



**II. FISCAL IMPACT ANALYSIS**

**A. Five Year Summary of Fiscal Impact:**

Fiscal Years	2014	2015	2016	2017	2018
Capital Expenditures	<u>-0-</u>	<u>-0-</u>	<u>-0-</u>	<u>-0-</u>	<u>-0-</u>
Operating Costs	<u>-0-</u>	<u>-0-</u>	<u>-0-</u>	<u>-0-</u>	<u>-0-</u>
External Revenues	<u>-0-</u>	<u>-0-</u>	<u>-0-</u>	<u>-0-</u>	<u>-0-</u>
Program Income (County)	<u>-0-</u>	<u>-0-</u>	<u>-0-</u>	<u>-0-</u>	<u>-0-</u>
In-Kind Match (County)	<u>-0-</u>	<u>-0-</u>	<u>-0-</u>	<u>-0-</u>	<u>-0-</u>
<b>NET FISCAL IMPACT</b>	<u><u>-0-</u></u> *	<u><u>-0-</u></u>	<u><u>-0-</u></u>	<u><u>-0-</u></u>	<u><u>-0-</u></u>
<b># ADDITIONAL FTE POSITIONS (Cumulative)</b>	<u>-0-</u>	<u>-0-</u>	<u>-0-</u>	<u>-0-</u>	<u>-0-</u>

Is Item Included In Current Budget? Yes \_\_\_\_\_ No \_\_\_\_\_

**Budget Account No.:**

Fund \_\_\_\_\_ Dept. \_\_\_\_\_ Unit \_\_\_\_\_ Object \_\_\_\_\_ Program \_\_\_\_\_

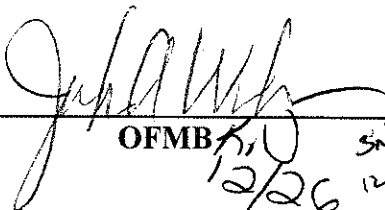
**B. Recommended Sources of Funds/Summary of Fiscal Impact:**

\* This item has no additional fiscal impact.

**C. Departmental Fiscal Review: \_\_\_\_\_**

**III. REVIEW COMMENTS**

**A. OFMB Fiscal and/or Contract Dev. and Control Comments:**

  
 \_\_\_\_\_  
 OFMB  
 12/26 12/24/13

  
 \_\_\_\_\_  
 Contract Dev. and Control  
 12/22/13 12/30/13

**B. Legal Sufficiency:**

  
 \_\_\_\_\_  
 Assistant County Attorney  
 1/1/14

**C. Other Department Review:**

\_\_\_\_\_  
 Department Director

(This summary is not to be used as a basis for payment.)

## **Background and Justification (continued from Page 1)**

Some municipalities are reporting revenues that exceed the cost of their red light camera programs. These municipalities have one or two key differences in their contracts. The County does not issue citations for right turns on red, municipalities do. The County does not issue citations when cars enter the intersection less than 0.5 seconds into the red phase (typically called a grace period). An analysis shows that 40 to 50 percent of violations occur within the first 0.5 seconds in the red phase. **Thus not having a grace period would likely double the number of citations.** Municipalities in our county do not have grace periods.

The number of citations issued has generally decreased over time. There has also been a general seasonal variation, with fewer citations during the off-peak season. The tables attached show the number of citations by month. The decrease in the number of citations tends to indicate the drivers are aware of the red light cameras and are being somewhat more cautious at these intersections.

Red light cameras are installed with the intent of reducing intersection crashes. Crash data for four key intersections showing 22 months before, and 22 months after, the beginning of the County's red light camera program is also shown in the tables. There is no clear crash reduction trend across the four intersections, which include eight of original ten camera locations. The total number of crashes, the number of left turn crashes and the number of angle crashes are up at some intersections and down at others. The number of rear end crashes is up at all intersections. **In aggregate, across all four intersections, there was no change in the total number of crashes.** Rear end crashes are up. Left turn crashes and angle crashes are down. When judging the effectiveness of the red light camera program, it is important to look at both the percentage change in crashes and the absolute change in crashes. Angle crashes have decreased from 16 to 14, a 13% reduction. Left turn crashes have decreased from 32 to 23, a 28% reduction. Rear end crashes have increased from 210 to 255, a 21% increase. While there have been decreases in some crash types, the changes have not been significant.

