of time so that those items - and the new one below - can be addressed?

The new staff report claims that red light cameras reduce "prejudicial" enforcement. I disagree. I think cameras make favoritism the default condition, and make racism nearly impossible to detect.

Favored by default: Bureaucrats and government "insiders." An April 2008 Orange County Register article ("Special License Plates Shield Officials from Traffic Tickets") pointed out that in California there were nearly one million private vehicles having "confidential" license plate numbers protected from easy or efficient look up, making those vehicles' owners effectively invisible to agencies attempting to process parking, toll, and red light camera violations. Then, in 2009 the Register published an update reporting that the Legislature was extending the "confidential" privilege to even more people. In every session of our Legislature since then there's been one or more bills extending the "confidential" privilege to even more categories of employees. For comparison, the State of Arizona has 22,539 cars on its protected list, Illinois has 5867, Maryland has 8303, Pennsylvania has 8200, and Texas has 18,323. In Feb. 2010 a bill was launched in Sacramento to address the problem (by requiring confidential plate holders to provide a service address for their automated tickets - usually their place of employment), but the bill failed to pass. In 2011 it was re-launched, but it too failed to pass. The official analysis of the 2011 bill revealed that by then the number of confidential registrations had risen to 1.5 million. In 2012 there was another try. And in 2013 there was another failed try. *"When a few leaders are so able to insulate themselves from everybody else... that has a corrosive effect."* Capt. Chesley "Sully" Sullenberger, on Tavis Smiley Show, 6-15-12.

Favored by default: Drunks. If a "live" cop sees a motorist run a red and the motorist has been drinking, the motorist will go to jail for DUI, while a red light camera will let him off with a fine, and nothing will be done about his habit of drinking and driving until he causes an accident or kills someone.

Favored by default: The uninsured and unregistered. When a "live" cop pulls someone over, he will check for insurance and registration, and confiscate the car if there is none. But with a camera ticket there is no demand to prove that you are insured and registered. Why is that?

Geographic profiling: Here in California, no city issues a ticket to 100% of the people photographed - the average is around 50%. There is a selection process, done by humans. I am not suggesting that Ventura

profiles, but the City's statistics demonstrate the potential to do so. For example: In 2019 Ventura's cameras photographed 15,799 cars but issued only 9844 tickets. We would hope that the police personnel doing the selection would throw out only the tickets where the photos are too blurry, but what is to stop them from giving a free pass to the mayor and the "locals," people who live (and vote) in town?

"Locals" have a further advantage - they know where the cameras are.

The new staff report does at last admit that the cameras are being used for 24x7 surveillance.

Sincerely,

Jim Lissner

----- Previous Messages -----

Subject:Two Year camera extension on May 18 Ventura agenda

Date:Sat, 16 May 2020 20:35:20 -0700

From:Jim [REDACTED] <[REDACTED]>

Reply-To:[REDACTED]

To:mlavere@cityofventura.ca.gov, srubalcava@cityofventura.ca.gov, lbrown@cityofventura.ca.gov, jfriedman@cityofventura.ca.gov, cheitmann@cityofventura.ca.gov, enasarenko@cityofventura.ca.gov, cweir@cityofventura.ca.gov, council@cityofventura.ca.gov

5-16-20

Re: May 18 council meeting, item 8H, red light cameras

Honorable Councilmembers:

Even though two councilmembers are brand new to the camera issue and one councilmember has been away from it for 16 years, the staff report does not disclose or discuss the following.

1. During the last 12 months four California cities have shut their programs. Menlo Park, San Mateo, West Hollywood, and Encinitas. 3/4 of the California cities that once had cameras, no longer do.
2. Redflex' president went to federal prison for bribing municipal officials.
3. By any standard the accident stats in the current report look weak and cherry picked, but they are just the latest in a series, starting with the deceptive stats that the police provided to the council in 2015 and 2018 - see my 2018 email, below. If you want stats that you can trust, do as San Leandro did and have a thoroughly independent professional engineer do a report. A copy of the San Leandro report is attached.
4. Even though 2/3 of Ventura's camera tickets are now for left turns the staff report does not discuss the effect of the longer left turn yellows that will come from a March 2020 ITE decision. Staff also does not explain why the proportion of left turns has more than doubled since 2015, when it was 32% of Ventura's camera tickets.

