



COUNCIL MINUTES

November 21, 2013

The City Council of the City of Mesa met in a Study Session in the lower level meeting room of the Council Chambers, 57 East 1st Street, on November 21, 2013 at 7:32 a.m.

COUNCIL PRESENT

Scott Smith
Alex Finter
Christopher Glover
Dennis Kavanaugh
David Luna
Dave Richins

COUNCIL ABSENT

Scott Somers

OFFICERS PRESENT

Christopher Brady
Debbie Spinner
Dee Ann Mickelsen

Mayor Smith excused Councilmember Somers from the entire meeting.

1a. Hear a presentation and discuss an update on the Photo Safety Program.

Deputy City Manager John Pombier introduced Police Chief Frank Milstead, Police Lieutenant Andy Nesbit and Police Lieutenant Mike Bellows, who were prepared to assist with the presentation.

Mr. Pombier displayed a Power Point presentation (**See Attachment 1**) and reported that the purpose of the Mesa Police Department's (MPD) Photo Safety Program is to enhance public safety by supplementing traditional enforcement methods in an effort to calm traffic and improve driver behavior.

Mr. Pombier briefly highlighted the history of the Photo Safety Program, which began when the City entered into a contract with American Traffic Solutions (ATS) on January 27, 2006. (See Page 3 of Attachment 1) He stated that on February 27, 2014, the current contract expires, which is the reason for presenting this item to the Council at this time.

Mr. Pombier advised that at a previous presentation before the Council, he discussed a two-year extension of the contract in order to deplete "the useful life" of the equipment. He explained that at that time, the Council directed him to bring back this item and also highlight the various components of the program in addition to the cameras. He further remarked that he previously informed the Council that at the end of the useful life of the photo safety equipment, it would be necessary for the City to issue another Request for Proposals (RFP) to purchase new equipment. He said that it was his understanding that such a scenario is no longer the case, since ATS will replace the "guts" of the intersection cameras and the school zone cameras free of charge should breakdowns occur.

Mr. Pombier provided a short synopsis of the program's equipment configuration, which consists of fixed speed cameras at five school zones; 24 intersection cameras; and two mobile units/vans. (See Page 4 of Attachment 1)

Mr. Pombier, in addition, discussed the benefits of the Photo Safety Program. (See Page 5 of Attachment 1) He cited, by way of example, that the program provides round the clock accountability for a driver's behavior and also reduces speed in monitored school zones. He added that there has been a reduction of total crashes and serious-injury crashes at all intersections Citywide.

Vice Mayor Finter referenced the program benefit "A reduction of total crashes and serious-injury crashes at all intersections Citywide" and inquired what data staff compiled in order to make that statement.

Mr. Pombier responded that staff compared the number of crashes in previous years to the current numbers, including not only the City's 24 monitored intersections, but also an estimated 420 unmonitored intersections. He pointed out that staff's analysis of such data revealed an overall crash reduction rate of approximately 30 to 35 percent (which varies from year to year) at the unmonitored intersections and a 29 to 70 percent decrease in crashes at monitored intersections.

In response to a question from Mayor Smith, Mr. Pombier explained that from year to year, staff has seen no increase in crashes at the monitored intersections.

Vice Mayor Finter disagreed with Mr. Pombier's statistical analysis. He stated that he has seen crash data from the City's Traffic Engineering Department which demonstrated a 20 percent increase in fatalities at monitored intersections and a 14 percent reduction in fatalities at all other intersections.

Mayor Smith inquired how Vice Mayor Finter's statistics are "any better" than the data provided by Mr. Pombier.

Vice Mayor Finter suggested that the City's Traffic Engineer come forward and present the statistics that he provided to the MPD and the State Transportation Board. He stated that the numbers are as follows: a 33 percent decrease in overall crashes at monitored intersections and a 34 percent decrease at all other intersections. He also clarified that there are 22 monitored intersections in the City as opposed to 24, as cited by Mr. Pombier.

Vice Mayor Finter inquired how Mr. Pombier can "jump" from these statistics to the conclusion that the 22 monitored intersections can have an impact on a community the size of Mesa and discount all of the other efforts that have been implemented thus far (i.e., DUI vans, intersection improvements at some of the City's most dangerous intersections, and Operation Safe Streets). He added that in his opinion, just because photo radar enforcement is present at 22 intersections, one cannot reasonably conclude that it has the overall effect of a lower percentage of crashes throughout the community.

