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Get ready for events across the country **Stop on Red Week * Sept. 7-13, 2002**

Each year, National Stop on Red Week takes place during the first full week of September, beginning September 7 this year and extending through September 13. Stop on Red Week is dedicated to educating Americans about the dangers of running red lights and is sponsored by the Federal Highway Administration and the American Trauma Society. The success of the program is contingent on local efforts across the country.



The National Campaign to Stop Red Light Running has planned five regional kickoffs in the week preceding Stop on Red Week, culminating in a national news event on September 9 in conjunction with the National Association of Governors' Highway Safety Representatives conference in St. Louis.

**SEE PAGE 2 FOR
STOP ON RED WEEK
CALENDAR OF EVENTS**

In Depth:

State Audit of California Red Light Camera Programs Confirms Effectiveness in Reducing Crashes

The California Bureau of State Audits report on Red Light Camera Programs released July 24, 2002 highlighted successes in red light camera programs throughout the state and gave recommendations on how to correct some of the problems programs have experienced. The Bureau of Audits report was produced in response to a request from the California legislature and examined seven of the 20 red light camera programs in the state.

(cont. on pg. 3)

Stop on Red Week Events

Please attend and bring your support!

August 29: Regional kickoff in **Phoenix, Arizona** at 10 a.m. in John C. Lincoln Hospital with the Red Means Stop Coalition. Phoenix leads the nation in red light running fatalities, and Arizona leads the nation in red light running crashes and fatalities. The event will focus on progress made in the fight to stop red light running, the effectiveness of red light camera programs and action steps to knock Arizona out of its No. 1 status as the most dangerous state in the nation for red light running.

September 3: Regional kickoff in **Sacramento, California** at 10 a.m. (location to be announced). The event will focus on the red light running problem and the effectiveness of red light camera programs as recently highlighted in the California Bureau of State Audits report. Additionally, the event will urge the City of Sacramento and other cities in California to save lives by resuming their red light camera programs.

September 4: Regional kickoff in **Chicago, Illinois** at 10 a.m. (location to be announced). The event will focus on the problem of red light running and the effectiveness of red light camera programs and urge the Illinois General Assembly to pass legislation to authorize the use of red light camera programs across the state.

September 5: Regional kickoff in **Philadelphia, Pennsylvania** at 10 a.m. in the parking lot area at Red Lion Road and Roosevelt Blvd. (the 2nd most dangerous intersection in the country). The event will focus on the red light running problem and the effectiveness of red light camera programs and will urge the Pennsylvania General Assembly to pass pending legislation to authorize a red light camera pilot program in Philadelphia upon reconvening in late September.

September 6: Regional kickoff in **Washington, D.C.** at 10 a.m. (location to be announced). Speakers will focus on the success of the Washington, D.C. red light camera program, promote programs in Maryland and urge legislative action in Virginia to authorize red light camera programs across the state.

September 9: National kickoff in **St. Louis, Missouri** at the Hyatt Regency St. Louis in the Regency A meeting room at 10 a.m. The event is being held in conjunction with the National Association of Governors' Highway Safety Representatives conference and immediately follows the opening plenary session. The event will mark the launch of a new publication by the National Campaign to Stop Red Light Running called **Stop on Red = Safe on Green, A Guide to Red Light Camera Programs**. Additionally, the Campaign will announce its new national spokesperson, Ann Sweet, who is a survivor advocate and a member of the National Campaign to Stop Red Light Running Advisory Board. Ann's daughter, Shawnee, was killed by a red light runner on October 27, 1997.

This is one of the best times of the year to educate people in your community about ways to prevent red light running crashes and to highlight your commitment to preventing further tragedies as area residents wind down their summer activities and children head back to school. It is an especially important time of year to remind your friends and neighbors to **Stop on Red**.

For more information on Stop on Red Week or for ideas on activities to hold in your community please visit http://www.fhwa.dot.gov/safety/fourthlevel/pro_res_srlr_week.htm or call The National Campaign to Stop Red Light Running at 202-828-9100.

(cont. from pg. 1)

The California State Audit

Highlights of the audit include the following:

- The number of red light crashes decreased between 3% and 21% after installation of cameras in five of the local governments in the audit
- After San Diego suspended the use of red light cameras, red light crashes increased 14% citywide and 30% at intersections where red light cameras had been operating
- Red light camera programs are not revenue enhancing and most programs operate at a break-even basis or at a slight deficit
- Red light crashes incur a huge expense for society: the California Highway Patrol estimates that each fatality costs the public \$2,600,000, and other red light crashes cost between \$2,000 and \$183,000, depending on their severity
- Jurisdictions generally followed the Caltrans formula for timing yellow light intervals
- Some of the programs avoided placing cameras at dangerous sites on state-owned highways because it was anticipated that obtaining state permission would delay the programs
- The Legislature should clarify the law to define which tasks a local government must perform and which tasks can be delegated to a vendor providing red light camera services
- Before installing cameras, local governments should consider whether engineering measures would improve traffic safety and be more effective in addressing red light violations
- To eliminate ambiguity regarding the admissibility of evidence, the Legislature should clarify the enabling legislation to state whether photographs taken by red light cameras can be used for other law enforcement purposes

To view the audit in its entirety, go to

<http://www.bsa.ca.gov/bsa/>

The Benefits of Cameras...and Atop Traffic Lights

July 27, 2002, editorial reprinted with the permission of The Sacramento Bee

A new state audit of red light cameras is good news for anyone who would rather not be killed by reckless drivers blowing through red lights — which is to say, most of us. The report confirms what traffic safety experts have long argued: Cameras that automatically photograph drivers who run red lights reduce accidents. Drivers ticketed based on the photographic evidence are less likely in the future to enter an intersection after the light turns red.

