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This issue features coverage of a flurry of legislative activity, a response to a report questioning the value of red light cameras, a new report on the cost of traffic crashes, a reminder of work zone safety week, news of the UN's call for a roads summit, and a plea from a boy who lost his grandmother in a red light running crash.

Vehicle Crashes — They're Costly, and We All Pay

Traffic crashes cost American motorists more than \$164 billion a year, according to a AAA research report issued in March.

The study, conducted by Maryland-based Cambridge Systematics Inc., found that crashes cost U.S. motorists \$164.2 billion a year, or about \$1,051 per person. That's more than double the \$67.6 billion in annual costs from congestion, or about \$430 per person.

The report, "Crashes vs. Congestion: What's the Cost to Society?," calls for increased attention to traffic safety from the public and policymakers, particularly as Congress prepares to reauthorize federal transportation programs in 2009.

"Most Americans will be surprised to learn that motor vehicle crashes cost more than the congestion they face on their daily commute to work," AAA President and CEO Robert L. Darbelnet said in a press release.

Among the report's recommendations:

- National safety goals should be established and strategies implemented to cut surface transportation fatalities in half by 2025, as recommended by the National Surface Transportation Policy and Revenue Study Commission.
- The transportation safety community needs to develop more effective ways of getting the public to understand the impact of traffic crashes, the need for effective countermeasures, and the role their own behavior plays in safety.
- Increased collaboration among traffic safety professionals, public health specialists, and health communications experts is needed to incorporate the best available science on behavior modification.

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Noted Transportation Planner Questions validity of “Study” Claiming Adverse Effects of Red Light Cameras

A shortened version of the following letter appeared 4/01/08 in the University of South Florida Oracle (a campus newspaper). Mierzejewski is responding to an article in the *Florida Public Health Review* entitled, “Red Light Running Cameras: Would Crashes, Injuries and Automobile Insurance Rates Increase If They Are Used in Florida?” authored by Barbara Langland-Orban, Etienne E. Pracht, and John T. Large.

Recently there has been considerable press coverage of a study released by Dr. Barbara Langland-Orban, an associate professor in the College of Public Health at the University of South Florida, that argues against the installation of photo enforcement to curb red light running. Regrettably, much of the press coverage has identified her report as a study by the University of South Florida, which implies that it reflects the collective wisdom of the University. Since there are thousands of faculty members at USF, the press coverage would have more accurately noted the views as those of Langland-Orban.

As Director of the USF Center for Urban Transportation Research, I feel compelled to offer some contrary evidence. In her latest paper, Langland-Orban cites the National Motorists Association as one of her sources. You owe it to yourself to check out the website of the National Motorists Association. You’ll find they would better be named the *National Scofflaw Association*. If you check out their website, you’ll find they sells books like “Speeding Excuses That Work,” “Beat Your Ticket: Go to Court and Win,” a full range of radar detectors, and their Guerilla Ticket Fighter CD. Not exactly a credible source.

Her article reports the results of a year-long study, but really it was a synthesis of other studies. Her article correctly notes that there are many engineering countermeasures that can affect crashes at signalized intersections, including assuring signal head visibility, selecting appropriate yellow time intervals, use of an all-red clearance interval, and others. These measures are important and are included in recommended practices by traffic engineering practitioners. While focusing on a couple of contrary studies and citing the aforementioned National Motorists Association, she neglects to include in her synthesis the many studies that support the effectiveness of red light running cameras. A recent Iowa State University report showed dramatic reductions in both violations and crashes after the installation of red light cameras for both rear-end crashes and for right-angle crashes.

She also omits discussion of the National Academy’s Transportation Research Board report on the Impact of Red Light Camera Enforcement on Crash Experience, which did a comprehensive review of many studies done across the country. They concluded that a majority of jurisdictions that have implemented camera enforcement reported downward trends in red-light running violations and crashes, especially the more severe types of crashes.

The USDOT Federal Highway Administration and the 15,000 member Institute of Transportation Engineers endorse the proper implementation of photo enforcement, which includes site-by-site studies and implementation of other engineering countermeasures, oversight of photo enforcement by public agencies, and a strong public education program.

Driving on our roads is a privilege, and we shouldn’t hesitate to ticket those who violate basic rules of the road, notably the failure to stop at a red traffic light, which endangers all of us.

Edward A. Mierzejewski, PhD, PE
Director, Center for Urban Transportation Research
University of South Florida

In Memory

- S** Slow Down
- T** Turn off your cell
- O** Observe around you
- P** Protect Lives

- O** Obey the lights
- N** Never test the limits

- R** Remember the rules
- E** Everyone counts
- D** Do what's right!

