

# SAFETY FOCUS

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*This issue focuses on the recent photo enforcement victory in Maryland, new developments with 2006 Stop on Red Week, STOP in the Name of Love month and a review of all red light and speed limit enforcement camera legislation.*

## Maryland Lawmakers Buck Governor on Veto

A lifesaving bill that will benefit Maryland's largest county became a reality January 25th after the Maryland State Senate and General Assembly overturned the Governor's veto of House Bill 443 by a 2-to-1 margin.

Montgomery County communities will now be able to use speed monitoring systems to enforce speed limits in school zones and residential areas with posted speed limits under 35 mph.

"Crossing the street should not be or even feel like a death-defying act, yet each year more people are killed simply trying to cross the street than in homicides in Montgomery County," said Delegate William A. Bronrott (D-Bethesda), sponsor of the bill in the House. "The Maryland legislature's override of the Governor's veto of this legislation was about public safety, not politics. It was about saving lives and restoring safety and civility on streets closest to our schools and homes."

This measure will affect Montgomery County residents almost exclusively, since very few commuters choose low speed routes through school zones and neighborhoods. Drivers who receive photographic evidence of a violation in the mail will pay a \$40 fine. There will be no points assigned to the driver's record.

"We applaud the leadership of Delegate Bronrott and the actions of the state Senate and House in voting to overturn Governor Erhlich's veto. For drivers who insist on blatantly breaking the law, photo enforcement provides a strong deterrent," said Leslie Blakey, Executive Director of the National Campaign to Stop Red Light Running.

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# FHWA Finalizes New Dates For 2006 National Stop on Red Week

The U.S. Federal Highway Administration (FHWA) announced that beginning in 2006, all future observances of National Stop on Red Week will be held the first full week of August.

In 2004, the Campaign asked that FHWA consider making such a change in order to facilitate long-term planning and to help cement the event in the minds of citizens across the country.

After reviewing several years of red light running fatality data and collecting recommendations from various safety organizations, including the Campaign, the FHWA determined that August was consistently one of the most dangerous months for fatal red light running crashes.

National Stop on Red Week will now take place during the height of the regular season for Major League Baseball, which has long been a partner of the Campaign's Stop on Red Week efforts. It also coincides with the end of summer vacation and 'Back to School' time for many children which is an excellent opportunity to focus on



traffic safety awareness.

Campaign Executive Director Leslie Blakey applauded the move. "The Campaign is pleased that the Federal Highway Administration has agreed with our recommendations. By designating the first week of August National Stop on Red Week, FHWA has made planning for events easier, which in turn makes our efforts each year stronger."

Campaign officials were also pleased that the move will not conflict with other annual traffic safety observances, such as 'Click It or Ticket', which takes place in May.

## February is STOP in the Name of Love Month

February marks STOP in the Name of Love month. Begun in 2003 by Stop on Red Orange County, a California traffic safety organization, STOP in the Name of Love is a month long outreach effort designed to increase awareness about the dangers of red light running, taking its theme from the romance associated with Valentine's Day.

The National Campaign to Stop Red Light Running is expanding this effort and is inviting any interested groups to further build upon 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.

Please share any thoughts or suggestions by phone or email at 202-828-9100 or [info@redlightrunning.com](mailto:info@redlightrunning.com).



Logo for  
STOP In The  
Name Of Love  
month

## Charlotte Speed Camera Study Released

The Institute for Transportation Research and Education (ITRE) at North Carolina State University has concluded a two-year study of the Charlotte, NC speed camera program.

The camera locations monitored showed a 55 percent reduction of vehicles exceeding the speed limit by 10 mph or more when compared to similar sites without cameras.

The test sites also showed a 12 percent reduction in traffic crashes, compared to similar sites without cameras.

The North Carolina Governor's Highway Safety Program (GHSP) asked ITRE to perform this study in an unbiased manner to determine the safety benefit of the pilot program.

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### ***Other Legislative Developments***

In Virginia, at least three lawmakers have authorized legislation that would restore red light cameras to Virginia. Virginia's 10-year authorization legislation was allowed to expire in June 2005. The Virginia Photo Red Coalition is urging legislators to support the bills.

In Florida, Rep. Ron Reagan (R-Bradenton) has reintroduced the Mark Wandall Traffic Safety Act, which would allow communities across Florida to develop red light camera programs. Two Florida communities are also working to establish red light camera programs under 'home rule' provisions.

In Alabama, enabling legislation has been filed by Rep. Bill Grimes (R-Montgomery) that has the support of city officials from Montgomery, Tuscaloosa and other communities.

In addition, Advocates for Highway and Auto Safety recently released their annual list of ratings for state traffic safety initiatives.

The report rated each state and the District of Columbia for progress in adopting 14 traffic safety laws related to topics ranging from impaired driving to seat belts. Although automated enforcement was not one of the primary legislative initiatives, only 12 of the 34 states that received Yellow (Caution) or Red (Danger) ratings allow statewide or limited use of red light cameras.

