

S A F E T Y F O C U S

Published by The National Campaign to Stop Red Light Running



THE NATIONAL CAMPAIGN TO STOP RED LIGHT RUNNING ADVISORY BOARD

Barbara Harsha

Executive Director
Governors
Highway Safety Association

Brian O'Neill

President
Insurance Institute for Highway Safety

Judith Lee Stone

President and Executive Director
Advocates for Highway and Auto Safety

Harry Teter

President, American Trauma Society

Wendy Hamilton

National President
Mothers Against Drunk Driving (MADD)

Ann Sweet

Founder, Focus on Safety

Bill Wilkinson

Executive Director
National Center for Bicycling and Walking

Bryan Porter, Ph. D

Associate Professor of Psychology
Old Dominion University

Dr. Ricardo Martinez

Clinical Professor of Emergency
Medicine Emory University
Former Administrator of the National
Highway Traffic Safety Administration

Allen Fields

Chief Justice
Republic of the Marshall Islands

Louis Blanas

Sheriff
Sacramento County, CA

Terry Gainer

Chief of Police
U.S. Capitol Police, Washington, D.C.

Earl Sweeney

Assistant Commissioner
New Hampshire Department of Safety

Peter Harkness

Editor and Publisher
Governing Magazine

Chuck Hurley

Vice President, Transportation Safety Group
National Safety Council

Volume Three No. 5

June 2004

This issue focuses on the Campaign's observance of World Health Day, the 2004 Lifesavers Conference photo enforcement presentations, and an analysis of all active red light running and speed limit photo enforcement legislation.

Over 100 U.S. Communities Using Photo Enforcement

More than 100 communities across the United States are using red light photo enforcement programs to reduce the incidence of red light crashes and enforce compliance with traffic signals.

Red light cameras are being used in 18 states and the District of Columbia. Communities with new red light camera programs include Providence, RI, Virginia Beach, VA, and Albuquerque, NM, which is starting a pilot program.

California has the most photo enforcement programs of any state in the nation, with programs operating in 35 communities including Los Angeles, Sacramento and San Diego. Maryland is second with 22 communities, including the City of Baltimore and Montgomery and Prince Georges counties. North Carolina rounds out the top three with 11 programs, including the cities of Charlotte and Raleigh.

The other states with active red light photo enforcement programs include Arizona, Colorado, Delaware, Georgia, Illinois, New York, Ohio, Oregon, Pennsylvania, Rhode Island, South Dakota, Tennessee, Texas, Virginia and Washington.



Sign at a red light intersection on a busy part of Route 1 in Alexandria, Virginia.

(continued on page 2)

(continued from page 1)

Recent figures show red light photo enforcement programs are working to reduce crashes in the Arizona cities of Phoenix and Mesa, two of the 10 U.S. cities with the highest number of red light running fatalities from 1992 to 1998. Red light running crashes at camera-equipped intersections in Phoenix have declined 26 percent since red light cameras were installed in 2001. Mesa saw a 22 percent decrease in collisions caused by red light runners from 1999 to 2000, despite a significant increase in traffic volume and population.

Many cities see photo enforcement programs as a cost-effective law enforcement tool in a time of personnel shortages and tight municipal budgets. According to U.S. Department of Justice statistics, the number of law enforcement officers on patrol duty between 1996 and 2000 increased by less than 0.5 percent. During that time period, total vehicle-miles traveled in the U.S. increased by over 10 percent.

2004 World Health Day Observance

Campaign Presents Award to Sen. John McCain

The National Campaign to Stop Red Light Running marked World Health Day 2004 by going to Capitol Hill to present an award to Arizona Senator John McCain for his support of traffic safety and the Red Means Stop Coalition in Arizona.

The World Health Organization established April 7th as World Health Day 2004. This year's global health issue is road safety, and the Red Means Stop Coalition has worked with the National Campaign to Stop Red Light Running to call attention to the problem of red light running.

