



OFFICE OF THE CITY CLERK

PUBLIC SAFETY COMMITTEE

June 27, 2011

The Public Safety Committee of the City of Mesa met in the lower level meeting room of the Council Chambers, 57 East 1st Street, on June 27, 2011 at 3:39 p.m.

COMMITTEE PRESENT

Dennis Kavanaugh, Chairperson
Christopher Glover
Dave Richins

COMMITTEE ABSENT

None

STAFF PRESENT

John Pombier
Alfred Smith

1. Items from citizens present.

Scott Hawkins, a Mesa resident, addressed the Committee regarding the Red Light Camera Program. He reported that in his research he has found that the City is losing in excess of \$250,000 to \$300,000 annually on red light camera enforcement. He advised that independent studies and reviews he has read indicate that there are no benefits to red light cameras and that typically they increase the number of accidents by as much as 29%. He said red light cameras are a monumental waste of tax dollars and an unnecessary burden to the citizens. He added that he could provide examples of cities around the country that have discontinued the program. He noted that the State of Arizona has discontinued highway photo radar enforcement.

Mr. Hawkins reported that studies prove that speed differential and driver distractions are the cause of accidents. He advised that the appropriate time for a yellow light to turn red is four to five seconds. He stated that he timed light changes at six different intersections and out of those intersections not one was over four seconds. In addition, he stated that independent studies have shown that short light changes create problems by not allowing enough time for traffic to get through an intersection safely. He said by increasing the light change interval the number of crashes could be reduced.

In response to a question from Committeemember Richins, Mr. Hawkins said that he could provide examples of the studies that have been conducted in various cities that have discontinued red light camera enforcement to the Committee.

Mr. Hawkins read an article from the National Motorist Association that said that Las Cruces, New Mexico had a 24% increase in accidents and a 29% increase in injury accidents in monitored intersections.

Chairperson Kavanaugh thanked Mr. Hawkins for his comments.

2-a. Hear a presentation and discuss the City Court's electronic monitoring program.

Court Administrator Paul Thomas introduced Deputy Court Administrator Albert Lemke who displayed a PowerPoint presentation on the Electronic Monitoring (EM) Program. **(See Attachment 1)** Mr. Lemke provided a brief overview of the EM program and said that the pilot program began on August 11, 2008 to provide judges with a pre-trial release option to be used in lieu of bond. He stated that Mesa was the first Municipal Court to implement the program in the State of Arizona. (See Page 2 of Attachment 1)

Mr. Lemke provided EM program details and said that the ankle bracelet is placed on the defendant's ankle and utilizes GPS and cellular technology to track the individual at all times. He advised that EM is used for pretrial release to ensure that the defendant appears for the next hearing. He stated that the defendants are not limited on where they can go however, the Court has the ability to locate them if necessary.

Mr. Lemke reported that the average jail cost savings is approximately \$1,000 per defendant. He said the program has reduced the amount of time a defendant would spend in the Maricopa County Jail awaiting transport back for their next hearing. He noted that since the program began the average time for a defendant to wait to be transported back for the hearing has decreased from 14 days to 7 days. (See Page 3 of Attachment 1)

Mr. Lemke reported that from August 11, 2008 to May 31, 2011, 795 defendants were placed on the EM program. He said that the average time a defendant is on the program is 32 days. He advised that the total number of days that defendant's were monitored was 26,593 and during that time period 21,247 system alerts were received. He added that staff researches the alerts to determine the next course of action. (See Page 4 of Attachment 1)

Mr. Lemke advised that the City Auditor recently conducted an audit of the EM program for an estimated 1 year period of time. He said this presentation will address the jail cost savings over the entire period of time. He reported that the estimated jail cost savings for 795 defendants totals \$795,000 plus the additional cost savings of \$357,500 associated with being able to return the defendants back to Court in half the time than before the program. He added that since the beginning of the pilot program there has been an estimated \$1,152,500 in jail cost savings.

