

S A F E T Y F O C U S

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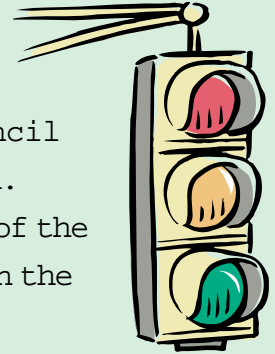
Chuck Hurley

Vice President, Transportation Safety Group
National Safety Council

National Safety Council Joins the Campaign

Charles A. Hurley to Serve on Advisory Board

The National Campaign to Stop Red Light Running is proud to announce the National Safety Council has officially joined the Campaign. Charles A. Hurley, vice president of the Traffic Safety Group, will serve on the National Advisory Board.



"I am pleased to join such a distinguished group of individuals," said Mr. Hurley. "Unintentional injuries are the fifth leading cause of death in this country, and red light running results in a number of these injuries and fatalities. As red light running fatalities are increasing three times faster than any other type of roadway fatality, we at the Council feel the public needs more education on this dangerous and often deadly behavior "

The National Safety Council, founded in 1913, has been working for generations to protect lives and promote health with innovative programs. The Council is a nonprofit, non-governmental, international public service organization dedicated to improving the safety, health and environmental well-being of all people.

(Continued on Page 2)

NSC joins the Campaign, cont. from Page 1

Mr. Hurley is responsible for the Council's "Fit for a Kid," Air Bag and Seat Belt Safety Campaign, and traffic safety issues. He is also a national board member of the National Lifesavers Conference and a former national board member of Mothers Against Drunk Driving, the Alliance to End Childhood Poisoning and .

"Mr. Hurley's knowledge and experience complements the expertise of our current Advisory Board members," said Leslie Blakey, executive director of the Campaign. "We have worked with the National Safety Council in the past and look forward to continued collaboration with and support from such a significant safety group."

National Safety Council Policy Statement in Support of Red Light Camera Enforcement

The National Safety Council finds that red light running results in as many as 220,000 crashes each year causing approximately 181,000 injuries and 880 fatalities with a societal cost of about \$14 billion annually.

Furthermore, the National Safety Council believes that red light camera enforcement can provide consistent, effective and efficient traffic law enforcement in conjunction with traditional enforcement efforts.

Red light camera enforcement is a proven deterrent that can bring about driver behavior change. Numerous studies show it reduces red light running violations and recent studies show it leads to a 25 to 30 percent reduction in injury crashes. Red light camera enforcement programs are in place in more than 70 U.S. communities and a 2002 Harris Poll sponsored by the National Campaign to Stop Red Light Running showed that 83 percent of Americans support the use of red light camera programs in cities with a red light running problem.

The National Safety Council supports authorizing legislation for proper assessment and implementation of red light camera enforcement programs to reduce incidences of red light running and the crashes, deaths and injuries that it causes.

In addition, the National Safety Council supports the implementation of traffic engineering safety evaluations and countermeasures at intersections prior to the implementation of red light camera enforcement programs.

39 PHOTO ENFORCEMENT PROGRAMS AUTHORIZED IN 2003

The Campaign would like to congratulate the 39 cities and jurisdictions that authorized the use of red light cameras in 2003. Over 100 programs have been authorized and more than 90 are operational. We applaud these localities for authorizing this lifesaving solution to the problem of red light running.

CALIFORNIA

Del Mar
El Monte
Emeryville
Encinitas
Escondido
Fairfield
Hawthorne
Inglewood
Lynwood
Maywood
Montclair
Oceanside
Ridgecrest
San Mateo
Santa Ana
Santa Clarita
Solana Beach
Stockton
Upland
Vista

DELAWARE

Wilmington

GEORGIA

Gwinnet County
Savannah
Riverdale
Rome

ILLINOIS

Chicago

OHIO

Dayton
Riverside

NORTH CAROLINA

Cary
Chapel Hill
Indian Trail
Knightdale
Marshville
Monroe
Raleigh

PENNSYLVANIA

Philadelphia

RHODE ISLAND

Providence

TEXAS

Garland

VIRGINIA

Virginia Beach

LETTERS

The following letter appeared in the Minneapolis Star Tribune on December 14, 2003 in response to the governor's attempt to reinstate the death penalty.

IMPROVING SAFETY NOW

All Minnesotans are as saddened and angry about the abduction of Dru Sjodin as is the governor. But it appears most legislators don't support his proposal to reinstate the death penalty, and rightly so. However, if Gov. Tim Pawlenty wants to improve public safety, and I'm sure he does, I have two suggestions:

-Submit and actively support legislation that would place cameras at intersections to monitor motorists who run red lights.

-Follow the lead of many other states and prohibit talking on cell phones while driving a motor vehicle. This legislation is long overdue, should be passable and hopefully would save some lives.

Warren Spannaus, Minneapolis
former Minnesota attorney general



LEGISLATIVE UPDATE

If there is legislation pending in your state that is not listed here, please contact the Campaign at (202)828-9100 or khedding@blakey-agnew.com

California: S.B. 780, introduced by Senator Torlakson last year, passed out of the Senate Judiciary Committee and the Senate Transportation Committee but postponed by the Senate Appropriations Committee will carryover to 2004. It is sponsored by the California Peace Officers' Association. It requires automated enforcement system violations to be cited as civil violations, provides for owner liability, sets the fine limit at no more than \$200, and exempts those violations from a traffic violation point count process.

Indiana: Representative Greg Porter is sponsoring photo enforcement legislation in the House. A bill number and committee hearing have not yet been set. This is the first time that the legislation has been initiated in the House.

