

Miriam Lens

From: rlouisj@aol.com
Sent: Sunday, April 14, 2013 4:43 PM
To: Miriam Lens
Subject: Fwd: Termination of Hayward's Red Light Camera Program

Miriam Lens
City Clerk of Hayward

Dear Miriam,

I sent the letter below directly to each member of the City Council, the City Manager, and the Chief of Police. Can you also include it in materials received from the public and which can be viewed on the City Council's website?

Thank you.

Roger Jones
p.s. In a minute I will send you a copy of my 2nd letter.

-----Original Message-----

From: rlouisj <rlouisj@aol.com>
To: Michael.Sweeney <Michael.Sweeney@hayward-ca.gov>; Marvin.Peixoto <Marvin.Peixoto@hayward-ca.gov>; Barbara.Halliday <Barbara.Halliday@hayward-ca.gov>; Mark.Salinas <Mark.Salinas@hayward-ca.gov>; Greg.Jones <Greg.Jones@hayward-ca.gov>; Al.Mendall <Al.Mendall@hayward-ca.gov>; Francisco.Zermeno <Francisco.Zermeno@hayward-ca.gov>
Cc: Fran.David <Fran.David@hayward-ca.gov>; Diane.Urban <Diane.Urban@hayward-ca.gov>
Sent: Sun, Apr 14, 2013 10:59 am
Subject: Termination of Hayward's Red Light Camera Program

Honorable Members of the City Council
Hayward, Calif

cc: Chief of Police and City Manager of Hayward

I have read the April 16, 2013 report to Council from Police Chief Diane Urban along with her recommendations on how best to terminate the Red Light Camera Program in Hayward. She recommends continuing with citations and prosecutions of any violations captured while the cameras remain active. I do not agree that continuing a program which Council has clearly said "did not work" is the correct course of action.

Councilman Al Mendall said at the March 5th meeting, "To continue a program which does not work is insane." and "If the data says the program is not working and its costing our citizens \$15 million over 3 years, then we should stop it now." Terminating the program as soon as practical should not mean to beat every last dollar possible out of motorists. Stop should mean "STOP."

Yet, the staff report from the Police Dept in your agenda packet calls for continuing current procedures regarding issuance of citations, forwarding them to the court, and fully prosecuting them.

What will be the impact to Hayward motorists if the Police continue current operations and continue to issue citations for any infractions captured by the Redflex system to date and which still continue to this day?

Here is my estimate of the costs to motorists. The current contract calls for early termination upon 10 days notice to Redflex. This notice could have been issued back in early March, but apparently this simple step has not taken place. Most likely, the earliest the cameras will cease functioning will be May 1st. Normally Hayward PD issues 1,200 citations per month or approximately 2,400 since the March meeting. The potential cost to these motorists is over \$1 million.

But there is more.

Roughly 500 nomination forms are received each month. These nominations are commonly known as snitch tickets. Processing these into real tickets takes weeks and months as they dribble in from car owners. Therefore, another one thousand or more citations will continue to be issued as these nominations are received in June, July, and August.

But there is more.

Another 400-500 motorists have plead Not Guilty or will plead Not Guilty. Their trials will be held in the future. Hayward Community Service officers, if normal procedures will continue to be followed, will go to court over the next few months to provide the witnesses necessary to obtain convictions.

All these tickets and prosecutions will have taken place after the Council has said the "program has not worked" and which the Council has said "should be terminated as soon as practical."

I would like to offer this end game scenario.

Do not issue any new citations starting immediately. Any citation which has already been issued as of today which results in the recipient paying the fine, then OK. Accept their admission of guilt and receive the City's share of revenue. This will be a majority of the outstanding tickets. If a ticket recipient pleads Guilty at arraignment, OK. Accept their admission of guilt and the resulting revenue. But stop immediately the prosecution of any outstanding tickets. These are motorists who have gone to extra time and expense to maintain they are not guilty. No longer provide the Community Service Officers as witnesses at subsequent trials. And no longer convert any "nominations" (snitch tickets) into real tickets.

The loss of revenue to the city in revenue from fines will be significant but far less than the penalties paid by motorists for a program which did not work. The Council has acknowledged that the penalties to motorists must be weighed against program costs.

Police Chief Urban spoke of the new system enabling Hayward's Traffic Enforcement officers to issue warning notices. Let that system be used for the remaining residual red light camera infractions. There is a system in place now to do just that. If Hayward wants to keep the CSO's active in the RLC program, have them continue to issue the new "courtesy notice" to serve as a warning. It actually says, "This is not a ticket." But do not convert them to real tickets, even if car owners nominate themselves.

