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*This issue features an article about railroad crossing cameras, pending red light camera and speed camera legislation across the country, a new study recommending speed cameras in New York City, and an Insurance Institute for Highway Safety response to an anti-photo enforcement editorial.*

## Numerous and Varied Photo Enforcement Bills Pending Across the Country

The state legislative season is in full swing, with at least 40 photo enforcement-related bills being considered in states from Hawaii to Florida to New York. Some are aimed at expanding the use of red light and speed cameras, while others seek to curtail or prevent their use.

Many of the bills are repeats from previous years. In Arizona, which initiated its statewide speed camera program last fall, legislators are considering more than 15 bills aimed at everything from prohibiting all speed cameras to limiting them to local roads to requiring a voter referendum on the use of the cameras.

While the sheer number of proposed bills would suggest intense public interest in Arizona's speed cameras, a Rocky Mountain Poll surveyed 800 Arizonans and found speed cameras were at the bottom of the list of pressing state issues. Job creation and improved public education were the top two issues, with 62 percent and 32 percent, respectively, that respondents said lawmakers should tackle. Photo enforcement ranked at the bottom, at 1 percent.

In Florida, Rep. Ron Reagan is again working for passage of the Mark Wandall Traffic Safety Program, which would provide state backing for counties and municipalities to run red light camera programs. Tired of waiting for the legislature, numerous towns and counties have started their own programs prior to the passage of any state legislation.

Alabama, Hawaii, Indiana, Nebraska and New Hampshire are among the states considering bills that would allow red light cameras in communities statewide, and other states are looking to expand the number of communities where red light and speed camera programs are permitted.

A bill to prohibit red light camera programs in Mississippi died in committee while a similar bill is under consideration in Missouri.

*See pages 7–10 for more legislative news. For the most up-to-date status of a particular bill, go to the state's legislature webpage.*



# “Notable quotes”

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“Speeding contributes to three times as many crashes as drunken driving, and yet Albany has denied New York City the one tool needed to enforce against this crime: speed enforcement cameras.”

*Wiley Norvell, a spokesperson for Transportation Alternatives, a NYC bicycling and pedestrian safety advocacy group that issued a new speeding report; quoted in the New York Daily News 2.12.09. See page 3 for an article about the report.*

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“That the city’s system raises revenues does not condemn it. Taxes, whether on liquor or on running red lights, are valid municipal endeavors. Like any other exaction, a fine does more than raise revenue: It also discourages the taxed activity. A system that simultaneously raises money and improves compliance with traffic laws has much to recommend it and cannot be called unconstitutionally whimsical.”

*From a Jan. 5 decision by the 7th Circuit Court of Appeals upholding the constitutionality of red light cameras. The 7th Circuit includes Indiana, Illinois and Wisconsin. The court, rejecting the claim of three plaintiffs, said Chicago’s red light camera program is not in violation of equal protection or due process.*

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## Insurance Institute for Highway Safety Responds to Anti Red Light Camera Editorial

*The following letter appeared in The Washington Times 1.19.09.*

The Washington Times claims the “bluff is about to be called” on red-light cameras (“Fairfax’s dangerous traffic cameras,” Editorial, Friday, Jan. 16), but it’s The Times that’s bluffing. Ignoring numerous studies indicating that the cameras reduce the red-light-running crashes that result in deaths and injuries at intersections, the Times cites a flawed report that claims to have applied multiple analytic techniques at multiple sites to assess camera effects in Virginia. The result is a hodgepodge of contradictory findings.

The Times ignores studies that show the success of cameras in reducing both violations and crashes. More than 300 U.S. communities have installed cameras to enhance safety. It’s true that rear-end crashes at some intersections increase after cameras are installed. But would The Times like to see motorists resist braking for red lights? The increase in rear-end crashes that accompanies the introduction of cameras at some intersections is more than offset by decreases in the more serious front-into-side impacts that contribute to hundreds of deaths in red-light-running crashes.

The Times is right to object to secret policy deliberations about camera programs. It also is correct that safety, not revenue, should be the aim of every camera program. This is why camera enforcement is highly publicized in the communities where it’s used. Motorists know they will be ticketed, and they stop to obey the red lights, thus fulfilling the goal of safety. This isn’t a case of playing “gotcha.” Please editorialize in favor of transparent red-light-camera programs that aim to reduce violations.

