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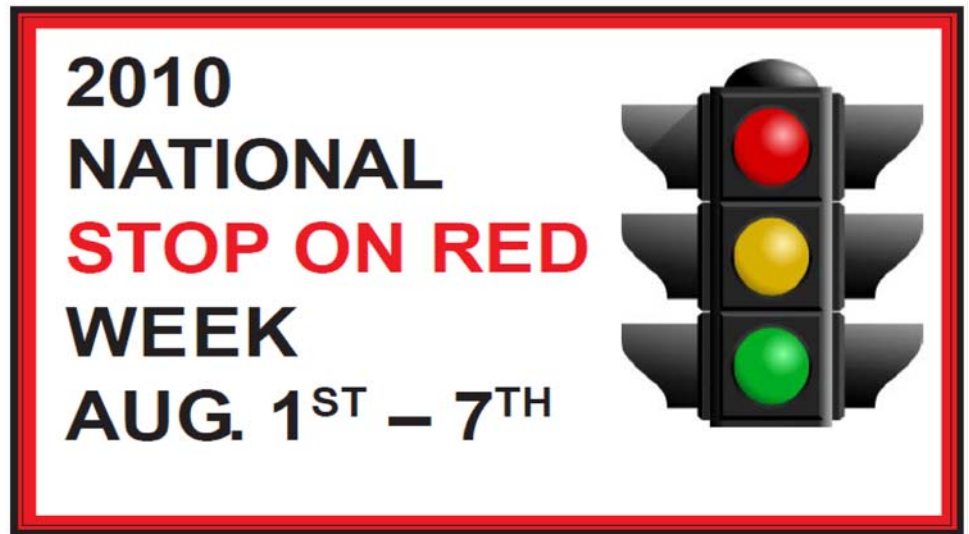
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This issue features an article discussing a Congressional hearing on automatic photo enforcement and submitted testimony; a Stop on Red week proclamation, and summary of The Daily Show's piece on Arizona's speed cameras.



House Subcommittee holds hearing to examine automatic traffic enforcement

Marks topic's first Congressional hearing since July, 2001— need for national standards discussed

During the hearing, Rep. Duncan stated that he was interested in calling the hearing because he has had a great number of individuals ask him about automated photo enforcement, and also because it was a large issue in the last session of the State of Tennessee's legislature. During the hearing, Rep. Duncan stated that he was interested in the topic because he has had a great number of individuals ask him about automated photo enforcement, and also because it was a large issue in the last session of the State of Tennessee's legislature.

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At the request of Congressman John Duncan (R/TN), who also serves as the Ranking Member of the Transportation and Infrastructure Committee's Subcommittee on Highways and Transit Subcommittee (T&I Committee), the Subcommittee on Highways and Transit met on Wednesday, June 30, 2010 to receive testimony on the utilization and impacts of automated traffic enforcement techniques.

Opening statements were read by T&I Committee Chairman James Oberstar (D/MN) and Subcommittee Chair Peter DeFazio (D/OR). The Subcommittee heard from several representatives with an interest in automatic photo enforcement:

- The Honorable Michael Geraci, National Highway Traffic Safety Administration (NHTSA)
- The Honorable Ron Reagan, Florida State Representative
- Capt. Geln Hansen, Howard County Police Department, Howard County, Maryland
- Dr. Anne McCartt, Senior Vice President for Research, Insurance Institute for Highway Safety (IIHS)
- Mr. David Kelly, Executive Director, Partnership for Advancing Road Safety
- The Honorable Barry Loudermilk, Georgia State Representative
- Mr. Dan Danila, Virginia State Activist, National Motorist Association

Although automatic photo enforcement technology vendors were invited to testify at the hearing, each declined the invitation.

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The prospect of establishing standards came up several times during the hearing, and it became apparent during that Congress is considering doing so in order to maximize fairness to motorists and the safety benefits that automatic photo enforcement yields when implemented properly. The National Campaign to Stop Red Light Running is in support of establishing national standards, and this concept aligns closely with testimony submitted by the National Campaign to Stop Red Light Running to the Subcommittee prior to the hearing.

**Testimony of Leslie Blakey, Executive Director
National Campaign to Stop Red Light Running
"Utilization and Impacts of Automated Traffic Enforcement"
Subcommittee on Highways and Transit**

June 30, 2010

Chairman DeFazio, Ranking Member Duncan and Distinguished Members of the Subcommittee:

My name is Leslie Blakey and I serve as the Executive Director of the National Campaign to Stop Red Light Running, a 501 (c)(3) advocacy organization based in Washington, DC comprised of grassroots members and crash survivors who care deeply about traffic safety, promoting responsible driving behavior and fostering effective, accountable traffic safety photo enforcement programs to help meet that goal. I appreciate the opportunity to submit this testimony for the record. *Continued on page 3*

Photo enforcement is a proven technology that can greatly improve road safety when properly implemented as a supplement to traditional law enforcement, along with sound engineering and public education. Since its inception in 2001, the National Campaign to Stop Red Light Running has worked to increase understanding among public officials, law enforcement, traffic safety professionals and the general public about the safety merits of well-designed automated traffic enforcement initiatives to combat red light running and speeding and the steps necessary to implement a successful program.

