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November/December 2007

This issue features the National Campaign's one-day symposium in Fort Lauderdale, Florida; a subsequent opinion piece; a legislative update; and our best wishes for a happy holiday season.

FOCUS ON SAFETY Symposium

“Two-thumbs-up” for Campaign’s first day-long photo enforcement event

City officials, law enforcement officers, researchers and safety advocates were among those who gathered Oct. 12 at the Greater Fort Lauderdale Convention Center for the *Focus on Safety Symposium: A Practical Look at Automated Traffic Enforcement*. While most were Floridians, attendees also hailed from Puerto Rico, India, China, New York, Texas and California.



“The conference was very informative and very helpful,” said one Floridian. “Your panels of speakers were very prepared and knew the material. Overall, it was an excellent event that every municipality should attend” (*See page three for more reactions to the symposium*).

The symposium provided an overview of the current state of automated traffic enforcement, including red light cameras and cameras used for speed enforcement and in work



Ann Sweet

zones. Among the panelists were well-known traffic safety researchers, police officers and city officials who were instrumental in establishing and running camera programs in their respective communities, and Campaign representatives.

Ann Sweet, national spokesperson for the Campaign and a survivor advocate, kicked off the event with a keynote

(continued on page 2)

FOCUS ON SAFETY symposium

(continued from page 1)

address that included the terrible consequences of red light running and how she has turned her personal tragedy — the loss of a beloved daughter — into a crusade for safer streets.

The keynote address was followed by four panel discussions. The first panel, **A Look at the Research**, featured researchers Bryan Porter, an associate psychology professor at Old Dominion University in Norfolk, Virginia, and Richard Retting, senior transportation engineer with the Insurance Institute for Highway Safety in Arlington, Virginia, who has 25-plus years experience in traffic engineering and highway safety.

Bryan's expertise is in the psychological underpinnings of various dangerous driving habits, but it is his red light running research that has led to his reputation as an international

expert on red light running psychology. Bryan and Richard both shared research results documenting the effectiveness of photo traffic enforcement.



Richard Retting, left, and Bryan Porter share a story.

Among some of the research facts presented from the Focus on Safety guide:

- ❖ By a margin of 11 to 1, leading research studies reviewed for the Focus on Safety guide confirm that photo enforcement reduces crashes and saves lives (*See page 6 for information on how to order the guide*).
- ❖ In Columbus, Ohio, the number of red light runners caught at the city's first two intersections with cameras dropped from 1,684 violators in March 2006 to 477 in August 2006, a 71% decrease. Note: No rear-end crashes during those six months and only one crash at either intersection.
- ❖ A 2006 study of the red light camera program in Garland, Texas, found crashes caused by red light runners decreased by 56% at intersections with cameras; crashes at intersections without cameras decreased by 38%.
- ❖ Ventura, California, has seen red light running crashes drop 80% at intersections with cameras and a 29% reduction in red light running crashes across the city.

(continued on page 3)

FOCUS ON SAFETY symposium

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George Diaz

Among the panelists for the **What Makes a Good Program** segment was Brad Neighbor, city attorney for Garland, Texas, who provided insights into how his city went about establishing a photo enforcement program. That panel was followed by **Legislative Advocacy — Answering Critics**, which was moderated by Orlando Sentinel Editorial Writer George Diaz.

The final panel of the day, **Photo Enforcement & Florida**, was moderated by Neil Spirtas of the Manatee Chamber of Commerce and included panelists Linda Stewart, an Orange County (FL) Commissioner; Capt. Randal Lautenburg of the Apopka (FL) Police Department, and Sheryl Bradley of the STOP! Red Light Running Coalition. A more thorough

review of the symposium, including many of the PowerPoint presentations can be found at www.stopredlightrunning.com.

The Focus on Safety symposium was presented in conjunction with the 2007 National Convention of the American Road and Transportation Builders Association (ARTBA) and the Intertraffic North America (INA), the world's largest and most influential trade show for the transportation infrastructure, traffic management and safety and parking industries.

The symposium was made possible by vendor hosts Affiliated Computer Services (ACS), Redflex Traffic Systems Inc. and Nestor Traffic Systems.