ADRIAN K. LUND  
President  
Insurance Institute for Highway Safety

# New Study Recommends Speed Cameras to Help Address NYC's "Speeding Epidemic"

Thirty-nine percent of New York City drivers were caught speeding in a new study released Feb. 12, 2009 by Transportation Alternatives, a bicycling and pedestrian safety advocacy group.

The report, *Terminal Velocity: NYC's Speeding Epidemic*, shows out of control speeding in neighborhoods across the city's five boroughs. Researchers surveyed more than 15,000 vehicles at 13 locations using radar guns and speeding enforcement cameras, the same technology used by law enforcement officers across the country.

Among their findings

- Citywide, 39% of motorists drive above the 30 mph speed limit
- In Manhattan, 70% of drivers on East Houston Street speed through a school zone
- In the Bronx, 32% of drivers on Webster Avenue speed past a school as fast as 66 mph
- In Queens, 32% of drivers on Northern Boulevard speed through a busy commercial area, past a school and police station
- In Brooklyn, 88% of drivers on Rogers Avenue in Prospect Lefferts Gardens speed, with 25% exceeding 40 mph
- On Hylan Boulevard, Staten Island's most dangerous street, 39% of drivers exceed the speed limit, reaching fatal speeds over 60 mph



Transportation Alternatives and Manhattan Borough President Scott Stringer are calling for the installation of speeding enforcement cameras, NYPD monitoring of speeding levels and safer street designs to slow cars down.

"We cannot keep looking the other way when nearly half of drivers are hitting speeds that are both illegal and life-threatening to pedestrians," says Paul Steely White, Executive Director of Transportation Alternatives. "Driving at those speeds in a city as dense as New York leaves absolutely no margin for driving error."

Speeding contributes to roughly 2,400 motor vehicle crashes in New York City each year—nearly three times the number attributed to drunk driving. The likelihood of a crash resulting in a pedestrian fatality increases exponentially with speed; a pedestrian struck at 30 mph has a 60% chance of surviving a crash, but the likelihood of survival drops to 30% when the vehicle is driving at 40 mph.

The full study is available for download at:

[http://transalt.org/files/newsroom/reports/2009/terminal\\_velocity.pdf](http://transalt.org/files/newsroom/reports/2009/terminal_velocity.pdf)



A Transportation Alternatives researcher measuring vehicle speeds in New York City.

## Study's Recommendation for Speed Cameras

Speeding is a contributing factor in 31% of all crashes nationwide. Speed enforcement cameras are already widely used around the United States and Western Europe where they are proven to reduce traffic injuries, deaths and crashes. Transportation Alternatives has long advocated for the use of speed enforcement cameras, along with other automated enforcement technology, as a common-sense way to restore order and safety to New York City's streets. Speed enforcement cameras are efficient and cost-effective, enforcing traffic laws non-stop without discrimination and freeing up police officers to focus on more serious crime that cannot be automatically enforced.

The New York State Legislature must pass a law enabling New York City to implement speed enforcement cameras.

## News from across the U.S.

*"I didn't do it" not offered as an excuse*

### The one complaint editors at Davenport, Iowa, newspaper hadn't heard

*The following is an excerpt from a 2.02.09 editorial in the Quad-City Times*

"We've heard and read many arguments against the cameras. They're too Big Brother-ish. They penalize the owner, not the driver. Letters to the editor and phone calls have covered the gamut.



One reason we've not heard in all of those letters and calls: "I wasn't speeding," or "I didn't run that red light." It seems that folks who observe the speed limit and traffic signals aren't getting the tickets.

Anecdotal and statistically, the cameras are doing the job. Traffic is slower near the narrow River Drive bend at Oneida Street by the speed camera. A review of accident stats at some red-light camera corners proves a reduction in accidents.

So we welcome their return, and we encourage drivers not to smile at the camera when they drive by. Instead, drivers should check the speedometer, or concentrate on the traffic light, just like they might do if a marked squad car was parked nearby."

### Missouri's 10 Most Dangerous Red Light Running Violations in 2008

In an effort to convince Missouri state legislators of the dangers of red light running and the value of photo enforcement in combating the problem, a group of Missouri police chiefs has released a video of what they call the top 10 most dangerous red light violations for 2008.

At least two bills pending in the Missouri legislature would severely restrict or prohibit red light cameras.

