

# SAFETY FOCUS

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*This issue focuses on the Campaign's legislative work in several key states, the results of two new camera studies and a review of all pending state red light running and speed limit photo enforcement legislation.*

## U.S. Cities Could Save Millions With Cameras

Two new transportation safety studies have found that U.S. cities can potentially save millions of dollars in injury and societal costs by using red light camera photo enforcement technology.

The cost-benefit analysis, one of the most comprehensive ever conducted on the economic benefits of photo enforcement technology in the U.S., analyzed traffic data from seven U.S. communities that use cameras to enforce compliance with traffic signals.

Researchers estimate total societal cost reductions for all the red light camera jurisdictions studied to be over \$14 million per year. This amount is completely separate from any revenue brought in by camera violation fines. In discussion of these findings at the Transportation Research Board of the National Academies, the researchers called these estimates, "conservative."

Campaign Executive Director Leslie Blakey said, "These new studies have shown that the average red light camera location in the U.S. results in a \$38,000 annual reduction in societal costs, not to mention the number of lives and grief saved from fewer right-angle crashes."

The two studies compared the incidence of right-angle crashes, most frequently associated with red light running, to rear-end crashes that may increase, once photo enforcement devices are installed. The analysis found that although rear-end crashes increased as right-angle crashes declined, the reduction of the more severe red light running crashes resulted in the significant net benefit from photo enforcement deployment.

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# **ACTION ALERT!**

## **Attention Residents of Alabama, Florida, Indiana, New York, Ohio and Texas**

Several key opportunities to expand the use of red light camera technology to more states and communities are at hand.

Camera opponents have mounted an aggressive campaign using fear, selective traffic safety research and bogus arguments to spread doubt in the minds of state and municipal legislators.

We must marshal grassroots support in the key states listed above to share accurate information about how red light cameras can reduce right angle crashes and incidences of red light running.

Red light camera enabling legislation is under discussion in **Alabama**, **Florida** and **Indiana**. There is a new push in **New York** by several state legislators to expand red light camera use all across the Empire State, not just in New York City.

Unfortunately, there are bills in **Ohio** and **Texas** that would strip communities of their ability to enact red light camera programs, despite the positive results they have achieved.

Logic, reason and most importantly, the **FACTS** are on our side, but to be effective in countering the vocal minority who oppose cameras we need supporters willing to get involved in these key states.

We especially need assistance in identifying people who have had their lives directly impacted by red light running crashes. With so many different issues vying for the attention of policymakers, they must directly face the personal and human toll red light running creates every day across our country.

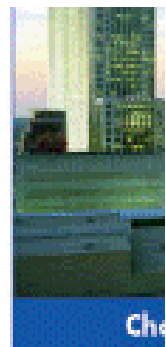
The Campaign is utilizing many different resources in these states, however we still need people willing to help build public support.

The opponents are making sure that the voices of irresponsible motorists are being heard, we need to be equally as determined to speak out for the majority who are tired of the carnage on our roads. If you live in one of these states, please contact the Campaign at 202-828-9100.



### **Come Visit Us At Lifesavers**

The Campaign Will Be Exhibiting At This Year's Lifesavers Conference from March 13-15 in Charlotte, NC. Please drop by our booth and get the latest red light running information.



# Indiana Senate Approves Camera Legislation

On March 1, the Indiana State Senate approved legislation sponsored by Sen. Ryan Mishler (R-Bremen) that would allow up to 10 Indiana communities to use red light cameras to improve traffic safety. Senate Bill 570 was approved by a bipartisan vote of 31 to 17. Wednesday was the last day for bills that originated in the Senate to be approved and still be eligible for future consideration in the House.

Campaign Survivor Spokesperson Ann Sweet of Warsaw, Indiana said, "Senator Mishler, and Senator Tom Wyss (R-Ft. Wayne) are to be commended for their hard work in making it possible for photo enforcement legislation to be moved on to the Indiana House. It is now vitally important for citizens who want safer roads to contact their House members and urge them to support this bill as it moves forward."