Submitted by 14-year-old Cory Trost in memory of his grandmother, Christa Ferrari, of Riverview, Florida, who died 9/28/2005, as the result of a red light running crash.



Cory with his Grandmother and his Aunt Karen

“ “Notable quotes” ”

“I’m all for speed cameras — not because they may protect privacy to some extent, but because they free up police to do more important and complex work. This is automation at its best: Cameras can record infractions even better than human beings can, and everyone wins — taxpayers, motorists, police.”

The Washington Post, 2/21/08: “Crime Cams, Speed Cams, Red Light Cams — Life, Observed,” from a Marc Fisher column

“We did not anticipate having such success so early with the number of people not running red lights,” said Zaida Basora, Dallas’ assistant director of public works and transportation. “If you have success in safety, you don’t have a lot of success in revenue. The other side is the people will go back to what they were doing before without the cameras.”

Dallas Morning Herald, 3/15/08: “Dallas’ Red Light Cameras May Face Changes as Revenue Estimate Drops,” by Dave Levinthal

United Nations Votes to Hold First-Ever Roads Summit

On March 31st, the United Nations' General Assembly approved the first-ever conference on road safety, to be held next year in Russia.

Norman Y. Mineta, transportation secretary from 2001–2006 and honorary chairman of Make Roads Safe — The Campaign for Global Road Safety in North America, noted in an op-ed that day in the New York Times: “Last year, 965 people lost their lives in air crashes around the world. But more than 3,000 people will die on the world’s highways *today*. More than 1.2 million people die each year from road traffic injuries..... This is an epidemic in every sense of the word.”

The Make Roads Safe campaign said that according to the latest forecasts, unless action is taken, more than 20 million lives could be lost from 2000-2015, with a doubling of the annual death rate by 2030. Desmond Tutu, Emeritus Archbishop of Cape Town, was among several Nobel Peace Prize winners who urged the UN to act quickly to address the world’s growing road deaths crisis.

“What is driving this carnage?” Tutu wrote in an open letter that appeared in The Independent in London. “Speeding cars, badly maintained roads, and roads designed for speed, rather than lowering pedestrian risk, play a part. Add to this lethal cocktail anarchy in the form of disregard for traffic rules and you have a perfect storm.”

In passing the resolution calling for the conference, the UN also urged member states “to actively participate in the development of the global road safety status report being prepared by the World Health Organization.”

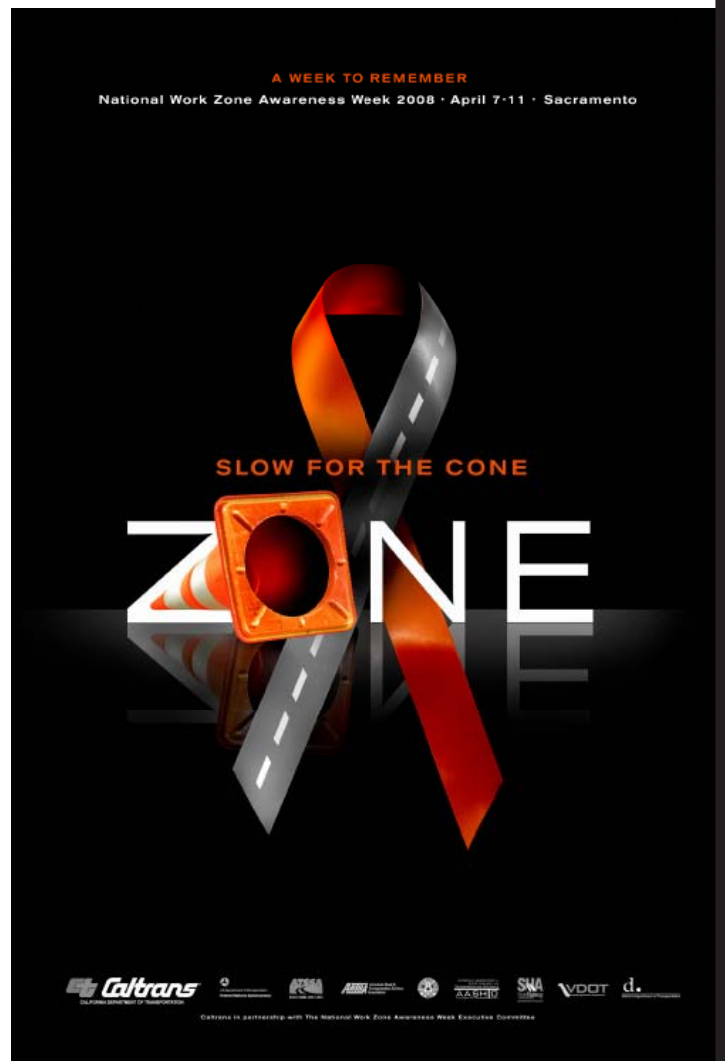
National Work Zone Awareness Week is April 7–11