5. I hear councilmembers lament about the size of the fine but then state that their city has no control over the amount of the fine - that it's set in stone by the Legislature. I want to point out that at least for rolling rights a city CAN reduce the fine. Right now most cities write up their right turn tickets under CVC 21453(a) which carries a fine of \$500, even though they have the option to do as the City of LA did before it closed its camera program; LA cited right turns under CVC 21453(b) which has a much lower "base fine" (\$35 vs. \$100), resulting in a total fine of about \$240.

6. Staff has not offered you current copies of the "RROS" (Redflex Redlight Offender Statistics) report, which displays, graphically and on a lane-by-lane basis, the egregiousness of the violations. I believe that a comparison of some 2019 pre-pandemic RROS to some covering last month would provide some insight useful to both the council and to the City's traffic engineers. I have asked, repeatedly, for a current copy, but staff claims they cannot run the report anymore, even though Redflex continues to provide RROS to more than a dozen of its other customers in California. I am attaching the latest Ventura example I have, which is from 2012; to keep the file size down, I have limited the example to the pages for just one camera.

I would like to suggest that this decision be put off for 60 days so that the council can be provided with responses to the issues above.

Regards,

Jim Lissner

----- Forwarded Message -----

Subject:For May 7 meeting, red light cameras, item 4, Ventura City Council

Date:Sun, 6 May 2018 23:38:21 -0700

From:Jim [REDACTED] a.com>

Reply-To: [REDACTED]

To:council@cityofventura.ca.gov, mike.tracy@cityofventura.ca.gov, enasarenko@cityofventura.ca.gov, cheitmann@cityofventura.ca.gov, cmorehouse@cityofventura.ca.gov, jmonahan@cityofventura.ca.gov, cweir@cityofventura.ca.gov, nandrews@cityofventura.ca.gov, mlavere@cityofventura.ca.gov