Mr. Lemke stated that an additional benefit is that while on EM the defendant is able to maintain employment. He explained that if found guilty the defendant will have the ability to pay their fines if they have been able to maintain employment. In addition, he said the chance of a defendant spending more time in jail than what could be imposed is avoided. (See Page 6 of Attachment 1)

Responding to a question from Committeemember Richins, Mr. Lemke explained that the City is covering the cost for the EM device since it is used for pre-trial release and the defendant has not yet been found guilty of a crime. He said if there is damage to the device or the device is lost the defendant can be held accountable to reimburse the City for the cost of the device.

Mr. Thomas advised that the Municipal Court has a contract with a monitoring company that charges \$7.00 a day for signal monitoring, compared to \$75.00 a day if the defendant is held in the County Jail. He said the monitoring company provides an inventory of the devices as part of the program so there are no direct costs to the City. He noted that EM is a self-sustaining program.

In response to a question from Committeemember Richins, Mr. Thomas explained that a variety of signals are received from the monitors including false signals and low battery indications. He said they are primarily concerned with signals that indicate that a person has cut the strap off and eliminated the device however, even some of those signals can be false.

Mr. Lemke reported that over the course of the entire program there have been 31 devices that have not been located due to being cut or lost. He advised that there were 55 defendants that while on the program committed a new offense and 60 that were arrested on other warrants. He added that when defendants are arrested the device is then retrieved from the County Jail.

In response to a question from Chairperson Kavanaugh, Mr. Lemke explained that defendants are called with a reminder of their Court date two days prior to the hearing and most defendants do appear. He said if a defendant does not show up for the hearing, the Court knows where they are and will contact them or issue a Failure to Appear Arrest Warrant.

Responding to a series of questions from Chairperson Kavanaugh, Mr. Thomas advised that there are a number of other Courts that are researching the performance of the program. He stated that Mesa Municipal Court's case load justifies having the program and it may not be as big a benefit for smaller Courts. He clarified that EM is used in lieu of bond and is not designed to protect anyone or restrict a zone. He explained that if someone cannot afford to post a small \$200 bond, EM can be ordered instead of having a person sit in jail for 21 days and the City absorbing those expenses.

Chairperson Kavanaugh thanked staff for their efforts.

2-b. Hear a presentation and discuss the Multi-Family Crime Free Housing Program.

Chief of Police Frank Milstead addressed the Committee and said that the presentation will be an update on the Tri-Star Pilot Program that will replace the Crime Free Multi-Housing Program (CFMH). Chief Milstead introduced Assistant Chief of Police Heston Silbert who advised that he has reviewed the Tri-Star Pilot Program that will replace CFMH and allow more apartment complexes to participate, promoting a better relationship between the complexes, the Police Department and the City of Mesa. In addition, he said the program is more "user friendly" for day-to-day use than CFMH.

Crime Prevention Officer Jerry Quarles displayed a PowerPoint presentation (**See Attachment 2**) on the Tri-Star Pilot Program. He reported that Mesa is currently using the Crime Free Multi-Housing Program that consists of three phases. He advised that CFMH is an International program that requires an 8-hour training session held by the Police Department, a Crime Prevention Through Environmental Design (CPTED) evaluation of the property and a resident safety social, which is the educational portion of the program. He said the property would need to accomplish all three phases in order to become certified and receive the benefits of CFMH.

Officer Quarles briefly highlighted the CFMH program benefits as follows:

- Phase 1 – Training & Programs
- Phase 2 – Security assessment results
- Phase 3 – Incident Contact Cards, weekly calls for service, program sign, resident education

Officer Quarles advised that a new pilot program was developed as a result of some issues and hurdles that properties faced in becoming fully certified as crime free. He said the program was created and designed specifically for Mesa and can change with the times. He explained that the program is called Tri-Star to symbolize a partnership with management, law enforcement and residents working together in a program that will reduce crime and provide a safer complex for tenants. He said that Tri-Star is similar to CFMH in that it has three levels. He added that for each level of participation there are benefits received and the complex does not need to achieve all three levels in order to become a partner in the program.

