



## NEW PORT RICHEY POLICE DEPARTMENT

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Chief Kim Bogart

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### MEMORANDUM

TO: Debbie Manns, City Manager

FROM: Kim Bogart, Chief of Police

DATE: May 31, 2016

SUBJECT: New Port Richey Intersection Safety Program Evaluation

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This memorandum addresses key points to consider when evaluating the effectiveness of the New Port Richey Intersection Safety Program.

Information provided by American Traffic Solutions, Inc., (ATS) shows cameras initially became functional along U.S. 19 in three phases as follows:

- Phase One (Citation "live" date -- June 11, 2011)
  - NPR04 -- Southbound US 19 at Marine Parkway
  - NPR05 -- Northbound US 19 at Gulf Drive
  - NPR06 -- Southbound US 19 at Gulf Drive
  - NPR07 -- Northbound US 19 at Cross Bayou Blvd.
  - NPR08 -- Southbound US 19 at Main Street
- Phase Two (Citation "live" date -- May 3, 2012)
  - NPR09 -- Westbound Main Street at US 19
  - NPR10 -- Southbound US 19 at Cross Bayou Blvd.
- Phase Three (Citation "live" date -- November 19, 2012)
  - NPR01 -- Northbound US 19 at Trouble Creek Road
  - NPR02 -- Northbound US 19 at Floramar Terrace

The stretch of U.S. 19, where the red light cameras (RLCs) are located was under construction for much of the time cameras have been in place. The construction caused continuous changes in traffic crash causation variables to include traffic control barricades, narrowing of traffic lanes, merging of traffic, lighting interruptions, and general traffic chaos.

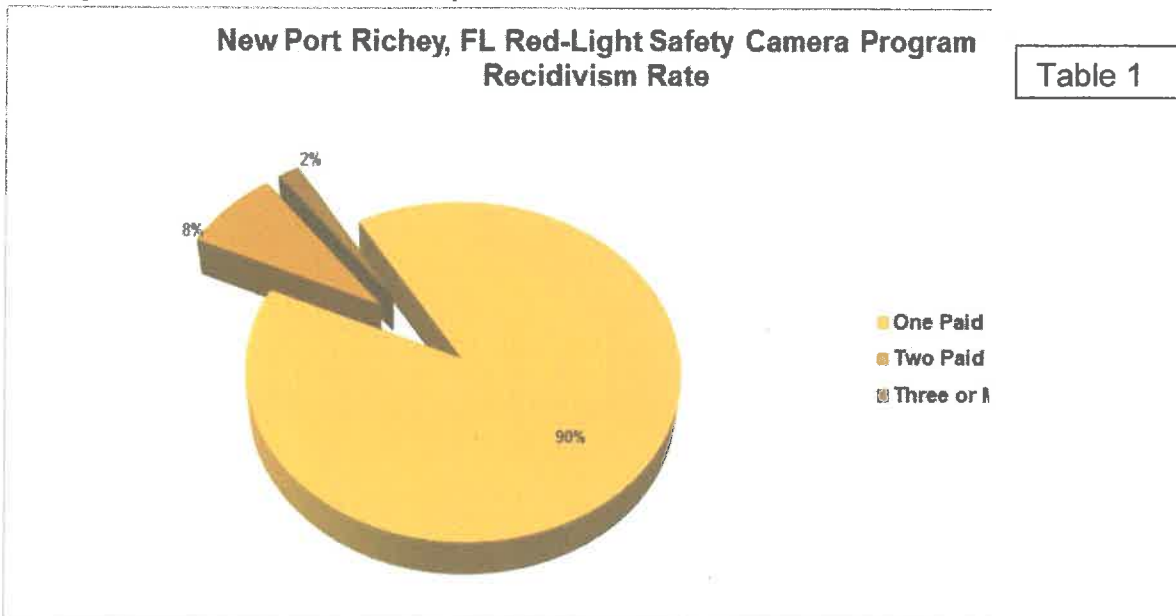
Due to inconsistencies noted in monthly reports of red light camera activity, in early 2013, the police department requested a report from ATS regarding camera and lane sensor status on a regular basis. At that time, the department was informed by ATS personnel that it was not possible to provide one. This meant the police department did not have a way to determine if the RLC equipment was operational at any given time or location. By October 2013, it became evident that many of the lane sensors had been