In a letter to legislators, the police chiefs wrote:

"We believe, strongly, that automated cameras are an essential, efficient, and measurably effective element of our mission to keep our communities safe. During 2008, more than two dozen municipalities in Missouri monitored dangerous intersections with automated camera technologies. The cameras at these locations captured images of drivers of passenger cars, family vans, heavy trucks, and even school buses running red lights."

The video, which includes some graphic incidents, can be viewed at [www.stoppedlightrunning.com](http://www.stoppedlightrunning.com). One scene shows a pedestrian being hit by a car. Police said the pedestrian survived, but they didn't have details on the extent of the injuries.

### D.C. Cracks Down on Photo Enforcement Ticket Scofflaws

This month the D.C. public works department will start booting vehicles whose owners have outstanding photo enforcement tickets. Those tickets are given out for speeding, running red lights and parking on streets during street sweeping hours.

Department of Public Works Director William Howland told WTOP Radio that as of Jan. 30, vehicles had collected nearly 16,000 outstanding tickets, which equals about \$1.85 million in fines.

Vehicles are eligible for a boot if the owners have two or more tickets that remain unpaid for 60 days without a request for adjudication.

**2009  
NATIONAL  
STOP ON RED  
WEEK  
AUG. 2<sup>ND</sup> – 8<sup>TH</sup>**

[www.stoppedlightrunning.com](http://www.stoppedlightrunning.com)



*Two-year-old railroad crossing program big success in Grand Prairie, TX*

## **Railroad Crossing Cameras Coming to Arizona**

El Mirage may become the first Arizona city to install cameras at railroad crossings. Last month the city council voted to enter a contract to install red light cameras and railroad crossing cameras that would photograph the vehicles of motorists who ignore warning lights and drive around crossing gates. Violators could face a fine of up to \$145.

The Associated Press reported in a Jan. 12, 2009, article that the Burlington Northern Santa Fe Railway, which runs through El Mirage, Phoenix and Surprise, also is involved in the five-year contract with El Mirage. It quoted train officials as saying they are in talks with agencies across the system, which spans 28 states, to start similar programs.

In addition to photographing vehicles that drive around railroad gates, the railroad crossing camera system includes a microphone system that can record the bell sounds and whistling from approaching trains.

### **Good Results in Grand Prairie, Texas**

In June 2007, Grand Prairie installed railroad camera technology. Grand Prairie, a community of about 180,000 near Dallas, had five railroad-motorist fatalities in the five years prior to installing cameras at three of its busiest railroad intersections.

There has not been a fatality since. About 40 trains travel through the city every day, and many of the city's major streets cross railroad tracks.

According to the city's traffic division, there has been a 48 percent decrease in violations at the location of the first camera. In the first month after cameras were installed, some of the locations recorded about 400 violations. That number has fallen to about 200 or fewer infractions per month.

In Grand Prairie, the city uses revenues from the railroad crossing camera program to make grade crossing improvements and create safe "quiet" zones to reduce the need for trains to sound their whistles.



# Happy Valentine's Day

*from all of us at the*  
**National Campaign to Stop Red Light Running**

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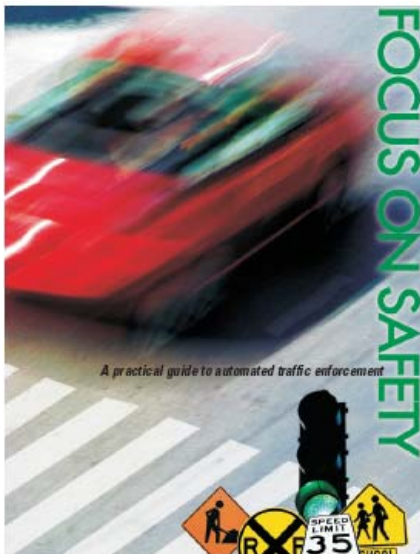
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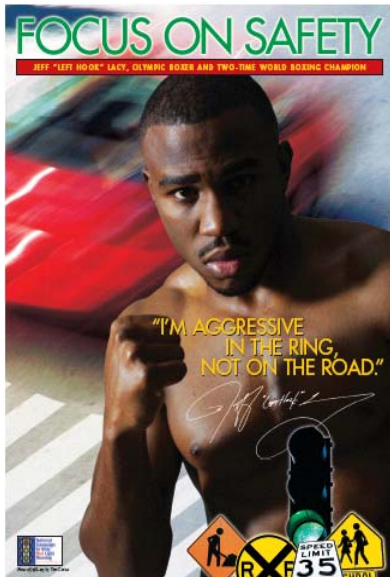
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***Focus on Safety: A practical guide to automated traffic enforcement*** is a comprehensive resource to help state legislators and local policymakers, law enforcement officers, highway safety advocates and community groups design, operate, and support 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](http://www.stopredlightrunning.com).