Frank Hinds, a founding member of the Red Means Stop Coalition, presented the award to Sen. McCain. Mr. Hinds lost his 17-year-old daughter Jennifer in 1997 when a motorist ran a red light near her school. Mr. Hinds has been a strong advocate for red light safety in Arizona.

"In addition to his long-standing support for traffic safety, Senator McCain actively supported the Campaign's effort during the 2003 National Stop on Red Week in Phoenix with traffic safety officials and the Arizona Diamondbacks," said Leslie Blakey, executive director of the Campaign. "It was fitting that we honor the Senator on the World Health Day dedicated to road safety."

A new global traffic safety report issued by the World Health Organization and World Bank concludes that red light and speed photo enforcement cameras are effective worldwide in reducing the number and severity of traffic crashes, which kill an estimated 1.2 million people a year (see April 2004 newsletter).



Frank Hinds, a founder of the Red Means Stop Coalition in Arizona (Center), and Leslie Blakey, Executive Director of the National Campaign to Stop Red Light Running, present an award to Arizona Sen. John for his support of photo enforcement and traffic safety.

2004 LIFESAVERS CONFERENCE

The Lifesavers Conference, an annual meeting dedicated to reducing tragedies on our nation's roadways, was held March 28–30, 2004, in San Diego.

The National Campaign to Stop Red Light Running participated in this conference by disseminating red light running information and materials to hundreds of conventioners and speaking to full-capacity audiences at the two workshops on photo enforcement. One presentation explored research related to photo enforcement and the other examined lessons learned from photo enforcement programs around the country.

In the workshop, titled “Applications of Photo Enforcement: A Research Perspective,” presentations were given by: Susan Ferguson of the Insurance Institute of Highway Safety; Tom Bell of the Edmonton, Alberta Police Department; and Leslie Blakey, Executive Director of the National Campaign to Stop Red Light Running.

Statistics and research findings Blakey shared with the audience included:

- After a 12-year effort in Britain, injury crashes have decreased 45 percent;
- A pilot program in London cut deaths and serious injuries by 35 percent generally and by 56 percent in pedestrians;
- A 45 percent drop in injury crashes was reported after UK speed camera installation;
- A 2002 TRB study (Sisiopiku) found a reduction of 18 to 70 percent in RLR crashes in evaluations of U.S. programs; and
- A 2003 TRB study (Hobeika) of 8 camera locations in Fairfax County, VA projected almost \$13 million in community savings after program costs and before any fine revenue was calculated.

The second photo enforcement workshop, titled “Automated Enforcement: Lessons Learned,” included presentations from Blakey along with Mary Rennie of the California Highway Patrol and Lt. Patrick Burke of the Washington, D.C. Metropolitan Police Department.

DID YOU KNOW?

Stepped up traffic enforcement results in savings to communities:

- **80,000 citations = 1 less death**
- **1,300 citations = 1 less emergency room visit**
- **13 citations = \$1,000 less in societal costs**

Blakey outlined the elements of a successful photo enforcement program based upon an analysis of the established U.S. communities that had enacted them, including: determining the problem; setting realistic program goals; building a team of supporters; informing the public; and predicting and acknowledging public concerns.

Specific goals are necessary to provide a benchmark for evaluating program success. Key elements should include:

- Collecting data on intersection crashes and red light violations;
- Studying potential intersections for at least 6 months to one year;
- Coordinating between law enforcement and engineers;

(continued on page 4)

(continued from page 3)