Mayor Smith stated that he did not believe that staff had collected enough data to prove Mr. Pombier's argument one way or another.

Vice Mayor Finter further questioned why the City never conducted a cost benefit analysis of the Photo Safety Program which, over seven years, has cost the taxpayers \$17 million. He said that staff was “scrambling” days before the contract expires to come up with some statistics that “we can bicker over.”

Mayor Smith commented that if the City signed a contract with the vendor and agreed to pay a certain amount of money, at that point in time it was “a sunk cost.” He inquired if the City was not required to pay to renew the equipment, what its ongoing capital costs would be in order to continue the program.

Mr. Pombier clarified that the City would not have ongoing capital costs to continue the photo safety component of the program.

Mayor Smith questioned how cost would be a factor in discussing the merits of the program.

Vice Mayor Finter pointed out that the rental of the equipment is one small cost of the program. He cited, for instance, that the City currently pays \$30,000 or more per month in process service fees.

Responding to a question from Mayor Smith, Mr. Pombier clarified that currently, the program’s operating costs are covered.

Vice Mayor Finter reiterated that it was difficult for Mr. Pombier to make the argument that statistically there was “a big difference” between monitored intersections and unmonitored intersections.

Mayor Smith stated that Mr. Pombier can make the argument, but noted that whether the Council “will buy it” is another thing.

Vice Mayor Finter further commented that “there was not a reasonable way” for Mr. Pombier to extrapolate the data and say that because 22 intersections are monitored with photo radar cameras, that it had an effect on a city the size of Mesa with 430 controlled intersections and over a thousand other intersections.

In response to a question from Councilmember Luna, Lieutenant Bellows clarified that in September of this year, the Traffic Engineering Department produced a study that compared Mesa with other communities that use photo radar. He explained that the study showed that Mesa had a 34 percent reduction in crashes using photo radar, while Tempe and Phoenix had reductions of 15 percent and 19 percent respectively. He also said that subsequent to the study, Tempe’s contract expired and added that the city no longer uses photo radar.

Mr. Pombier, in response to Vice Mayor Finter’s comments, verified that the reduction of crashes in Mesa is not attributable to any one specific factor. He acknowledged, for example, the MPD’s patrol officers for their professionalism; the Traffic Engineering Department’s staff for their hard work in designing safer intersections when improvements are made; and the Transportation Department implementing double-red lights at several intersections, in which a red light is displayed for two second in all directions.

Mr. Pombier, in addition, assured the Council that in no way, shape or form was staff attempting to tell the Council that the 22 intersection cameras and the five school zone cameras were the only components that created a reduction in crashes, but rather the entire program as a whole.

Vice Mayor Finter stated that he misunderstood the specific bullet point on the PowerPoint presentation that he previously referenced.

In response to a question from Councilmember Luna, Mr. Pombier stated that in his estimation, the average cost for a Mesa police officer would be in the range of \$100,000 to \$120,000, including benefits. He stated that it would take approximately five to six Full Time Employees (FTEs) to monitor each intersection in the City.

Responding to comments from Mayor Smith, Mr. Pombier explained that when photo radar first began in Mesa, it provided "a much wider expanse of accountability" as opposed to human enforcement.

Chief Milstead further remarked that in these current economic times, the MPD works under a decreased staffing model. He also explained that the "synergistic effect" of people not knowing which intersections are monitored makes them more cautious drivers. He acknowledged that photo radar is not a popular program with the driving public since individuals cannot barter or bicker with the machine if they violate the law and ultimately receive a citation.

Vice Mayor Finter commented that Arizona communities are moving away from the use of photo radar devices and noted that Mesa is "bucking the trend." He pointed out that Pima County, which has a population of more than 900,000 residents, is discontinuing its Photo Safety Program, as it no longer considers it to be advantageous. He added that in speaking with several Tempe elected officials, they also concurred that "the numbers" no longer supported the continuation of a similar program in their community.