In contrast, 10 of the 16 states and the District of Columbia that received a rating of Green (Good) allow some use of red light cameras.

For more information on current legislative developments, see page 5.

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## NOTABLE QUOTE

"I thought I could make it through... I tried to stop but it was too late and I ended up hitting the Jeep."

--Statement attributed to a 22-year-old suspect in Waterbury, CT by *WTNH News*, after he allegedly fled a police traffic stop in a stolen car, ran a red light and struck and killed a married couple in another vehicle on Dec. 29th.

# Feedback Needed To Update Guidebook!

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.

To date, over 15,000 copies of the guide are circulating around the country along with the uncounted copies that have been downloaded from the Campaign's website. However, it is time for a makeover to reflect the many recent developments in automated enforcement.

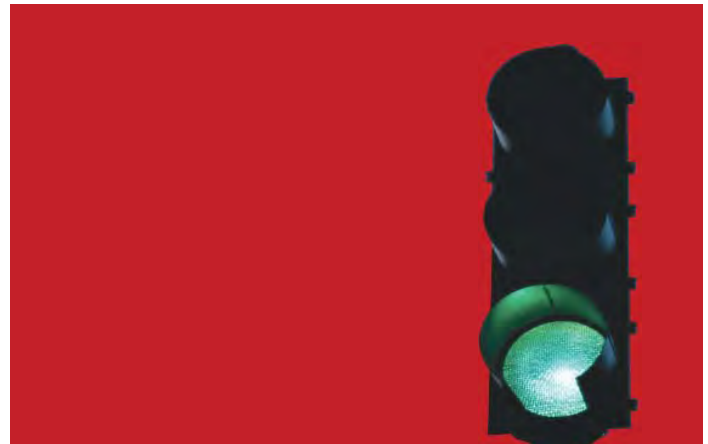
We need your feedback to find out:

- **What features do you like about the original guide?**
- **What features could be updated or improved in the new guide?**
- **What questions can the new guide answer about photo enforcement?**

The guide will be expanded to include sections on speed limit enforcement cameras and other potential traffic safety applications for automated enforcement technology.

In particular, we are looking for results from cities that have established new programs and unique automated enforcement efforts from the traffic safety community.

Copies of the guide can be downloaded from



*The 2002 edition of Stop on Red=Safe on Green can be downloaded at [www.stoppedlightrunning.com](http://www.stoppedlightrunning.com)*

our website. Any suggestions can be sent by e-mail to [info@stopredlightrunning.com](mailto:info@stopredlightrunning.com) or called in by phone to 202-828-9100.

## Unsafe Driving - Not Cameras - Responsible for Rear-End Collisions

Opponents of automated enforcement often claim that red light cameras cause rear-end collisions and argue that, for this reason, they are not beneficial to traffic safety. However, rear-end crashes are caused by a number of factors, including the presence of alcohol.

According to an article that ran in the *Washington Post*, "Md. Woman Pleads Guilty in Fatal Crash", January 18, 2006, an Annapolis woman slammed her pickup truck into the back of a Volkswagen that had stopped for a red light. The woman, whose blood-alcohol level was two times the legal limit, was speeding when she hit the car,

killing the two passengers and injuring the driver, all of whom were 16-years-old. According to the article, the woman "was on her way home from a friend's birthday party, where she drank five beers over about four hours." The three teenagers were on their way home from a late dinner at Wendy's.

Rear-end crashes are most often caused by a combination of factors, including speeding, following too closely and driver inattention. In this particular incident, alcohol was also a factor. Unsafe driving habits, and not red light cameras, are responsible for rear-end collisions.

# Legislative Update — February 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.

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 2245 (Gray) would define requirements for evidence gathered by automated technology to be admissible against an offender. The bill was read for the first time 1/19/06. The second reading took place on 1/23/06.

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.

**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.

**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. The bill was pre-filed and read for the first time on 1/04/06. Read for the second time on 1/10/06 and referred to Senate Judiciary and Civil & Criminal Jurisprudence Committee.

**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.

# Legislative Update — February 2006

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**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:** HB109 (Purkey) would reinstate the use of red light cameras to the seven communities that had operational camera systems prior to the July sunset of the red light camera authorization law. Pre-filed on 12/19/05. The bill was referred to the House Committee on Militia, Police and Public Safety on 12/22/05. Subcommittee hearing scheduled for 2/2/06.

HB 718 (McQuigg) would authorize the statewide use of red light camera systems by any county, town or city after a public hearing and approval by local elected officials. Cities could place cameras at up to 25 intersections. Pre-filed on 1/10/06. The bill was referred to the House Committee on Militia, Police and Public Safety. Subcommittee hearing scheduled for 2/2/06.

HB 961 (Bulova) 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 House Committee on Militia, Police and Public Safety. Subcommittee hearing scheduled for 2/2/06.

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.

## **SPEEDING SAFETY CAMERAS**

**Arizona:** 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.

**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.

## **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](mailto:info@stopredlightrunning.com) or call 202-828-9100.