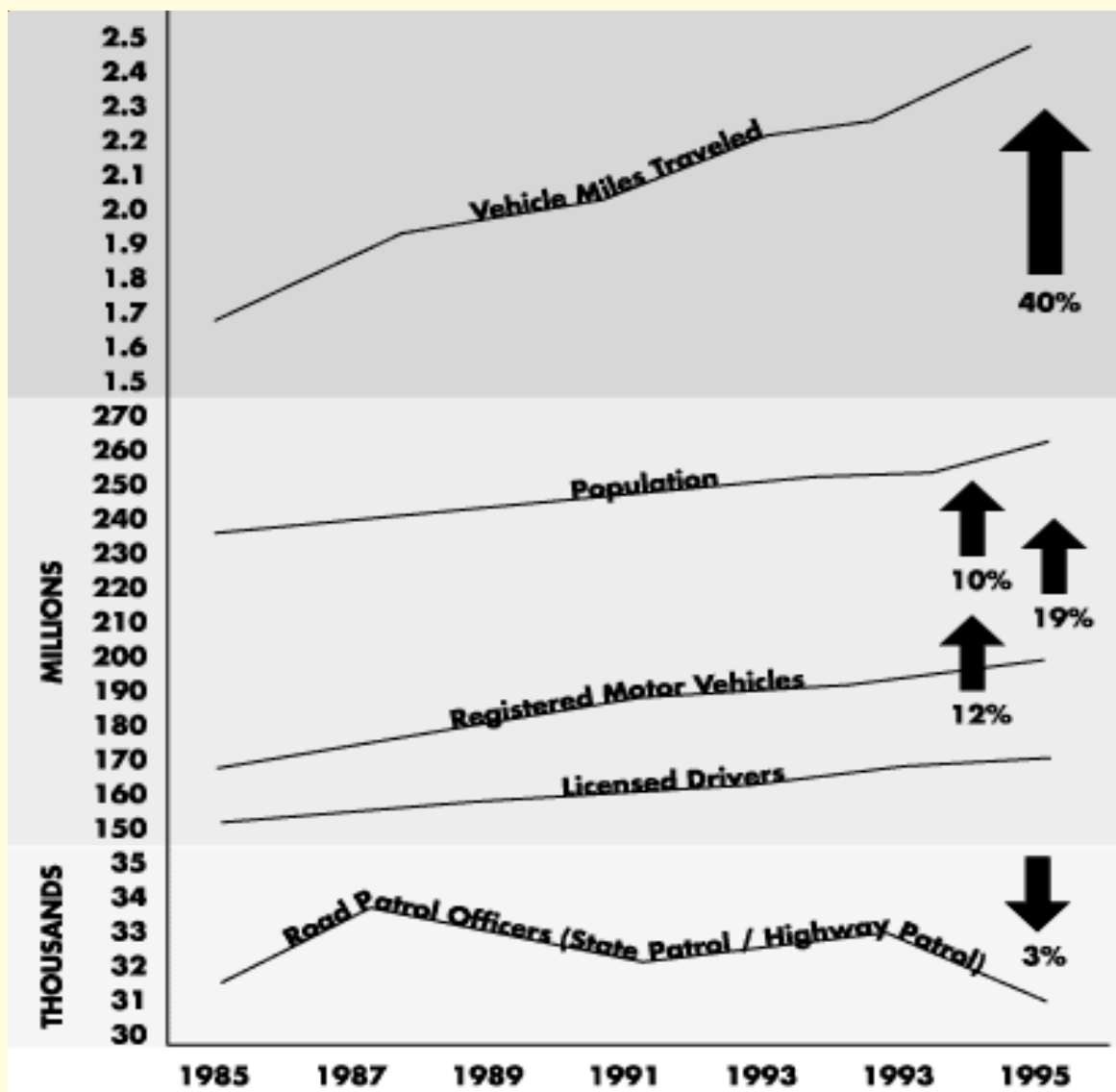
Public education is a critical factor for any successful photo enforcement program. Disinformation and myths about photo enforcement have to be dealt with up front and the public has to have a clear understanding of how and why photo enforcement programs have been enacted.

The public needs to know how the appeals process will work, where ticket proceeds will go, and how the warning period (where tickets will be mailed without penalty) will be conducted.

