



County of Santa Cruz 0087

BOARD OF SUPERVISORS

701 OCEAN STREET, SUITE 500, SANTA CRUZ, CA 95060-4069

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JANET K. BEAUTZ
FIRST DISTRICT

WALTER J. SYMONS
SECOND DISTRICT

MARDI WORMHOUDT
THIRD DISTRICT

TONY CAMPOS
FOURTH DISTRICT

JEFF ALMQUIST
FIFTH DISTRICT

AGENDA: 11/21/00

November 9, 2000

BOARD OF SUPERVISORS
County of Santa Cruz
701 Ocean Street
Santa Cruz, CA 95060

RE: NEIGHBORHOOD SPEED ENFORCEMENT PROGRAMS

Dear Members of the Board:

My office receives regular complaints from County residents regarding speeding traffic in residential neighborhoods. A single speeder endangers pedestrians, children at play, and pets as well as creating an atmosphere of threat.

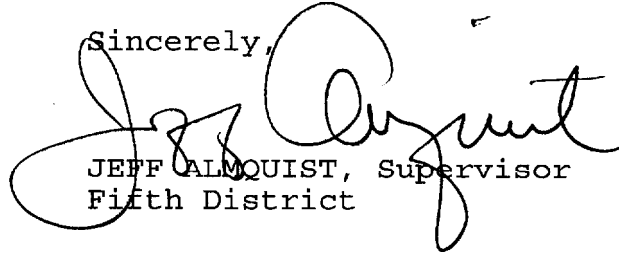
At present in Santa Cruz County there are few choices available for traffic calming other than stop signs, speed bumps, or the actual presence of a law enforcement vehicle. However, residential areas that are on through streets or major arteries do not have the option of installing speed bumps. Law enforcement staffing levels do not allow more than cursory patrolling for non-emergency situations.

The Cities of Palo Alto and San Jose have initiated several innovative speed enforcement programs that are reported to have been successful in significantly slowing traffic in residential areas. The programs have included the use of radar and photographic equipment with resulting citations for offenders.

I have attached a memorandum provided to me by Linda Wilshusen, Executive Director of the Santa Cruz County Regional Transportation Commission, describing these programs, as well as some information provided to me by James R. Helmer, Deputy Director of the City of San Jose Department of Streets and Traffic describing the City's Neighborhood Automated Speed Compliance Program (NASCOP).

I recommend that the Board, in the interest of improved public safety, direct the County Administrative Officer to consult with the Department of Public Works, the County Sheriff, and County Counsel, and any other appropriate agency and report back to the Board, on or before February 15, 2001, regarding the feasibility of instituting a similar neighborhood speed enforcement program in Santa Cruz County.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeff Almquist", is written over the typed name and title.

JEFF ALMQUIST, Supervisor
Fifth District

JA:pmp
Attachments

cc: County Administrative Officer
Director of Public Works
County Counsel
County Sheriff

1875N5

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

1523 PACIFIC AVENUE, SANTA CRUZ, CALIFORNIA 95060-3911 (831) 460-3200 FAX (831) 460-3215 OR (831) 471-1290

INTEROFFICE CORRESPONDENCE

SERVICE AUTHORITY
FOR FREEWAY
EMERGENCIES
(SAFE)

☐

DATE: October 4, 2000

TO: Commission Chair Jeff Almquist

CONGESTION
MANAGEMENT
AGENCY

cl

FROM: Linda Wilshusen, Executive Director

RE: Neighborhood Speed Enforcement Programs

COMMUTE
SOLUTIONS

☐

At your request staff has done some research into speed enforcement programs in the area. The cities of Palo Alto and San Jose have instituted neighborhood speed enforcement programs. The Palo Alto program equipped volunteer residents with portable radar and the San Jose program uses a staffed van equipped with photo radar.

