

SAFETY FOCUS

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This issue focuses on the legislative situation in Virginia, a special report on teens and red light running, new speed camera research and a review of all red light and speed limit enforcement camera legislation.

Key Senator Joins Fight Over Virginia Cameras

The National Campaign to Stop Red Light Running and the Virginia Photo Red Coalition are working with a new and influential ally in the lengthy fight to bring red light cameras back to Virginia.

Sen. Kenneth Stolle (R-Virginia Beach) told reporters recently that he is determined to have legislative language reinstating red light cameras added to bills already approved by the House of Delegates.

Stolle said he will keep including the red light camera language to transportation bills under review by the Senate until the House leadership allows a bill that includes his red light camera language to be given a full vote.

A block of rural legislators on a key House committee have already struck down three House bills and one Senate bill that would have either reinstated the seven red light camera programs that existed until July of 2005 or authorized their use statewide.

“We applaud Sen. Stolle for taking on the members of the House of Delegates who have held this issue hostage for too long. The Senator has wisely listened to his constituents who want to see red light cameras restored to their city,” said Jeff Agnew, Communications Director of the National Campaign to Stop Red Light Running and a resident of Fairfax County.

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**We Need Virginians To Call And
E-mail Their House Legislators!
Call 202-828-9100 For Details**

www.stopredlightrunning.com

Teens Often At Risk In Red Light Crashes

It shouldn't come as a surprise that teen drivers are often involved in red light running crashes. Some recent driver behavior studies have pointed to a number of key factors that can help us understand why teen drivers are so often involved in these types of crashes;

- Speeding or aggressive driving, especially when combined with underage drinking:
- Driver inexperience:
- Driver distraction:
- A tendency among both male and female, teen drivers "show off" for their friends when they are behind the wheel.

Pedestrians are especially at risk from red light runners, and teens can often be at even higher risk since they are often on foot and often travel in small groups.

A series of recent news articles from across the country plainly show how these factors can come together and result in serious traffic crashes.

On Feb. 5th, Bakersfield, CA police were summoned to a serious crash where a 17-year-old driver under the influence of alcohol ran a red light in his Mitsubishi and struck a black Pontiac.

Both occupants of the Pontiac were pronounced dead at the scene and the teen is facing drunk driving and vehicular manslaughter charges.

A 19-year-old girl in Aberdeen, SD narrowly escaped serious injury as she drove east on a downtown street just before 8 p.m. on Feb. 1st, when she was struck by a car driven by a 18-year-old girl who ran a red light. The driver of the car that ran the light was treated and released at a local hospital.

In Greenfield, WI, three teenage boys were on their way home from a high school talent show in a Honda Civic that was struck by a

suspected drunk driver who ran a red light in a pick-up truck on Jan. 30th. One of the teens was killed, the other two sustained serious injuries.

In Columbus, IN, two carloads of teens were involved in a serious red light running crash on Feb. 18th.

The youths, ranging in ages from 10 to 17, all sustained minor injuries when a Jeep with three teens inside crashed into a car carrying two teenage girls. Police said the teens were lucky not to have suffered more severe injuries.

Leading causes of death among 13-19 year olds in 2002

Cancer: 957

Suicide: 1,692

Homicide: 2,020

Motor vehicle crashes: 6,007

Source: Insurance Institute for Highway Safety

In Regina, Saskatchewan, a 14-year-old girl was hospitalized after being struck by a vehicle in a pedestrian crosswalk in front of her school on Feb. 8th. Police said the 19-year-old male driver has been charged with failing to stop at a red light in a marked crosswalk.

"More emphasis should be placed on speeding and red light running in teaching teens to drive," said Campaign Executive Director Leslie Blakey. "These crashes are preventable but teens must pay careful attention to traffic signals."

Poll : Residents Support Use Of Safety Cameras

A new poll conducted by *The Mobile Register* and the University of South Alabama found that residents of Mobile, Alabama believe red light running is a serious local problem and they overwhelmingly support an initiative to catch violators using red light cameras.

92 percent reported that running red lights in Mobile is a problem.

77 percent said they would rate the driving skills of a typical Mobilian as poor or only fair.

69 percent voiced support for installing cameras at intersections to catch people who run red lights.

81 percent said cameras would be effective at reducing accidents.

"I think it's clear that people understand how serious the problem is," said Mobile Mayor Sam Jones.

Red Light Crash Doesn't Stop Determined Groom

From the Associated Press

SHREVEPORT, La. — Deanna Stewart wanted a traditional wedding -- white gown, big guest list, country club reception.

Instead it was groom Ben Gieger who ended up wearing the gown.

Stewart and Gieger exchanged vows in an LSU Hospital room after Gieger was injured in a car wreck on the way to his bachelor party.

"It wasn't what we planned, but it's been the same outcome," said the 19-year-old bride on Monday. The groom, suffering from a fractured hip, fractured mandible, and multiple bruises and smaller lacerations, smiled and kissed his wife's hand.

After leaving a rehearsal dinner Friday night, Gieger, who was on his way to a bachelor party, was broadsided by a Jeep sport-utility vehicle that ran a red light. Gieger's Hyundai was then hit from behind by another vehicle.