Mr. Pombier said that he was not aware of the manner in which those jurisdictions viewed the program. He noted that the City has always considered photo radar as a safety tool, but reiterated that it was only one element of the program which also includes the improved engineering of the streets, more efficient timing of the lights, and Transportation, Engineering and the MPD working together to promote safety.

Vice Mayor Finter disagreed with Mr. Pombier's statement and suggested that part of the problem is that the City has left out key players, such as Traffic Engineering, in the process.

Mr. Pombier continued with his presentation and reported that traffic speeds in school zones have decreased through the use of photo safety enforcement. (See Page 6 of Attachment 1) He also noted that per the Council's direction, over the past four years, staff has reduced its reliance on speed vans to patrol for speed violations. (See Page 7 of Attachment 1) He said that the speed vans are primarily used for neighborhood interdiction, school and construction zones.

Discussion ensued relative to the fact that the MPD currently has two mobile radar units that have a flashing speed sign; that the Traffic Division has acquired a new unit from the Governor's Office of Highway Safety, which has the ability to capture speed data; that the City has received citizen complaints regarding the Photo Safety Program with respect to process servers, citations, and the court process; that for every 1,483 citations issued by a police officer, the

MPD receives one complaint; and that for every 27,691 citations issued by the photo radar cameras, the MPD receives one complaint.

Mr. Pombier, in addition, displayed a document titled "Financial History Overview" (See Page 9 of Attachment 1) and noted that after four years of producing net losses, the program is now generating revenues.

Mr. Pombier further reviewed Mesa's "Three E's" approach to traffic safety, including Public Education, Traffic Engineering, and Enforcement of Traffic Laws. (See Page 10 of Attachment 1) He stated that such efforts will continue to guide the development of traffic safety plans by the MPD and the Transportation Department. He added, in response to Vice Mayor Finter's earlier comments, that the Traffic Engineering Department will be included in this process.

Vice Mayor Finter clarified that his previously stated concerns related to the fact that the Traffic Engineering Department was not involved in the analysis of the program.

Mr. Pombier outlined various program options as follows: 1.) Continue with the current configuration; 2.) Operate at intersections/school zones; 3.) Operate at school zones exclusively; 4.) Eliminate speed vans; and 5.) Eliminate the Photo Safety Program.

Mr. Pombier remarked that it was staff's recommendation that the program be maintained for public safety benefits. He also noted that Lieutenant Bellows is working to define and implement strict policies and procedures to address the issue of the program being managed by different individuals, due to turnover at the MPD, and not adhering to the same protocol.

Mayor Smith inquired how the City has allowed, from one manager to the next, the implementation of different rules and policies. He stated that since this is a legal enforcement action, he would assume that once the radar camera has taken a photo of the violator, there should be a well-defined protocol as to what occurs until the individual goes to court. He added that if that were not the case, then he would have a problem with this matter.

Chief Milstead responded that what Mr. Pombier was referring to regarding change in management was that as staff in the MPD are promoted, the issue is what occurred with the previous Council and what agreements were made. He cited, for instance, a recent occurrence in which a van was parked at a school zone when the school was closed for fall break. He said that the MPD had agreed in the past that the van would not be placed there on an off-school day, but noted that Lieutenant Bellows, who currently manages the program, was unaware of such an agreement.

Chief Milstead further commented that key components of the program are deciding where to place the vans and when to use them. He also stated that the MPD hired a new process server and noted that over the past 18 months, the Department has received only three citizen complaints in that regard. He added that the MPD continues to adapt and change certain processes in order to make photo radar "more palatable."

Mr. Pombier indicated that staff further recommends that the City enter into a five-year service agreement with ATS. He explained that the City owns the boxes and posts and the interior systems are owned by ATS. He further pointed out that ATS has always been willing to work

with City staff to meet the needs of the Council and the community. He added that staff was seeking Council direction with respect to the proposed recommendations.

Councilmember Kavanaugh stated the opinion that the current Photo Safety Program has served its purpose of enhancing public safety, calming traffic and improving driver behavior. He remarked that the program has been a success in conjunction with a variety of other safety measures that the City has implemented, such as intersection improvements that are based on research data. He added that the presence of intersection cameras in Mesa is well known and has played a role in reducing accidents and minimizing head-on collisions at intersections throughout the City.

