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This issue focuses on the Campaign's recent Ontario symposium, two new photo enforcement research studies and an analysis of all new state red light running and speed limit photo enforcement legislation.

Toronto Symposium Sets Consensus On Cameras

The Campaign's first official Canadian event took place September 10th in Toronto, Ontario. A special photo enforcement symposium organized by Canadian Manager Jon Butcher brought together officials from the Ontario Ministries of Justice and Transportation, Royal Canadian Mounted Police and other law enforcement, health care and traffic safety professionals to share the latest research findings and discuss the state of road safety in the province.

While initially planned to discuss the merits of the Toronto area pilot red light camera system which was due to expire, the symposium took on greater significance after Ontario Premier Dalton McGuinty unexpectedly announced in August that photo enforcement would be continued and allowed to expand across the province.

"With the Premier's approval of photo enforcement, the symposium became an opportunity to share the successes of other communities across Canada and discuss how Ontario communities could establish their own programs for red light running and speed limit photo enforcement," said Butcher.

Raynald Marchand, Manager of Traffic Safety and Training with the Canada Safety Council, related the Council's longstanding commitment to road safety and reiterated the organization's support for photo enforcement. Constable Jacqueline Chaput of the Winnipeg Police Service provided an overview of her city's active red light and speed limit enforcement photo program and Paul Allen, President of the Canadian Association of Road Safety Professionals, urged officials present to adopt an overall plan including better deterrents to make the province's roads safer.

The symposium participants agreed to a platform calling for the following five key principles for the future of photo enforcement in Ontario:

- Target high-risk areas, including school zones and construction sites.

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- Place clear signage at enforcement sites, so that motorists are aware of where it is operating.
- Reinvest revenues above operating costs into local road safety programs, rather than a general fund.
- Implement the program in partnership with municipalities, police, motoring and safety groups and other key stakeholders.
- Undertake ongoing monitoring and report back to the public on how the program has performed.

Campaign members also conducted interviews with CFTO TV, CITY TV, CFRB radio, *The Toronto Star*, *The Toronto Sun* and the *Winnipeg Free Press*.

Concurrently, the Canadian Automobile Association now endorses the use of photo radar and a subsequent media poll indicates that two-thirds of the public approve of photo radar to help create safer roadways.

Under the existing Toronto red-light camera system, cameras mounted on traffic signals take photos of vehicles at an intersection as the signals turn red. Photos are then analyzed by officers for violations and tickets are issued to vehicle owners.

As the most populous province in Canada, Ontario is now positioned to take full advantage of photo enforcement systems to improve traffic safety.

CONSUMER ALERT!

"Spam" Email Used To Promote Useless Sprays

The National Campaign to Stop Red Light Running has heard from numerous supporters regarding the proliferation of unsolicited or "spam" e-mails promoting the alleged benefits of sprays designed to block license plates from being read by photo enforcement cameras.

These products are a fraud. They are being sold under a variety of names by a number of questionable companies and all claim that drivers can run red lights with impunity by deflecting the image that would normally be captured by a red light camera.

First, throughout the United States, it is illegal to attempt to obstruct a license plate. Furthermore, the sprays have been shown in several reliable field tests to be completely useless in blocking photographs of vehicle license plates. In fact, in some cases the sprays have actually *improved* the quality of the images taken of license plates by several different types of photo enforcement technology.

Traffic safety leaders condemn the unscrupulous business practices being demonstrated by these individuals and companies, who seem to think that drivers have the right to run red lights and add to the unacceptable number of deaths and injuries and millions of dollars in property damages caused each year by this reckless behavior.

Until prosecuting attorneys and state consumer protection agencies are able to stop the actual con-artists peddling these products, there is something that can be done about the spam being received almost daily by many people on their home and work computers.

If you receive an unwanted legitimate commercial e-mail, respond to the sender to state that you do not want to receive further e-mail from that sender. If you then receive subsequent commercial messages from that sender-more than 10 days after your request would have been received, you may report that to the FTC. To file a complaint or to get free information on consumer issues, visit www.ftc.gov or call toll-free, 1-877-FTC-HELP (1-877-382-4357)

"SPAM" COMPLAINTS

The mass distribution of unsolicited commercial e-mail is also now illegal under the provisions of the federal CAN-SPAM Act which took effect on January 1, 2004.

If you receive an unwanted commercial e-mail, respond to the sender to state that you do not want to receive further e-mail from that sender.

If you then receive subsequent commercial messages from that sender-more than 10 days after your request would have been received, report the sender to the FTC.

To file a complaint or to get free information on consumer issues, visit www.ftc.gov or call toll-free, 1-877-FTC-HELP (1-877-382-4357)

RED LIGHT RESEARCH UPDATE

New AAA Study Finds Positive Results From Cameras

AAA of the Carolinas has released a new study of the effectiveness of the 12 North Carolina red light-running camera programs.

The data, collected between 2003 and 2004, showed that red light-running decreased, in terms of either violations or citations, in every community that had examined any data except for Raleigh, which recorded consistent levels of violations both before and after camera installation.

Among the findings:

In Charlotte, angle crashes had been reduced by 37 percent, all crash types had been reduced by 19 percent on the approaches with cameras, and crash severity had been reduced by 16 percent.

In High Point, total crashes had decreased 15 percent and angle crashes 23 percent in the first year.