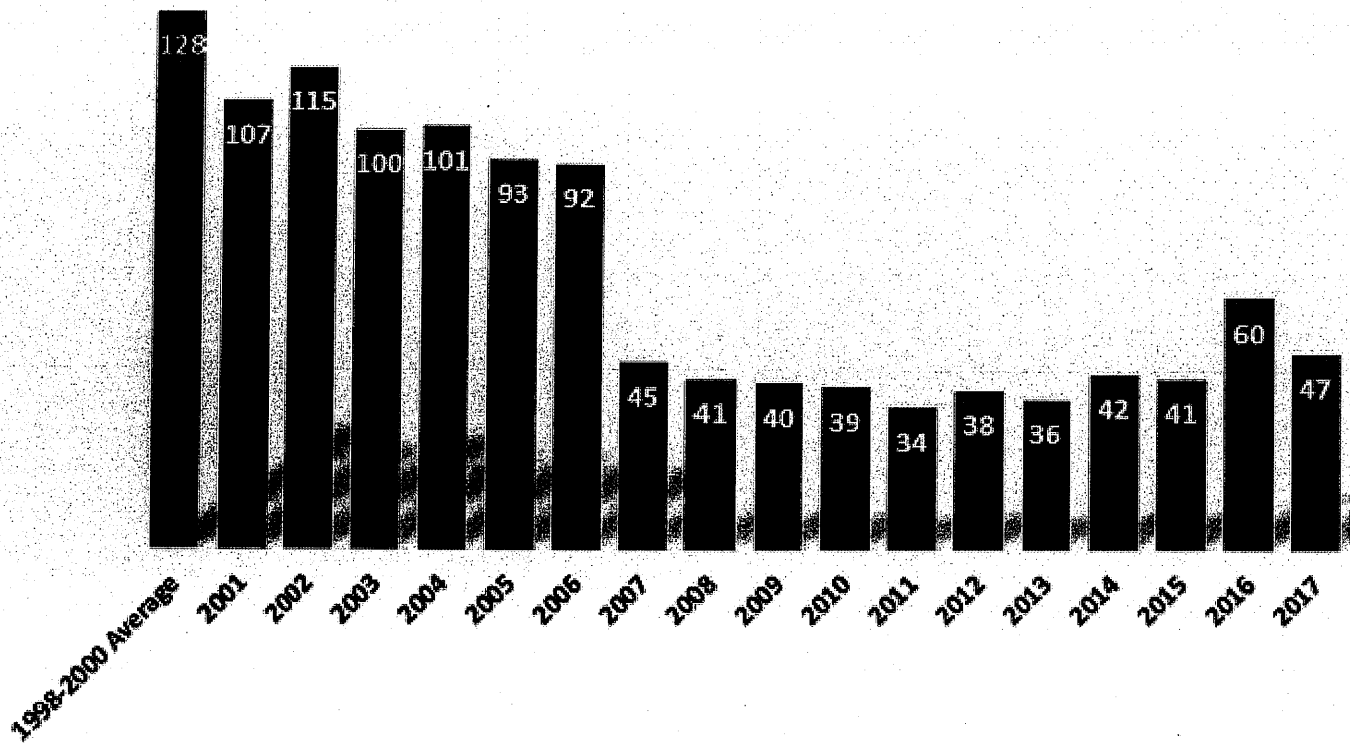
5-6-18

Re: May 7 council meeting, item 4, red light cameras

Honorable Councilmembers:

On page two of the [2018] staff report is a graph depicting a huge decrease in collisions, supposedly

brought about by the installation of the red light cameras.



The graph from the 2018 staff report.

Three years ago staff submitted the same information to you, but in a table. (The image below is from the staff report for the 3-30-15 council meeting.)

Year	Red light collisions	% Change from 2000 CATSS Launch
1998	124	
1999	128	
2000	132	
2001	107	19%
2002	115	13%
2003	100	24%
2004	101	23%
2005	93	30%
2006	92	30%
2007	45	66%
2008	41	69%
2009	40	70%
2010	39	70%
2011	34	74%
2012	38	71%
2013	36	73%
2014	34	75%

That 2015 table showed a remarkable drop after 2006, which prompted a councilmember to inquire about it. Staff's reply (at 3:20:20 in the 3-30-15 video) was:

"The way the police department reports collisions now is vastly different than we did when we started this program. Now we only report - correct me if I'm wrong - now we only report injury or major property damage collisions. That's different. Our total collision numbers are down quite a bit because the reporting is different."

With all due respect to City staff, any statistical analysis should be done by a professional with credentials in the field of statistics, one who is free of other ties or contracts with the City.

It is also noticeable that over the years there hasn't been the decline in running and ticketing that is supposed to happen in the presence of heavy enforcement. Instead, there has been a noticeable increase. Here are Ventura's annual totals of tickets, from the highwayrobbery [dot] net website except where noted. [2017 and later totals were added on 5-16-20.]

2001: 3338

2002: 6814

2003: 5576

2004: 4966

2005: 4606

2006: 4360

2007: 4729

2008: 7375

2009: 5500

2010: 4394

2011: 4678

2012: 4322

2013: 5347

2014: 6274

2015: 6882

2016: 8735

2017: 8553 [9604 is total of 12 months of CMRs, not available to me until Aug. 2018, now online at the highwayrobbery [dot] net website]

FY 2016-2017, per staff report, page 2: 9191

[2018: 12200 is total of 12 months of CMRs]

[2019: 9844 is from annual CMR]

Is the increase an attempt to avoid the low-ticketing penalty - like a quota - built into the contract you signed in 2015?

If you decide to stay a decision on the proposed two year extension, would you please publish the new staff report well ahead of time so that I and other members of the public can have more than a weekend to examine the statistics and comment?

Regards,

Jim Lissner

CAUTION: This email originated from outside the City of Ventura. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Redflex Redlight Offender Statistics

CONTRACT: Ventura

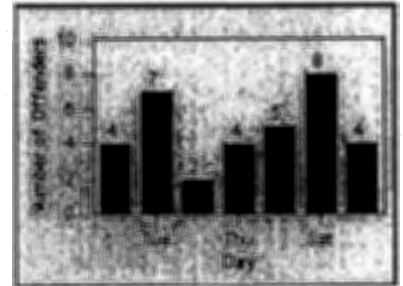
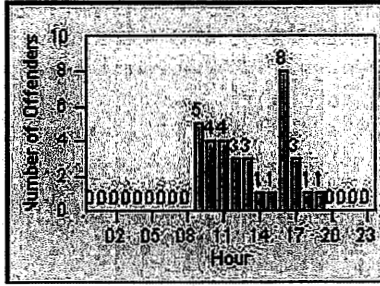
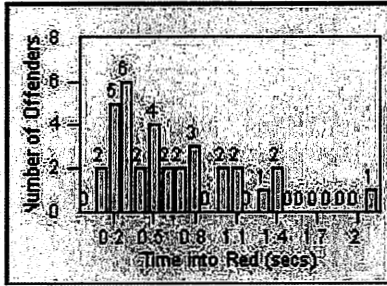
LOCATION: VE-CATH-01 California St and Thompson Blvd