Mishler's bill would allow up to 10 Indiana municipalities to install automated traffic law enforcement systems at highway intersections. The Indiana Department of Transportation would have to approve each intersection site before installation could begin. Drivers would not be identified by the cameras, fines would be limited to \$100, no points would be assessed to the violator, and the owner of the vehicle would receive the violation by mail.

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When property-damage-only crashes were excluded, the benefit was almost five percentage points higher, due to the much greater costs from right-angle injury and fatal crashes.

"Any thorough study of intersection crashes has to reach the conclusion that a 30 mph crash into the driver's side or passenger side of another vehicle will cause more deaths and injuries than a low speed rear-end crash," said Lt. Richard Carlson, Commander of the Sacramento, CA

Metropolitan Red Light Photo Enforcement Program. "These new studies confirm the benefit of red light cameras to a community. They save lives by reducing dangerous right-angle crashes."

The study also was able to identify a "spillover effect" of safety benefits from intersections located near red light camera-enforced intersections with recorded decreases in right-angle crashes and no negligible increase in rear-end crashes. The studies were funded by the U.S. Federal Highway Administration.

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## NOTABLE QUOTE

*The following statement was made at a recent District of Columbia City Council hearing on the District's photo enforcement programs.*

**"For those motorists who are still offended by the fact that the District is enforcing our traffic safety laws – and for collecting the fines associated with the violations – I have a simple piece of advice: slow down, obey the speed limit and stop at red lights. It's that simple."**

**- Washington, DC Police Chief Charles Ramsey**

# GRASSROOTS REPORT

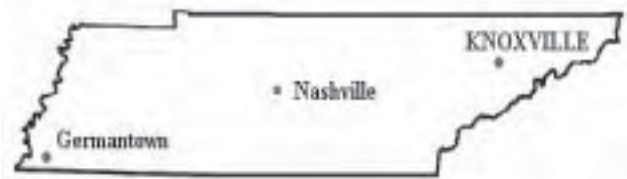
## Campaign Helps Counter Knoxville Camera Opponents

For several months, the City of Knoxville, TN has been contemplating the use of red light cameras to help reduce red light running violations and crashes.

Tennessee does not have statewide enabling legislation for red light cameras, but the City of Germantown, located outside of Memphis, established a program under home rule provisions in 2002, and other Tennessee cities have been taking notice.

The initiative has been actively supported by the Knoxville Police Department. At an initial public hearing on the issue in January, red light camera opponents selectively used a few passages from a new independent analysis of Virginia's red light camera programs in an attempt to discredit the cameras impact on public safety and create doubt in the minds of the City Council.

Bill Stack, President of the Wesley Neighbors Community Association, had a feeling there was more to the study than the limited information being presented by the opponents and contacted the National Campaign to Stop Red Light Running for assistance before the second public hearing.



The Campaign provided Mr. Stack with a complete copy of the Virginia study and an analysis of the report, which not only confirmed the public safety benefits of the cameras, but encouraged the Virginia state legislature to extend their use.

A second hearing on the issue was completely different, and thanks in part to Mr. Stack's arguments, the council voted 8-1 to amend two city ordinances to enable red-light cameras.

There are still several additional legislative hurdles for Knoxville to overcome, but the Campaign applauds the efforts of Mr. Stack for speaking out for safer roads.

The association maintains an excellent website on their efforts to improve traffic safety in their neighborhood. It can be found at <http://www.korrnet.org/wesley/wesley.htm>

### Buying or Leasing a New Small SUV?

Crashes caused by red light running most often result in right-angle impacts (often called T-bone crashes).

The latest Insurance Institute for Highways Safety right-angle crash tests found that the **2005 Toyota RAV 4, Honda CR-V, Subaru Forester, Ford Escape, Mazda Tribute and Mercury Mariner** all received "GOOD" ratings when equipped with side airbags.

### 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? 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](mailto:info@stopredlightrunning.com) and be added to our mailing list.