Councilmember Kavanaugh further indicated that his constituents have recognized the value of the school zone cameras and stated that he has not received any requests from residents in his district to remove the school zone cameras or intersections cameras. He cautioned, however, that if the speed vans remain as a component of the program, they should be used only for school zone enforcement or at the request of neighborhoods.

Councilmember Kavanaugh, in addition, commented that the MPD “should do a better job” to make it known to neighborhoods that the speed vans are available for their use. He suggested that staff should maintain a record of such requests in order to apprise the Council of how many neighborhoods have, in fact, requested the vehicles as a safety tool. He added that for all of the above reasons, he would support the continuation of the Photo Safety Program.

Councilmember Richins stated that the financial history of the program has never been a major issue to him and stated that the primary purpose has always been public safety. He noted, however, that he has not seen any financial projections going forward, such as payments to the vendor, and the cost of the program from a cash flow standpoint versus anticipated revenues.

Mr. Pombier responded that moving forward, the City’s payments to the vendor will come from actual citations once they are paid. He explained that the City does not make individual payments to the vendor, but rather serves as “a pass through” for the payment of tickets, of which the vendor receives a percentage.

City Manager Christopher Brady referenced Page 9 of Attachment 1 (Financial History Overview) and pointed out that the line item from which the vendor payments are made is titled “Capital Equipment Lease Payments.” He inquired whether staff was suggesting, under the proposed five-year agreement, whether there would be additional payments from this account.

Mr. Pombier stated that to the best of his understanding, no further payments would be made under this account item going forward.

Mr. Brady pointed out to the Council that those payments were the largest difference in “what drove the net positive/net negative for the program.” He stated that without this capital recovery cost, the last two years of the program could be extended out for the next five years. He added that to the best of his knowledge, the “Capital Equipment Lease Payments” line item will not be included as part of the City’s future costs.

Mayor Smith restated that the fixed costs are eliminated. He noted, however, that there will always be a ticket in excess of the variable costs of the payment to the vendor. He added that

the payment for City personnel to process the tickets is directly related to the volume of tickets and therefore the City "is going to be in the positive moving forward."

In response to a question from Councilmember Richins, Lieutenant Bellows clarified that the fine for running a red light in Mesa is \$220.

Mr. Pombier advised that to the best of his knowledge, a certain percentage of the fine is allocated to the State, the vendor and the City, based on a well-defined formula. He said that he would be happy to obtain more specific information from Court personnel in this regard.

Councilmember Richins concurred with many of Vice Mayor Finter's comments and stated that he also has had certain reservations about the program. He noted, however, that since his term on the Council began, he has seen the focus of the program shift to public safety and a reduction in crashes as a result of many of the City's dangerous intersections being reengineered.

Councilmember Richins, in addition, commented that Mesa's Capital Improvement Program (CIP) should always be "tied" to intersection safety. He suggested that staff identify the top ten dangerous intersections in the community and include those projects in the CIP in order to make them safer. He added that eventually, Mesa might be able to "engineer the need for photo safety right out of the City" when all of the intersections have been engineered safely.

In response to a question from Councilmember Luna, Chief Milstead clarified that if it were the direction of the Council, the MPD could expand the program and create school zones with fixed cameras at other high schools in the community in addition to Skyline and Mesa High.

Further discussion ensued relative to potential sites for the additional high school speed zones.

Mayor Smith commented that he did not have "a problem" with the concept of photo radar "if it is done correctly." He noted, however, that it is imperative that the MPD have a well-defined protocol in place to ensure that no matter who manages the program, that "it is a tight run ship and not a lot of discretion."

Mayor Smith indicated that he would prefer that speed vans be eliminated and replaced with mobile radar units. He noted that with respect to neighborhood interdiction, the "excess revenue" from the program could be allocated to purchase additional mobile radar units, which not only display a warning, but also generate data. He suggested that if the radar units are not successful in reducing speed, a motorcycle officer could be posted at those sites in order to "change behaviors." He said that if those efforts do not resolve the problem, then perhaps a permanent radar unit could be installed at the site.

Mayor Smith further commented that the data generated by the mobile radar units would assist Traffic Engineering in assessing whether traffic-calming devices are necessary in certain areas of the community. He added that with respect to the fixed speed cameras in the school zones, he would prefer that they operate only during school hours, "if that is their purpose," and not 24/7.