TRANSPORTATION
POLICY COMMITTEE

cl

RAIL OVERSIGHT
COMMITTEE

☐

The Neighborhood Radar Program at the City of Palo Alto was administered through the police department. The program began 2 to 3 years ago but is currently suspended. The police department trained volunteer residents on the use of radar equipment. The residents were then issued portable radar equipment which they used to monitor speeding vehicles in their neighborhoods. Once the residents provided all of the relevant information to the police department, letters were mailed to the owners of the speeding vehicles warning them that their vehicle was observed speeding at a particular location. The program is now suspended pending review of concerns that the program may conflict with the policies of the California Law Enforcement Teletype System (CLETS). The concern is that residents may effectively be harassing their neighbors by having a warning letter sent to them. It is not believed that the program violates the law but it may not be consistent with established policies. At this time it is not known if or when the program will resume.

BUDGET &
ADMINISTRATION
PERSONNEL
COMMITTEE

☐

IN-AGENCY
TECHNICAL
ADVISORY
COMMITTEE

cl

BIKE CYCLE COMMITTEE

☐

The Neighborhood Automated Speed Compliance Program (NASCO) was initiated by the City of San Jose in 1998. Please see the enclosed information. Residents must request that the program be implemented in neighborhoods with chronic speeding problems. A staffed vehicle equipped with photo radar is used to photograph speeding motorists, their vehicles and vehicle license plates. The motorists are sent notices to which they may respond in person or by mail. After the motorist responds or fails to do so a citation may be issued. The goal of the program is not to issue citations but to achieve a reduction in vehicle speeds in problem areas.

ELDERLY & DISABLED
TRANSPORTATION
ADVISORY COMMITTEE

☐

The City of San Jose Streets and Traffic Department worked with the courts and the police department for over a year to develop a program with a system which would hold up to legal challenge. In order to avoid a citation, the owner of a vehicle caught by the photo radar must show that he or she was not driving the vehicle at that time. This can be done by comparing the vehicle owner's likeness to the vehicle driver's photo taken by the photo radar equipment. A civilian staff person is in the photo radar vehicle to serve as a witness if necessary. NASCOP citations which have been challenged in court have withstood the challenges. 0090

The program is fully funded by the City of San Jose general fund and administered by the Streets and Traffic Department as an augmentation to police enforcement. Thus far the program has been used in about 50 neighborhoods and has generated positive results. Graphs with speed distribution patterns have shown a significant reduction in the high speeds in areas where the photo radar system was deployed. A comprehensive report will be produced in about three months; we will obtain a copy for you and the Commission when it is available. The program has been so successful that the City of San Jose is planning to purchase a second vehicle equipped with photo radar. Demonstrations of the system are available upon request.

enclosure

S:\CORRESP\2000\Oct2000\speedenf.wpd

*NEIGHBORHOOD AUTOMATED
SPEED COMPLIANCE PROGRAM*
NASCOP

Presented By:

James R. Helmer, PE

Deputy Director

Streets and Traffic Department

CITY OF SAN JOSE

ABOUT SAN JOSE

- **POPULATION: 910,000**
- **SIZE: 183 SQUARE MILES**
- **2,200 MILES OF ROADWAY**
 - **70% RESIDENTIAL**
 - **4% FREEWAYS/HIGHWAYS**
- **165 ELEMENTARY/MIDDLE SCHOOLS**
- **CAPITAL OF SILICON VALLEY**

TRAFFIC CALMING

- ON APRIL 25, 2000 THE SAN JOSE CITY COUNCIL ADOPTED A MULTI-FACETED NEIGHBORHOOD TRAFFIC MANAGEMENT PLAN.

TRAFFIC CALMING

- KEY ACTIONS APPROVED
 - FORMATION OF BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE
 - REVISE STOP SIGN INSTALLATION POLICY
 - EXPAND PEDESTRIAN POLICY SECTIONS OF GENERAL PLAN

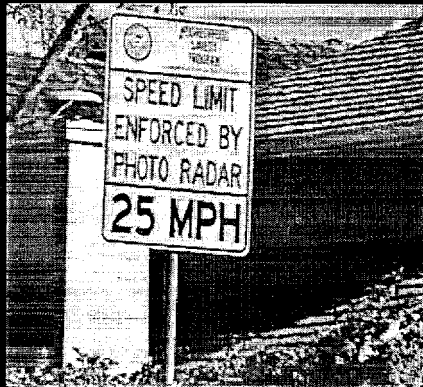
KEY ACTIONS CONT.

