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This issue focuses on a key public endorsement of photo enforcement, the Campaign's Canadian expansion, a 2004 Stop on Red Week update and a review of all active red light running and speed limit photo enforcement legislation.

Key Group Gives Green Light to Traffic Cameras

The American Association of State Highway & Transportation Officials (AASHTO) Board of Directors has officially endorsed the use of automated traffic law enforcement to help curb crashes caused by speeding, red light running and rail signal running.

The resolution on automated traffic law enforcement – commonly referred to as red light cameras or photo enforcement – was adopted at the May 17 AASHTO Board of Directors meeting in Utah. The resolution notes that 14,000 people were killed in 2002 in crashes involving traffic-law violations such as running red lights and speeding.

States are being encouraged to build broad public support for automated traffic enforcement, promote enactment of enforcement laws, and support the use of such technology in concert with engineering analyses and public information campaigns to reduce the number of deaths caused by traffic-law violations.

The resolution states that photo enforcement has been effective in reducing traffic deaths and improving driver compliance with traffic laws and reiterates AASHTO's adopted goal of reducing fatalities to 1.0 deaths per hundred million vehicle miles by 2008.

“We are very pleased that a prestigious transportation organization like AASHTO has officially acknowledged the successes that photo enforcement programs are achieving in increasing compliance with traffic laws and reducing crashes,” said Campaign executive director Leslie Blakey.

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AASHTO joins the World Health Organization, the Insurance Institute for Highway Safety, the National Safety Council, the Governors Highway Safety Association, the International Association of Chiefs of Police and other health, traffic safety and transportation organizations in endorsing the use of photo enforcement technology.

Over 100 communities in 18 states and the District of Columbia have established red light photo enforcement programs to

reduce red light running crashes and enforce compliance with traffic signals.

AASHTO is a nonprofit, nonpartisan association representing highway and transportation departments in the 50 states, the District of Columbia and Puerto Rico. It represents all five transportation modes: air, highways, public transportation, rail and water to foster the development, operation and maintenance of an integrated national transportation system.

Red Light Campaign Expands To Canada

The National Campaign to Stop Red Light Running has recently expanded its reach into Canada, as part of an effort to combine research and experience from existing traffic safety programs on both sides of the border.

Several Canadian cities have had red light enforcement programs for many years, and much can be learned from their past experiences to reduce red light running and aggressive driving.

Canadian community leaders are faced with the same situation encountered by some of their U.S. counterparts in that they must receive legislative approval from their respective provincial governments. To date, the provinces of Saskatchewan, Manitoba, Alberta, and British Columbia have approved legislation for communities to develop red light camera programs. The City of Toronto, the largest city in Canada, has established a pilot photo enforcement program, but has not been given final approval by the Ontario provincial government. Victoria, British Columbia has had red light cameras since 1992 and from 1998 to 2001 recorded a 43 percent decline in fatal accidents.

The new Canadian Campaign coordinator is Sgt. Jon Douglas Butcher, who recently retired from the Winnipeg Police Services after 27 years of service that included significant experience as a patrol officer, traffic collision investigator and criminal investigator.

Sgt. Butcher has been involved with the Winnipeg photo enforcement program since 2000, when he was tasked

with researching the feasibility of a local photo enforcement program. He later developed the communication strategy for the program, completed the business plan, reviewed the submitted bid and became the program's first contract administrator.

In its first eight months of operation, the Winnipeg program issued 72,312 summonses for red light running and speeding, and the 12 targeted intersections saw a 74 percent reduction in collisions.

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Campaign Website Receives Award



The Canadian Association of Road Safety Professionals (CARSP) announced last month that the National Campaign to Stop Red Light Running had won their Member's site award for a traffic safety organization with an informative website. We have provided a link to the CARSP website from our main page

NEW RED LIGHT RESEARCH

Toronto Pilot Project Gets High Marks

A new report has examined Ontario's two-year pilot red light camera program in the Toronto metropolitan area.

The report indicates that all collision types had been reduced by 6.8 percent with the most severe type of right-angle collisions being reduced by over 25 percent.

Further analysis revealed that when all costs associated with both red-light camera and stepped up conventional enforcement are factored in, the net social savings were estimated at \$3.7 million.

The study concluded that the pilot project has been worthwhile and would continue to be of benefit to the Toronto area and recommended that it be made permanent.

The Government of Ontario is now looking to authorize the use of red-light cameras on a permanent basis.

