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*Happy New Year! This issue features a new Iowa research report, the introduction of new photo enforcement legislation around the country, IIHS's response to a newspaper columnist who questioned the benefits of photo enforcement, and boxer Jeff Lacy's press conference where he spotlighted the dangers of red light running.*

## Boxing Champ Jeff Lacy — a winner in the ring — wants to help knock out red light running

Jeff "Left Hook" Lacy, youth ambassador for the National Campaign to Stop Red Light Running, won by unanimous decision in a 10-round super middleweight bout against Peter Manfredo Jr. last month. The Dec. 8 undercard fight of the Floyd Mayweather-Ricky Hatton title fight in Las Vegas was a big win for Lacy, who used the pre-fight press conference to promote intersection safety.

At the press conference Lacy wore a tee-shirt, designed by the National Campaign, that featured a picture of him on the front and the phrase "Knock out red light running." The shirt back displayed the message, "I STOP ON RED," which is also used on the tens of thousands of bumper stickers the Campaign gives out to the public.



*Manfredo (left) & Lacy at pre-fight press conference. Photo courtesy of Golden Boy Promotions.*

In front of a crowd of reporters, Lacy said, "I'm really excited about the fight and also about the Campaign to Stop Red Light Running. It's really important for young people to obey traffic laws and stay safe."

Lacy (23-1, 17 knockouts) has spent the last year in recovery after tearing his rotator cuff against Vitali Tsypko in December 2006, a fight Lacy won by decision. The fight against Manfredo — the runner-up in the first season of "The Contender" — was considered a come-back fight for Lacy, a former super middleweight champion in three organizations, who lost by decision to Joe Calzaghe in March 2006.

"Our Campaign congratulates Jeff on his well-fought victory," said Campaign executive director Leslie Blakey. "We're equally pleased that Jeff is using boxing as a platform to help us inform America's youth about the dangers of both speeding and red light running. The right place for competition is in the ring, not on the road. Jeff is a natural at speaking with kids and they love talking to him."

Lacy, a St. Petersburg, Florida, native, became the National Campaign youth ambassador in August and is featured on a poster in which Lacy is the backdrop to the quote, "I'm aggressive in the ring, not on the road." See details on page 3 to order the poster. We'll keep you posted on Lacy's next fight.

## IIHS Head Sets the Record Straight on Red Light Cameras

*On Oct. 29, 2007, Miami Herald newspaper columnist Larry Lebowitz wrote a column questioning the safety value of red light cameras. In the column he asked whether the cities using new local ordinances to start camera programs are concerned about public safety or “salivating at the prospect of easy cash?” He also said the Florida state legislature is “citing legitimate engineering, public safety and privacy concerns” in its past refusal to pass camera legislation. Cited is a 2007 study by the Virginia Department of Transportation and the Federal Highway Administration that said accidents were up 12 percent overall at camera-enforced intersections in Northern Virginia. In response, below is a Letter to the Editor written by Adrian Lund, president of the Insurance Institute for Highway Safety, Arlington, Va., and published in the Miami Herald Nov. 8, 2007.*

Re: Larry Lebowitz’s Oct. 29 column, *Red-light cameras a signal for war*: Photo enforcement is a proven way to help make streets safer. The column focuses on a single study that raises immediate red flags for professional traffic-safety researchers because its findings are contradicted by established research.



Carefully controlled before-and-after studies show that red-light cameras reduce violations between 40 percent and 50 percent and injury crashes between 25 percent to 30 percent. Some, but not all, studies have found increases in rear-end crashes when cameras are installed. An increase wouldn’t be surprising because it means that drivers who would have blown through the light before camera enforcement are now stopping, preventing much more severe side-impact crashes.

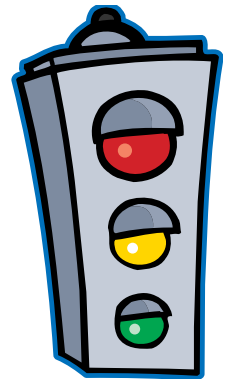
Proper engineering of intersections and yellow-light timing are important. But they’re not enough by themselves to control aggressive red-light-running behavior. In Philadelphia, longer yellow lights reduced red-light running by about a third. But after cameras were installed, the remaining violations dropped 96 percent.