DATE FROM: 01-Jul-2012

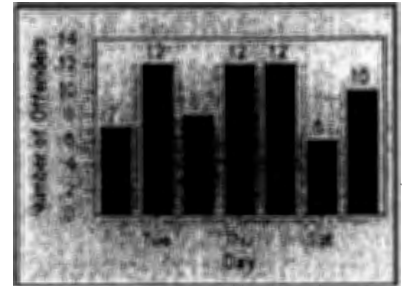
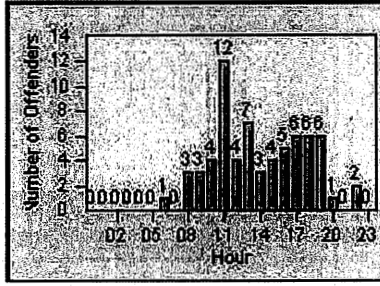
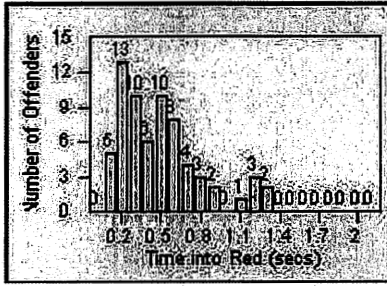
DATE TO: 31-Jul-2012



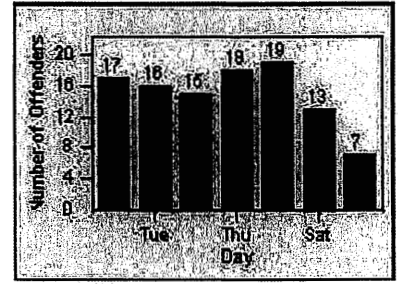
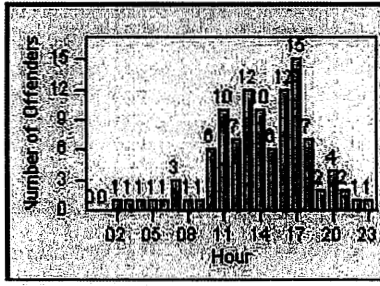
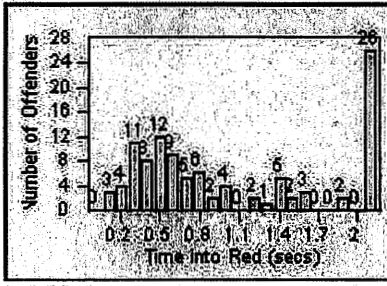
LANE 1



LANE 2



LANE 3



Redflex Redlight Offender Statistics

CONTRACT: Ventura

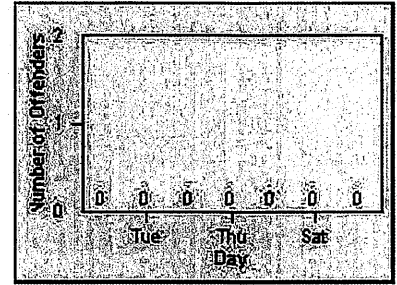
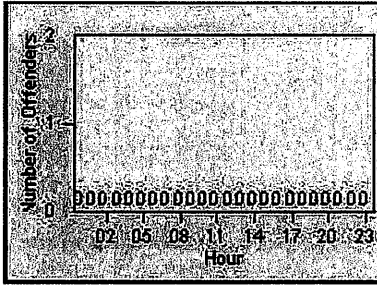
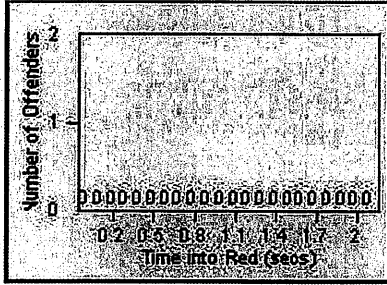
LOCATION: VE-CATH-01 California St and Thompson Blvd