- AMEND CROSSWALK INSTALLATION GUIDELINES
- CREATE A TOOL BOX OF TRAFFIC CALMING MEASURES
- EXPAND *NASCOP* PROGRAM
- REVIEW SPEED LAWS

PRIMARY CONCERNS RAISED BY COMMUNITY

- SPEEDING
- RUNNING OF STOP SIGNS
- VIOLATION OF PEDESTRIAN
RIGHT-OF-WAY
- SCHOOL ZONE SAFETY

POLICE ENFORCEMENT IS AUGMENTED BY NASCOP



HERE'S HOW NASCOP WORKS



NASCOP COMPONENTS

- COMPACT VAN
- OPERATOR
- TWO DIGITAL CAMERAS
- COMPUTER CONSOLE & IMAGE STORAGE EQUIP.



SAMPLE OF NASCOP DIGITAL PHOTOS

- PHOTO CAPTURING DRIVER'S FACE AND FRONT PLATE



AND

- PHOTO OF BACK LICENSE PLATE

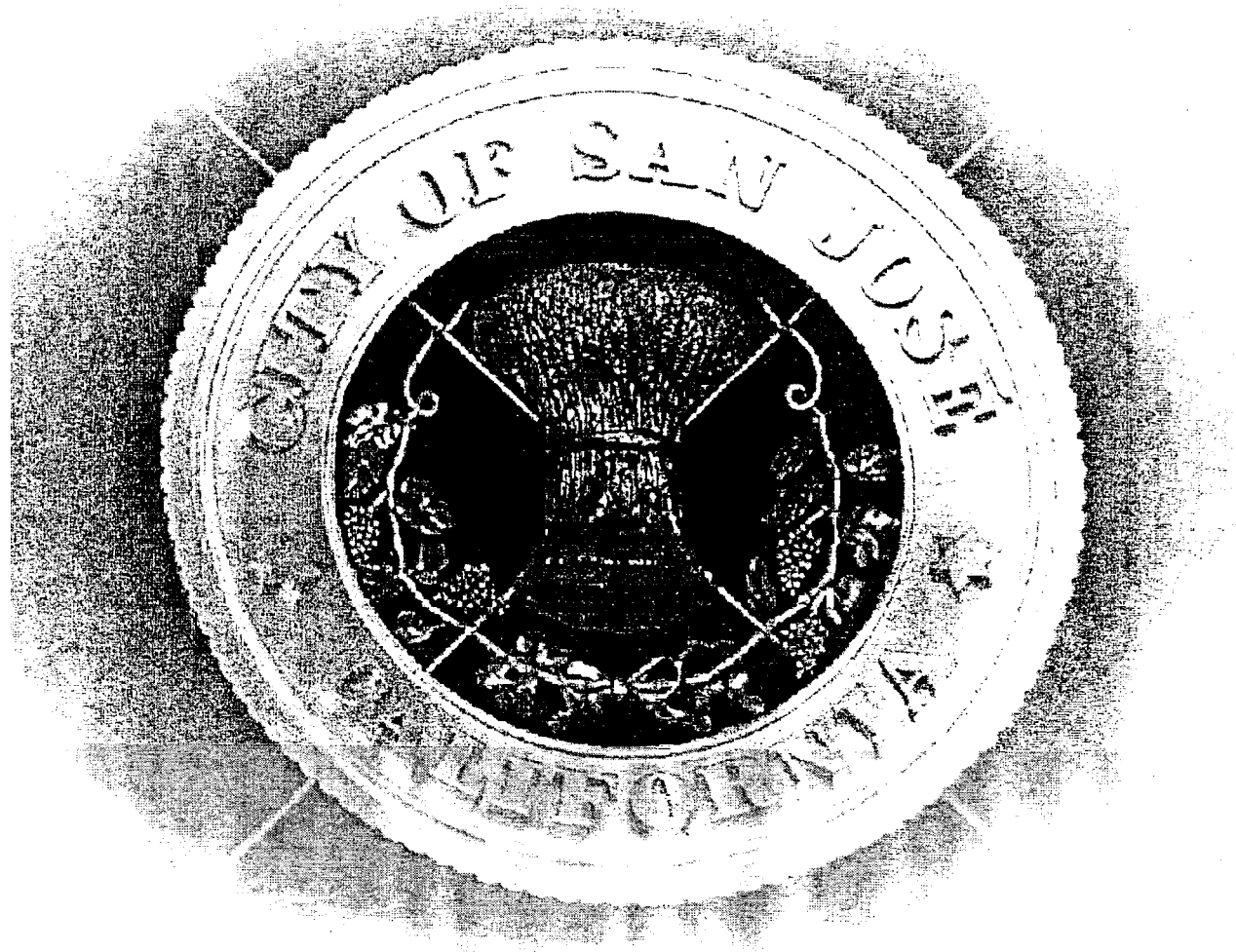


NASCOP PROGRAM PERFORMANCE MEASURES...

- 47 STREETS ACTIVELY ENFORCED
- 100% SUPPORT RATE FROM NEIGHBORHOOD ASSOCIATIONS
- 85TH PERCENTILE SPEEDS DOWN (2-4 mph)
- 47% REDUCTION IN VIOLATORS EXCEEDING SPEED LIMIT BY >10 mph
- CRASH RATE DOWN (40%)

0097

N A S C O P



NEIGHBORHOOD AUTOMATED SPEED COMPLIANCE PROGRAM

Application Packet



CITY OF SAN **JOSÉ**, CALIFORNIA

0098

4 NORTH SECOND STREET, SUITE 1000
SAN JOSE, CALIFORNIA 95113
TELEPHONE (408) 277-4945

DEPARTMENT OF
STREETS AND TRAFFIC
WAYNE K. TANDA, DIRECTOR

January 25, 2000

Dear Concerned Citizens,

The City of San Jose began its full time Neighborhood Automated Speed Compliance Program (NASCOP) in January 1999. This program is designed to address concerns of San Jose residents regarding speeding and safety on local neighborhood streets and to serve as an adjunct to regular police enforcement.

The NASCOP is intended to be used on local, neighborhood 25-30 mile-per-hour speed limit streets. The program utilizes a parked van containing a speed-sensing radar unit, two cameras, and staff person. The radar unit triggers the cameras to take pictures of the front and back of vehicles driving faster than a pre-determined amount over the speed limit. The registered owners of the vehicles are identified through their license plate numbers and receive notices in the mail. The notices instruct the owner how to make appointments to come in to the