Officer Quarles briefly highlighted the Tri-Star levels and said that Level one consists of an online managers' training tool so that managers and staff will no longer be required to go to the Police Station for a full 8-hours of training. He explained that Level 2 requires that the rest of the management team complete the online training in order for them to have an understanding of the program and can assist in implementing the policies. He stated that basic CPTED principles were split into two portions and that most all properties have the ability to meet the basic landscaping requirement; bushes cut down to three feet and trees trimmed up to 7 feet. He said that a tenant education piece has been incorporated into Level 2 and property managers will distribute education on crime prevention to the tenants each quarter. He added that all requirements of CPTED are met in Level 3 just as they are in CFMH.

Officer Quarles briefly highlighted the benefits of participation in the Tri-Star Program and said that Level 1 is the basic level where property managers will receive online training, a manager's toolbox and their property will be listed on the website as a Level 1 participant. He said that listing the property on the website is a great marketing tool for the property. He explained that if a resident is relocating to Mesa they can be directed to the program website to see the program requirements and which properties are participating in the Tri-Star Program.

Officer Quarles advised that in Level 2 the property manager will receive resident communication and Incident Contact Cards which are used for violations of the lease addendum. He said that Level 3 is the advanced level and at this level the property will receive weekly calls for service and program signs. He said that with CFMH the majority of the properties are unable to achieve all three levels to become certified. He added that with Tri-Star the properties will be able to achieve the same benefits sooner than they would in CFMH.

Officer Quarles advised that the pilot program began in the neighborhood west of Horne Street in October 2010 and ended in April of 2011 with 15 fully certified CFMH properties in the area. He said during that time the Police Department continued to support CFMH on the east side of the City along with the CFMH properties in the pilot program. He said properties that were not certified CFMH were encouraged to be part of the Tri-Star Pilot Program. He stated that the managers of multi-housing units participated in surveys that identified the challenges and issues they experienced at their property, as well as issues they may have had with the Tri-Star program.

Officer Quarles outlined the two objectives of the Mesa Tri-Star Pilot Program as follows:

- The number of Level 3 participants in the Tri-Star program will exceed the number of fully certified CFMH participants by 10% (which would be one additional property).
- Encourage the involvement of the properties with the top ten calls for service in both the Dobson and Central Police Divisions.

Officer Quarles reported that overall 32 properties participated in the 6 month Tri-Star Pilot Program. He outlined the level of participation and statistic for the properties as follows:

- 12 properties in Level 1
- 5 properties in Level 2
- 15 properties in Level 3
- 23 properties that were not previously CFMH
- 7 properties that were listed as top 10 calls for service

Officer Quarles stated that the Pilot Program was able to match the participation in CFMH in that 15 properties were able to reach Level 3. He said when the Pilot Program was concluded there were 32 properties in the program, which is a 113% increase in participation over CFMH. (See Page 9 of Attachment 2)

Officer Quarles advised that the Police Department is expecting to implement the Tri-Star Program Citywide beginning July 1, 2011 and discontinue the use of CFMH on December 31, 2011. He said the properties will have a 6-month time period to switch from CFMH and become fully certified on Tri-Star. He added that the properties would then be asked to surrender the CFMH signs after January 1, 2012, as the signs say "Mesa Crime Free Program."

Officer Quarles reported that the fiscal impact to the Department is minimal and all the materials for the program are free to download, however there is a minimal cost for the contact cards. He said that multi-housing properties will receive free online training and depending on the property they could have CPTED costs, costs to print resident communication, as well as the cost of the optional program sign. He added that the Police Department will offer free resident communication.

Committeemember Richins commented that it will be interesting to see what effects Tri-Star will have on the calls for service.

Officer Quarles advised that the program would not immediately see a reduction in calls for service. He explained that calls for service are not a good indication of how a property is performing as far as crime prevention. He stated that calls for service include a variety of issues such as noise complaints, barking dogs, and domestic violence. In addition, he stated that residents are encouraged to call and report suspicious activity. He said over time managers will have the opportunity to clean up their property and bring in good tenants that they have had an opportunity to screen and conduct background checks on. He said in time there could be a reduction in the number of reports.

Committeemember Richins challenged the department to develop a way to engage the small investor owned four-plexes that tend to be occupied by tenants who are displaced out of the larger complexes.