DATE FROM: 01-Jul-2012

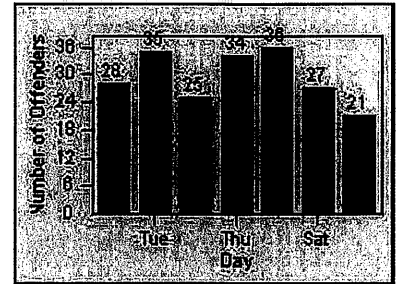
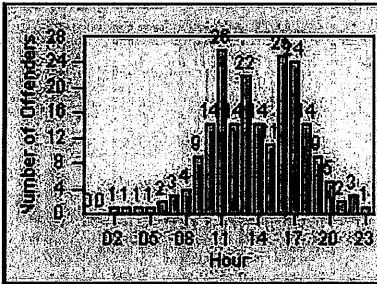
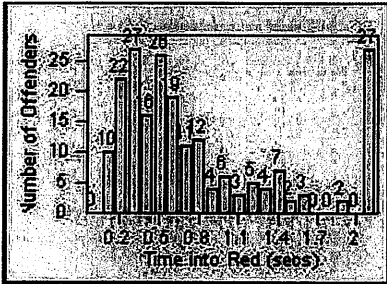
DATE TO: 31-Jul-2012



LANE 4



LANE TOTAL



Anita Mair

From: Marilyn Kellar [REDACTED]
Sent: Friday, July 10, 2020 10:26 AM
To: Matt LaVere
Cc: Council
Subject: -EXT- Red Light Cameras

Mayor Lavere and Council Members,

PLEASE vote to have the red light cameras removed!!!

At the very least, please postpone a decision until there can be more public input.

I'm a life-long Venturan. I took a 9,000 cross country road trip 4 years ago, and didn't see ANY of those "hostile" red light cameras anywhere else on my trip!

There should be a public hearing, with full disclosure on where ALL the profits go, made from people who get "caught" by a red light camera.

I've seen the cameras set to only let 1 car go on green, then comes yellow, then red. EVEN at the corner of Victoria and Telephone, at peak, after work traffic hour.

Sincerely,

Marilyn Kellar
[REDACTED]

Ventura, CA 93003-3123

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Anita Mair

From: [REDACTED]
Sent: Friday, July 10, 2020 4:57 PM
To: Matt LaVere; Sofia Rubalcava; Lorrie Brown; Jim Friedman; Cheryl Heitmann; Erik Nasarenko; Christy Weir; Council
Subject: -EXT- No Red Light Cameras

I am licensed professional engineer. I am expert in traffic signal timing.

CalTrans mistimes the yellow signal light at every intersection in California. You read that right. Every intersection. The math equation CalTrans uses to compute the duration of the yellow is incorrect. CalTrans uses a bad math equation from the Institute of Transportation Engineers (ITE). On March 2, 2020, ITE confessed that its equation is wrong—that its equation makes everyone run red lights and crash and been doing so for over 50 years. ITE replaced its flawed equation with the correct one that increases the yellow by several seconds. The new practice demands that all timing also incorporate a tolerance. California uses a tolerance (red-light camera delay) of about 0.3 seconds. The actual tolerance, however is 10x longer—about 3.0 seconds. Ventura is literally ticketing people for driving within the engineering tolerance of the yellow light calculation.

Your traffic engineers, as well as the red-light camera companies, are violating California Engineering Practice Act Section 6701. Your engineers *do not know the physical and mathematical sciences*. Instead they misapply the physical and mathematical sciences by using a flawed equation and insufficient tolerance—both which harm the public—even to killing the public. Getting the math wrong, for a professional engineer, is literally a crime.

I suggest you confront your traffic engineers immediately. I recommend that you shut down your program.

You have been officially notified.