In seven jurisdictions examined by state auditors, red-light running accident rates fell by an average of 10 percent, compared to no change in cities with no cameras. In the city of Sacramento, one of the seven examined, the rate of such accidents declined by an even more impressive 44 percent.

None of this is surprising. Increased enforcement of any law is likely to reduce violations. Just as drivers don't usually run red lights when a police officer is sitting on the corner watching, they don't usually run them when the camera is watching either. Because there will never be enough cops around to catch all the red-light runners, camera systems can be a cost-effective enforcement alternative.

Still, like any new law enforcement tool, red-light cameras need careful oversight. Auditors found they don't always get it. Sometimes jurisdictions don't keep close enough tabs on the private firms that install and maintain the cameras. Also, where vendors are paid based on the number of tickets issued instead of a flat fee, questions of conflict of interest arise. In Sacramento, contracts have been rewritten to avoid conflicts.

Finally, auditors found that cameras aren't the money-making scheme for local governments many critics claimed. Most cities lose money on their red-light systems.

That's OK. Red-light cameras reduce accidents, prevent injuries and save lives. That makes them well worth the public investment.

News summaries from across the nation

Red Light Cameras to Debut this Year

July 24, 2002 *The Bakersfield Californian*

Three drivers in Bakersfield got away with running a red light as Bakersfield's top traffic cop, Lt. Tim Taylor, sat and watched. He wanted to ticket them, but driving across oncoming traffic is not safe for the police or the public. After the city begins its red light camera program in three months, drivers will not be able to blow through red lights unpunished. The Bakersfield red light camera program will have cameras at six intersections. Police can then review the photographs of violators on a secure website from their desks and e-mail the camera vendor to get a ticket issued. Bakersfield will install the cameras in mid-September, have a 30-day warning period, and issue tickets beginning mid-to late October. Video tests to select camera sites revealed 11 red light running violations during a half-hour period at one intersection. Camera locations will be publicized because the goal of the system is to get people to change the way they drive and avoid a ticket. "We're going to be wide open about where these things are," says Lt. Tim Taylor. "We're not going to be sneaky. This is about traffic safety."

Of Note:

Boston (July 5): A 24-year-old bicycle messenger is in critical condition after he disregarded a red light and was run over by a Boston Herald delivery truck.

Tampa (July 15): A 29-year-old man was killed and his wife was injured four blocks from their home when a Ford Explorer ran a red light and struck their car.

Houston (July 19): A 70-year-old man on his way to the hospital was killed when his son ran a red light and their car was hit by a sport utility vehicle.

Cleveland (July 28): A man ran a red light and collided with a commuter train around noon. The red light runner is in the hospital in stable condition, and the crash displaced train passengers and tied up train tracks for two hours.

Hicksville, NY (July 30): A motorcyclist was thrown into an intersection and killed when he ran through a red light and into a turning car.

Stop on Red = Safe on Green: A Guide to Red Light Camera Programs

The National Campaign to Stop Red Light Running is putting the finishing touches on a guide to red light camera programs throughout the United States. The guide is a joint publication with the Federal Highway Administration and contains background on the history of red light cameras, how they work, information on how local jurisdictions can implement red light camera programs, and profiles of existing red light camera programs throughout the country. **Stop on Red = Safe on Green** will be available to the public on September 9th after a press conference unveiling the guide at the Annual Conference of the National Association of Governors' Highway Safety Representatives. A pdf format of the guide will also be available on our website at www.stopredlightrunning.com.

National Campaign Member Advocates for Highway and Auto Safety is seeking **SURVIVOR ADVOCATES**



Advocates for Highway and Auto Safety (Advocates) is building a network of individuals who have either survived a red light running crash or lost a loved one because of a red light running crash. Advocates is an alliance of consumer, health, law enforcement and safety groups and insurance companies and agents working together to make America's roads safer. Since its inception in 1989, Advocates has worked with *survivor advocates* to advance and protect highway safety laws throughout the country. These individuals 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.

Survivor advocates can become as involved as they would like in efforts to curtail red light running. No previous advocacy experience is needed. Advocates will work with these individuals to prepare, assist and even coach them for advocacy involvement if desired. Some of the activities in which survivor advocates can choose to participate are: writing letters to legislators; testifying before state legislative committees; speaking to news reporters on the phone; writing letters to the editors of local papers; serving as a spokesperson at media events; and working with other survivor advocates throughout the country.

If you know anyone who has been involved in a red light running crash or who has a family member or friend who was injured or killed in a red light running crash and might be interested in talking with Advocates, 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.

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 bplevelich@blakey-agnew.com to be added to our mailing list.

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