The Florida Department of Transportation mandated the implementation of longer yellow clearance times at red light camera locations by the end of 2013. The County complied. This change was based on recent research into driver reaction times. The change will likely somewhat reduce the number of red light violations and further improve safety.

There are staff costs associated with the red light camera program. Deputy Sheriffs review all of the potential violations before citations are issued. They also attend Traffic Court when citations are appealed. Their time performing these duties is estimated at 20 to 30 hours per month. County staff time administering the red light camera program was only a few hours per month, checking billings and answering inquiries, until recently. Legislative changes in July 2013 governing red light camera programs established a separate appeals process. The appeals process is administered by County staff. The appeals are heard by a County Hearing Officer. Establishing the appeals process took a great deal of staff time. Administering the hearing process takes 15 to 20 hours of staff time per month. This includes staff from the Traffic Division, Engineering Administration and the County Attorney's office. There is also additional staff time for the Deputy Sheriffs as they attend the hearings.

If the Board of County Commissioners directs staff to prepare a Request for Proposals for a new red light camera contract, **staff recommends that the current provision that citations not be issued for violations less than 0.5 seconds into the red be retained.** Although the red light cameras are capable of capturing violations a fraction of a second into the red, such violations are usually not intentional. Rather, they are likely miscalculation on the part of the driver. They are technically violations, but not really dangerous due to the clearance intervals programmed into the traffic signal timing (yellow and all-red phases – which can sometimes total over seven seconds).

### **Background and Justification (continued from Page 3)**

Similarly, rolling slowly through a right turn on red maneuver is not believed to be a significant safety issue. Coming to a complete stop and making an improper decision to turn right on red when there are insufficient gaps in traffic, or not yielding to a pedestrian in the cross walk, are potentially more dangerous. Red light cameras do not capture these events. **Staff recommends that the current provision that citations not be issued for right turn on red violations be retained.**

Delays are programmed into our traffic light changes. **Typically, crashes occur when a driver runs a red light eight seconds or more after the change.**

Over 10,000 citations have been reviewed and issued since the program began. The County's vendor – American Traffic Solutions (ATS) - has received approximately \$700,000 for administering the camera program (100% of the money the County has received from the violations). The contract would have required payments of over \$1,150,000 if more citations had been issued, and revenue collected. However, our contract says we do not owe the vendor any more than we collect/receive as part of our local share of the fine.

In summary, the red light camera program requires a lot of staff time, generates no revenue for the County and staff believes that it has not demonstrated significant safety benefits.

**ATTACHMENT – RED LIGHT CAMERA DATA**

CITATIONS ISSUED LOCATION	2011				
	Aug.	Sept.	Oct.	Nov.	Dec.
EB W Palmetto Park Rd @ Powerline Rd	110	157	106	88	79
EB Lantana Rd @ Jog Rd	84	99	98	84	106
WB Lantana Rd @ Jog Rd	14	33	32	32	23
EB Atlantic Ave @ Jog Rd			56	56	129
WB Atlantic Ave @ Jog Rd			82	70	93
EB Hypoluxo Rd @ Military Trail					
WB Hypoluxo Rd D @ Military Trail					22
SB Powerline Rd @ W Palmetto Park Rd	20	69	53	44	63
WB W Palmetto Park Rd @ Powerline Rd	113	82	102	61	87
WB Lake Worth Rd @ S Military Trail		7	83	60	88
<b>Total</b>	<b>341</b>	<b>447</b>	<b>612</b>	<b>495</b>	<b>690</b>