Municipal leaders must also insure:

- Consistent communication between oversight agency and contractors
- Clearly documented procedures are in place and followed
- Effective coordination exists between law enforcement and engineering
- And that there is a strong focus on courteous customer service

Highway Use Trends Vs. Traffic Enforcement 1985-1995



Legislative Update

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

RED LIGHT RUNNING: SAFETY CAMERAS

Arizona: S.B. 1231, introduced by Sen. Bee in January, would authorize the Director of the Department of Transportation to place traffic control devices in intersections where three or more accidents have occurred within a twelve-month period. The bill passed in both the Senate and the House.

California: S.B. 780, introduced by Sen. Torlakson last year, 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. This bill was pulled from legislation.

Connecticut: S.B. 68 (Public Safety Committee) would establish vehicle owner liability for a red light running violation either observed or recorded via a camera. This bill was introduced Feb. 6th, referred to the Committee on Public Safety Feb. 9th, and then failed a public hearing.

Florida: H.B. 377 (Slosberg) and its companion bill S.B. 1876 (Wise) would provide for devices to enforce traffic control signals. The bills have been withdrawn from further consideration.

Hawaii: H.B. 57 (Souki) was carried over into the 2004 legislative session and would provide for the implementation of a traffic-control monitoring system to catch red light runners entering an intersection.

On Jan. 26, 2004, S.B. 2025 (Kawamoto) was referred to the Transportation, Military Affairs and Government Operations Committee, as well as the Judiciary and Hawaiian Affairs, and Ways and Means Committees for review. This bill would authorize the Department of Transportation to contract with a private vendor to assist with the implementation of a photo red light system to deter motorists from running red lights.

S.B. 2344, which was passed in the House and is being reviewed by the Senate, would authorize the deployment of photo radar and red light cameras for traffic enforcement.

Illinois: S.B. 2538 was introduced by Sen. Cullerton and referred to the Rules Committee. It would provide that a governmental agency establish an automated traffic law enforcement system that produces a recorded image in response to a traffic control signal or speed. This bill would assume vehicle owner liability.

Indiana: H.B. 1225 (Porter) was killed in the House. It would have allowed Indiana cities and counties to install automated traffic law enforcement systems.

Kansas: H.B. 2144 (Goossen) was killed in the Transportation Committee in April. This bill would have allowed cities and counties to implement automated traffic control signal enforcement systems.

Louisiana: H.B. 1078 (Murray) would have authorized the use of photographic equipment for enforcement of traffic violations. This bill was killed in the Transportation Committee by a vote of 24 to 71.

Michigan: H.B. 4864 (Minore) would provide for the installation of a pilot program of unmanned traffic monitoring devices in ten locations. It was introduced and referred to the Committee on Transportation in the 2003 session and reactivated on Feb. 6, 2004.

(continued on page6)

Legislative Update *(continued from page 5)*

Minnesota: S.F. 439 (Robling) and its companion bill H.F. 508 (Hausman) would authorize cities and towns to implement automated traffic control devices, assuming vehicle owner liability. The bill was referred to the Crime Prevention and Public Safety Committee and the Transportation Committee.

Missouri: S.B. 1145 (Kennedy) would authorize cities and counties to adopt ordinances for the use of automatic traffic control enforcement systems to catch red light runners. It would assume vehicle owner liability and include a sunset clause. It is being heard by the Senate Transportation Committee.

New York: A.B. 5651 (Lafayette) would make permanent in New York the traffic control signal photo monitoring system demonstration program (the red light camera program). It would also permit any municipality in the State of New York utilizing traffic-control signals to implement a red light camera program at intersections and at highway railroad crossings. The bill was referred to the Committee on Transportation in January.

A.B. 772 (Cohen) would authorize a photo radar demonstration program in cities of one million or more, imposing liability on vehicle owner. It would also require New York City to conduct a three-year demonstration of this program to show its effectiveness. The bill was referred to the Committee on Transportation.

A.B. 2126 (Stavisky) is similar to A.B.772. It authorizes a photo radar demonstration in cities of one million or more and imposes liability on the vehicle owner. The bill was introduced to the Committee on Transportation.