Red-light running is a serious problem that kills more than 800 people and injures another 165,000 each year. The public strongly supports photo enforcement, and Florida communities need to know that it works. – *Adrian Lund*

## What’s happening in Florida?

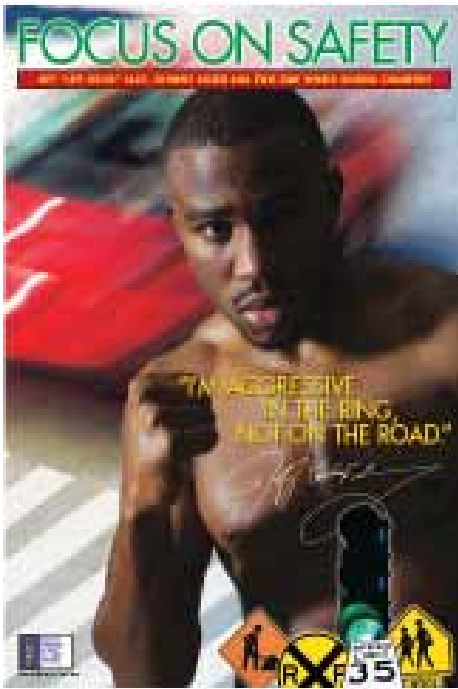
It’s a new year and changes are afoot in Florida. This month Senate Transportation Committee Chairman Carey Baker, R-Eutis, has dropped his opposition to red light cameras. The Orlando Sentinel reported Jan. 9. that Baker, who last year killed a camera bill by refusing to hear it in the Senate, dropped his opposition after meeting with advocates urging a statewide standard for cities and counties wanting to install cameras.

State Rep. Ron Reagan has re-filed the Mark Wandall Traffic Safety Act (HB 351) in the House, and State Senator Mike Bennett has filed SB 816 in the Senate. The legislation would provide statewide standards for cities and counties that want to implement and enforce red light camera programs. The legislation is expected to be heard in early 2008 in the Senate Committee on Transportation, where it was stalled last session.



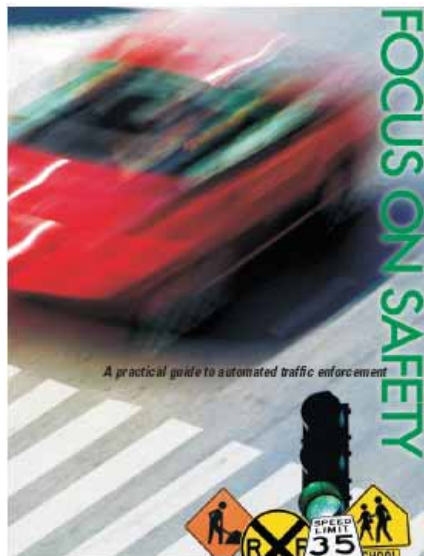
### Don’t use (or sell)

It was already illegal in California to use spray-on products that purport to keep tolls or red light cameras from reading license plates. As of January 1, 2008, a new state law also makes it illegal to sell them.



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.



*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](http://www.stopredlightrunning.com).

## ORDER YOUR FREE CAMPAIGN BUMPER STICKERS



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

# New Iowa DOT study shows effectiveness of red light cameras

**R**ed light camera programs in two Iowa communities have significantly reduced crashes related to red light running. A new study by the Iowa Department of Transportation found a 40 percent reduction in red light running crashes in Davenport and a 90 percent reduction in Council Bluffs.

Total crashes also decreased at intersections with red light cameras — 20 percent in Davenport and 44 percent in Council Bluffs. The research did not find any increase in rear-end crashes.

The research was funded by the Iowa Department of Transportation and conducted by the Center for Transportation Research and Education (CTRE) at Iowa State University.

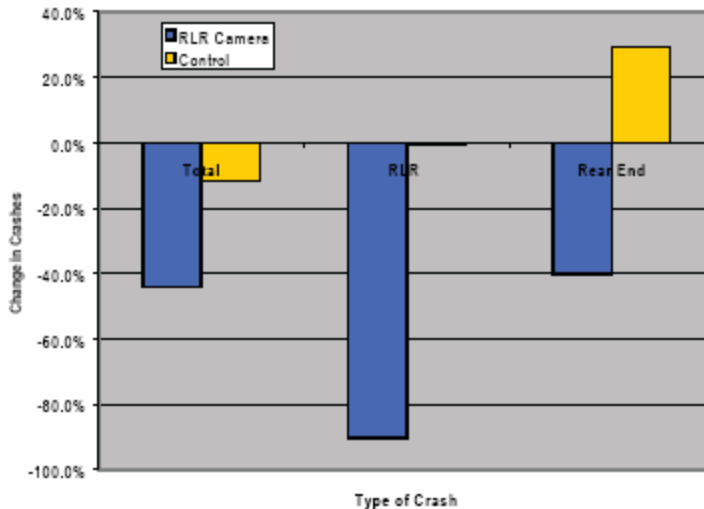
Camera programs in Davenport and Council Bluffs became operational in 2004. The city of Davenport has not issued citations from their red light camera program since a judge ruled a year ago that the program was illegal because the citations are treated as civil, rather than criminal, violations, which conflicts with state law. That ruling is under appeal. The state Supreme Court is scheduled to hear oral arguments in the case in March 2008.

A third city, Clive, was included in the study, but because the program was not activated until June 2006, there was insufficient data for crash analysis. However, researchers did conduct an analysis of red light running violations in Clive.

Researchers compared the number of red light running violations at intersections with cameras to the number at control intersections without cameras. They found that intersection approaches without cameras had 25 times more red light running violations than those with cameras.

