

SAFETY FOCUS

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This issue focuses on the recent red light camera symposium in Texas, an update on the Campaign's revised photo enforcement guidebook, new research findings and a review of all pending automated enforcement legislation.

Texas Symposium Provides Latest Safety Camera Info

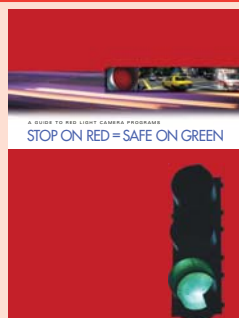
Representatives from over 35 Texas cities and towns recently attended a special symposium in San Antonio to learn the latest information about the use of red light cameras for traffic enforcement.

The event, which was spearheaded by the City of Garland, brought together representatives from the Texas cities that have successfully implemented red light camera programs to share their experiences and advice with officials from other cities interested in similar traffic enforcement programs.

The number of Texas cities using red light cameras has jumped from one to nine in less than two years, and new programs are underway in Dallas, El Paso and Houston. At least 12 other cities, including Corpus Christi and Austin have adopted ordinances and are in various stages of development.

National Campaign to Stop Red Light Running Executive Director Leslie Blakey gave the keynote address at the event's luncheon. She also participated in the final panel discussion on the importance of establishing public awareness efforts with any safety camera program.

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Our Revised Photo Enforcement Guide To Debut in 2007!

See Page 2 for more details

Revised Guidebook To Debut in 2007

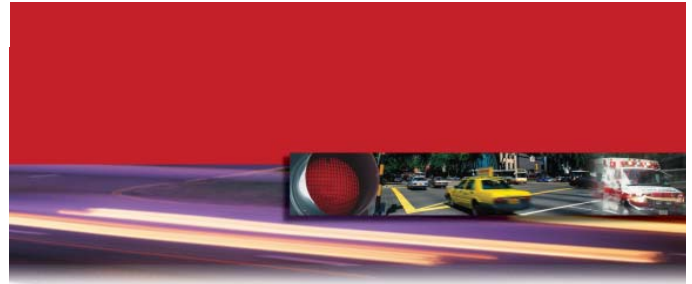
In 2002, the National Campaign to Stop Red Light Running published "Stop On Red = Safe On Green," a unique guide designed for anyone interested in the benefits of red light camera enforcement.

The Campaign is in the final stages of revising and expanding the guidebook to include the latest data and statistics regarding red light camera enforcement, speed limit photo enforcement systems and other applications of the technology. A public release is planned for early in 2007.

"Photo enforcement of traffic laws has made such significant progress in the past few years both in the U.S. and Canada. We want to offer the public the most up-to-date information about the results that have been achieved as well as the other potential uses of automated enforcement technology," said Campaign Executive Director Leslie Blakey.

Specific subjects addressed in the new guidebook include:

- The latest U.S. and international research on photo enforcement
- Expanded information for implementing photo enforcement programs
- Descriptions of the different types of technology used for photo enforcement
- A thorough review of legal and constitutional issues regarding photo enforcement



A GUIDE TO RED LIGHT CAMERA PROGRAMS

STOP ON RED = SAFE ON GREEN



The cover of the original 2002 guidebook

- Analysis of the research studies most often used by photo enforcement opponents.

To date, over 15,000 copies of the original guide have been distributed across North America, in addition to the copies that have been downloaded from the Campaign website.

NOTABLE QUOTES

“Two years ago when a light turned green, you would have to stay stopped; you’d look to make sure cars were going to stop for the light. Since the red-light cameras were installed, people are more aware of lights turning yellow and they are actually stopping for (them) the way they’re supposed to.”

-- Los Angeles County Sheriff Deputy Robert Smoldt, quoted by the *Los Angeles Daily News* in a story about the changes in driver behavior since the City of Santa Clarita and other nearby communities installed red light cameras.

"They're always on the phone, the phone is, like, glued to everybody's head,"

-- Sgt. Rich Allum, coordinator for the Costa Mesa Police Department's red-light enforcement program, quoted in the same article. Allum said at least 40 percent of the violators caught on the city's red light cameras are talking on cell phones.

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"Any community that embarks upon a red light camera program without establishing an ongoing public awareness and education program is going to have problems. It is just not enough to think that by getting your city council to approve an ordinance after a few hearings means that you have satisfied your commitment to fully informing the public," Blakey said.