Leslie Blakey, executive director of the National Campaign

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National
Campaign
to Stop
Red Light
Running
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*Focus On Safety Symposium:
A Practical Look at Automated Traffic Enforcement*

Friday, October 12th, 2007
Ft. Lauderdale, Florida



Sample Reactions from Symposium Attendees

“The conference was very informative and very helpful. Your panels of speakers were very prepared and knew the material. Overall, it was an excellent event that every municipality should attend.”

City of Doral, Florida

“I enjoyed the Symposium event a lot. I also appreciate the effort of bringing experts and experienced participants from different walks to present the various perspectives in the implementation of automated enforcement projects. I hope that most of the presentations will be made available on the website that you indicated, as I think they will be valuable for agencies and institutions around the country.”

*Institute of Transportation Studies
University of California at Berkeley*

“The symposium was well organized and executed.”

Florida Department of Transportation

“I thought it went well. I would have liked a couple of the manufacturers to have had some time to explain how their systems worked and issues they have overcome regarding their red light cameras.”

Aventura, Florida, Police Department

“The symposium gets a ‘two-thumbs-up’ from me. I would like to see more of them throughout the country—especially in the states that are considering automated enforcement. I would like to see the vendors host a similar symposium for the legislative community—the real decision makers need to hear what we have to say.”

Victim Advocate

“All of the information was interesting and educational. In the future I would offer more data from cities that are currently using cameras but had to change their laws to allow their use. This would give everyone an idea what to expect when their laws are changed to encourage red light running cameras.”

County Commissioner

Note: The following appeared in the Orlando Sentinel after our Fort Lauderdale symposium, in which Orlando Sentinel editorial writer George Diaz served as a moderator. This opinion piece, which includes information provided at the symposium, is used by permission of the newspaper.

Speed up cameras

Our position: The fight against red-light running now needs legislative backing.

October 21, 2007

An officer once told the mother of a red-light runner victim that statistics are nothing but tragedies with the tears wiped away. In Florida, the tears and the tragedies bleed together into more horrific snapshots, as the Legislature dawdles on a bill to allow communities to use red-light cameras to catch violators.

Witness a speeding red-light runner whose accident, police say, severely injured an 11-year-old boy riding his bike to Conway Middle School Wednesday. The boy was simply waiting on the sidewalk to cross the street. Three people ended up in a hospital. Statewide uniformity is what's needed to curb reckless drivers who are putting innocents in peril, from the bike-riding kid who gets slammed to the mother running errands who gets T-boned.

Without the authority from the state, some communities have pushed ahead anyway with red-light cameras. They fine the violators by issuing citations similar to parking tickets. But it not fair to force these cities into an unclear legal situation. The Legislature needs to do its part by giving local governments clear legal authority for the cameras.

The results from the cameras have been impressive wherever you turn. Most recently, Apopka set up a camera to catch offenders at Sheeler Road and U.S. Highway 441. From July 15 to the end of the month, 269 violation notices were sent out. In the month of August, the number dropped to 223. And in September the total was 115.

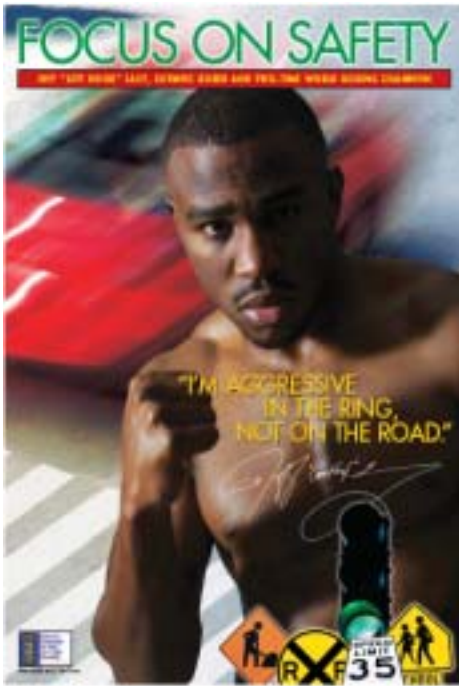
That tells you that the cameras are doing exactly what they are supposed to do: change aggressive driving habits. It's basic human psychology, really. People don't want to get tickets. Having a camera at an intersection will encourage drivers to be safer. Every law-enforcement official will tell you that the ultimate goal is never to have to issue a violation. But without strong deterrents, too many drivers will continue to breeze through intersections.