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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](mailto: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.

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# Legislative Update — February 2009

*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](mailto:info@stopredlightrunning.com).*

## RED LIGHT RUNNING SAFETY CAMERAS

**ALABAMA: HB 125** (Bentley, Gipson), cited as the “Red Light Safety Act,” allows municipalities to pass ordinances to install red light camera programs. The bill outlines how red light cameras can be used, sets up a system to contest the civil fine and, if the owner of the vehicle wasn’t the driver, establishes how to transfer responsibility to a person who was driving. First read 2.03.09 and referred to public safety committee.

**FLORIDA: HB 439** (Reagan, Hooper, Nelson) creates the Mark Wandall Traffic Safety Program to be administered by the Department of Highway Safety and Motor Vehicles (DHSMV); provides for counties and municipalities to enforce traffic control signals using red light cameras; requires annual report from counties and municipalities to DHSMV on use of red light cameras; provides for allocation of portion of fine proceeds to trauma centers and public hospitals; requires summary report from DHSMV to Governor & Legislature. Filed 1.19.09.

## HAWAII:

**HB 145** (Souki, Awana, Chong et al) establishes red light camera programs and authorizes counties to implement them. Photos and citations would be mailed to the registered owners of the photographed vehicles. Introduced 1.22.09, sent to the transportation committee, where it passed with amendments and was referred to the judiciary committee 2.06.09.

**SB 216** (Espero, Gabbard) Establishes a three-year pilot red light camera program. Introduced 1.23.09 and on 1.28.09 referred to committees on transportation, international and intergovernmental affairs; judiciary and government operations; and ways and means.

## ILLINOIS:

**SB0148** (Harmon, Althoff) 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. Establishes requirements for the system. Provides that local authorities desiring the establishment of an automated railroad crossing enforcement system must initiate the process by enacting a local ordinance requesting the creation of such a system. Introduced 1.30.09, assigned to transportation committee 2.04.09, where it was amended 2.10.09.

**HB0442** (Jefferson) amends the Illinois Vehicle Code, providing that, in addition to the eight previously designated counties, the counties of Champaign, DeKalb, La Salle, McLean, Peoria, Sangamon, Vermilion, and Winnebago, and the municipalities within those counties, may establish red light camera programs, effective immediately. Introduced 2.04.09, referred to rules committee and on 2.09.09 assigned to counties and townships committee.

*(continued on page 8)*

## ATTENTION CAMPAIGN MEMBERS!

We are seeking individuals and organizations to help advance our 2009 state legislative advocacy efforts. We need to hear from red light running victims, traffic safety advocates, and law enforcement and health care professionals willing to contact legislators, provide testimony and expand our red light running enforcement efforts. Please e-mail us at [info@stopredlightrunning.com](mailto:info@stopredlightrunning.com) or call 202-828-9100.

## Legislative Update — Red Light Running Safety Cameras *(continued from page 7)*

### INDIANA:

**HB 1586** (VanDenburgh, Candelaria, Reardon, Friend, Austin) allows municipalities to establish red light camera programs with a penalty not greater than \$100. After allowing for administration costs of the photo enforcement program, 50% of the net proceeds must be deposited in the local road and street fund, 25% deposited in the county or local law enforcement continuing education fund; and 25% deposited in the local police equipment fund. Introduced 1.22.09; passed the roads and transportation committee 9-1 and referred to ways and means committee.

**SB 389** (Rogers, Mishler, Wyss), as introduced 1.08.09, was to establish a 10-city pilot red light camera program with local authorities first getting permission from the state Department of Transportation (DOT). The bill has been amended to make it identical to HB 1586. and referred to homeland security and transportation & veterans affairs committee, where it passed out of committee 2.10.09 by a 7-3 vote. Now it goes to the floor to the senate.