Additional discussion ensued relative to the complaint process after a citation is issued; and that the MPD would take the necessary steps to dismiss the citation, without requiring a citizen to appear in court, if the citation is generated due to a system malfunction.

Councilmember Luna stated that he was not opposed to photo radar and supports the notion of school zone cameras. He questioned, however, whether the speed vans were useful tools.

Vice Mayor Finter offered a series of proposals and/or solutions related to the Photo Safety Program as follows: 1.) Retain photo radar in school zones, and if appropriate, expand to additional schools; 2.) Discontinue photo radar vans; and 3.) Suspend photo radar cameras at intersections for one year.

Vice Mayor Finter suggested that during the one-year suspension of photo radar cameras in the intersections, staff could do the following: compare and contrast program benefits; perform a cost benefit analysis; investigate a new technology (i.e. Collision Avoidance Technology); establish a working group, including the Mesa Municipal Court, the City Prosecutor's Office, the City Auditor's Office, the Public Information Office, the Traffic Engineering Department, the MPD and ATS to conduct a review of the entire system; utilize MPD management to compile new Standard Operating Procedures (SOPs); and the new Councilmembers, whose terms begin in 2015, would have an opportunity to offer their input with respect to establishing policy for the program.

Councilmember Glover concurred with Vice Mayor Finter's proposals and stated that he did not support photo radar since "it takes the human element out of the process." He noted that when the program was first instituted, its focus was on generating revenue. He stated that he was pleased to see that in recent years, the focus has shifted to safety and especially in school zones. He added that Vice Mayor Finter's recommendations are valid and a good compromise.

Mayor Smith stated that he appreciated some of his fellow Councilmembers' comments and shared certain concerns. He noted, however, that he did not see the need to completely redo the system. He indicated that it would appear that the vast majority of the Council are supportive of maintaining or even expanding cameras in the school zones, but do not support the continuation of the speed vans. He further remarked that the remaining issue is whether to suspend photo radar cameras at intersections for one year, as proposed by Vice Mayor Finter, or whether to continue on with those activities.

Mayor Smith commented that he would offer "a tweak" to the Vice Mayor's proposal as follows: that the Council formally set a one-year review of the intersection program; and that staff come back at that time and present a formal proposal responding to the various issues/concerns expressed by the Council today.

Mayor Smith further indicated that going forward, if the City is not required to incur the ongoing capital equipment lease payments, he would assume ATS would prefer a five-year commitment in order to make such investments. He explained that what that means is at any time, the City could buy out the contract. He concurred that the City should not commit to a five-year program if, for instance, in the first year staff determines that it is impossible to resolve certain deficiencies in the program. He stated, therefore, the Council and staff should be aware that if they move forward with the understanding that the City is not required to make additional capital

equipment lease payments, it would be obligated to buy out the contract before the five years elapse.

Mr. Pombier clarified that ATS requested that the contract be for five years.

Mayor Smith commented that if the intersection program is suspended for a year, as suggested by Vice Mayor Finter, the reality is "it will not come back." He restated that there was Council concurrence to tweak the photo radar program, eliminate the vans, and maintain or expand the school zones. He added that the remaining issue is what to do with the intersections.

Mayor Smith further remarked that the Vice Mayor has presented a proposal that the photo radar cameras at the intersections be suspended for a year and that the Council come back and revisit the issue in the future. He offered an alternative solution as follows: that the monitored intersection program be left in place; that staff establish a well-defined process that will be formally reviewed by the Council in one year; and that the revenues from the Photo Safety Program be reinvested in traffic safety items, such as traffic-calming devices or equipment.

Mayor Smith stated that he would take Vice Mayor Finter's proposal to suspend the monitored intersection program for a year as a motion, with a second from Councilmember Glover.

Mayor Smith restated that if Vice Mayor Finter's motion fails, he would offer a motion that the monitored intersection program continue; that staff develop a well-defined process, including strict policies and procedures, that will be formally reviewed by the Council in one year; and that the revenues from the Photo Safety Program be reinvested in traffic safety items, such as traffic-calming devices or equipment.

Mayor Smith called for the vote on Vice Mayor Finter's motion.