In response to comments made by Committeemember Richins, Officer Quarles explained that some of the smaller complexes were involved in the Pilot Program. He said the program is a great opportunity for the smaller complexes and the Police Department will be working with the property managers and management companies to help them implement this program. He stated that this program also works well for residential single family home rentals. He added that he believes this program will be a good fit for Mesa.

Chairperson Kavanaugh advised that the Committee is in full support of the Police Department's efforts. He said that when this program was first introduced it was met with some criticism however, what has been demonstrated today is that multi-family complexes are willing to participate in this opportunity that will have positive benefits to the community.

Officer Quarles advised that there are agencies around the country that are waiting to see how this program will progress. He stated that the multi-housing industry has changed and everyone is looking for a program that will benefit their community.

Chairperson Kavanaugh thanked staff for the presentation.

2-c. Hear a presentation, discuss, and make a recommendation on the Photo Safety Contract.

Chief of Police Frank Milstead addressed the Committee and advised that the end of the Photo Safety Program Contract with American Traffic Solutions (ATF) is approaching. He said that there have been discussions on how the Police Department would like to proceed with the current program.

In response to the previous statements regarding photo radar made by Mesa resident, Scott Hawkins, Chief Milstead stated that there are Police Officers present that could offer a different opinion on the statistics and numbers associated with the Photo Radar Program. He reported that in 2006 when the City of Mesa stepped up its Photo Safety Program fatality accidents decreased 50% Citywide. He said the program is not always popular with the citizens however, it does save lives and does slow people down.

Chief Milstead introduced Lieutenant Eddie Nesbit and Commander Bill Peters, who displayed a PowerPoint presentation (**See Attachment 3**) highlighting the Photo Safety Contract.

Commander Peters advised that the purpose of the Mesa Police Photo Safety Program is to enhance traffic safety by supplementing traditional traffic enforcement methods and improve driver behavior and the quality of life for residents. He said that the presentation will cover the Photo Safety Contract history, current configuration, program recommendations, future program discussions and SB 1398. (See Pages 2 & 3 of Attachment 3)

Commander Peters reported that the contract with ATS was executed on January 27, 2006 and was scheduled to run for five years after the last camera installation on February 27, 2007. He said the program was originally financed for \$3.1 million which covered the ATS proprietary equipment and vehicles for mobile radar. He stated that two separate fee related amendments

made to the contract, one was in December of 2007 and the other was in May of 2009. He added that the current contract is scheduled to expire on February 27, 2012. (See Page 4 of Attachment 3)

Commander Peters said that currently there are five vans and four of them have ATS mobile speed cameras installed in them. He said that the extra van is a spare used for when one of the vans require maintenance. He stated that there are 34 City owned cameras installed at 30 intersections and 4 school zones. He noted that ATS also owns 2 cameras that are installed in the Rhodes Junior High school zone. (See Page 5 of Attachment 3)

Commander Peters stated that the recommendation is to continue to enhance the overall traffic safety by negotiating and executing a two-year contract extension. He said extending the contract will allow the Police Department to maximize the useful life of currently owned equipment. In addition, he said that ATS would support the extension and the Police Department would continue to negotiate potential changes to the current configuration by moving and relocating non-performing intersection cameras to school zones.

Commander Peters said that if the contract was extended and prior to a request for a new contract staff will seek Council's guidance regarding the overall program, cost analysis, deployment methods and a Request for Proposal.

Chief Milstead reported that the equipment was obtained on a lease purchase agreement and that agreement has been fulfilled. He said if the program contract is extended closer to the true end-of-life of the equipment a better benefit can be received by using the existing equipment instead of purchasing something new and starting over.

Commander Peters advised that SB 1398 addresses the language that appears on the photo safety citations that are mailed to the citizens. He said SB 1398 states that "the agency shall inform the person that there is no obligation to identify the driver or respond to the citation." He added that the Police Department is in compliance with SB 1398.

Chairperson Kavanaugh commented that the recommendation from the Police Department is to request a two-year extension on the Photo Safety Contract and in doing so provide a financial advantage to the City since the equipment is already paid for and has useful life remaining. He said the Police Department will then come back to the Council with further recommendations on how to proceed after the two-year extension.