Virginia: H.B. 19, sponsored by Delegate McQuigg, has been pre-filed and referred to the House Committee on Transportation. The bill authorizes statewide use of red light cameras and addresses several opponents' concerns — no points will be assessed and no photograph will be taken of the driver. An identical bill will be introduced in the Senate by Senator Devolites.

Washington: H.B. 1324 and its companion bill S.B. 5369 have been carried over from 2003. H.B. 1324 will remain in the House Transportation Committee. The companion bill, S.B. 5369, passed out of committee last year and will be referred back to the standing committee for purposes of amendment. The bills include statewide authorization for red light cameras and railroad crossing cameras — but not speed cameras. They also provide for owner liability.

TRB AUTOMATED ENFORCEMENT TECHNOLOGY WORKSHOP

“AUTOMATED ENFORCEMENT: ESTABLISHING ITS ROLE IN, CREDIBILITY FOR AND ACCOUNTABILITY TO HIGHWAY SAFETY”

**January 11, 2004
8:30 a.m. – 5:30 p.m.
Marriot Wardman Park Hotel
Wilson B Room
Washington, D.C.**

The workshop will address the following issues: obtaining community and political support; operational issues, from both an engineering and enforcement prospective; legal issues; and current and future research. Participants will also have an opportunity to develop an action plan to initiate, implement or asses an automated enforcement program.

VA STATEWIDE PHOTO RED BILL GAINS SUPPORT OF THE CAMPAIGN AND OTHER TRAFFIC SAFETY GROUPS

The Campaign joined Drive Smart Virginia, the Virginia Association of Chiefs of Police, AAA Tidewater, the National Association of Independent Insurers, the Virginia Emergency Nurses Association, Erie Insurance Company, the Virginia Municipal League, Nationwide Insurance and the Physicians' Injury Reduction Coalition to support VA H.B. 19, sponsored by Del. Michèle McQuigg. The bill would enable the use of red light cameras in any localities across the Commonwealth that choose to use them. It has been referred to the Committee on Transportation.

The proposed legislation specifically addresses opponents' often cited concerns about photo enforcement programs. Provisions of the bill include:

- A public hearing in each locality on proposed use of cameras to ensure strong community support, passage of an ordinance, and a public awareness campaign including highly visible signs at photo red intersections before and after implementation.
- A comprehensive review of proposed intersections, which examines crash and violation rates and includes an engineering safety analysis that addresses signal timing and other issues.
- Only vehicles that enter an intersection after the light has turned red are photographed.
- Yellow light timing based on the recommended methodology of the Institute of Transportation Engineers.
- Annual evaluations of each program are to be made available to the public.

Only a handful of Virginia localities have been allowed by the General Assembly to operate photo red programs while others have called for this practical law enforcement tool and been denied repeatedly.

"Red light camera technology is a low-cost, common sense way to help prevent crashes that result from red light violations," said Chief Dennis Mook of the Newport News Police Department, who has attempted to introduce red light cameras into his jurisdiction several times. "Enactment of this bill will allow localities such as mine the opportunity to use a lifesaving technology that will translate into fewer crashes, with more injuries prevented and lives saved."

Nationally red light running deaths are increasing three times faster than any other type of roadway fatality and crashes increased 19 percent between 1992 and 1998. Red light running is one of the most frequent and frequently unpunished traffic offenses, occurring as often as once every five minutes in some jurisdictions.

"Last year red light running became more than just a statistic to me when my wife was killed by a red light runner," stated Mike Major of Chantilly, VA. "Every day I am reminded that one person considered their time more valuable than my wife's life. Red light runners need to realize that their actions could have very real and deadly consequences."

POINT/COUNTERPOINT

Each month the Campaign addresses one misconception of automated enforcement frequently cited by opponents. As the new year begins, we're focusing on those points that seem most used and most important to the opposition.

Opponent Point:

Photo enforcement programs are more about generating revenue for the cities and companies that operate them than they are about safety.

Campaign Counterpoint:

Photo enforcement is a costly technology and, in some places, programs actually lose money if only revenues vs. costs are taken into account. Both the GAO and the California State Auditor have studied this issue and found that financial impacts on communities using photo enforcement are uneven. Even where programs generate a lot of money, revenues alone do not equal profits. Equipment, installation, operation, maintenance and program oversight all require large sums of money for hardware, software and labor.

A Washington, D.C. Superior Court case that claimed the D.C. program was being used as a financial windfall was dismissed, with the judge stating, "Nothing could be further from the truth. The fact that there are a high number of persons photographed running traffic signals or operating at excessive speeds is an example of the magnitude of the problem facing city officials trying to correct a growing situation."

The economic costs of motor vehicle crashes are huge as well – productivity losses, property damage, medical costs, rehabilitation costs, travel delay, legal and court costs, emergency services costs, insurance administrative costs, premature funeral costs and cost to employers. In fact, a 2003 Fairfax County, VA study found after subtracting the expense of implementing an automated enforcement program and without taking any revenue from the fines into account, the savings for the community due to crash reductions is projected at \$12.8 million over the eight-year life cycle of the system.

Myriad studies show photo enforcement increases safety at intersections. Where programs do generate income above costs, revenue and public safety are not a trade-off. Safety does not lose out when enforcement efforts generate revenue, but instead offenders who create the problems in our traffic systems help to pay for the harm they cause.

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.

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The National Campaign to Stop Red Light Running
1501 M Street, NW, Suite 700
Washington, DC 20005
202-828-9100

E-mail khedding@blakey-agnew.com to be added to our mailing list.