removed or damaged due to the road construction. Initially, ATS staff advised the sensors were costly and they would not be replaced until the construction was complete, which would be months in the future. When pressed further, ATS reported they could not get cooperation from the Florida Department of Transportation or permission from DAB Constructors, Inc., (the contractor for FDOT) to reinstall the sensors.

At that time, police department staff met with the on-site foreman for DAB Constructors and obtained assurance he would obtain permission from the construction engineers to allow ATS to reinstall their equipment within the next several weeks. However, permission was delayed for over a month. DAB Constructors continued to limit when and where ATS could reinstall their sensors. This resulted in extended periods of time of reduced activity at most of the camera locations.

The situation has now stabilized and cameras are functioning properly at all locations, except for the one at U.S. 19 and Cross Bayou Boulevard. That camera was damaged in a traffic crash and it has not been replaced through a mutual agreement between the City and ATS.

The recidivism (repeat violator) rate is an element to consider when evaluating the effectiveness of the RLC system. The data that follows in Table 1 shows that most red light runners in New Port Richey do not get a second ticket. The recidivism rate reported for the entire five years the program has been in place is 10 percent. That means 90 percent of all violators who receive a ticket and pay it do not violate again. This low rate indicates a change in driver behavior to stop on red.



Graphic supplied by American Traffic Solutions:

Over the last five years, the police department has requested video footage from the red-light camera systems 135 times to assist with investigations of robberies, burglaries, hit and run vehicle crashes and car-jackings.

In order to limit the number of variables that could potentially distort the assessment of the effectiveness of the red light camera program, you will see in the tables that follow, comparisons have been made using data from 2010 as a benchmark. That is because road construction on U.S. 19 had not begun and red light cameras had not been installed. The data from 2010 will be compared with that from 2015 and the first quarter of 2016.

Table 2 compares the number of vehicle crashes that occurred on U.S. 19 and intersecting streets in 2010 with the number of crashes in 2015 and the first quarter of 2016. The table shows the number of crashes along U.S. 19 in 2015, and during the first quarter of 2016, were significantly less than the number of crashes that occurred in 2010.