Department of Streets and Traffic's offices to view and identify the pictures or how to respond by mail. Speeding citations may be issued as a result of the appointments or mail responses. If owners choose to ignore the notices or fail to appear for their appointments, citations still may be issued by staff checking the speeding photos against drivers license photos.

In order for the NASCOP to be successful, it must be requested and supported by a majority of residents within a neighborhood. The residents must make a realistic assessment of the speeding problem on the streets within their neighborhood before applying to be part of the program. Additionally, the NASCOP will not be used at locations where residents have not previously contacted the Police Department for speed enforcement. This program works best in neighborhoods where there has been a chronic speeding problem that has not been



remedied through other efforts. Please note that it will primarily be neighborhood residents who may receive citations through this program.

An application form and instructions are included within this packet. The official written concurrence of a neighborhood association or other organized group (e.g., school site council) that represents the majority of the neighborhood is required before the application form will receive further analysis by City staff. If the neighborhood has no association or group, then a petition requesting the NASCOP will be accepted with the application form and must be signed by more than 50% of the neighborhood households. NASCOP staff must assist in determining the households and area(s) to be petitioned. Please contact NASCOP staff at 277-4304 to set up an appointment if you desire to submit a petition. He will also provide assistance in wording the petition correctly. Each neighborhood (association or petitioner) will be notified whether or not their application has been selected for enforcement or further review. Further review will consist of field review to verify the speeding problem.

