

SAFETY FOCUS

Published by The National Campaign to Stop Red Light Running



THE NATIONAL CAMPAIGN TO STOP RED LIGHT RUNNING ADVISORY BOARD

Barbara Harsha

Executive Director
Governors Highway Safety Association

Brian O'Neill

Former President
Insurance Institute for Highway Safety

Judith Lee Stone

President and Executive Director
Advocates for Highway and Auto Safety

Harry Teter

President, American Trauma Society

Dr. Anthony Kane

Director of Engineering and
Technical Services
Am. Assoc. of State Highway and Transportation
Officials (AASHTO)

Ann Sweet

Founder, Focus on Safety

Bill Wilkinson

Executive Director
National Center for Bicycling and Walking

Bryan Porter, Ph. D

Associate Professor of Psychology
Old Dominion University

Dr. Ricardo Martinez

Clinical Professor of Emergency Medicine at Emory
University
Former Administrator of the National Highway Traffic
Safety Administration

Allen Fields

Retired Chief Justice
Republic of the Marshall Islands

John McGinness

Sheriff
Sacramento County, CA

Terry Gainer

Sergeant-At-Arms
U.S. Senate

Earl Sweeney

Assistant Commissioner
New Hampshire Dept. of Public Safety

Peter Harkness

Editor and Publisher
Governing Magazine

John Ulczykcki

National Safety Council

Andy Clarke

Executive Director
League of American Bicyclists

Volume Six, No.5

June 2007

This issue focuses on a new photo enforcement educational campaign in Texas, crash reductions credited to red light camera programs, suggested activities to support Stop on Red Week, and a new website that tracks traffic fatalities.

AASHTO'S Transportation Vision Summit

Automated Enforcement among Top 10 Recommendations

Last month, the American Association of State Highway and Transportation Officials (AASHTO) and seven co-sponsoring organizations convened a "Transportation Vision and Strategy Summit" to develop consensus on a national strategy for the future of America's transportation system. The three-day conference in Cambridge, Maryland, attracted more than 150 high ranking state transportation officials and leaders from the transportation industry. Our Campaign representatives were among the attendees.

A set of 27 proposed vision statements and recommendations, refined in the breakout groups, were presented, discussed and voted upon at a plenary session toward the end of the conference. Ten recommendations that received the strongest support will be featured in AASHTO's report to the National Transportation Policy and Revenue Commission. Two safety recommendations were voted into the "top ten:"

(continued on page 2)

MARK YOUR CALENDARS!

Looking for ways to observe Stop on Red Week? See page 2 for suggestions.

**2007
NATIONAL
STOP ON RED
WEEK
AUG. 5th – 11th**

www.stopredlightrunning.com



How You Can Help Promote National Stop On Red Week August 5 – 11, 2007

- Urge your local police to conduct red light running enforcement sweeps and hold a press conference to announce the results.
- Ask your local city council to approve a proclamation in support of National Stop on Red Week (a sample is available from the Campaign).
- Encourage family and friends to wear red ribbons and tie them to vehicle antennas for the duration of National Stop on Red Week.
- If your city has red light cameras near school zones, ask the city if school children could paint designs on the camera poles.
- Ask local banks or businesses with scrolling message lightboards to display Stop on Red Week safety messages.
- Motivate drivers to sign a pledge to stop running red lights. Deliver the pledges to local city or police officials during a press event.
- Urge local newspapers, TV and radio stations to report on the national and local human and financial costs of red light running crashes.

Please drop us an email at info@stopredlightrunning.com and let us know how your locality plans to observe Stop on Red Week.

NOTABLE QUOTES

"When are transportation safety officials going to put speed cameras on the (Chesapeake) Bay Bridge? In the 35 years my family has been driving to the beach, we have watched, with increasing dismay, as drivers around us have sped ever faster than the clearly marked 50 mph. They also increasingly ignore the fact that the middle line is a double one. The time for action is long past."

May 16, 2007 Letter to the Editor of *The Washington Post*, written by Elizabeth Cadell, Potomac, MD

"This is a real enhancement; it's like having four officers at this intersection as we're watching all four directions."

Santa Maria, California Police Chief Danny Macagni, quoted May 21 by Channel KSBY, referring to an intersection with newly installed red light cameras

"If you looked in Australia and New Zealand and some of the European countries that have photo enforcement, they've seen dramatic improvement in safety as a result. Automated speed enforcement is not new; it's just new here. It's been around for 25 years in Europe and elsewhere. And it's saved a gazillion lives."