I commend Police Chief Urban and the City Council for having the courage to recommend and approve the termination of the Red Light Camera Program. The City has looked closely at the data. I ask that Council follow through and stand by their decision of March 5th. The City should not try to grab every last dollar possible from motorists. This runs counter to what it was saying by their vote on March 5th. Simply put: Stop means Stop.

Sincerely,

Roger Jones
Organizer
Red Light Camera Protest Group of Alameda County

Miriam Lens

From: rlouisj@aol.com
Sent: Sunday, April 14, 2013 4:44 PM
To: Miriam Lens
Subject: Fwd: Addendum to Terminating the Red Light Camera Program in Hayward

Miriam Lens
City Clerk of Hayward

Dear Miriam,

This is a second letter I have sent directly to each member of the City Council, the City Manager, and the Chief of Police. Can you also include it in materials received from the public and which can be viewed on the City Council's website?

Thank you.

Roger Jones

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From: rlouisj <rlouisj@aol.com>
To: Michael.Sweeney <Michael.Sweeney@hayward-ca.gov>; Marvin.Peixoto <Marvin.Peixoto@hayward-ca.gov>; Barbara.Halliday <Barbara.Halliday@hayward-ca.gov>; Mark.Salinas <Mark.Salinas@hayward-ca.gov>; Greg.Jones <Greg.Jones@hayward-ca.gov>; Al.Mendall <Al.Mendall@hayward-ca.gov>; Francisco.Zermeno <Francisco.Zermeno@hayward-ca.gov>
Cc: Fran.David <Fran.David@hayward-ca.gov>; Diane.Urban <Diane.Urban@hayward-ca.gov>
Sent: Sun, Apr 14, 2013 11:24 am
Subject: Addendum to Terminating the Red Light Camera Program in Hayward

Honorable Members of the City Council
Hayward, Calif

Addendum to Prior Email of April 14

To further justify my appeal to end citing and prosecuting red light violations, I hope to explain how a majority of violations are actually issued to motorists who did nothing wrong other than being human.

Here is a link to an 18-page treatment of the subject. While much of it is technical, it does a good job of explaining in layman's terms just how the formula for the minimum yellow light time is deficient and how it entraps us into breaking the law. Here is the link followed by an excerpt from Page One.

http://redlightrobber.com/red/links_pdf/Misapplied-Physics-Red-Light-Cameras.pdf

Excerpt:

The international standards that traffic engineers use to set yellow light durations are in opposition to the laws of motion. Misapplied physics creates systematic errors at signalized traffic intersections guaranteeing a steady stream of drivers running red lights. These errors are exploited by red light camera companies and governments. The systematic errors also induce thousands of vehicle crashes each year.

Many times we have approached an intersection when the light turns yellow and we did not know whether to stop or go. Sometimes we have accelerated to beat the light and other times we have slammed on the brakes

in order to stop. Other times we have entered the intersection just a fraction of a second after the light turned red. Often we travel down the left turn lane and commit ourselves to enter the intersection, only to have the light turn to yellow and then to red before we could execute the turn.

These situations occur commonly to all drivers. We experience them many times a year. Over the decades we have grown accustomed and desensitized to such situations. These common red light running scenarios, though technically illegal, are the forced behavioral outcomes of systematic errors called dilemma zones, created by traffic engineers applying the Institute of Transportation Engineers' (ITE) Yellow Change Interval Formula.

While traditional law enforcement never issued tickets to blink-of-an-eye violations, red light cameras do. Red light cameras enforce an imprecise standard to precision. Drivers who have received red light camera citation feel unjustly penalized. Drivers who have not received red light camera citations look at those who have as scofflaws. That is only because the have-nots have not yet been in the wrong place at the wrong time. The have-nots have been lucky. But as surely as the sun rises, their time is coming. The deck is stacked. If they routinely travel through a photo-enforced intersection, then they will get a red light camera ticket eventually.

A very small fraction of drivers run a red light each day because of dilemma zones. But nonetheless because there are hundreds of thousands of drivers traversing hundreds of intersections every day, that teeny fraction over a handful of years can accrue to the entire population of the city.

Note: In the equivalent of 4 full years of operation, Hayward's red light cameras have captured over 70,000 potential violations.

Authors

Brian Ceccarelli is a science and engineering software consultant in Cary, North Carolina. Mr. Ceccarelli received a B.S. in physics in 1983 from the University of Arizona. Mr. Ceccarelli is a member of the American Physical Society.

Joseph Shovlin is a research scientist at Cree Labs in Research Triangle Park, North Carolina. Dr. Shovlin received his Ph.D. in physics in 1990 from Ohio University.

Sincerely,

Roger Jones

Organizer

Red Light Camera Protest Group of Alameda County

cc: Chief of Police and City Manager of Hayward