NHTSA DRIVER SURVEY

NHTSA has released the findings from a comprehensive national survey conducted in 2002 to collect data on speeding and aggressive driving problems.

Interviews were conducted with a nationally representative sample of drivers age 16 and over, to determine how the public perceives the seriousness of speeding and aggressive driving, and what countermeasures the public will accept.

On the section regarding photo enforcement, at least two-thirds of drivers feel that photo enforcement would be a good idea in all of the traffic violation scenarios identified. The greatest support for automated photo enforcement comes for the following violations:

- Drivers passing a school bus (82 percent)
- Speeding in a school zone (78 percent)
- Trying to beat a train at a railroad crossing (78 percent)
- Running red lights (75 percent).

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"We are very pleased to have someone with so much experience in both police patrol operations and photo enforcement join the Campaign," said Leslie Blakey. "Jon will definitely be able to help other Canadian communities interested in reducing red light violations and improving traffic safety."

Sgt. Jon Butcher

- A native of St. Boniface, Manitoba Canada
- Grew up in Montreal, Quebec
- Graduated first in police recruit class
- 27-year veteran of the Winnipeg Police Service
- Police liaison for transportation and security details for local visits of heads of state and national government officials
- Tasked by Chief of Police to review and make recommendations for the establishment of a Winnipeg red light camera program
- Volunteers with Manitoba Marathon and Manitoba Multiple Sclerosis Society

Legislative Update

The following pieces of legislation have either been enacted, are still pending or were continued over into the upcoming fall legislative sessions. If there is legislation in your state that is not listed here, please contact the Campaign at (202)828-9100 or info@redlightrunning.com.

RED LIGHT RUNNING: SAFETY CAMERAS

Arizona: S.B. 1231, introduced by Sen. Bee in January, increases the penalties for drivers who cause an accident that results in injury or death by running a red light, failure to yield and making a left turn against a signal. The legislation also bans the civil ownership of technology used by emergency vehicles to change traffic signals. **The legislation was signed into law on May 25, 2004.**

California: AB 517, (Oropeza), makes adjustments to the state's enabling legislation, including sign requirements, confidentiality concerns, and inspection parameters for red light cameras. This bill was approved by the Transportation Committee on June 16, and is now eligible for consideration in the full Assembly.

Colorado: HB 1262 (Lundberg) requires jurisdictions using red light cameras to post signs at a reasonable distance away from the intersection. Passed House on Feb. 18, Passed Senate on March 30, **Signed into law on April 7, 2004.**

Illinois: S.B. 2538 was introduced by Sen. Cullerton and referred to the Rules Committee. It would provide that a governmental agency establish an automated traffic law enforcement system that produces a recorded image in response to a traffic control signal or speed. No further activity.

Michigan: H.B. 4864 (Minore) would provide for the installation of a pilot program of unmanned traffic monitoring devices in ten locations. It was introduced and referred to the Committee on Transportation in the 2003 session and reactivated on Feb. 6, 2004.

New York: A.B. 5651 (Lafayette) would make permanent in New York the traffic control signal photo monitoring system demonstration program (the red light camera program). It would also permit any municipality in the State of New York utilizing traffic-control signals to implement a red light camera program at intersections and at highway railroad crossings.

A.B. 772 (Cohen) would authorize a photo radar demonstration program in cities of one million or more, imposing liability on vehicle owner. It would also require New York City to conduct a three-year demonstration of this program to show its effectiveness.

A.B. 2126 (Stavisky) is similar to A.B.772. It authorizes a photo radar demonstration in cities of one million or more and imposes liability on the vehicle owner.

A.B. 766 (Hoyt) would authorize the city of Buffalo to install and operate traffic-control signal photo-monitoring devices at intersections and highway-railroad crossings, assuming vehicle owner liability.

Pennsylvania: H.B. 2357 (Horsey) would permit the installation of speed cameras in all 15 mph school zones in first-class cities. The House passed the bill on June 21, and sent to the Senate.

H.B. 1315 (Godshall) was reactivated in 2004 and would allow a police officer to give a citation to a bus driver caught violating traffic laws via a camera located on the bus. This bill was passed in the House after review by the Transportation Committee, and sent to the Senate.