Blakey gave specifics about just how much a multi-faceted public awareness effort can cost, from the advertising rates for TV and radio advertising on top rated-stations to the price difference between a single Sunday advertisement in a major daily newspaper compared to smaller weekly newspapers.

"While there are always ways to cut costs, nothing can be done to prevent the sheer cost of time and effort involved in putting together a proactive and effective public awareness effort," Blakey said.

Blakey told the attendees that it was vitally important that the development of red light cameras in Texas not mirror the ongoing situation in Ohio, where the misguided and rushed attempt to add cameras in a few small cities has led to a backlash against red light and speed cameras in the state legislature.

The extensive legislative fight to stop a prohibition on Texas red light cameras in 2005 indicates that there will be another attempt when the Texas legislature convenes in early 2007.

Blakey also used various examples from other states and cities to illustrate the importance of preventing state legislatures from placing sunset clauses on enabling legislation and the many problems that can result when cities are not forthcoming with statistics about new camera programs.

"The media abhors a statistics vacuum," Blakey said. "If a reporter can't get data about your program from you, they will then come up with their own data, or rely on any 'local expert' they can identify."

Garland Cameras Reducing Crashes

In 2001, Garland became the first city in Texas to establish a red light camera program to reduce crashes and injuries from red light running.

Cameras were installed at four of the city's most dangerous intersections for red light running.

New research by the City of Garland documents that crashes have dropped 25 percent and injury crashes have dropped 27 percent at the four intersections equipped with red light cameras.

Additionally, the research supports a "halo effect" safety benefit from the presence of red light cameras in Garland. A number of control group intersections saw a nine percent drop in total crashes, indicating that there has been a positive change in driver behavior.

Doug Wrenn with the Abilene Police Department told a reporter with the local FOX television affiliate that the event had been a great experience.

"So far we're getting a wealth of information. The (Dallas) metroplex cities have already started this ball rolling. We're looking at mirroring some of what they've done already, and glad that they've put forth the effort," Wrenn said.

The Campaign also used the opportunity presented by the large gathering of municipal and law enforcement representatives to distribute an extensive survey on camera program implementation to all the attendees.

Survey results were received from a wide cross-section of Texas communities and the collected data will allow the Campaign to better address questions and issues that may arise in other communities interested in establishing safety camera programs.

Ohio City Improving Intersection Safety

Northwood, Ohio, embarked upon a red light camera program in early 2004 after a state report on vehicle crashes showed it ranked second in the state for crashes among cities with similar populations. By the beginning of 2005, red light/speed cameras were active at two intersections.

Police Chief Gerald Herman has been determined to use the camera program to improve traffic safety across the city.

As a result, revenue generated from the program has been applied to the reconfiguration of an entire intersection using data gathered from the program.

In addition, an electronic sign has been installed at one of the city's camera-



Northwood, Ohio's new electronic speed sign

enforced intersections to display the speed of approaching vehicles, and more school zone signs and other warning devices have been purchased.

Campaign Exhibits At APHA Conference

The National Campaign to Stop Red Light Running recently maintained an exhibit booth for the first time at the American Public Health Association's annual conference held from Nov. 4th through the 8th in Boston, MA.

The conference draw over 13,000 public health professionals from across the country and featured over 300 different workshops and seminars.

Campaign staff were on hand to discuss the recent expansion of red light cameras into Massachusetts and Rhode Island,



as well as hand out copies of the popular 2006 "Get Home Safe" National Stop on Red Week baseball posters.

*Have A Safe And Happy
Holiday Season!*



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Did You Know?

Red light running crashes most often result in right-angle impacts (often called T-bone crashes).

According to the latest Insurance Institute for Highways Safety crash tests, the 2007 editions of the **Audi A4**, **Saab 9-3** and **Subaru Legacy** received the best ratings for side impact protection among midsize cars when also equipped with side-impact curtain airbags.

New Research Shows Need For Florida Cameras

A recent test of red light camera systems in Florida has dramatically documented the serious problem of red light running and speeding.

A series of test cameras were installed at no cost by a Florida-based camera vendor at single approaches at intersections in Manatee County, Melbourne, Orlando and Sarasota County.

Once the cameras were installed and operating, Orlando and Melbourne police issued warnings to the registered owners of vehicles that were captured running a red light, but no fines were issued.

During the period from Aug. 1, 2005 through June 1, 2006, the cameras detected a total of 13,037 traffic violation incidents, of which 4,882 were verified to be red light or speeding violations.