**MISSISSIPPI: SB 2743** (McDaniel, Watson, et al) would have prohibited any county or municipality from operating speed and red light camera programs. Introduced 1.19.09; referred to highways and transportation and judiciary committees; died in committee 2.03.09.

### MISSOURI:

**HB 241** (Yates) referred to as the Missouri Universal Red Light Enforcement Act, places severe restrictions on any red light camera program and prohibits speed camera programs. Combined fine and court costs cannot exceed \$25 and any fines collected must go to the local school district where the infraction occurred. Any issued notice of violation must be mailed no later than three business days after the violation was recorded. Introduced 1.12.09 and referred to public safety committee 1.22.09.

**SB 211** (Lembke) prohibits red light camera programs anywhere in the state. Introduced 1.20.09 and referred to the transportation committee 1.27.09.

**NEBRASKA: LB496** (Fulton, Coash, Lanthrop) authorizes local governments to operate red light camera programs. Violators would notified within 15 day and asked to pay a maximum citation fee of \$100. Introduced 1.20.09, referred to judiciary committee 1.22.09.

**NEW HAMPSHIRE: SB 113** (Roberge, Hawkins, Graham) authorizes red light camera programs with fines not to exceed \$100 plus penalty assessment. Introduced 1.08.09 and referred to the judiciary committee, where a 3.17.09 hearing is scheduled.

**NEW MEXICO: SB 519** (Sanchez) sets a \$100 maximum fine for a red light camera citation ; bill requires 50 percent of collected fines be retained by the municipality for municipal traffic safety programs and to offset the municipality's reasonable costs directly related to administering a program and 50 percent of the fees be returned to the state for the Court Automation Fund, the Traffic Safety and Education and Enforcement Fund and the Judicial Education Fund. The bill requires appeals to be heard by a hearing officer appointed by the presiding judge of the district court. Introduced 2.06.09 and referred to judiciary committee.

**NEW YORK: S34** (Fuschillo), pre-filed 1.07.09 and companion bill **A3825** (Levine), introduced 1.28-09, authorizes Nassau County to establish a demonstration red light camera program with cameras at up to 50 intersections. The program would be similar to the one in New York City, with a maximum fine of \$50. Both bills were referred to transportation committees.

*(continued on page 9)*

## **SPEEDING SAFETY CAMERAS**

**ARIZONA:** The Arizona legislature is swamped with pending bills aimed at ending or curtailing speed camera programs, including:

**HB 2070** (Biggs, Burges) requires that each citation issued through a speed camera program state, in at least 14-point bold type, that if the recipient of the complaint is not the driver in the photo, the recipient *may* identify the driver in the photo but is not required to do so. Introduced 1.20.09 and referred to the rules and the transportation and infrastructure committees.

**HB 2071** (Biggs, Burges) introduced 1.20.09 and referred to the rules and the transportation and infrastructure committees; allows those who fail to respond to a notice of violation or a civil traffic violation citation issued pursuant to section 41 1722, who contests responsibility for the violation detected pursuant to section 41 1722 or who is issued a citation for a civil traffic moving violation pursuant to chapter 3, articles 2, 3, 4 and 6 through 15 of this title or a local civil traffic ordinance relating to the same subject matter to attend a defensive driving school for the purposes provided in this article.

**HB 2106** (Crump, Ableser, Campbell, et al) prohibits state and local authorities from using photo enforcement systems to detect speeding violations on state highways; also repeals the state photo enforcement system (which was launched in September 2008) and the photo enforcement fund established in 2008. It would not affect speed camera programs used by municipalities or counties on local streets and roads. Introduced 1.20.09, referred to rules committee and transportation and infrastructure committee, where it passed 1.22.09.

**HB 2170** (Biggs, Burges) addresses traffic tickets and complaints concerning speed camera citations; makes several changes to the record keeping and other requirements of the photo radar system. Introduced 1.20.09 and referred to the rules; appropriations; and the transportation and infrastructure committees.

**HB 2124** (Biggs) concerns allowable uses for speed cameras. Introduced 1.20.09 and referred to the rules and the transportation and committees.

**HB 2131** (Weiers, Gowan, Stevens) requires photo enforcement warning signs to having flashing strobe lights attached. Introduced 1.20.09 and referred to the rules committee and the transportation and infrastructure committee.

