

MOTION

September 22, 2011

Director Huizar

Metro's safety program includes photo red light enforcement at grade crossings on the Metro Blue Line, Orange Line Busway and the Gold Line Eastside extension. The majority of the cameras are used to enforce left turn movements across rail crossings, but there are also a number of cameras deployed to enforce straight through movements against red traffic lights. The program has also been incorporated into Metro's design criteria for all future fixed guideways. Staff has stated that the program has been effective in reducing accidents and unsafe driving behaviors.

The City of Los Angeles recently ended a photo red light program because of conflicting evidence about whether these cameras make intersections safer and a lack of clarity related to the Los Angeles Superior Court's willingness to enforce citations. A great deal of the debate centered on whether engineering measures are more effective than photo enforcement.

Several traffic engineering experts and numerous research projects studying the problem of red light running found that maximum intersection safety can be achieved by implementing relatively inexpensive engineering countermeasures, such as increasing the yellow and red phases of the traffic signals. It is important to understand if such measures would be more appropriate than Metro's current photo red light enforcement program. The program currently costs Metro approximately \$3,036,000 per year and if less expensive engineering countermeasures could be implemented, this money could be reallocated to providing additional transit service.

I THEREFORE MOVE that the Board direct the CEO to report back on Metro's photo red light enforcement program, specifically the ability to enforce citations, the effectiveness in reducing accidents and unsafe driving behaviors, and whether engineering countermeasures should be implemented instead.