Responding to a question from Committeemember Richins, Lieutenant Nesbit explained that the new bill is not officially in effect. He advised that the language that has been used states that the citation is not a summons to appear and no fine is associated. He said on the back of the citation it reads that "you may voluntarily identify the driver of the vehicle." He added that this language was in place long before SB1398.

Committeemember Richins remarked that he takes umbrage with the way the citation is set up. He said the citation language does not make it seem very "voluntary." He said the citation does not even grab the spirit of what SB 1398 is referring to and needs to be worded clearly.

Discussion ensued regarding the language that will be placed in the citation in order for the City to be in full compliance with SB 1398.

Committeemember Richins advised that he is not ready to make any recommendations to the Council and that he wants to see how the language will appear on the citation. In addition, he said he is struggling with the request to renew the photo radar vans. He remarked that the University Drive "speed trap" where the speed changes from 45 to 40 to 35 within a matter of few blocks needed to be addressed. He stated that he does not mind having photo radar in school zones if the Police Department is interested in pursuing a program that will place them in all school zones. He added that he definitely wants to see how the public will be treated in regards to the language that will be on the citation before he can make a recommendation.

Chief Milstead concurred with Committeemember Richins in that he wants to ensure that the language on the citation is in compliance. He said that speed vans without a doubt have been a polarizing issue. He said the Department has been struggling with it and is trying to adjust the setting on the vans. He said currently a citation will issue if the speed is 11 miles per hour over the posted speed limit.

In response to a question from Committeemember Richins, Chief Milstead advised that the City owns all the vans and equipment with the exception of the cameras at Rhodes Junior High School.

Responding to a series of questions from Committeemember Glover, Lieutenant Nesbit explained that for 11 mph over the posted speed there is a base fee and an incremental amount for each mile per hour over the speed limit after that. He said the cost depends on what violation has been captured. He said originally when photo radar was put into place the pricing was a flat rate. He said on the average \$180 is the base fine for speeding. He added that there is a complicated equation used to calculate the charges.

Deputy Court Administrator Leonard Montanaro advised that the cost of a red light ticket is \$218, of that 47% goes to State for surcharges. He said that ATS is paid approximately \$75.00 per ticket, per adjudication. In addition, he said when the charges were based on the citation and not by the intersection the City would received approximately \$25 a ticket.

Lieutenant Nesbit explained that the billing process depends on how many lanes are monitored in an intersection. He said the more cameras that are in an intersection the higher the amount that will need to be paid to the vendor.

In response to a question from Committeemember Glover, Lieutenant Nesbit explained that identifying the persons in the photos and sending out the citation to the correct individual can be completed in a matter of minutes.

Lieutenant Nesbit said that since he first came into the organization there have been reorganizations, personnel eliminated and contracts renegotiated with process servers, which has saved the City \$500,000 in concessions, negotiations and contracts. He said the program in the first 3 fiscal years lost \$1.64 million, primarily due to the \$3.1 million lease to own contracts for the equipment. He said now that those contracts are fulfilled that cost is eliminated and the City is in the process of recovering the losses.

In response to a question from Committeemember Kavanaugh, Lieutenant Nesbit explained that if the current trend continues, in the next year the City could see approximately \$85,000 to

\$100,000 per month surplus that will replenish past losses. He said this year there could be close to \$1 million in surplus at which time the City would no longer be losing money on the cameras.

Committeemember Richins commented that he would like to see a plan that did not include the photo radar vans. He encouraged the Police Department to negotiate cameras in the school zones as they are a great benefit. He added that what the City is trying to accomplish is safety and that can be accomplished by having the photo radar in the school zones.

Chief Milstead stated that when a complaint is received from a citizen regarding speeding in an area the vans are deployed at the citizen's request. He said if the photo radar vans are eliminated then an officer would need to be deployed to monitor speeding. He said currently there are only 21 speed enforcement officers that cover the entire 140 square miles of the City.

Discussion ensued regarding the costs of running the entire speed enforcement program.