David L. Harkey, director of the UNC Highway Safety Research Center, in *The News & Observer* (Raleigh, NC), May 17, 2007

AASHTO's Summit

(continued from page 1)

1. Enact and aggressively enforce legislation to create a culture of zero tolerance for high risk (driving) behavior. This includes addressing:

- Drinking and driving
- Primary seat belt laws
- Teen graduated licensing
- Motorcycle helmet requirements
- Speeding
- Stiffening penalties for driving without a license
- Closing gaps and weaknesses in the justice system
- Implementation of ignition interlocking systems
- Automated enforcement technology

2. At all levels of government, promote and deploy, with flexible funding, proven safety based policies, geometric standards, and countermeasures which maximize safety appropriate for the transportation network, roadway type, and location.

Conference co-sponsors were: the American Road and Transportation Builders Association, AAA, American Trucking Associations, Associated General Contractors of America, American Public Transportation Association, American Council of Engineering Companies and Association of American Railroads.

Campaign Bumper Stickers Now Available

New for 2007, the Campaign's I STOP ON RED bumper sticker

I STOP ON RED

www.stopedlightrunning.com

In 2005, the National Campaign to Stop Red Light Running assisted Sarasota County, Florida with their local activities for National Stop on Red Week. As part of the observance, the county government had a limited number of "I Stop On Red" bumper stickers printed.

The bumper stickers were a huge local success, so much so that just because the Campaign was listed as a partner for the event, we still receive requests about once every other month for the bumper stickers. Since many of these requests came from outside Florida, that told us that there was an unmet need in the traffic safety community.

We have produced a limited number of the bumper sticker shown above that are available at no cost. To order, send your name, address and how many bumper stickers you want via email to: info@stopedlightrunning.com or call us at 202-828-9100.

New Website Tracks Traffic Fatalities

Below is a snapshot of a new website provided by the Institute of Transportation Engineers. It can be found at www.ite.org/crashes.



VEHICLE-RELATED FATALITIES

The average number of US traffic fatalities during the 2001 to 2005 calendar period is **42,873**

[Crashes, Injuries and Fatalities](#) | [Categories](#) | [Links](#) | [What You Can Do](#)

Today is:
May 23, 2007

16959 people are estimated to have have died so far this year in vehicle-related crashes.
60 people are estimated to have been killed so far today in vehicle-related crashes.

We estimate that the next fatality will happen in 8 minutes and 39 seconds.
Approximately 120 persons will be killed in vehicle-related crashes per day.



If flying were like driving: Given that a medium-capacity jetliner accomodates 200 people, this represents 217 airplanes that crash each year. This means, each week, approximately 4 airplanes would crash.

If you woke up at 6AM today, we estimate that **30** people have been killed in the US between then and now.

By the time you get home from work today (assuming you are out of your house from 7AM to 7PM) we estimate that **60** persons have been killed in the US in vehicle-related crashes.



State information provided by
The National Center for Statistics and Analysis

For questions or comments contact Ed Stollof (ITE)
This site is best viewed with Internet Explorer



City of Dallas, Dallas Independent School District (DISD) and NASCAR Launch SafeLight Dallas Stops on Red! Education Campaign

(reprinted from Dallas Delivers newsletter, May 2007)

The city's campaign to reduce red light running among young drivers got off to a zooming start on Tuesday, May 8 when NASCAR Driver David Starr raced east on Marilla Street to the front of City Hall.

Starr joined City Council Members, City Manager Mary K. Suhm, Police Chief David Kunkle and DISD Chief of Staff Ron Peace, to discuss the hazards of running red lights.

Students signed pledge cards saying they will not run red lights and will encourage their family and friends to also "Stop on Red." The students also received a signed David Starr poster and other materials.

As part of the educational campaign, SafeLight coordinators will also speak to students at area schools and community events.

"The well-being of our students and young people is the school district's main concern, and that concern is not limited to the classroom," Peace said. "Every year, many promising lives are lost to automobile accidents. We strongly support the City of Dallas in this effort to educate and reach out to our youth."



Pictured from left to right: Jacalbert Toney (Dallas ISD student), Ron Peace (Chief of Staff, Dallas ISD), Olga L. Francisco (Dallas ISD Student), Christain Elston-Wright (Dallas ISD Student), Ron Natinsky (Dallas City Council, District 12), Linda Koop (Dallas City Council, District 11), David Starr and Deputy Mayor Pro Tem Dr. Elba Garcia.

with another 15 to be installed by the end of May. Preliminary data shows that the city has issued about 44,034 citations since January when the city began issuing citations. The program's goal is to decrease red light crashes by 25 percent.



David Starr enthusiastically endorsed the SafeLight Dallas Stops on Red! Educational Program and stressed the importance of safe driving and observing traffic signals. "I applaud Dallas officials for promoting safe driving," he said. "With the support of city officials, law enforcement and the driving public the SafeLight program can change behavior and increase safety."