"The car was totaled and he had blood all over his face, but he kept on asking if people in the other cars were all right," said Stewart, who arrived at the scene almost immediately.

Plans for a Saturday wedding at the Shreveport Country Club, with as many as 230 guests from all over the country invited, were canceled.

"It was going to be a beautiful wedding for what we could afford," said Stewart's mother, Candy Kirkpatrick. "But the nurses and staff at the hospital were wonderful. The only decoration they had was an Easter wreath and they placed it on the foot of his bed."

QUICK FACT

During an initial 30-day warning period, a series of freeway speed cameras in Scottsdale, Arizona tracked 40 vehicles traveling over 100 mph in a 65 mph zone.

NOTABLE QUOTE

"To those who run red lights: Quit whining about how unfair enforcement by the use of cameras is. What is unfair is how you presume on the graciousness of others who drive defensively in order to avoid the potential loss of their own property, life and limb because of people like you."

--Modesto, CA resident William J. Fredericks in a February 5th letter to the editor published in *The Modesto Bee*.

Cameras Credited for Lower UK Fatality Rates

New research published in a recent edition of the *American Journal of Preventive Medicine* has concluded that the United Kingdom's network of speed cameras is the primary reason why traffic fatality rates in that country dropped by 34 percent in the 1990s while rates in the United States dropped by only 6.6 percent.

The study reviewed the growth of speed cameras in the UK and other traffic calming measures in comparison to the limited use of speed cameras in the U.S. and the fact that speed limits have increased in 32 of the 50 states in recent years.

The study was able to rule out differences in seat belt use, trauma care, vehicle kilometers travelled, traffic congestion, driving under the influence and use of sport utility vehicles as potential causes.

"Our findings indicate that the sustained drop in road deaths in absolute numbers in the United Kingdom in the 1990s was attributable mostly to the drop in case fatality rates (CFR), an outcome that exponentially amplifies trends in the speed of impact in both directions."

By contrast the study found that CFR in the United States rose in all categories, which suggests that the speed of impact accounted for the rise in U.S. deaths after 1996.

The study concludes that 6,500 to 10,000 deaths per year might have been prevented between 1996 and 1999 if the United States had followed the UK's lead in implementing speed cameras. It also estimates that speed cameras could result in a 50 percent reduction in fatalities.

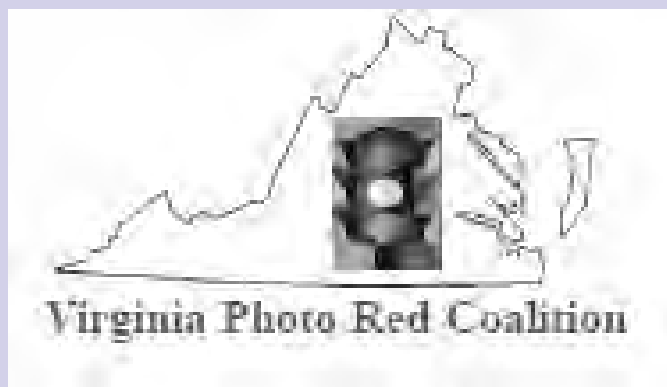
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Because of the repeated blocking actions of the House committee, the full House of Delegates has not had the opportunity to vote on a red light camera bill since 2001, when it approved legislation that would have expanded the use of cameras to two additional communities. That legislation was later vetoed by the Governor.

The major newspapers in Virginia have also weighed in on the red light camera issue. Recent editorials blasting the House leadership opposition to red light cameras have recently been published by *The Washington Post*, *The Newport News Daily Press* and *The Virginian-Pilot*.

In addition, the *Post* and the *Pilot* both recently published an excellent op-ed by Dr. Bryan Porter, a professor at Old Dominion University and a member of the Campaign's Independent Advisory Board.

Dr. Porter pointed out that the four rural legislators who doomed this year's bills are



The Virginia Photo Red Coalition includes the Campaign, AAA Mid-Atlantic, AAA Tidewater, the municipalities that used red light cameras and other traffic safety organizations

from regions that together total fewer than 300,000 residents. In contrast, sponsors of the red light camera bills represent more than 1.6 million residents.

As Dr. Porter stated, "How can a subcommittee with five members who are not representative of the commonwealth at large be entrusted to make valid decisions for the greater good?"

Legislative Update — March 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

Alabama: HB 35 (Grimes) would enable municipalities to enforce red light offenses using automated detection devices. Referred to the Public Safety Committee on 1/10/06.

Arizona: HB 2174 (Gorman & Robson) would require that cities using automated enforcement technology display signs alerting drivers to the presence of the technology. The bill was read for the first time on 1/17/06 and referred to the Transportation Committee and the Rules Committee. The second reading took place on 1/18/06. The Transportation Committee approved the legislation on 1/26/06, the Rules Committee approved it on 1/31/06. Approved by the full House by a vote of 44-13. Referred to the Senate Rules Committee and Senate Transportation Committee on 2/15/06.