**HB 2168** (Biggs) requires the state to conduct a study to determine the need for photo radar before any contracts can be entered into or renewed. In addition to studying alternatives to photo enforcement and numerous other requirements, the study would determine if “a photo enforcement system that is capable of safely covering at least five lanes of traffic in one direction and that meets or exceeds federal roadside crash safety standards is available for state procurement.” Introduced 1.20.09 and referred to the rules committee and the transportation and infrastructure committee.

**HB 2342** (Mason) restricts photo enforcement to local roads only and allows higher speed limits on controlled access highways. Introduced 1.26.09 and referred to the rules committee and the transportation and infrastructure committee.

**HB 2494** (Weiers) states that a person must be driving at least 11 miles-per-hour over the speed limit to be issued a citation by a speed camera system. Introduced 2.5.09 and assigned to the rules committee.

**SB 1291** (Nelson), introduced 1.29.09, **deletes** the following section of the statutes relating to photo enforcement: “Notwithstanding any other law, if a person is found responsible for a civil traffic violation or a notice of violation pursuant to a citation issued pursuant to this section, the department of transportation shall not consider the violation for the purpose of determining whether the person’s driver license should be suspended or revoked. A court shall not transmit abstracts of records of these violations to the department of transportation.”

*(continued on page 10)*

## Legislative Update — Speeding Safety Cameras *(continued from page 9)*

### ARIZONA:

**SCR 1033** (Gould) requires a state referendum on a proposal to prohibit speed cameras on state highways. Introduced 2.02.09.

**SCR 1039** (Gould) states that, if approved by a voter referendum and proclamation by the governor, a driver would only be cited by a photo enforcement speed program if the vehicle was traveling at least 11 mph faster than 85 percent of the vehicles on the highway. Introduced 2.02.09.

**SB 1347** (Gould) requires extra signage for speed camera programs. Current law requires two signs with one placed at least 300 in advance of the photo enforcement system. This bill requires an additional sign to be located 1,320 feet before a photo enforcement system. All signs must include the posted speed limit and a notice that drivers will not be issued citations unless they are driving at least 11 mph over the speed limit. A standard size speed limit sign must be placed within six feet of each sign. Introduced 2.02.09.

**SB 1355** (Gould) would prohibit speed camera programs on state highways. Introduced 2.02.09.

**SB 1364** (Gould) identical to SCR 1039 but would not require a voter referendum and proclamation by the governor. Introduced 2.02.09.

**SB 1391** (Huppenthal) requires the state or local authority to conduct an engineering review to determine a safe and reasonable speed limit for that portion of the street or highway; the minimum speed limit that results in a citation must be six mph more than the speed of 85 percent of vehicles on that street traveling during nonpeak daylight hours under good weather conditions. Any photo taken must be altered so that the interior of the vehicle is darkened and not visible and only the driver is visible. Introduced 2.03.09.

**SB 1460** (Gorman), titled “2009 Photo Enforcement Accused Bill of Rights,” is a wide-ranging bill including requirements for extra signage, limitations on camera locations and amount of revenue jurisdictions can receive from photo enforcement, wording of citations, and signed statements from law enforcement officers verifying the required signs were in place at the time of the violation. Introduced 2.03.09.

**HAWAII: HB 388** (Souki, Awana, et al) establishes photo enforcement speed programs and authorizes counties to administer them. Introduced 1.26.09 and referred to transportation, finance and judiciary committees. Heard and deferred by the transportation committee 2.02.09.

### MARYLAND:

**SB 277** (Senate President, by request of administration) authorizes speed camera programs on roads with a maximum speed of 45 mph in all counties of the state and in specified highway work zones. Introduced 1.23.09 and assigned to judicial proceedings; hearing scheduled for 2.24.09.

**HB 313** (House Speaker, by request of administration), companion bill to SB 277. Introduced 1.29.09 and assigned to environmental matters; hearing scheduled for 2.10.09.

**HB 396** (Anderson – by request of Baltimore City administration – McIntosh, Kirk et al) authorizes speed camera programs on specified highways in Baltimore City. Introduced 2.10.09 and assigned to environmental matters; hearing scheduled for 2.10.09.

**SB 388** (McFadden, by request of Baltimore City administration), companion bill to HB 396. Introduced 2.02.09 and assigned to judicial proceedings. Hearing scheduled for 2.24.09.

**TEXAS: SB 374** (Carona) forbids counties & municipalities from operating speed camera programs. Filed 12.16.08.