Committeemember Richins remarked that he anticipates seeing a budget that will include more motor officers if that is the direction that will be taken.

Chairperson Kavanaugh stated that no action will be taken on any specific recommendation and the photo radar topic will be taken up again at the next meeting. He said if any Committee members have additional questions they should be provided to staff to allow for the preparation of further discussion.

Chairperson Kavanaugh thanked staff for the presentation.

3. Adjournment.

Without objection, the Public Safety Committee meeting adjourned at 4:34 p.m.

I hereby certify that the foregoing minutes are a true and correct copy of the minutes of the Public Safety Committee meeting of the City of Mesa, Arizona, held on the 27th day of June 2011. I further certify that the meeting was duly called and held and that a quorum was present.

LINDA CROCKER, CITY CLERK

Electronic Monitoring Program

Overview

- Pilot Program Started August 11, 2008
- Pre-Trial Release - In Lieu of Bond
- First Municipal Court To Implement

Program Details

- Ankle Bracelet Worn by Defendant
- Utilizes GPS and Cellular Technology
- Average Jail Cost Savings is \$1,000 per Defendant
- Reduced Court Setting Time From 14 to 7 days for Defendants Held on Bond

Program Statistics

August 11, 2008 through May 31, 2011

- 795 - Defendants Placed on Program
- 32 - Average Number of Days a Defendant is on Electronic Monitoring
- 26,593 – Number of Days Defendants Were Monitored
- 21,247 – Number of System Alerts Staff Reviewed

Estimated Jail Cost Savings

- \$795,000 – 795 Defendants at \$1,000 Savings
 - Cost of 14 Days at MCSO = \$1,000
- \$357,500 – 795 Defendants at \$450 Savings
 - Cost Savings of Defendants Transported 7 Days Earlier
- \$1,152,500 – Total Estimated Jail Cost Savings Since Pilot Started

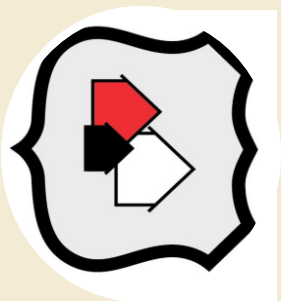
Benefits

- Defendant is Able to Keep Employment
- Defendant Doesn't Spend More Time in Jail
Waiting for Transport then Actual Jail Time
Imposed
- Defendant's Personal (Family) Life can Stabilize
- Defendant has Greater Ability to Pay Fines
- Reduced Jail Costs

Questions

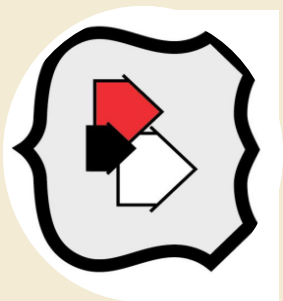
MESA TRI-STAR PILOT PROGRAM





*Mesa currently using the
Crime Free Multi-Housing
Program (CFMH)*

- PHASE 1
 - 8-HOUR CLASSROOM TRAINING
- PHASE 2
 - PROPERTY SECURITY EVALUATION (CPTED)
- PHASE 3
 - RESIDENT SAFETY SOCIAL (Annually)



CFMHD PROGRAM BENEFITS


- **PHASE 1**
 - **Training & Programs**
- **PHASE 2**
 - **Security Assessment Results**
- **PHASE 3**
 - **Incident Contact Cards**
 - **Weekly calls for service online**
 - **Program sign**
 - **Resident education**



MESA TRI-STAR PROGRAM



**NOW ENTERING
A TRI-STAR COMMUNITY**



**COMMUNITY LIVING IN A
SAFER ENVIRONMENT**

**MESA POLICE DEPARTMENT
480.644.2211**



TRI-STAR LEVELS

- **LEVEL 1 - BASIC**
 - **Manager training online and implementing tools to deter illegal activity**
- **LEVEL 2 - INTERMEDIATE**
 - **Additional staff training**
 - **Basic CPTED (landscaping)**
 - **Tenant education/communication (Quarterly)**
- **LEVEL 3 - ADVANCED**
 - **Advanced CPTED (locks and lighting)**