HB 2180 (Biggs) would enact a series of provisions for the use of automated enforcement technology, including a series of conditions for the use of automated enforcement technology on state property. The bill was read first on 1/17/06 and referred to the Transportation Committee and the Rules Committee. The second reading took place on 1/18/06.

HB 2411 (Smith) would limit automated enforcement fines to \$100, and waive points on driving records and driving school requirements for violations issued by automated enforcement systems. The bill was referred to the House Transportation Committee and rejected by a vote of 5-3 on 1/17/06.

HB 2612 (Biggs) would levy a \$200 processing fee on any state agency requesting a motor vehicle record for the purpose of issuing a photo enforcement citation. The bill was read for the first time 1/23/06 and referred to the Transportation Committee and the Rules Committee. The second reading took place on 1/24/06.

SB 1460 (Martin) would require all photo enforcement contracts to be based upon a flat-rate fee. Referred to the Senate Transportation Committee, where it was rejected by a vote of 3-2 on 2/14/06.

SB 1500 (Martin) would require all photo enforcement systems to routinely notify the state regarding calibrations and settings. If technology is found to be inaccurate, all fines from previous date of inspection would be invalidated. Referred to the Senate Transportation Committee, where it was rejected by a vote of 4-1 on 2/14/06.

Connecticut: HB 5210 (Judiciary Committee) would enable municipalities to enforce red light and speeding offenses using automated enforcement technology. The bill was referred to the Judiciary Committee on 2/16/06. An initial hearing was held 2/27/06.

Florida: HB 259 (Reagan), known as the Mark Wandall Traffic Safety Act, would enable municipalities to enforce red light offenses using automated enforcement technology. The bill was filed on 10/17/05. It was referred to the Local Governments Council on 12/23/05.

Hawaii: HB 1812 (Souki) would establish red light cameras programs at the county level in Hawaii. Referred to the Finance, Judiciary and Transportation and approved with amendments by the Transportation Committee on 2/6/06

Massachusetts: HB 2023 (Honan) would authorize the cities of Boston and Cambridge to use automated traffic enforcement devices on certain roadways. Referred to the Joint Committee on Transportation.

Missouri: SB 719 (Crowell) would prohibit political subdivisions from adopting ordinances or regulations that authorize the use of photo radar or automated traffic control systems to enforce traffic laws. Referred to Judiciary and Civil & Criminal Jurisprudence Committee.

Legislative Update — March 2006

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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 by a vote of 8-3. The full House approved the legislation on 5/18/05. It has been referred to the Senate Committee on Highways and Transportation. An initial hearing was held on 10/4/05 and additional hearings were held on 10/18/05 and 11/02/05.

Pennsylvania: HB1568 (Creighton) would expand the use of red light cameras to communities other than Philadelphia. Introduced on 5/10/05 and referred to the House Transportation Committee.

Virginia: SB 453 (Davis) would allow the counties of Arlington and Fairfax, the cities of Alexandria, Fairfax, Falls Church and Virginia Beach, and the Town of Vienna to establish photo-monitoring systems to enforce traffic-light signals. Introduced on 1/6/06 and referred to the Committee on Transportation. The bill passed the Committee on 1/26/06 with amendments. Passed by the Senate by a vote of 30-9 on 2/05/06. Referred to the House Militia Police and Public Safety Committee where it was defeated by a subcommittee vote of 4-1 on 2/23/06.

SPEEDING SAFETY CAMERAS

Arizona: HB 2245 (Gorman) would impose numerous restrictions on photo radar, including calibration requirements, inability to revoke driver licenses and time requirements for violations to be served. Referred to the House Transportation Committee on 1/19/06.

HB 2722 (Gorman) would require all funds from freeway photo radar systems to be deposited in the state fund to pay for highway patrol costs. Referred to the House Transportation Committee on 1/19/06.

SB 1146 (Verschoor) would prohibit the use of photo radar on controlled access highways. Referred to Senate Transportation Committee. Approved on 1/25/06. Transmitted to Senate Rules Committee on 1/30/06. Approved by the Senate Transportation Committee and the sent to the full Senate where it was approved in a vote of 17-11 on 2/16/06.

SB 1473 (Martin) would require any photo radar violation on a controlled access highway to be observed by a law enforcement officer. Bill was read for the first time 1/31/06, and second reading was on 2/01/06. Referred to the Rules and Transportation Committees.

SB 1507 (Martin) would prohibit the use of photo radar on controlled-access highways. The bill was read for the first time 1/31/06. Referred to Senate Transportation Committee.

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.

West Virginia: HB 4004 (Swartzmiller) would prohibit the use of photo radar. The bill was filed on 1/11/06 and referred to the House Roads and Transportation Committee and amended to fully prohibit their use. It was then sent to the House Judiciary Committee and then approved by the full House by a vote of 88 to 3 on 2/10/06. Referred to the Senate Transportation Committee and the Senate Judiciary Committee.

Attention Campaign Members!

We are seeking individuals and organizations to help advance our 2006 state legislative advocacy efforts. We need to hear from red light running victims, traffic safety advocates, and law enforcement and health care professionals willing to contact legislators, provide testimony and expand our red light running enforcement efforts. Please e-mail us at info@stopredlightrunning.com or call 202-828-9100.