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*This issue features reports of photo enforcement producing dramatic reductions in speeding and red light running crashes; the announcement of a special red light running survivors' issue; a speed camera fact sheet; a NHTSA research reference guide that cites the effectiveness of speed cameras; an op-ed written by Frank Hinds of Arizona; a legislative update; and much more.*

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*Positive change in driver behavior in Chicago & Montgomery Co. MD*

## Evidence continues to mount — photo enforcement works

Red light cameras in Chicago have led to a dramatic drop in violations and red light running crashes, according to a *Chicago Sun-Times* analysis of the city's red light camera program, which began in 2003.

"The city has seen a 20 percent drop in accidents at camera-monitored intersections, with no increase in rear-end collisions, despite reports of drivers braking suddenly to avoid running a light," wrote staff reporters Mary Wisniewski and Art Golab in the June 13 article, "**Red Scare: An analysis of Chicago's red-light cameras — Cash Cow or Safety Fix? When city installs red-light cameras, drivers learn to stop.**"

The analysis found that in the last four years the number of red light violations dropped an average of 74 percent at the 10 intersections that have had cameras the longest.

The Sun-Times said it "analyzed data from the city of Chicago on each of the 140 red-light cameras that were in place as of April (three more have since been added) since the first of them was installed, in late 2003, and found that when a camera goes up, driving improves. Well, at least, drivers pay more attention to red lights."

In Montgomery County, Maryland, police credit the county's 60 speed cameras with helping cut the number of traffic fatalities in half. At a June 9<sup>th</sup> public hearing, county police Capt John Damskey said that nine people have died in county traffic crashes so far this year, a drop from 19 that were killed in the same period last year. In 2007, 18 had died in that time frame.

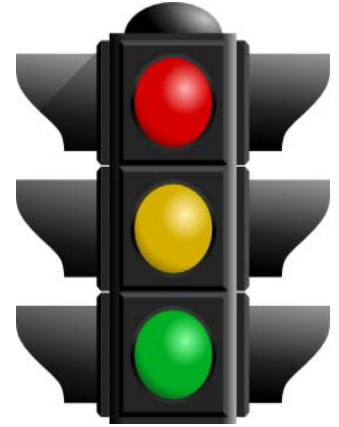
"This is not a blip on the radar," Damskey said. "This is a long-lasting, profound effect on our roadways." While Damskey said cameras are not the only reason fatalities are down, he said speed cameras "absolutely" help save lives.

# Special Survivors Issue to be published in advance of National Stop on Red Week

Since its beginning in 2001, the National Campaign has maintained strong relationships with red light running survivors all over the United States. Many contacted us to ask what they could do to help others avoid the tragedy they had endured. Some just wanted to tell their stories. Next month a special issue of our Safety Focus newsletter is dedicated to red light running survivors, many of whom have submitted their stories for publication.

The National Campaign is proud to be an advocate for red light running victims, many of whom lack other supporters and see little in the way of justice. Several weeks ago an anti-photo enforcement website portrayed the victims and survivor advocates of red light running as inanimate pawns used by the Campaign. The article was peppered with inaccuracies and just plain sloppy reporting, but the Campaign was most offended by the accusation that survivors are used as "tools." Nothing could be further from the truth, but, as is the case with so many internet sites and bloggers, the truth doesn't seem to matter much.

**2009  
NATIONAL  
STOP ON RED  
WEEK  
AUG. 2<sup>ND</sup> – 8<sup>TH</sup>**



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## A fact from France: safety pays

"France reduced road deaths by 20 percent between 2002 and 2005 after a vigorous public campaign and aggressive use of radar devices and breath testing equipment. The economic return in reduced crash costs was 50 times the annual amount spent on road safety promotion, reports the Commission for Global Road Safety." *Road Safety: Body Count*, Allianz Knowledge Partnersite 2009

The following opinion piece appeared on MyCentralJersey.com June 7, 2009. It is re-printed with permission of the author, Frank Hinds of Phoenix, Arizona, who is executive director and one of the founders of the Red Means Stop Traffic Safety Alliance, headquartered in Phoenix, [www.redmeansstop.org](http://www.redmeansstop.org).

## Red-light cameras truly promote safety

As the executive director and one of the founders of the Arizona-based Red Means Stop Traffic Safety Alliance, I'm writing to set the record straight on misinformation that was included in a recent editorial about red-light cameras.