BENEFITS OF PARTICIPATION

• LEVEL 1 - BASIC

- Online training and programs**
- Property listed on Web site**
- Management toolbox**

• LEVEL 2 - INTERMEDIATE

- Incident Contact Cards**
- Property listed on Web site**

• LEVEL 3 - ADVANCED

- Weekly Calls for Service (CFS)**
- Program signs**
- Property listed on Web site**



TRI-STAR PILOT

- **October 2010 to April 2011**
- **Multi-Housing west of Horne**
- **Started with 15 fully certified Crime Free**
- **Continued support for certified CFMH**
- **Both new properties and CFMH participated**
- **Pre and post surveys of multi-housing**



MESA TRI-STAR A PILOT PROGRAM

- **Two objectives**
 - **Level Three Tri-Star to exceed fully certified CFMH by 10% or 1 property**
 - **Encourage involvement for the top ten calls for service properties in both Dobson and Central Police Divisions**



Pilot Results

- **32 Properties participated**
 - 12 in Level 1
 - 5 in Level 2
 - 15 in Level 3
 - 23 were not previously CFMH
 - 7 were listed as top 10 calls for service
- **113% participation increase over CFMH**



PROGRAM SURVEYS

- CFMH Program – What do you dislike about the program?
 - The name “Crime Free” gives a false impression that no crime ever happens on the property
 - Financial struggle becoming certified
- Tri-Star Program – What do you like about the program?
 - Tiered levels of participation so all properties can participate
 - A greater partnership between police and managers



MESA TRI-STAR CITYWIDE

- Implement Tri-Star citywide on July 1, 2011
- Discontinue CFMH on December 31, 2011
 - **Gives 6-months to switch over**
- Properties will surrender Mesa CFMH signs after January 1, 2012



THE CITY OF MESA POLICE DEPARTMENT

PHOTO SAFETY CONTRACT





The purpose of the **Mesa Police Photo Safety Program** is to enhance traffic safety by supplementing traditional traffic enforcement methods to improve driver behavior.



- **Photo Safety Contract History**
- **Current Configuration**
- **Program Recommendation**
- **Future Program Discussion**
- **AZ SB 1398**



Contract History

Contract with American Traffic Solutions (ATS)

- Executed on January 27, 2006
- Runs 5 Years after last Camera Acceptance
(Feb 27, 2007)
- Financed \$3.1M for ATS's Proprietary Equipment & Chevrolet Vans
- Amended in December 2007 and May 2009
- Expires on February 27, 2012



Current

Photo Safety Configuration

- **5 Vans with 4 ATS Mobile Speed Cameras**
- **34 City Owned Cameras**
 - 30 Installed as Intersection Safety Cameras
 - 4 Installed as School Zone Safety Cameras
 - Brimhall Junior High
 - Fremont Junior High
- **2 ATS Owned Cameras**
 - Installed at Rhodes Junior High School



Program Recommendation

- Enhance overall traffic safety
- Negotiate and execute a two-year contract extension
 - Maximize useful life of currently owned equipment
 - Supported by vendor



Program Recommendation

- Negotiate potential changes to the current configuration
- Relocate Intersection Safety Cameras to School Zone Safety Cameras



Future Program Discussion

Prior to a Request For Proposal for a new contract (before expiration of the recommended extension) staff will seek:

Council discussion to secure program direction

- Program review
- Cost analysis
- Deployment method
- Request for proposal



AZ STATE LEGISLATURE

S.B. 1398

A.R.S. 28-1593 – Service of Traffic Complaint

C. "If a law enforcement agency issues a citationand serves the citation in a manner other than what is prescribed by subsection A ., the agency shall inform the person that there is no obligation to identify the driver or respond to the citation...."



AZ STATE LEGISLATURE

S.B. 1398 (Cont'd)

A.R.S. 28-1602. Photo enforcement violation; no duty to identify photo or respond

A. "..., if a person receives a notice of violation in the mail for a violation ...for excessive speed or failure to obey a traffic control device that is obtained using a photo enforcement system, the person does not have to do either of the following:

1. Identify who is in the photo.
2. Respond to the notice of violation.