As the incidences of red light running and speeding increase along with congestion, heavily used roadways across the country are becoming prime crash locations. Rather than obey legal limits, many drivers carelessly race through red lights and speed to their destinations on a daily basis without regard for their own safety or that of others on the road. This sense of entitlement — *my time is more valuable than your safety* — combined with a low expectation of being caught is responsible for rampant disrespect for the rules of the road and an upward trend in all forms of aggressive driving, not only red light running.

The need to increase safety on our roadways is glaringly obvious: according to the FHWA, in 2008, 762 people were killed and an estimated 137,000 were injured in crashes that involved red light running, while speeding is critical factor in at least one-third of all crashes in the United States. These tragic statistics are a product an increase in vehicles miles traveled (VMT) and a stagnant level of staffing for law enforcement in many communities. Drivers are able to exceed speed limits and run through red lights frequently without being detected by police.

The growth of automated photo enforcement has prompted some backlash in public opinion, often spurred by a small, but outspoken minority of the public who misrepresent the effectiveness of photo enforcement. Automated enforcement technology continues to be favorably received by the majority of traffic engineers, law enforcement authorities and the public because its use, when applied properly and judiciously, has reduced both the human and financial toll of crashes caused by aggressive, distracted and careless driving.

Photo enforcement has offered an effective deterrent in the struggle to end irresponsible driving. Scientific study after study shows that photo enforcement reduces crashes, injuries and saves lives. And, a majority of the public believes those who choose to disregard traffic laws deserve the penalties and fines they incur as a result of this behavior. Communities across our nation have experienced a reduction in red light running following the implementation of a photo enforcement program and here are a few of many examples:

- In New Orleans, LA, red light cameras have led to an 85% drop in red light running;
- In Council Bluffs, IA, red light cameras led to a 90% reduction in red light running crashes. Cameras led to a 40% reduction in red light running crashes in Davenport;
- A Texas A&M Texas Transportation Institute study found traffic crashes at red light camera locations across Texas decreased by approximately 30%. Right angle crashes, which usually produce the most deaths and injuries, dropped by 43%; and
- An Insurance Institute for Highway Safety study of the Philadelphia, PA, red light camera program tracked signal violation rates at intersections before and after extending the yellow light sequence, and again after red light camera enforcement had been in effect for about a year. Lengthening the yellow light reduced signal violations by 36%. The cameras reduced the remaining violations by 96%.

Testimony Continued from page 3

While the issue of photo enforcement's effectiveness has been resolved to the satisfaction of all but the most entrenched opponents, there is one issue that has not: regulation. Many communities have jeopardized the future of photo enforcement by failing to adhere to recommended practices or by unwittingly following the easiest path to implementation or by embracing photo enforcement to solve a financial rather than a safety problem. Often new photo enforcement programs are started by communities with very little in the way of outside references, other than the advice of private sector vendors who are competing for contracts to provide equipment and services. It has become common practice for private sector interests to promote the use of photo enforcement as a means of raising revenue for local governments, and simultaneously urging practices that undermine the integrity of traffic safety enforcement programs, such as:

- Skipping an engineering review to determine if there is an actual safety problem;
- Vendor selection of enforcement sites, which can prioritize high-citation volume over high-risk locations;
- Using per-citation rather than flat-fee compensation schemes; and
- Encouraging localities to adopt photo enforcement technologies for non-safety related purposes, such as nuisance properties, over-due library books and parking violations.

In recent years, there have been several efforts to provide guidance to states and localities looking to establish photo enforcement programs. The National Campaign to Stop Red Light Running published guidebooks in 2002 and 2007. The National Highway Traffic Safety Administration published guidance in 2003 (red light cameras) and 2008 (speed cameras) as well and the Federal Highway Administration's *Red Light Camera Systems Operational Guidelines* published in 2005. Furthermore, in 2007 the International Association of Chiefs of Police released their own guide, named *Red Light Camera System Minimum Performance Specifications*.

Among these different sources, there is great overlap in advice and agreement on the characteristics of successful programs, where success is defined as increasing safety and protecting the public interest. Furthermore, technology changes notwithstanding, there are universal elements shared by programs of the highest caliber, which reflect integrity of purpose and good governance principles that can be shared to the benefit of programs everywhere, whether well established or in early inception.

Unfortunately, these resources are merely suggestions that often times fail to be utilized due to a lack of incentive and consequences for failure. While photo enforcement is effective when used properly, it's rapid, unchecked growth has resulted in some instances of abuse across the country. In these cases, municipalities are being ill-advised to place cameras at low-crash rate intersections; use photo enforcement to nab low-speed, right-on-red violators who pose a very small threat to safety; and sometimes, photo enforcement is being used for applications completely unrelated to safety.