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Legislative Update *(continued from page 4)*

Rhode Island: S.B. 2828 (Polisena) would provide traffic monitoring systems to take photographs of red light running vehicles and would allow the city or town to initiate such a program, assuming owner liability. This act would be known as the “RI Red Light Running Act of 2004”. The bill is being reviewed by the Commerce, Housing and Municipal Government Committee.

H.B. 8664 (Slater) would establish use of traffic control monitoring systems on state and local highways and be known as the “Providence, Rhode Island Red Light Running Act of 2004”. The bill is being reviewed by the House Judiciary Committee.

Virginia: S.B. 92 (Devolites) It authorizes statewide use of red light cameras and addresses several opponents’ concerns with photo enforcement. The bill was recommended to be deferred until next year.

Virginia: H.B. 19 (McQuigg) would expand photo-monitoring systems for traffic signal enforcement to all of Virginia, assuming vehicle owner liability. The bill was deferred until next year.

H.B. 370 (Rust), which would repeal the July 1, 2005, “sunset” on photo red programs in Virginia, was continued to 2005.

S.B. 176 (Stolle) provides that no locality may begin a photo red program after June 30, 2005, but it would allow programs already in place to continue. The bill was deferred until next year.

S.B. 132 (Edwards) to extend the use of photo red to Roanoke was deferred until next year.

SPEEDING SAFETY CAMERAS

Illinois: H.B. 4012 (Froehlich), passed out of the Transportation and Motor Vehicles Committee and is being considered by the Senate Transportation Committee. It would create the “Automatic Traffic Control Systems in Highway Construction or Maintenance Zones Act.” It passed both Houses, and was sent to the Governor on June 23rd.

Maryland: S.B. 1388 was introduced by Del. Bronrott and would permit the placement of speed monitoring systems on specified highways in Montgomery and Prince George’s counties, requiring local police departments to cite the owner of the vehicle. Bill S.B. 861, introduced by Sen. Forehand, has the same requirements. The legislation is under review by the House Environmental Affairs Subcommittee until next year.

H.B. 730 (Burns) would require Baltimore County to place speed-monitoring systems on a portion of Route 26. The bill assumes vehicle owner liability and was given an unfavorable report in the Environmental Matters Committee.

S.B. 861 (Forehand) would authorize the placement of speed cameras on specified highways in Montgomery and Prince George’s counties, assuming vehicle owner liability. The bill is being held in the Environmental Matters Committee without a vote until next year.

New York: A.B. 9854 (McLaughlin) would create a photo radar monitoring enforcement demonstration program in connection with a mandatory fine on speeding violations committed in work zones. The bill is under consideration by the Transportation Committee.

2004 NATIONAL STOP ON RED WEEK

The Campaign is gearing up for another successful observance of National Stop on Red Week which runs from August 29th to September 6th, 2004. We will be partnering with the Anaheim Angels, Arizona Diamondbacks, and San Diego Padres major league baseball teams in a series of "Stop on Red Nights" that will coincide with the release of all new posters featuring baseball players and public safety messages about the importance of obeying traffic signals. This year's posters will feature pitchers from each team with an appropriate safety message.

The Campaign also intends to share our important safety message through the use of news interviews, press conferences, billboards, illuminated messages on the three Goodyear blimps, electronic message boards along major highways and a variety of public service announcements.

* * *

Get Your Free Screensaver

Tired of that same old screensaver on your computer?

Try the National Campaign to Stop Red Light Running screensaver featuring the Empire State Building lit up like a traffic signal!

To obtain the screensaver, visit
www.stopredlightrunning.com

SURVIVOR ADVOCATES NEEDED

Survivor advocates have suffered the personal consequences of motor vehicle crashes and have decided to work to protect others from the pain they have had to endure — they can become as involved as they would like in efforts to curtail red light running. No previous advocacy experience is needed. If you or anyone you know has survived a red light running crash or lost someone due to a red light runner and might be interested in working to make America's roads safer, please contact:

Advocates for Highway and Auto Safety

750 First Street, NE, Suite 901, Washington, DC 20002

202-408-1711 or 800-659-2247

Fax: 202-408-1699

E-mail: advocates@saferoads.org

Website: www.saferoads.org

All discussions and information will be kept confidential.

Attention Campaign Members!

Do you have friends, family or colleagues who would be interested in receiving our newsletter? Do you regularly forward the newsletter on to others who are interested? Help us increase awareness of the dangers of red light running by asking anyone who is interested to e-mail us at cgalm@blakey-agnew.com and be added to our mailing list.