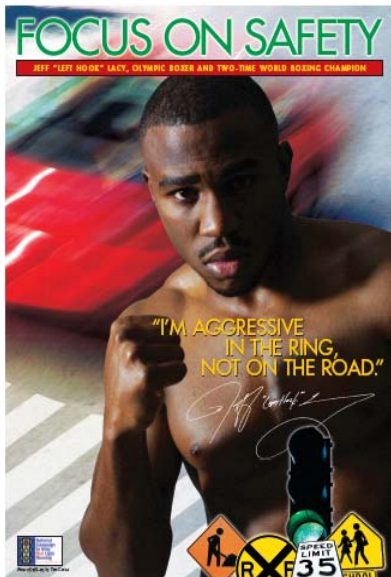
This year’s theme is *Slow for the Cone Zone*.

How significant is the work zone safety problem?

- Over the last 10 years, the annual number of persons killed in crashes in work zones increased 45 percent (up to 1,010 in 2006).
- 85 percent of those killed in a work zone are drivers or occupants.
- On average, from 2002 to 2006, about 15 percent of the fatalities resulting from crashes in work zones were non-motorists (pedestrians, including workers and bicyclists).
- More than 40,000 people are injured each year in motor vehicle crashes in work zones.
- Of the 1,010 work zone fatalities in 2006, an estimated 235 occurred in crashes involving large trucks.

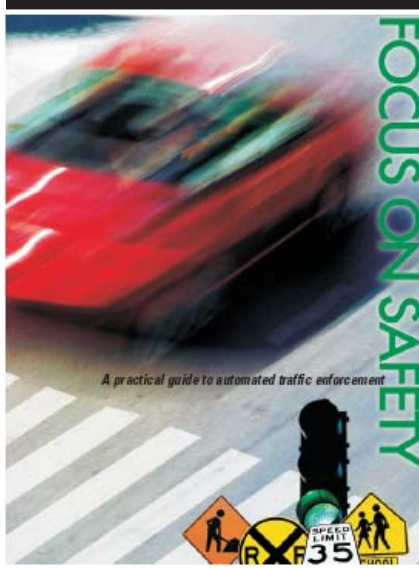
from the FHWA Work Zone Safety factsheet





Order our **latest poster** of Jeff "Left Hook" Lacy, a former Olympic boxer and IBF Super Middleweight champion. To request a poster, please contact the Campaign at 202-828-9100 or by email at info@stopredlightrunning.com.

Include your name, email, mailing address and how many you would like. The posters are free, but we ask that those requesting posters pay the shipping charges, which are minimal.



Focus on Safety: A practical guide to automated traffic enforcement, is a new guide to automated photo enforcement. It is a comprehensive resource to help state legislators and local policymakers, law enforcement officers, highway safety advocates and community groups design, operate, and support effective photo enforcement programs.

The guide is available from the Campaign for \$9 a copy, or it can be downloaded in PDF format from the Campaign website at www.stopredlightrunning.com.

ORDER YOUR FREE CAMPAIGN BUMPER STICKERS

To order an I STOP ON RED bumper sticker, send your name, address and how many bumper stickers you want via email to: info@stopredlightrunning.com or call us at 202-828-9100. Make sure and join the Campaign by sending your name, address, email, and telephone information. That's free, too!

Helpful Information from IIHS

- For an updated summary of legal decisions concerning automated enforcement, go to the Insurance Institute for Highway Safety's webpage: http://www.iihs.org:80/laws/auto_enforce_cases.html.
- For information on states' penalties for red light running, including traditional and photo enforcement: http://www.iihs.org/laws/automated_enforcement.aspx.

Legislative Update — April 2008

If there is legislation pending in your state that is not listed here, please contact the Campaign at (202)828-9100 or info@stopredlightrunning.com.

RED LIGHT RUNNING SAFETY CAMERAS

ALABAMA: HB 24 (Bentley), introduced 2/05/08, is a re-filing of the Alabama Class 4 Municipality Red Light Safety Act; would give Tuscaloosa and Gadsden the authority to install red light cameras. Referred to the county and municipal government committee, which passed it on 2/21/08.

ARIZONA: HB 2603 (Mason) introduced 1/24/08, prohibits the Motor Vehicle Division (MVD) from assessing points to driver licenses for photo enforcement related citations. In addition the bill would prevent insurers from using that information when determining insurance rates and insurability. Passed the House Transportation Committee 2/28/08.