CITATIONS ISSUED LOCATION	2012											
	Jan.	Feb.	Mar.	Apr.	Ma y	Jun e	Jul y	Aug .	Sept .	Oct .	Nov .	Dec .
EB W Palmetto Park Rd @ Powerline Rd	88	76	98	76	54	59	52	68	73	64	40	52
EB Lantana Rd @ Jog Rd	73	74	108	81	80	56	58	38	50	61	116	147
WB Lantana Rd @ Jog Rd	41	26	33	36	16	43	28	33	24	38	69	82
EB Atlantic Ave @ Jog Rd	106	110	126	70	52	43	49	28	28	58	65	77
WB Atlantic Ave @ Jog Rd	101	122	108	100	56	52	57	63	43	54	78	96
EB Hypoluxo Rd @ Military Trail	28	65	54	73	64	38	48	31	37	40	35	49
WB Hypoluxo Rd @ Military Trail	55	24	34	28	32	28	26	23	10	25	34	26
SB Powerline Rd @ W Palmetto Park Rd	92	63	76	38	29	28	21	23	18	28	40	41
WB W Palmetto Park Rd @ Powerline Rd	69	67	14	33	16	24	21	15	14	11	22	19
WB Lake Worth Rd @ S Military Trail	87	79	83	80	41	49	50	50	38	53	74	70
<b>Total</b>	<b>740</b>	<b>706</b>	<b>734</b>	<b>615</b>	<b>440</b>	<b>420</b>	<b>410</b>	<b>372</b>	<b>335</b>	<b>432</b>	<b>573</b>	<b>659</b>

CITATIONS ISSUED LOCATION	2013									
	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	
EB W Palmetto Park Rd @ Powerline Rd.	70	54	68	45	46	51	28	28	19	
EB Lantana Rd @ Jog Rd	125	92	118	93	75	29	32	14	10	
WB Lantana Rd @ Jog	77	64	75	51	26	24	29	19	22	
EB Atlantic Ave @ Jog Rd										
WB Atlantic Ave @ Jog Rd						3	45	68	56	
EB Hypoluxo Rd @ Military Trail	38	60	48	43	49	34	26	23	16	
WB Hypoluxo Rd @ Military Trail	26	23	44	38	27	19	11	10	10	
SB Powerline Rd @ W Palmetto Park Rd	39	30	45	27	17	14	17	16	6	
WB W Palmetto Park Rd @ Powerline Rd	19	25	110	70	44	28	15	18	7	
WB Lake Worth Rd @ S Military Trail	56	64	74	61	51	55	43	40	14	
SB Kirk Rd @ Lake Worth Rd								32	18	
EB Lake Worth Rd @ Kirk Rd								82	95	
SB Lyons Rd @ Glades Rd									22	
EB Glades Rd @ Lyons Rd										
WB Okeechobee Blvd @ N Military Trail										
SB N Military Trail @ Okeechobee Blvd										
WB Glades Rd @ Lyons Rd									27	
<b>Total</b>	<b>450</b>	<b>412</b>	<b>582</b>	<b>428</b>	<b>335</b>	<b>257</b>	<b>246</b>	<b>350</b>	<b>322</b>	

<b>CRASH DATA BEFORE RED LIGHT CAMERA PROGRAM</b>				
<b>CAMERA LOCATIONS</b>	<b>22 Months Before - between 11/01/2009 and 08/31/2011</b>			
	Total	Rear End	Left	Angle
W Palmetto Park Rd @ Powerline Rd	107	62	10	2
Lake Worth Rd @ S Military Trl	155	75	1	7
Atlantic Ave @ S Jog Rd	95	46	9	5
Lantana Rd @ S Jog Rd	90	27	12	2
<b>Total</b>	<b>447</b>	<b>210</b>	<b>32</b>	<b>16</b>

<b>CRASH DATA AFTER RED LIGHT CAMERA PROGRAM</b>				
<b>CAMERA LOCATIONS</b>	<b>22 Months After - between 09/01/2011 and 06/30/2013</b>			
	Total	Rear End	Left	Angle
W Palmetto Park Rd @ Powerline Rd	129	81	6	4
Lake Worth Rd @ S Military Trl	132	82	5	2
Atlantic Ave @ S Jog Rd	77	40	7	3
Lantana Rd @ S Jog Rd	110	52	5	5
<b>Total</b>	<b>448</b>	<b>255</b>	<b>23</b>	<b>14</b>

<b>PERCENTAGE CHANGE IN CRASH DATA</b>				
<b>CAMERA LOCATIONS</b>	<b>Percentage Change</b>			
	Total	Rear End	Left	Angle
W Palmetto Park Rd @ Powerline Rd	21%	31%	-40%	100%
Lake Worth Rd @ S Military Trl	-15%	9%	400%	-71%
Atlantic Ave @ S Jog Rd	-19%	-13%	-22%	-40%
Lantana Rd @ S Jog Rd	22%	93%	-58%	150%
<b>Total</b>	<b>0%</b>	<b>21%</b>	<b>-28%</b>	<b>-13%</b>