Apopka officials are so pleased with the results that the city is considering doubling the number of cameras from two to four. Momentum continues to build elsewhere. Sanford recently approved using cameras at three problem intersections. The city of Orlando is going through its bid process to set up 10 cameras throughout the area by next year.

And the Kissimmee City Council is set to hear a presentation from a vendor in a few weeks. Those efforts are worth big attaboys, but the bottom line is that the state Legislature has to grasp the importance of a uniform statute. That effort should be easier in the upcoming session. Sen. Carey Baker of Eustis, who has resisted any legislative push as chairman of the Transportation Committee, has agreed to hold workshops. He said that the meetings should be scheduled in January or February. Memo to Mr. Baker: Just get it done. Florida cannot afford any more carnage.

How many more tears and tragedies will it take before Mr. Baker and his legislative cohorts give a thumbs up to a public safety initiative that is long overdue?

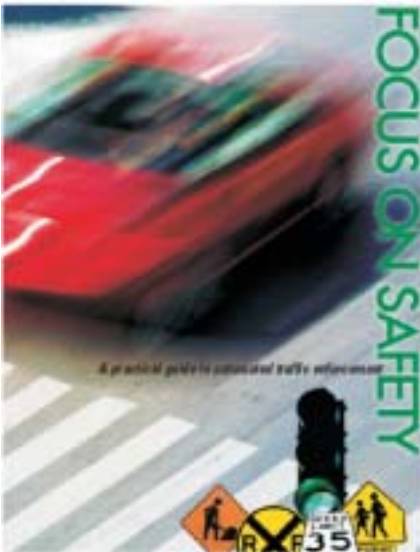
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Order our latest poster of Jeff "Left Hook" Lacy, a former Olympic boxer and IBF Super Middleweight champion. Jeff, who serves as the Campaign's 2007 youth outreach ambassador, is scheduled to appear on HBO Pay-Per-View Dec. 8, 2007, vs. Peter Manfredo. That fight will be the co-feature to the Floyd Mayweather vs. Ricky Hatton in Las Vegas.

To request a poster, please contact the Campaign at 202-828-9100 or by email at 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, comprehensive 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.

Also available on the website is the complete bibliography used in researching the guide.



Wishing you and yours
a happy and safe
holiday season.

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

Legislative Update — November 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

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, S04523 were referred to the transportation committee 04/18/2007.

North Carolina: HB 1228 (Gibson) raises the amount of a photo ticket from \$50 to \$75, and applies to about 10 towns and cities. The law allows up to 10 percent of the amount to be retained for the cost of producing, printing and mailing citations. The law also creates a collection assistance fee of an additional \$15 per ticket to go after scofflaws who aren't paying the fines. Effective 09/01/07.

SB 1359 (Allran, Goodall) allows motorcyclists to go through a red light if: the intersection signal is controlled by an inductive loop sensor that fails to detect the motorcycle and activate the traffic signal; the motorcyclist comes to a complete stop and waits at least three minutes; and there are no other vehicles or pedestrians approaching. The bill was signed by the governor 7/23/07; effective 12/01/07.

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. After covering costs associated with running the program, half the money derived from the program will go directed to 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. Effective 09/01/07.

HB 1052 (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 signed by the governor June 15. Effective 09/01/07.

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 and introduced in the Senate 7/2/07.

Oregon: HB 2508 (sponsored by the Committee on Judiciary by request of Oregon Association Chiefs of Police) would lift current restrictions that allow only Newburg and cities with populations of more than 30,000 to install and operate red light cameras. The bill would allow cities of any size to use the cameras. Signed by the governor 6/26/07. Effective 01/01/08.

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.

SPEEDING SAFETY CAMERAS

Oregon: HB 2466 (Lim) allows photo speed enforcement in work zones and in Milwaukie, Oregon City and Gladstone. Signed by the governor 6/26/07; effective 01/01/08.