



Memorandum

7/28/2021

To: Chief Murray

From: Lieutenant Moore

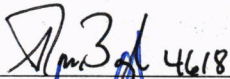
Subject: Photo Enforcement Camera Research

In researching photo enforcement options at the request of council I have been able to speak to two different companies, Verra Mobility and Navoa Global. Both provide photo enforcement services in Washington State and are familiar with the laws that govern their use. We discussed the options of both red-light cameras as well as speed cameras. The following are the primary take away points of them.


- Red light cameras are restricted to intersections of two or more arterials per state law (RCW 46.63.170(1)(b)). At a minimum, all of our top 10 collision intersections would fit this description.
- Speed cameras are limited to being placed within school zones only if you are a city east of the Cascade mountains per state law (RCW 46.63.170(1)(c)). Due to this restriction, I would not expect to see an impact on "street racing" by implementing this program.
- Fines are set by the Municipality and are capped as the most expensive parking ticket (\$450). Most cities follow the standard bail schedule as if an officer stopped the car, which is \$139 for a red-light violation. School zone violations are on a sliding scale depending on the amount of speed over the limit. Since they are treated as non-moving violations 100% of the funds collected are kept by the issuing agency.
- All violations must be reviewed and approved by a commissioned law enforcement officer prior to issuing. Spokane PD has a full-time officer position managing their 22 cameras.
- All citations are issued to and mailed to the registered owner of the vehicle which may not be the driver. The violation is treated as a non-moving violation for driver's history so there is no impact to driving records. The penalty may not be used to suspend a driver license, but failing to pay will result in the suspension of license tabs.
- Washington State averages 30% of the fines go unpaid.
- Both companies contacted will allow their fees to be rolled over to future months until the program becomes profitable.
- Each camera monitors only one direction of traffic flow. To lease the equipment, it is approximately \$4,500 per month/ \$54,000 annually per camera. One of the companies requires a 5-year lease term, while the other will consider a month by month contract.


- A virtual study based on our published traffic flow patterns estimates 18 months after implementing a red-light camera program, most of our top 10 collision intersections will average between 3 and 4 violations per direction of traffic 24-hour period. This would be the same as saying \$417-\$556 billed per day/ \$12,500-\$16,680 per month/ \$150,000 - \$200,160 annually per camera. Please note, this is the amount billed and is not the amount collected. For reference, Spokane City averages above 6 violations daily per camera and consistently averages between 25%-30% non-payment of violations.
- Additional expenses that are incurred to maintain a camera enforcement-based program is the time of a fully commissioned law enforcement officer to maintain and review all violations, the increased amount of work for the Municipal Courts regarding collection of fines and scheduling of contested or mitigations hearings, as well as Municipal prosecutors and Municipal judges/commissioners to perform any hearings.
- Finally, an unintended consequence that has happened in most cities that implemented red light cameras is that minor damage rear end collisions greatly increase due to the motoring public being concerned about receiving a violation for not completely stopping. Also, a substantial back up of traffic due to drivers not wanting to make free right turns because they are concerned of tripping the system is normally seen.

Approved:

 4618

Captain Shawn Boyle


Chief Matthew Murray


Lieutenant James Moore