 **Brian Ceccarelli, P.E.**

Principal Engineer
Talus Software, PLLC
<http://talussoftware.com>

[REDACTED]
Apex, NC 27539
[REDACTED]

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Tracy Oehler

From: noreply@cityofventura.ca.gov
Sent: Sunday, July 12, 2020 11:43 AM
To: City Clerk
Subject: -EXT- Online Form Submittal: Electronic Agenda/Public Comment Form

Electronic Agenda/Public Comment Form

Disclosure:

Providing your name and contact information is optional to participate in a Public Meeting, however by providing, it will allow staff to follow-up with you on your item. You may only submit one comment form per agenda item.

Submission Deadlines:

Submit by hour listed below on Meeting Date OR before Agenda Item Concludes during a Live Meeting to be considered part of the record. City Council – by 4 pm on Meeting Date / Water Commission - by 3 pm on Meeting Date / Administrative Hearings by 2 pm on Meeting Date / Design Review Committee by 4 pm on Meeting Date / Historic Preservation Committee by 2 pm on Meeting Date / Planning Commission by 4 pm on Meeting Date / Parks and Recreation Commission by 1 pm on Meeting Date / Downtown Parking Advisory Committee by 1 pm on Meeting Date / Economic Development Strategy Committee (Council Committee) by Noon on Meeting Date / Finance, Audit and Budget Council Committee Meetings by 2 p.m. on Meeting Date / Safe, Clean and Homeless Committee by 2 pm on Meeting Date / Public Input on the Father Serra Statue - select City Council for the Legislative Body when completing this form

Name	Matt Bromund
Address	[REDACTED] Ventura, CA 93003
Phone Number	[REDACTED]
Email Address	[REDACTED]
Name of legislative body	City Council
Meeting Date	7/13/2020
Select a Topic:	Agenda Item Number/Topic
Agenda Item Number/Topic (if known)	Extension of the Automated Traffic Enforcement System
Written Comments	I am a criminal defense attorney who's been fighting, and beating, the City, on these tickets since the beginning. Never has the City actually looked to see the true effect of this system. It has never considered how heavy the burden on our

citizens this system is. The fine for the citation as written now is more than many spend on groceries in a month. The burden falls overwhelmingly on our citizens, a fact that is ignored by Staff, and it is clear to see from the intersections that receive the most citations and the violations that produce them. 80% are for turn violations, which, studies and common sense show, are done most often by people familiar with the intersection and who engage in a 'rolling stop' or who push ahead on a yellow because they know the delay at the intersection well. Unreported by Staff is the average amount of time elapsed in violation; my own practice defending these cases, with more than 500 defenses, is that the median violation time is .03 of a second.

Upload Files

Field not completed.

Email not displaying correctly? [View it in your browser.](#)

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CITY OF VENTURA
CITY COUNCIL AGENDA

**Supplemental
Information
Packet**

**Public Communications and Agenda Related Items
Received by 4:00 p.m., July 13, 2020.**

Meeting of July 13, 2020

Supplemental Information:

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<https://www.cityofventura.ca.gov/1236/City-Council-Public-Hearing-NoticesSuppl>

AGENDA ITEM 8G

**Approve Second Extension –
Redflex Traffic Systems Agreement**

Tracy Oehler

From: Malcolm Knight [REDACTED]
Sent: Monday, July 13, 2020 3:48 PM
To: City Clerk
Subject: -EXT- Photo Traffic Ticket

Case # 2019592030
Citation # AE0118426

On Wednesday, October 23, 2019, I was photographed passing through the intersection of N/B Main St and the N/B freeway on ramp. At this intersection there are five N/B lanes. Number 1 and 2 lanes turn left onto the freeway, lanes 3, 4 and 5 continue north bound on Main. All five lanes are controlled by four traffic signals. All four signals turn from green to caution simultaneously however, the left most signal turns red significantly sooner than the other three signals. Drivers in lanes 1 and 2 are caught short by the earlier red light phase in just that one signal. This is not safe or fair to the drivers and creates a hazard.

I worked as a motorcycle traffic enforcement officer for more than five years with L.A.P.D. and would have reported this to the L.A. Traffic Commission. The timing to these signals is quite obvious on the videos of the intersection to any one observing them.

Additional information was sent to the Superior Court when I initially contested this citation.

I am aware that these photo citations are infamous for being inaccurate and unfair. Unfortunately they don't prove to make the intersections safer but they do make money for the installers and the city.

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