**Table 2**

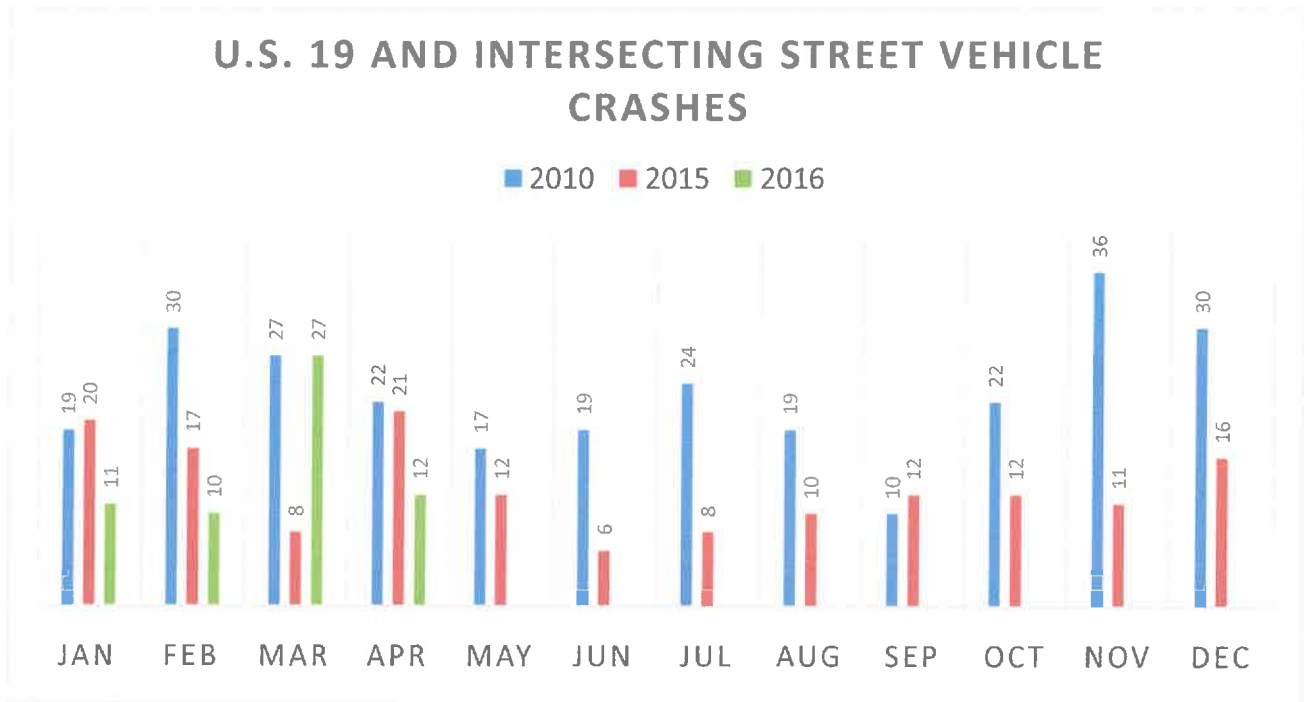


Table 3 shows 521 motor vehicle crashes occurred within the City limits during 2010 with 275 (53 percent) of those crashes taking place along U.S. 19 and intersecting streets. In 2015, the total number of crashes in the City was 508, but the proportion of crashes on U.S. 19 and intersecting streets significantly reduced to 153 (30 percent). For the first quarter of 2016, the number of crashes was 166 with the proportion of crashes along U.S. 19 and intersecting streets was 60 (36 percent).

	<u>2010</u>	<u>2015</u>	<u>2016</u>
<b>Total Crashes</b>	521	508	166

Table 3

U.S. 19 & Intersecting Street Crashes	275	153	508	
	53%	30%	36%	Percentage of total crashes

When reviewing the number of Notices of Violations issued over time, a factor to consider is that effective December 31, 2013, the Florida Department of Transportation increased the perception/reaction time (PRT) value to 1.4 seconds in their formula for calculating the duration of amber times for all existing traffic infraction devices in the State. This significantly increased the time for drivers to perceive the traffic signal change from green to yellow and to react. This change initially appeared to reduce the number of infractions; however, the average monthly number of violations has remained high for some intersections as shown in Table 4:

Table 4

Red Light Camera Location Performance  
Notice of Violation Issued

MONTH	NPR01 NB 19 @ Tbl. Crk Rd.	NPR02 NB 19 @ Flornt Terr.	NPR04 SB 19 @ Marine Pkywy.	NPR05 NB 19 @ Gulf Dr.	NPR06 SB 19 @ Gulf Dr.	NPR07 NB 19 @ Crs. Bayou Blvd.	NPR08 SB 19 @ Main St.	NPR09 WB Main St. @ 19	NPR10 SB 19 @ Crs. Bayou Blvd.
Jun-11			390	393	482	430	241		
Jul-11			444	408	450	336	258		
Aug-11			475	521	431	411	286		
Sep-11			409	410	404	376	264		
Oct-11			351	377	332	322	190		
Nov-11			200	273	261	203	129		
Dec-11			309	272	306	282	152		
Jan-12			274	224	295	268	159		
Feb-12			161	278	300	304	153		
Mar-12			165	448	382	436	206		
Apr-12			139	425	363	322	175		
May-12			175	410	314	363	189	206	265
Jun-12			134	359	269	313	186	127	273
Jul-12			123	281	239	317	156	98	238
Aug-12			122	322	240	318	164	85	212
Sep-12			94	257	245	240	129	59	177
Oct-12			83	219	188	205	93	78	126
Nov-12	60	57	61	199	190	172	80	61	125
Dec-12	154	105	74	207	174	174	96	73	131
Jan-13	177	109	60	172	158	150	89	59	117
Feb-13	221	113	56	201	162	203	91	61	113
Mar-13	132	91	69	408	265	345	176	125	161
Apr-13		51	52	408	317	306	166	100	185
May-13		48	47	375	264	327	165	95	191
Jun-13		37	38	396	329	295	167	54	230
Jul-13		41	28	349	287	275	126	50	222
Aug-13		32	37	224	244	292	119	59	226
Sep-13		35	39	129	91	138	39	27	89
Oct-13		58	39	28	2	35	9	38	5
Nov-13	209	194	75	206	92	339	128	75	180
Dec-13	83	70	20	95	98	148	55	52	78
Jan-14	107	60	18	80	74	85	34	34	54
Feb-14	116	51	14	85	82	67	52	19	37
Mar-14	138	64	10	111	105	101	57	21	55
Apr-14	161	54	30	85	91	113	51	120	72
May-14	190	97	33	85	111	159	42	532	122
Jun-14	184	78	40	122	109	137	18	311	111
Jul-14	198	89	45	133	135	86	20	295	76
Aug-14	200	69	39	125	99	58	17	277	63
Sep-14	135	12	27	110	111	55	10	178	65
Oct-14	142	23	42	128	108	71	15	274	73
Nov-14	118	22	30	136	106	69	14	130	44
Dec-14	121	22	51	126	100	76	10		66
Jan-15	89	25	51	119	115	67	13		46
Feb-15	97	18	39	100	104	77	18		52
Mar-15	123	29	39	134	114	90	20		78
Apr-15	294	26	46	110	118	102	22		73
May-15	421	69	74	146	134	95	24	174	101

Amber  
increase

## Red Light Camera Location Performance Notice of Violation Issued

MONTH	NPR01 NB 19 @ Trbl. Crk Rd.	NPR02 NB 19 @ Florinr Terr.	NPR04 SB 19 @ Marine Pkywy.	NPR05 NB 19 @ Gulf Dr.	NPR06 SB 19 @ Gulf Dr.	NPR07 NB 19 @ Crs. Bayou Blvd.	NPR08 SB 19 @ Main St.	NPR09 WB Main St. @ 19	NPR10 SB 19 @ Crs. Bayou Blvd.
Jun-15	420	140	159	124	177	164	31	826	80
Jul-15	452	264	107	191	213	200	33	475	47
Aug-15	466	234	166	243	231	171	34	839	Out of Service
Sep-15	437	196	127	212	191	187	34	579	
Oct-15	430	165	139	206	166	161	18	502	
Nov-15	417	182	132	202	185	153	24	461	
Dec-15	399	155	130	221	195	134	23	426	
Jan-16	365	143	128	161	177	116	18	209	
Feb-16	328	138	135	195	167	125	19	349	
Mar-16	410	198	153	212	201	150	30	323	
Apr-16	440	196	144	216	185	151	23	391	
Monthly average of Notices of Violations									
	415	173	133	194	185	151	26	463	N/A
Ranking from highest to lowest activity									
	2	5	7	3	4	6	9	1	8

Based on the fact that so many violations continue to occur, I recommend Council consider keeping cameras at intersections with the greatest number of violations and eliminating cameras at intersections with the fewest number of violations. I recommend eliminating cameras NPR 04, 07, 08 and 10.