Upon tabulation of votes, it showed:

AYES - Finter-Glover
NAYS - Smith-Kavanaugh-Luna-Richins
ABSENT- Somers

Mayor Smith declared the motion failed for lack of a majority vote by those present.

Councilmember Kavanaugh seconded Mayor Smith's above-stated motion.

Mayor Smith called for the vote.

Upon tabulation of votes, it showed:

AYES - Smith-Kavanaugh-Luna-Richins
NAYS - Finter-Glover
ABSENT- Somers

Mayor Smith declared the motion carried by majority vote of those present.

Mayor Smith thanked staff for the presentation.

1b. Appointments to Boards and Committees.

HOUSING AND COMMUNITY DEVELOPMENT ADVISORY BOARD

Heather Landvatter – Term Expires June 30, 2016

HUMAN RELATIONS ADVISORY BOARD

Cheryl Anderson – Term Expires June 30, 2015

Anthony Liuzzo – Term Expires June 30, 2016

LIBRARY ADVISORY BOARD

Andrea Garza – Term Expires June 30, 2016

It was moved by Councilmember Kavanaugh, seconded by Councilmember Luna, that the Council concur with the Mayor's recommendations and the appointments be confirmed.

Mayor Smith declared the motion carried unanimously by those present.

2. Information pertaining to the current Job Order Contracting projects.

(This item was not discussed by the Council.)

3. Hear reports on meetings and/or conferences attended.

Councilmember Glover: Building Strong Neighborhoods, Temple Historic District

4. Scheduling of meetings and general information.

City Manager Christopher Brady stated that the meeting schedule is as follows:

Saturday, November 23, 2013, 10:00 a.m. – Luna Landing, Red Mountain Library THINKspot

Monday, December 2, 2013, TBD – Study Session

Monday, December 2, 2013, 5:45 p.m. – Regular Council Meeting

5. Convene an Executive Session.

It was moved by Councilmember Glover, seconded by Councilmember Luna, that the Study Session adjourn at 8:39 a.m. and the Council enter into an Executive Session.

Mayor Smith declared the motion carried unanimously by those present.

- 5-a. Discussion or consultation for legal advice with the City Attorney. (A.R.S. §38-431.03A (3)) Discussion or consultation with designated representatives of the City in order to consider the City's position and instruct the City's representatives regarding negotiations for the purchase,

sale, or lease of real property. (A.R.S. §38-431.03A (7)) Discussion or consultation with the City Attorney in order to consider the City's position and instruct the City Attorney regarding the City's position regarding contracts that are the subject of negotiations, in pending or contemplated litigation or in settlement discussions conducted in order to avoid or resolve litigation. (A.R.S. §38-431.03A (4))

1. Medical Marijuana dispensary in the Central CHAA.
2. Property located at the northwest corner of Signal Butte and Elliot Roads.
3. ± 9 acres in the Downtown area.

6. Adjournment.

Without objection, the Executive Session adjourned at 9:59 a.m.

SCOTT SMITH, MAYOR

ATTEST:

DEE ANN MICKELSEN, CITY CLERK

I hereby certify that the foregoing minutes are a true and correct copy of the minutes of the Study Session of the City Council of Mesa, Arizona, held on the 21st day of November, 2013. I further certify that the meeting was duly called and held and that a quorum was present.

DEE ANN MICKELSEN, CITY CLERK

ljm/pag
(attachment – 1)

THE CITY OF MESA POLICE DEPARTMENT

PHOTO SAFETY PROGRAM

Council Study Session - November 21, 2013





The purpose of the **Mesa Police Photo**

Safety Program is to enhance public safety by supplementing traditional enforcement methods in an effort to calm traffic and improve driver behavior



Program History

- Executed on January 27, 2006
- 5 year contract after last camera acceptance (Feb 27, 2007)
- Financed \$3.1M for ATS's proprietary equipment & Chevrolet vans
- Amended in December 2007 and May 2009
- 3rd Amendment exercised in 2012. Contract expires on February 27, 2014



Equipment Configuration

- **5 School Zones with Fixed Speed Cameras**
 - Rhodes Junior High School
 - Fremont Junior High School
 - Brimhall Junior High School
 - Mesa High School
 - Skyline High School
- **24 Intersection Cameras**
 - 24 cameras installed as Intersection Safety Cameras
 - 15 cameras capture “Speed on Green” through intersections
- **2 Mobile Units / Vans**
 - Used for school zone enforcement / traffic safety requests



Program Benefits

- Provides round the clock accountability for driver's behavior.
- 87% of citizens who receive a citation do not receive a second citation.
- 56% of photo safety violations are out-of-city registered owners.
- Reduction of total crashes & serious injury crashes at all intersections city-wide.
- Reduction of speed in monitored school zones.