Also in Clive researchers found that many red light runners entered the intersection well into the red light phase. Twenty-two percent of left-turning vehicles and more than 10 percent of vehicles traveling straight through ran the red light two or more seconds into the red.

The complete research report, *The Effectiveness of Iowa's Automated Red Light Running Enforcement Programs*, can be found on the CTRE website at [www.ctre.iastate.edu](http://www.ctre.iastate.edu). Shauna Hallmark was the principal investigator for the report.



*Change in crashes for Council Bluffs after installation of RLR cameras*

# Legislative Update — January 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](mailto:info@stopredlightrunning.com).

## RED LIGHT RUNNING SAFETY CAMERAS

**Florida:** S1806 (Bennett) and H0351 (Reagan), dubbed 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. S1806 was filed 12/14/07. H0351 was filed 12/07/07 and was referred to the Economic Expansion & Infrastructure Council 01/03/08.

**Minnesota:** HF 1058 (Thissen, et al) and a companion Senate bill, SF 1071 (Dibble, Higgins, Murphy, Larson, Rest) would authorize local communities to operate red light camera programs. HF 1058 was introduced 2/15/07 and referred to the Public Safety and Civil Justice Committee 03/21/07. SF 1071 was introduced 02/21/07 and referred to the Judiciary Committee 03/14/07. *See brief on page 6.*

**Missouri:** HB7316 (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. Prefiled 12/07/07, introduced in the House 01./09/08; second reading 01/10/08.

**New Jersey:** A 4314 (Wisniewski, Stack) would reverse the state's ban on photo enforcement and establish a five-year pilot program allowing local governments to install red light cameras. Bill was substituted for identical Senate bill S2123 (Coniglio). Passed the Assembly and the Senate 01/07/08. Sent to the governor.

**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. The companion bill in the Senate, S 04523 was referred to the Transportation Committee 04/18/2007.

**Ohio:** HB 30 (McGregor) would require any community using red light or speed limit enforcement cameras to post signs at every community entry point. Introduced on 2/20/07. Referred to the House Committee on Infrastructure, Homeland Security and Veterans Affairs. Approved by the House 6/27/07, introduced in the Senate 7/2/07 and sent to the Highways and Transportation Committee, where it is scheduled for a second hearing in January 2008.

**Oregon:** HB 2508 (sponsored by the Committee on Judiciary by request of Oregon Association Chiefs of Police) lifted restrictions that allowed only Newburg and cities with populations of more than 30,000 to install and operate red light cameras. The bill allows cities of any size to use cameras and removes restrictions on the number of intersections. Went into effect 01/01/08.

*(continued on page 6)*

## Legislative update

(continued from page 5)

**Pennsylvania:** HB 17 (Markosek, Geist) extends Philadelphia's three-year pilot red light camera program to 2011. The legislature rejected attempts to redirect some of the ticket revenue from the state Department of Transportation to the Philadelphia School District. The Philadelphia Parking Authority operates the camera program at 10 intersections. The bill passed the House and the Senate 12/12/07, and was signed by the governor 12/18/07.

**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 held a public hearing 01/08/08. No vote was taken.

## SPEEDING SAFETY CAMERAS

**Oregon:** HB 2466 (Lim) allows Gladstone, Milwaukie and Oregon City to operate speed cameras. They join Portland and six other cities where speed cameras are allowed. The bill also allows the state Department of Transportation to operate speed camera programs in highway work zones. Went into effect 01/01/08.

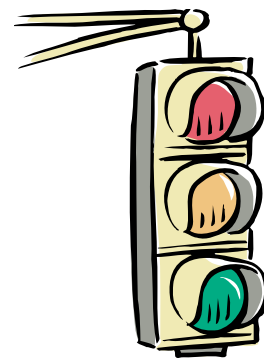
## Interested in helping pass red light camera legislation in Minnesota?

Under proposed legislation — HF 1058 and SF 1071 — municipalities can decide to use red light running cameras or not; local option. Owners of vehicles photographed running a red light would pay an administrative fine.

In April 2007 the Minnesota Supreme Court ruled that a red light camera program in Minneapolis conflicted with state law and therefore was illegal. State law puts liability for traffic offenses on the driver, while the city ordinance fined the owner of a car caught running a red light. The bills being considered in the state legislature attempt to resolve the conflict between the state law and the city ordinance.

According to Minneapolis police, during an eight month period with red light running cameras at 12 intersections, the City of Minneapolis cited over 25,000 violators while reducing crashes at intersection by 31 percent. Police said it would have taken at least 50 police officers working the program to achieve the same results.

To learn more or get involved, please contact Nancy Franke Wilson at [nancy@frankewilsonconsulting.com](mailto:nancy@frankewilsonconsulting.com).



## NOTABLE QUOTES

“Seattle is stepping up the use of cameras to nab red-light runners. Good. It’s a modest step toward changing a well-coddled culture of drivers who believe nothing should slow me, me, me from getting there as soon as possible.”

*The Seattle Post-Intelligencer editorial, Jan. 4, 2008*