Signs identifying the neighborhood as a photo-radar zone will be posted prior to enforcement at neighborhood perimeters and/or on the street(s) being enforced. The NASCOP is intended to be highly visible and to work towards modifying driver behavior and not as a hidden speed trap. Each selected neighborhood will receive regular but random enforcement. Speed and accident data assessment will be performed on an on-going basis.



DEPARTMENT OF
STREETS AND TRAFFIC
WAYNE K. TANDA, DIRECTOR

CITY OF SAN JOSÉ, CALIFORNIA

0100

4 NORTH SECOND STREET, SUITE 1000
SAN JOSE, CALIFORNIA 95113
TELEPHONE (408) 277-4945

NEIGHBORHOOD AUTOMATED SPEED COMPLIANCE PROGRAM (NASCOP) GUIDELINES

BACKGROUND/GENERAL: The NASCOP is intended to be an adjunct to regular police enforcement efforts and is to be used on local residential streets that have been identified by residents as having chronic speeding problems. Such streets are to be two lane roadways with 25 or 30 mph speed limits. The Police Department's Traffic Enforcement Unit must concur in the use of NASCOP on any roadway in San Jose and its use must conform with Community Policing Guidelines.

IMPLEMENTATION: The following procedures are followed prior to and during the use of NASCOP:

1. Applications are handled on a first-come first-served basis,
2. Each application form must identify problem street(s), time(s) of day when worst speeding occurs and indicate that police enforcement had been requested and was ineffective or not available.
3. If requester has not contacted the Police Dept. for enforcement, NASCOP may not be used until after the police have had an opportunity to respond to the requester's concerns.
4. Each received NASCOP application is faxed to the Police Dept. Traffic Enforcement Unit by staff for verification that NASCOP may be used on the street(s) in question. Verification is received by fax or phone call from the Police Dept. and is noted on the original request form by Streets and Traffic staff.
5. Prior to scheduling enforcement, the following is completed by staff
 - a. Speed data is collected on streets to be enforced;
 - b. Requester is informed that NASCOP will be implemented and the approximate date;
 - c. Staff selects a boundary surrounding the street(s) to be enforced for placement of warning signs;
 - d. Signs advising that photo-radar is in effect are placed at strategic, pre-determined locations on the boundary at least 24 hours in advance of enforcement; and,
 - e. Appropriate City Council office is notified by phone of impending enforcement.
6. Enforcement is carried out for a pre-determined period; photographs and citations are processed according to City and Municipal Court-approved procedures.
7. Speed and accident data assessment is performed on an on-going basis.



Neighborhood Automated Speed Compliance Program

0101

____ Response to Reporting
Party requested

Date Received _____
Request Taken By _____

REQUESTER(S) TO FILL OUT THIS PORTION ONLY			
Street Requested _____			
Cross Streets Between _____ & _____			
Days of the Week: M T W Th F S S Time(s) of Day _____ A.M. _____ P.M.			
Reporting Party _____			
Day Time Phone _____			
Address _____			
Neighborhood Association _____			
Has police Enforcement been ineffective or not available?	Yes	No	
POLICE DEPARTMENT TRAFFIC ENFORCEMENT UNIT RESPONSE			
Disposition: TEU _____ Patrol _____ Traffic Engineering _____			
NASCOP Authorized: YES / NO			
BY _____		Date _____	
SURVEY DATA			
Mechanical Speed Survey	Pre-NASCOP Date/Time _____ 1 st Post-NASCOP Date/Time _____ 2 nd Post-NASCOP Date/Time _____		
NASCOP Data	Enforcement Date/Time _____ Equipment Operator _____ Radar Set For _____ Approximate # of Photos _____ Number of Warning Signs _____		
Disposition	Number of Citation Notices Sent _____ Number of Photo-Review Appointments _____		

Comments and/or Recommendations: _____

Copy to Street or Intersection Folder Yes/ No