FLORIDA: As filed in December, 2007, **SB 816** (Bennett) and **HB 351** (Reagan), referred to as the Mark Wandall Traffic Safety Act, would allow local governments to establish red light camera programs and impose a \$125 fine against the owner of the vehicles photographed running the red light. On 3/11/08, the Senate Transportation Committee passed an amended SB 816 that reduces the penalty from a \$125 fine to a \$60 violation for the first three citations. Cities and counties would collect about \$30 of the fine, with the remainder going to a variety of state trust funds. The fine rises to \$125 for a fourth violation, with \$65 of that directed to hospital trauma centers. SB 816 has been referred to the Criminal Justice Committee. HB 351 has been referred to the Economic Expansion & Infrastructure Council Committee.

GEORGIA: HB 77 (Loudermilk), as amended by the Senate 3/20/08, would make it harder for local governments to install red light cameras. It would require local governments to first apply to the state Department of Transportation to install red light cameras and require documentation of a “genuine safety need” for each intersection under consideration. Among its many requirements: “no portion of any civil monetary penalty collected through the use of such devices may be paid to the manufacturer or vendor of the traffic-control signal monitoring devices.” Compensation would be based on the value of the equipment and not on the number of citations issued or the revenue generated. The bill passed the Senate 3/20/08 and was sent back to the House for ratification of the Senate amendments. On 3/28/08 the House passed the measure, which now goes to the governor.

ILLINOIS: HB 4562 (Brady) would allow the implementation of red light camera programs in DeKalb, McLean, Kankakee, LaSalle, Peoria, Sangamon, Vermilion and Winnebago counties (currently the only counties that can use the technology are in the Chicago and St. Louis areas). Introduced 1/18/08 and referred to the Rules Committee.

HB 5288 (Jefferson), introduced 2/14/08, provides that, in addition to previously designated counties, red light camera programs be permitted in Champaign, DeKalb, McLean, Peoria, La Salle, Sangamon, Vermilion, and Winnebago and to municipalities located within those counties. Referred to Local Government Committee 3/24/08.

SB 1989 (Harmon), filed 2/07/08, provides that the Illinois Commerce Commission, in cooperation with a local law enforcement agency, may establish in any county or municipality a system for automated enforcement of railroad crossing violations. Provides a civil fine of \$250 for a first violation and a \$500 fine for second or subsequent violations. Amended and passed the State Government and Veterans Affairs Committee 3/13/08; placed on the Senate calendar for a second reading 4/01/08.

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Legislative update

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MAINE: LD 2244 (Pilon) would allow red light camera programs throughout the state. Introduced 3/06/08, the bill was sent to the Transportation Committee, where a hearing was held 3/18/08. The bill was killed 3/20/08, but the committee recommended further study of the technology.

MINNESOTA: HF 1058 (Thissen) and companion Senate bill **SF 1071** (Dibble) would authorize local communities to operate red light camera programs. HF 1058 was introduced 2/15/07 and referred 3/21/08 to Public Safety and Civil Justice Committee. SF 1071 was introduced 2/21/07 and referred to the Judiciary Committee 3/14/07.

MISSISSIPPI: HB 1197 (Duvall) would prohibit any county or municipality from enacting or enforcing ordinances allowing red light or speed cameras, effective 7/1/08. Introduced 2/4/08 and referred to the Transportation Committee, where it died 2/18/08.

HB 1589 (Holland), a transportation appropriation bill, was amended to state that “none of the funds appropriated under this act shall be used for the purchase or operation of, nor shall the Mississippi Department of Transportation use or permit the use of, automated recording equipment on or within the right-of-way of any roadway on the state highway system to enforce compliance with any traffic control signal.” The amended bill passed the House 3/04/08 and was sent to the Senate Appropriations Committee, where a pending amendment would remove the House amendment referring to automated enforcement.

MISSOURI: HB 1376 (Portwood) establishes the Missouri Universal Red Light Enforcement Act; would require all photo enforcement systems to register with the Missouri Department Transportation and all participating cities to pay a \$500 fee to the Red Light Enforcement Fund for conducting audits to ensure entity compliance with the provisions of the bill. The combined fine and court costs cannot exceed \$100. The bill also prohibits the use of speed cameras. Introduced in the House 01/09/08. Referred to Crime Prevention and Public Safety Committee 2/21/2008.