"Partnerships are very important to the City of Dallas, and this one with NASCAR and the Dallas ISD is especially critical because it directly involves saving lives," said Dr. Garcia.

More than 45 red light cameras are now operational at targeted intersections

EDITORIAL

Editor's note: Nine red light cameras in Fayetteville, N.C., are scheduled to be removed July 31, when the city's contract with the program's vendor expires. City officials said the removal is due to a legal dispute over disbursement of the collected fines. City traffic engineer Rusty Thompson told *The Fayetteville Observer* that the number of crashes had dropped significantly – 11.5 percent – at the intersections with the cameras. “It’s made the intersections safer,” he said. Thompson said Fayetteville decided to end the program, at least until a case before the N.C. Supreme Court is resolved.

Charlotte and Greensboro suspended their red light camera programs last year after a ruling by the N.C. Court of Appeals that said the city of High Point had to give 90 percent of the fines collected from its red light program to local school systems. The city said the remaining 10 percent wouldn’t begin to cover the costs of operating the cameras and has appealed the ruling to the state Supreme Court.

Unfortunately, it is well documented that when cameras are removed, red light running accidents go up.

In 2001, the City of San Diego voluntarily suspended its red light camera program after a court ruling identified a lack of program oversight on the part of the city. Over the next four months, accidents caused by red light violations increased citywide by 14 percent and 30 percent at the intersections where red light cameras had been operating.

Red-light cameras should be a part of Fayetteville’s cityscape

May 30, 2007. Copyright 2007, *The Fayetteville Observer*. Reprinted with permission.

Red-light cameras work. Fayetteville will be worse off when, two months hence, it no longer has them. Let’s hope that this is only a respite for scofflaws, and a brief one at that.

The cameras appeared to be the wave of the future when they were installed, here and in many other cities across the country, in the 1990s. They were simple, demanded less maintenance than the typical police cruiser, and there were no employees. The nearest thing to a recurring expense was the payment to the contractor.

Critics offered many objections, almost all of them inadequate. Some blustered that the cameras were intrusive and overbearing, as if there were some distinction that could be made between installing a camera at a marked, public intersection and posting a police officer in the same location.

Some huffed that it was all a revenue-grab, as if the practice of fining people for breaking the law weren’t as old and respectable as the Eighth Amendment to the nation’s Constitution.

Some objected that the cameras were imperfect (unlike police officers?) and might result in someone’s getting a ticket he didn’t deserve. Well, they were and they did. But it didn’t happen often. An appeal was automatic for any who wanted one, and most didn’t. The reason most didn’t want one was that the programs offered offenders an undeserved bargain: They could eat the \$50 fine and hear no more about it — no cops, no trial, no lawyers’ fees, no fretting about soaring insurance premiums.

In sum, the real cause of their wrath was not the fallibility of the system, but its dependability.

North Carolina was, it seems, the only state with a legitimate gripe. The state constitution required that 90 percent of fines go to the school systems. If that meant gross receipts, the program could operate only at a substantial loss. If it meant net profits, well, that was different.

Fayetteville and the school board worked together on a deal to divide the fines while they waited to see what the state Supreme Court would do with the challenge. But that was a gamble, and so the city decided to pull the cameras until the issue has been clarified one way or another.

The best way would be a technological fix: digital cameras that operate more efficiently than the 35mm film now in use. If that fails, the legislature could provide clarifying language in either a constitutional amendment or the enabling legislation whereby it is enforced.

Whatever it takes, cameras are needed. The public-safety benefit is too dramatic to forgo.

Legislative Update — June 2007

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 145 (Collier) would authorize the City of Mobile to use red light cameras. Referred to the Committee on Mobile County Legislation. Approved and referred to the full House. Postponed indefinitely May 15.

HB 595 (Bentley) would authorize the City of Tuscaloosa to use red light cameras. Referred to the Committee on County and Municipal Government. Approved and referred to the full House. Postponed indefinitely April 6.

Arizona: HB 2442 (Adams) would exempt law enforcement officers from red light and speeding violations that are detected by photo enforcement devices while the officer is on duty, prohibit an agency from imposing sanctions on a person's driving privilege if the citation is paid within sixty days of a court ruling or conviction. Introduced on 2/15/07. Referred to the House Transportation Committee where it was ordered held.