Many municipalities and law enforcement personnel are currently left with no standards or clear-cut parameters for designing and managing programs, resulting in program inconsistencies, excessive reliance on industry vendors, and ultimately, public distrust. This distrust threatens well-run, effective programs and poorly-run programs alike.

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The National Campaign to Stop Red Light Running is calling for authorities to look closely at how photo enforcement programs are being administered, and establish guidelines through enabling legislation or through the regulatory process. It should not be the job of for-profit photo enforcement technology providers to enter a municipality and dictate the violation goals, fines, placement of cameras and then administer the program. Unfortunately, this is often the case.

It is our hope that the Federal government will seriously consider providing guidance on how to best implement these programs and create standards. Without such instructions to localities, it is our fear that photo enforcement's merits will be overshadowed by its abuses. Acting at the federal level will help communities guard against being taken advantage of, while preserving properly used photo enforcement tools to protect road users from suffering the very avoidable, tragic consequences of irresponsible driving.

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Arizona's speed camera program featured on Comedy Central's *The Daily Show*

In an episode airing on July 8, *The Daily Show*'s Olivia Munn examined complaints about Arizona's state-wide speed camera program, in relation to the state's recently passed, highly-controversial immigration law commonly known as Senate Bill 1070. The five minute report examines a shared theme in these two seemingly separate issues: invasion of privacy. In a tongue-in-cheek manor, Munn interviews Arizona State Representative Carl Seel who is in favor of removing the state's highway speed cameras due to invasion of privacy concerns, but co signed Senate Bill 1070, which mandates officers check the immigration status of individuals they stop or arrest. Munn also interviewed Executive Director of Red Means Stop, Frank Hinds, who stated, "Arizona needs to keep these cameras on the freeways."

Arizona's state-wide speed camera program ceased operation on July 15, when the contract between Arizona's Department of Public Safety and Redflex Traffic Systems expired.

To view the video, please visit:

<http://www.thedailyshow.com/watch/thu-july-8-2010/arizona-s-photo-radar>

Reminder: National Stop On Red Week is upon us

August 1st - 7th

If your community is interested in participating in National Stop on Red Week, please feel free to use the sample proclamation below.

Sample 2010 National Stop on Red Week Proclamation

Whereas, **(Name of Municipality/ Organization)** is building broad, community-based partnerships to increase awareness on the widespread problem of red light running; and,

Whereas, in 1997, the U.S. Federal Highway Administration and the American Trauma Society established National Stop on Red Week to set aside one week of every year to raise public awareness about this completely preventable and deadly form of aggressive driving; and,

Whereas, in 2008, almost 800 people were killed and an estimated **137,000** were injured nationally in red light running crashes; and,

Whereas, intersection crashes account for more than 45 percent of all reported crashes and 21 percent of fatalities; and,

Whereas the financial cost to the public is estimated to be in excess of \$14 billion each year; and,

Whereas according to a survey done by the U.S. Department of Transportation and the American Trauma Society estimates 63 percent of Americans see someone running a red light at least a few times a week and one in three Americans knows someone who has been injured or killed in a red light running crash;

Now, therefore, I, **(Name of Mayor/public official)**, do proclaim that the week of August 1st through August 7th is hereby designated as 2010 National Stop on Red Week in **(Name of Municipality/ Organization)**. I urge everyone to reduce crashes, injuries and the tragic loss of life by stopping for red lights.

Let us all spread this important message within our community. By doing so, we can save many lives. I call on citizens, government agencies, public and private institutions, business and hospitals, and schools in **(name of city or community)** this year to focus on this preventable problem with appropriate ceremonies, efforts and programs.

The Washington Post

Hey, D.C., not so fast with the speed cameras

D.C. Police Chief Cathy L. Lanier said in the July 21 Metro story "District adds 12 speed cameras" that more speed cameras are justified because the city wants to reduce dangerous driving behavior. Some transparency would help credibility here. What are the statistics? I don't dispute the effectiveness of the cameras, but I do question the District's lack of enforcement of existing traffic laws.

My job requires me to spend a great deal of each day driving in the city, and I have noted a systemic problem with the lack of enforcement regarding jaywalking, full stops at stop signs and constant red light running. If police enforced the laws that govern these behaviors, the city would take a big step to greater safety -- a greater step, I suspect, than it would with speed cameras.

Peter M. Schaefer, Washington

We felt this letter was important to re-publish because it raises a valid question that many people share: is photo enforcement replacing traditional enforcement? Although use of photo enforcement varies from community to community, the National Campaign to Stop Red Light Running recommends that for maximum safety benefits, automated traffic enforcement be used to *support* traditional enforcement.



From everyone at the National Campaign to Stop Red Light Running, have a safe Stop on Red Week.