Violations dropped significantly in Melbourne and Orlando where police were issuing warning citations -- from 46 per day before the cameras were installed in Orlando to 12 afterwards. In Melbourne, violations dropped from 21 per day before the test period to 2 per day.

The STOP Red Light Running Coalition of Florida is using the data to urge lawmakers to enact automated enforcement legislation in Florida.

IIHS Unveils New Web Video On Photo Enforcement

The Insurance Institute for Highway Safety recently added an excellent web video presentation on photo enforcement technology to the organization's website.

The four-minute presentation features an extensive collection of images from red light and speed limit enforcement systems around the United States, and includes comments from Montgomery County, Maryland Police Chief J. Thomas Manger and Sacramento County Sheriff John McGinness on the effectiveness of their respective photo enforcement programs.

"We are sure that this engaging presentation will quickly find its way into the hands of law enforcement, traffic safety advocates and driver education instructors everywhere," said Campaign Executive Director Leslie Blakey.

In addition to the dramatic red light running and speeding footage, the video includes specific information about how the technology works, addresses the issue of privacy and reiterates the strong public support for photo enforcement technology as demonstrated in numerous polls.

The video can be viewed using Windows Media or QuickTime video formats at <http://www.iihs.org/research/topics/rlr.html>

Red Light Runner Demolishes Seattle Italian Restaurant

A red light runner may have doomed the current location of Toto's Ristorante Italiano in Seattle.

According to a recent news report in the *Seattle Post-Intelligencer*, a 60-year-old woman in a Toyota Corolla apparently ran a red light at 8 AM on Oct. 29th and struck a two-door Ford in the intersection. The crash sent the Corolla careening 50 feet inside the eatery, shattering windows, wrecking support beams and destroying tables. Luckily no one was seriously injured.

Owner Tony Botchev said that it was fortunate no one was in the building at the time, since the crash demolished at least 20 tables in the restaurant.

"It's like someone exploded a bomb there," he told the paper. "We don't know the future of the structure."

Charleston Mayor Hit By Red Light Runner

The Mayor of Charleston, South Carolina escaped injury on Oct. 20th when his vehicle was struck by a driver who ran a red light.

According to an *Associated Press* news report, Mayor

Joe Riley's car was struck by another vehicle on a city street.

A city spokesperson said there was minor damage to Riley's car and there were no reports of injuries. The 63-year-old Riley has served as mayor of "The

Palmetto City" longer than anyone in the city's 330-year history. Riley is currently in his eighth term in office.

It was not mentioned if the other driver was cited.

Legislative Update — Nov/Dec. 2006

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

Michigan: SB 1098 (Hammerstrom) would allow up to 10 communities to establish red light camera enforcement systems as part of a 5-year pilot project. Cameras could only be installed at intersections with a history of red light running violations. Introduced on 2/28/06 and referred to the Senate Transportation Committee.

North Carolina: S35 (Hoyle) would clarify the definition of "clear proceeds" to allow NC cities with camera programs to cover red light camera program costs before calculating the share to be given to local school districts. Introduced on 2/1/06 and referred to the Committee on the Judiciary on 5/2/06.

Legislation died when the session ended on 7/31/06.

S271 (Boseman) would clarify the definition of "clear proceeds" to allow the city of Wilmington to cover the costs of their red light camera program. Introduced on 3/1/06. Approved by the Local Government Committee on 5/25/06 and approved by the full Senate on 5/26/06. Referred to the House Committee on Local Government on 5/31/06. **Legislation died when the session ended on 7/31/06.**

Ohio: HB 56 (Raussen) would ban the use of automated enforcement technology. The House Transportation, Public Safety and Homeland Security Committee approved the bill on 4/4/05. The full House approved the legislation on 5/18/05. Referred to the Senate Committee on Highways and Transportation. Hearings were held on 10/18/05, 11/2/05, 3/14/06 and 12/5/06. A 13th substitute version of the legislation was approved on 12/05/06 by the committee and the full Senate approved the legislation on 12/6/06. It will now be sent back to the House for either referral to a conference committee or a final vote.

SPEEDING SAFETY CAMERAS

California: SB 466 (Kuehl) would allow the use of photo radar in residential areas. Amended to only allow enforcement in school zones and residential areas with posted speed limits under 30 mph. Referred to Senate Transportation and Housing Committee on 1/4/06. No further action.

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: HB 3069 (Kenney) would authorize First Class cities in Pennsylvania to establish speed camera programs on state and local highways and 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. Introduced on 10/24/06 and referred to the Committee on Transportation.