Source: 2013 ATS Program Analysis & COM Traffic Engineering
2005 – 2012 Traffic Engineering Crash Data



Average School Zone Speeds

Before & After Photo Safety

	<u>Before</u>	<u>After</u>
Rhodes Jr. High:	46.6	36.8
Brimhall Jr. High:	43.5	36.8
Fremont Jr. High:	44.7	37.1
Mesa High:	45	38.3
Skyline High:	48.6	37.5

Source: 2013 ATS Program Analysis



Citations Issued by Deployment Method

Fiscal Year	School Zones	Red Lights	Intersection Speed	Speed Vans
09/10	13,265	21,239	3,767	15,552
10/11	25,937	25,603	6,060	10,017
11/12	19,694	26,291	4,318	4,756
12/13	23,777	22,164	4,715	1,873

Source: 2013 ATIS Program Analysis



Citizen Complaints

- Police Officer – 1 complaint : 1,483 citations issued
- Photo Safety – 1 complaint : 27,691 citations issued

Date Range: January 2010 to December 2012

Source: ATS, MPD Professional Standards , Photo Safety & COMPSTAT



Financial History Overview

	FY 06-07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13
Gross Revenue to City	\$ 1,792,936	\$ 3,061,890	\$ 3,571,165	\$ 3,670,410	\$ 5,718,649	\$ 5,354,508	\$ 4,814,371
Net Revenue to City	\$ 1,332,027	\$ 2,335,812	\$ 2,495,580	\$ 2,493,494	\$ 3,914,534	\$ 3,722,464	\$ 3,335,540
ATS Payments	\$ 974,900	\$ 1,128,295	\$ 1,355,649	\$ 1,390,176	\$ 1,455,814	\$ 1,215,761	\$ 1,162,253
Capital Equip. Lease Payments	\$ 648,973	\$ 706,320	\$ 706,320	\$ 706,320	\$ 689,072	\$ 50,238	\$ -
Process Service Vendor	\$ 98,345	\$ 212,205	\$ 275,905	\$ 239,771	\$ 476,454	\$ 387,485	\$ 346,622
Mesa Police Personnel	\$ 366,440	\$ 322,742	\$ 291,816	\$ 271,390	\$ 232,483	\$ 130,520	\$ 208,163
Municipal Court Costs	\$ 97,000	\$ 161,470	\$ 175,236	\$ 175,155	\$ 185,424	\$ 189,105	\$ 199,443
Total Expenses	\$ 2,185,658	\$ 2,531,033	\$ 2,804,925	\$ 2,782,812	\$ 3,039,247	\$ 1,973,109	\$ 1,916,480
Net (Loss) or Gain	\$ (853,631)	\$ (195,221)	\$ (309,345)	\$ (289,318)	\$ 875,287	\$ 1,749,355	\$ 1,419,060

Source: MPD Fiscal Service Section



mesa·az *Future Programming*

The Three E's of Traffic Safety will continue to guide the development of traffic safety plans by the Mesa Police and City of Mesa Transportation Departments.

- **Public Education**
 - Driver Feedback Boards
- **Traffic Engineering**
 - Intersection Design/Timing of lights/Flashing warnings
- **Enforcement of Traffic Laws**



mesa·az

Program Options

- Continue with current configuration
- Operate Intersection/School Zones
- Operate School Zones exclusively
- Eliminate Speed Vans
- Eliminate program



Program Recommendations

- Maintain program for public safety benefits
- Define and limit program authority through policy
- Enter a five (5) year service agreement with ATS



Direction

A comprehensive and sustainable traffic safety plan is critical to the well-being of the residents and visitors of the City of Mesa.

The Mesa Police Department is seeking direction from the City Council on the photo safety program pending the current contract expiration of February, 2014.