Florida: HB 1247 (Reagan) creates "Mark Wandall Traffic Safety Act" to authorize counties and municipalities to enact ordinances permitting the use of photographic traffic infraction detectors. Filed on 3/01/07. Referred to the House Economic Expansion and Infrastructure Council. Hearing held on 4/20/07. Approved by a vote of 14-0 on 04/20/07. Referred to the House Policy and Budget council. **Died in committee on 5/04/07.**

SB 2558 (Bennett) Companion bill to HB 1247. Filed on 3/02/07. Referred to the Senate Transportation and Community Affairs Committee. **Died in committee on 5/04/07.**

Georgia: HB 77 (Loudermilk) would prohibit the use of red light cameras. Introduced on 1/20/07 referred to the House Committee on Motor Vehicles. Approved on 3/1/07 after an amendment was added to allow cities to recoup program costs and keep 25 percent of any revenue collected and distribute the rest to the state trauma fund. Approved after amendment by the House on 3/20/07. Approved by the Senate and referred to the governor on 3/27/07.

(continued on page 7)

Cameras Credited with Big Reduction in Injury Crashes

Collisions at the three intersections monitored by red light cameras in Marysville, California, decreased from 46 in 2004 to six in 2006, according to the police department's 2006 annual report.

And those six collisions were not due to red light running, said Traffic Sgt. Dennis Hauck, program manager for the photo red light enforcement program.

"I'm also happy to report that we have had no documented cases of rear end collisions that were directly contributable to the presence of cameras," Hauck said.

Of the three rear-end collisions that have occurred at the monitored intersections in two years, one was due to the driver leaning over to look at a GPS navigational device rather than the road, one occurred while the driver was dialing a cell phone, and a third involved a drunk driver.

The Marysville red light camera program, which began in May 2005, has resulted in 18,325 traffic citations in the past two years.

Police Chief Jack Beecham gives the cameras and two grant-funded traffic officers much of the credit for an almost 85 percent reduction in injury collisions, from 157 in 2001 to 24 last year.

Legislative Update — June 2007 *(continued from page 6)*

Missouri: SB 192 (Crowell) Allows municipalities to use automated traffic control systems to enforce traffic laws under certain conditions. Introduced on 1/17/07. Referred to the Committee on Judiciary and Civil and Criminal Jurisprudence. No further action.

SB 280 (Griesheimer) would establish enforcement standards for red light violations detected by automated photo red light enforcement systems. Introduced on 1/18/07. Approved and referred to the full House. Referred to the Committee on Judiciary and Civil and Criminal Jurisprudence. No further action.

New Mexico: SB 861 (Payne) would require any New Mexico city using red light cameras to install warning signs with flashing lights at every vehicle entry point. Approved by the full Senate on 2/23/07. Transmitted to the governor on 3/14/07. **Signed into law 4/6/07.**

SB 365 (Sanchez) would have required any New Mexico city using red light cameras to structure their fine scale to match the state standards. Approved by the Senate. Forwarded to the house Transportation and Public Works Committee. Approved by the committee and approved by the full House. **Vetoed by the governor 4/6/07.**

Texas: SB 1119 (Carona) gives cities the legislative authority to operate red light camera programs but prohibits contracts that base vendor compensation on the number of citations issued. Fines would be capped at \$75, with half the money going to pay for trauma care. Cities using red light cameras have two years to prove they promote safety or remove them. Prior to camera installation, cities must study intersection traffic volume, collision history, and frequency of red light violations. Approved by the Senate and the House and sent to the governor May 28, the last day of the Texas Legislature.

HB1052 (Callegari) requires that cities with red light camera programs post warning signs at least 100 feet from the intersections where red light cameras are in use. Approved by the Senate and the House and sent to the governor May 25.

Utah: HB 470 (Seelig) would authorize Salt Lake City to use red light cameras. Introduced on 2/5/07. Referred to the House Law Enforcement Committee where it was sent to an interim study committee.

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. No further action.

Virginia: HB 1778 (Cosgrove) would grant localities the authority to operate traffic signal enforcement systems. Localities may install photo-monitoring systems at no more than one intersection for every 10,000 residents at one time. The bill was referred to the House Transportation Committee and approved by a voice vote on 1/22/07. Approved by the Transportation Committee on 2/1/07 and by the full House on 2/6/07. Referred to the Senate and approved by the full Senate on 2/20/07. **Signed into law 3/23/07.**

SPEEDING SAFETY CAMERAS

New Jersey: A2064 (Gusciora) would give the authority to use photo radar to police agencies in localities that have passed authorizing ordinances. Automated violations would be treated the same way as traffic violations issued by patrol officers. Drivers would not be identified in the photographs. The bill was introduced on 1/26/06, approved by the Law and Public Safety Committee on 5/11/05 and amended on the Floor of the Assembly on 5/22/06.

Pennsylvania: Rep. George Kenney has announced he will reintroduce his legislation from 2006 to authorize First Class cities in Pennsylvania to establish speed camera programs on state and local highways. The legislation would immediately authorize the placement of speed cameras on Roosevelt Blvd. in Philadelphia. Revenue from fines would be used to construct pedestrian bridges over the boulevard.