A.B. 766 (Hoyt) would authorize the city of Buffalo to install and operate traffic-control signal photo-monitoring devices at intersections and highway-railroad crossings, assuming vehicle owner liability. It is in the Transportation Committee.

Oklahoma: S.B. 1298 (Helton) was defeated in the House. It would have allowed for the installation of red light cameras at any intersection with traffic lights.

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 referred to the Committee on Transportation.

H.B. 1315 (Godshall) was reactivated in 2004 and would allow 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 after review by the Transportation Committee.

Rhode Island: S.B. 2828 (Polisena) would provide traffic monitoring systems to take photographs of red light running vehicles and would allow the city or town to initiate such a program, assuming owner liability. This act would be known as the "RI Red Light Running Act of 2004". The bill is being reviewed by the Commerce, Housing and Municipal Government Committee.

South Carolina: S.B. 794 (Richardson) was approved by the Senate Transportation Committee Feb. 4th. This bill permits statewide use of red light camera programs. It requires the camera to capture images of a vehicle's license plate and the red light. The bill went to the Senate for debate on Feb. 10th and the Majority was favorable with the amendments, while the Minority was unfavorable.

Virginia: S.B. 92 (Devolites) It authorizes statewide use of red light cameras and addresses several opponents' concerns with photo enforcement. The bill was recommended to be deferred until next year.

(continued on page7)

Legislative Update *(continued from page 6)*

Virginia: H.B. 19 (McQuigg) would expand photo-monitoring systems for traffic signal enforcement to all of Virginia, assuming vehicle owner liability. The bill was recommended to be deferred until next year.

H.B. 370 (Rust), which would repeal the July 1, 2005, “sunset” on photo red programs in Virginia, was continued to 2005.

S.B. 176 (Stolle) provides that no locality may begin a photo red program after June 30, 2005, but it would allow programs already in place at that time to continue. The bill was deferred until next year.

S.B. 132 (Edwards) to extend the use of photo red to Roanoke was deferred until next year.

Washington: H.B. 1324 (Lovick) and its companion bill S.B. 5369 (Wingsley) 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. S.B. 5369 was passed in the Senate and is under House consideration.

West Virginia: S.B. 606 (Love) was referred to the Senate Judiciary Committee. This bill would establish a traffic control signal monitoring system aimed at red light runners and would carry a fine not exceeding \$100.

SPEEDING SAFETY CAMERAS

Delaware: H.B. 271 was referred to the Public Safety Committee and would permit a city, county or public safety department to install a photo enforcement device to combat speeding.

Florida: H.B. 1103 (Russell) and its companion bill S.B. 2414 would provide use of a photo speed detection system to enforce speed limits in an active construction work zone. The bill passed favorably in the Committee on Public Safety & Crime, but was voted unfavorably by the Finance & Tax Committee and the Criminal Justice Committee.

Illinois: H.B. 4012 (Froehlich), passed out of the Transportation and Motor Vehicles Committee and is being considered by the Senate Transportation Committee. It 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.

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.

New York: A.B. 9854 (McLaughlin) would create a photo radar monitoring enforcement demonstration program in connection with a mandatory fine on speeding violations committed in work zones. The bill is under consideration by the Committee on Transportation.

2004 NATIONAL STOP ON RED WEEK

The Campaign is gearing up for another successful observance of National Stop on Red Week which runs from August 29th to September 6th, 2004. We will again be partnering with major league baseball teams in a series of "Stop on Red Nights" at major league baseball games that will coincide with the release of all new posters featuring baseball players and public safety messages about the importance of obeying traffic signals. A complete roster of the teams we will be partnering with will be listed in next month's newsletter.

The Campaign also intends to share our important safety message through the use of news interviews, press conferences, billboards, illuminated messages on the three Goodyear blimps, electronic message boards along major highways and a variety of public service announcements.

* * *

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
smenard@blakey-agnew.com.

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.

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