NEW MEXICO: SB 442 (Sanchez) applies to cities with a population of more than 200,000 (Albuquerque) and would limit all fines, fees and costs of a speeding or red light running violation to a maximum of \$75. Ten percent of the money collected would go to DWI drug court programs and 90 percent would be transferred to the New Mexico finance authority for deposit into the metropolitan court bond guarantee fund. Passed the House and the Senate 2/14/08. Signed by the governor 3/05/08.

NEW YORK: A 06669 (Hoyt) would authorize the City of Buffalo to implement photo enforcement at intersections and highway-railroad crossings. The bill was introduced and referred to the Transportation Committee 3/16/07. Senate companion bill **S 04523** was referred to the Transportation Committee 04/18/2007. Both bills again were referred to transportation committees 01/09/08.

TENNESSEE: As originally drafted, **SB 3258** (Burchett) would have required that notifications of violations recorded by a red light running camera be sent by certified mail. The amended bill, which passed the Senate 3/17/08, says the vehicle’s registered owner must receive a 2nd letter by first-class mail, giving an extra 30 days to respond before becoming liable for late fees. Bill sent to House Transportation Committee 3/25/08.

WISCONSIN: AB 528 (Zepnick) would enable cities, towns, and villages to implement their own red light camera programs. Introduced 10/04/07 and referred to Committee on Urban and Local Affairs, which approved an amended bill 3/04/08 and referred it to the joint committee on Finance, where it failed to pass prior to the legislature’s adjournment.

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Legislative update

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SPEEDING SAFETY CAMERAS

ARIZONA: SB 1470 (Gould), introduced 2/05/08, prohibits photo speed enforcement on state highways and would block Gov. Janet Napolitano's plans to use photo speed enforcement across the state. Passed the Senate Transportation Committee 2/12/08.

SCR 1032 (Gould) is identical to SB 1470 except it is not subject to gubernatorial veto; it instead puts the issue on the November ballot for voters to decide.

SCR 1033 (Gould), also introduced 2/05/08 and passed by the Senate Transportation Committee in a 3-2 vote on 2/12/08, states that any photo enforcement system could only issue a citation if a vehicle is traveling faster than 85 percent of vehicles on the highway. If approved by lawmakers, this bill also would bypass the governor and go to the voters.

SB 1505 (Gorman) introduced 2/05/08 and passed by the Transportation Committee 2/26/08, would require that warning signs be placed 600 feet in front of areas where photo speed cameras are in use (state law now requires warning signs posted at least 300 feet ahead). Also, signed statements from law enforcement officers would be required to verify that two such warning signs were in place at the time of the violation.

CALIFORNIA: SB 1325 (Kueh), introduced 2/20/08, authorizes a speed camera pilot program in Beverly Hills to be used in school zones and residential areas with speed limits of 25 mph or less. Referred to Transportation and Housing Committee 2/28/08.

CONNECTICUT: SB 41 (McKinney) was the governor-supported legislation to implement a pilot photo speed enforcement program along a stretch of Interstate 95. The legislature's joint Public Safety and Security Committee voted 3/06/08 to kill the bill.

MARYLAND: SB 269 and **HB 364** (requested by the governor), introduced 1/25/08, would allow state and local law enforcement agencies to use speed cameras on streets with speed limits up to 45 mph, in school zones and near highway construction zones. Drivers traveling 12 mph or more above the posted speed limit could be issued a ticket, up from the 10 mph originally proposed. Amendments also lowered the proposed fine to \$40 from \$75. SB 269 passed 3/18/08 and HB 364 passed 3/25/08. Minor differences between Senate and House versions were ironed out 3/30/08 and the measure was forwarded to the governor.

SB 963 (Rosapepe), introduced 2/28/08 as the Safer Roads Act of 2008, would allow Prince George's County to use speed cameras on highways as well as school zones and neighborhoods. It would not apply to Interstate 95, Interstate 495, or on Route 50 or Route 301 in Prince George's County. The Senate gave preliminary approval 3/31/08.

MISSISSIPPI: SB 2128 (Powell) introduced 1/19/08 and died 2/19/08 in the Senate Judiciary B committee. The bill would have allowed cities of more than 10,000 to use the detection devices on federal highways within their boundaries. State law restricts the use of speed radar detection equipment to the Mississippi Highway Patrol and city police departments. Cities with populations less than 2,000 are prohibited from using radar on their public streets while cities of more than 15,000 can use radar on federal highways within their boundaries.

WASHINGTON: SB 5363 (Jacobsen) would allow speed cameras on arterial routes in Seattle. Passed the Senate 2/16/08 and referred 2/19/08 to House Transportation Committee, which on 3/13/08, the day the legislature adjourned, referred it to back to the Senate Rules Committee for a third reading.