In Rocky Mount, total crashes decreased 31 percent, rear end crashes 23 percent, and angle crashes 17 percent at the intersections with cameras.

The study concluded:

"The surveyed communities seem likely to continue use of red light running equipment, with several indicating possible addition of more targeted intersections. Other communities seem to have interest in installing red light running equipment; thus, the number of users in North Carolina is likely to increase."

UK Report: Cameras Save Over 800 Lives Every Year

A new comprehensive study reviewing red light and speed limit enforcement cameras at over 2,300 sites in the United Kingdom has shown significant reductions in crashes and injuries and a corresponding drop in excessive speeding.

The 114-page study, conducted by PA Consulting Group and University College London, reviewed three years of traffic data from 24 partnership areas all across the UK.

Among the findings—

- A 40 percent reduction in the number of people killed or seriously injured at sites where safety cameras were introduced. Overall, this equates to around 870 fewer deaths and injuries per year.
- A 33 percent reduction in the number of personal injury collisions at camera sites, or 4,030 fewer personal injury crashes per year.
- A 35 percent reduction in the number of pedestrians killed and seriously injured at camera sites.
- There was a clear correlation between reductions in speed and fewer injury crashes at the camera sites.
- A 32 percent reduction in the proportion of vehicles breaking the speed limit at new camera sites, especially fixed camera sites, where the number of vehicles exceeding the speed limit dropped by 71 percent.

Public support for the cameras was also tracked as part of the study.

"The level of public support for the use of cameras has been consistently high with 79 percent of people questioned agreeing with the statement that 'the use of safety cameras should be supported as a method of reducing casualties'.

From the public attitude surveys there was strong evidence that there was overall positive support for the use of cameras and this stemmed from the belief that the cameras were in place to save lives."

The study also found significant savings in social and human terms in the target areas. The estimated value of the reduction in collisions in 2002/03 was almost £221million (\$393 million) compared to operating costs of £54million (\$96 million). This equates to a cost-benefit of around 4:1.

Based upon the four main objectives established at the start of the program (speed and casualty reduction, public acceptability and funding arrangements) the study concluded that the national safety camera program has been a success.

Can Your Business Afford A Red Light Running Crash?

FACT: Red light running is the leading cause of urban crashes and approximately 43% of motor vehicle crashes occur at intersections or are intersection-related.

FACT: Motor vehicle crashes are the leading cause of death and injury on the job.

FACT: The average motor vehicle crash property damage cost is \$16,500.

FACT: Motor vehicle crashes are the leading cause of worker compensation losses.

Sources: U.S. DOT and Nationwide Insurance research

Legislative Update -- Fall 2004

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

California: AB 517 (Oropeza) made adjustments to the state's enabling legislation, including site requirements, confidentiality concerns, and inspection parameters for red light cameras. **This bill was vetoed by Gov. Schwarzenegger on 9/27.** The governor had concerns with the amount of time electronic records of red light violations would be kept.

Pennsylvania: H.B. 2357 (Horsey) would permit the installation of speed cameras in all 15 mph school zones in first-class cities. The bill was amended by the House to strike any mention of photo enforcement, and referred to the Senate Committee on Transportation.

H.B. 1315 (Godshall) would authorize 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 and referred to the Senate Transportation Committee.

SPEEDING SAFETY CAMERAS

Illinois: H.B. 4012 (Froehlich), would create the "Automatic Traffic Control Systems in Highway Construction or Maintenance Zones Act." It would provide an automated traffic control system to record vehicle in a construction or maintenance zone. **Legislation signed into law on 8/19.**

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 and is scheduled for a March 25th hearing for the Judicial committee.

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.

RED LIGHT CAMERAS IN ACTION

Illinois

Chicagoland Drivers Learn The Law The Hard Way

When NBC Channel 5 investigative news reporters got several calls from angry drivers who felt they had been unfairly ticketed by the new red light cameras in use at several Chicago intersections, the television station decided to investigate. What they found however, was not that the red light cameras had malfunctioned, but that all three drivers didn't know the law.

According to the story which aired on October 1, a review of the camera images and video verification images by officials at the Chicago Department of Transportation clearly showed the drivers in all three cases did not come to a stop before turning right at red lights. All three drivers did not realize that the law does not acknowledge "rolling stops" and that every vehicle must come to a complete stop before turning to the right at a red signal.

To view the story, go to www.nbc5.com/money/3776287/detail.html

Virginia

First Cameras Are Operational In Virginia Beach

According to a recent article in *The Virginian-Pilot* newspaper, after 12 days in operation, the first red light cameras to become operational in this seaside resort city are catching about 33 violators daily.

Warnings will continue until Oct. 11. After that, drivers will be fined \$50 for each offense. Under Virginia law, the fine is a civil penalty, like a parking ticket and won't lead to points on a driver's license and carries no insurance liability.

The city started with the Rosemont-Holland intersection based on three years of crash data that show that the corner has the most injury-causing accidents. Construction is underway on three more red-light cameras at Independence and Virginia Beach boulevards, Indian River and Kempsville roads, and Indian River Road and Military Highway. The city has not yet chosen a fifth intersection.

Police officials who videotaped the intersection before the cameras were installed logged 120 violations in just six hours. That has already dropped to less than 35 a day.

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, please contact cgalm@blakey-agnew.com.

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 info@stopredlightrunning.com and be added to our mailing list.