# February 2005...

## STOP IN THE NAME OF LOVE MONTH

In 2003, Stop on Red, Orange County (California) began a February outreach effort designed to increase awareness about the dangers of red light running that takes its theme from the romance associated with Valentine's Day.

The group asked all Orange County cities to proclaim February of 2004 as "Stop in the Name of Love Month" playing off of the lyrics of the 1965 hit by The Supremes. Over 20 Orange County cities approved proclamations and invited members of the group to speak to their councils about the dangers of red light running.

This year, the group adopted the logo developed by the Campaign (at right) to again approach their cities for new proclamations.

The National Campaign to Stop Red Light Running invited any interested



**STOP In The Name Of Love Month Logo**

groups to further expand on the success achieved by Stop on Red, Orange County.

Schools and youth organizations in particular may have ideas for using this concept to spread safety awareness with young people for 2006.

### Legislative Update — February 2005

*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](mailto:info@stopredlightrunning.com).*

#### **RED LIGHT RUNNING SAFETY CAMERAS**

**Alabama:** HB 15 (Grimes) would allow red light cameras for misdemeanor traffic offenses. It was read for a second time before the House on 3/3/05.

SB 200 (Poole) very similar to the House bill. It is awaiting a Third Reading in the Senate Transportation Committee.

**Arizona:** HB 2119 (Biggs) would waive points if photo enforcement fines paid within 30 days of violation. Awaiting First Reading in the House.

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# Legislative Update — February 2005

**Arizona:** HB 2260 (Gray) would require driver identification by photo enforcement systems. Awaiting First Reading in the House.

SB 1326 (Verschoor) would require all photo enforcement programs to have flat fee contracts. Held in Transportation Committee 2/15/05

SB 1328 (Verschoor) would waive points if photo enforcement fines paid within 30 days of violation. Awaiting First Reading in the House.

**Indiana:** SB 570 (Mishler) was approved on third reading by the full Senate by a vote of 31-17. It is being sponsored in the House by Rep. Wolkins and co-sponsored by Rep. Kuzman.

**Nevada:** AB 11 repeals the prohibition against use of photographic equipment to gather evidence for issuance of traffic citations. Referred to Judiciary Committee.

SB 132 authorizes the issuance of traffic citations electronically. Referred to Committee on Transportation and Homeland Security.

**New York:** S 139 (Trunzo) authorizes Suffolk County or of any municipality within Suffolk County to establish a program imposing monetary liability on the registrant of a vehicle for failure of an operator to comply with traffic-control indications; provides for the installation of red light cameras. Filed on 1/6/05

**Ohio:** HB 56 (Raussen) would ban the use of automated enforcement technology. An initial hearing was held on 3/2/05 in the House Transportation, Public Safety and Homeland Security Committee.

**South Carolina:** SB 0040(Richardson) would allow cities with populations over 20,000 to establish red light camera systems. Approved by the Senate Transportation Committee.

**Texas:** HB 259 (Elkins) would repeal language that allows civil enforcement of red light running violations. Approved by the House, it is awaiting review by the Senate.

HB 665 (Isset) would be a total prohibition on all photo enforcement programs. It was introduced in the House and is under review by the House Urban Affairs Committee.

**Utah:** A House bill that would have allowed red light cameras was struck down by the House Law Enforcement And Criminal Justice Committee by a vote of 3-6.

**Virginia:** All five House bills and all four Senate bills that would have extended or eliminated the sunset on the Virginia red light camera enabling law were defeated by the House Militia, Police and Public Safety Committee. A last-minute attempt to add a sunset extension to a teen driving bill passed the Senate, but was ruled non-germaine by the House Speaker and struck down despite hundreds of phone calls in support.

## **SPEEDING SAFETY CAMERAS**

**Arizona:** SB 1164 (Verschoor) would prohibit photo radar on freeways. **DEFEATED on Third Reading.**

**Maryland:** S.B. 443 (Bronrott) would permit the placement of speed monitoring systems on specified roads in Montgomery County. A hearing on the bill was held 2/22/05.