Photo enforcement was founded in Arizona in 1987 so we Arizonans know how red-light cameras make communities safer. My daughter, Jennifer, was killed by a red-light runner. Fighting to make our streets safer has been my mission ever since.

Your editorial seemed to imply that not enough is known about the efficacy of red-light cameras for New Jersey to proceed with their installation.



Here are the facts. Red-light cameras are about safety. As study after study documents their effectiveness, more states, like New York and New Jersey, are adopting the technology.

New York City experienced a 73 percent drop in violations between 1994 and 2005. Philadelphia, which lengthened the timing of yellow lights before installing red-light cameras, enjoyed violation decreases ranging from 87 to 100 percent after the first year of using the cameras. Seattle's violations dropped 50 percent after their first year with red-light cameras. The Insurance Institute of Highway Safety ([www.iihs.org](http://www.iihs.org)) and the Federal Highway Administration report that red-light cameras succeed in reducing violations between 40-50 percent and crash rates by 30 percent.

Cameras do not necessarily lead to an increase in rear-end crashes, as opponents claim. Last year, Texas A&M University analyzed 56 approaches in 10 Texas cities using red-light cameras. They reported rear-end crashes in the studied intersections increased by 5 percent (from 106 to 111). However, 66 percent of the intersections decreased or maintained the same frequency of rear-end crashes. Collisions dropped by nearly 30 percent.

Some cities record minimal increases in rear-end crashes shortly after red-light cameras are installed. However, those same cities report that rear-end crashes eventually decrease as drivers learn that red really does mean stop.

Arizona is one of only four states that photograph violators and license plates. This system has placed a huge burden on our justice courts. Most states use the system New Jersey is poised to use. Violations are issued to vehicle owners much like parking tickets are. Owners can identify the actual driver if it wasn't them and authorities can reissue the tickets to the actual offenders under most states' programs.

Today, they're used or planned in more than 400 communities in 26 states. New Jersey is part of a national public safety trend.

The Red Means Stop Traffic Safety Alliance advocates on behalf of the families of victims to improve public safety. We salute New Jersey for taking steps to change dangerous driver behaviors in your state using the technology that has proven effective in so many communities.

# 2009 traffic safety reference guide cites photo enforcement as effective countermeasure for speeding & red light running

The University of North Carolina Highway Safety Research Center has published the 4th edition of *Countermeasures That Work*, a reference guide to assist State Highway Safety Offices in selecting effective, science-based traffic safety countermeasures for major highway safety problem areas. Funded by the National Highway Traffic Safety Administration, the guide contains a chapter for each problem area. Below is a summary of countermeasures for aggressive driving and speeding. To view the full report, visit the research page at [www.stopredlightrunning.com](http://www.stopredlightrunning.com).

The guide also gives high marks to the effectiveness of red light cameras on pages 3-11 and 3-12 and cites the National Campaign.

## Countermeasures That Work

Countermeasures to reduce aggressive driving and speeding are listed below and discussed individually in this chapter. The table is intended to give a rough estimate of each countermeasure's effectiveness, use, cost, and time required for implementation. The terms used are described below. Effectiveness, cost, and time to implement can vary substantially from State to State and community to community. Costs for many countermeasures are difficult to measure, so the summary terms are very approximate. See each countermeasure discussion for more information.

### 1. Laws

Countermeasure	Effectiveness	Use	Cost	Time
1.1 Speed limits	★★★★★ <sup>†</sup>	High	Low	Short
1.2 Aggressive driving laws	★	Low	Low	Short

<sup>†</sup>When enforced and obeyed

### 2. Enforcement

Countermeasure	Effectiveness	Use	Cost	Time
2.1 Automated enforcement	★★★★★	Medium	High <sup>†</sup>	Medium
2.2 High-visibility enforcement	★★	Low <sup>††</sup>	High	Medium
2.3 Other enforcement methods	★★	Unknown	Varies	Varies

<sup>†</sup>Can be covered by income from citations

<sup>††</sup>For aggressive driving, but use of short-term, high visibility enforcement campaigns for seat belt use and speeding is more widespread

### 3. Penalties and Adjudication

Countermeasure	Effectiveness	Use	Cost	Time
3.1 Penalty types and levels	★★	High	Varies	Low
3.2 Diversion and plea agreements	★	Unknown	Varies	Varies

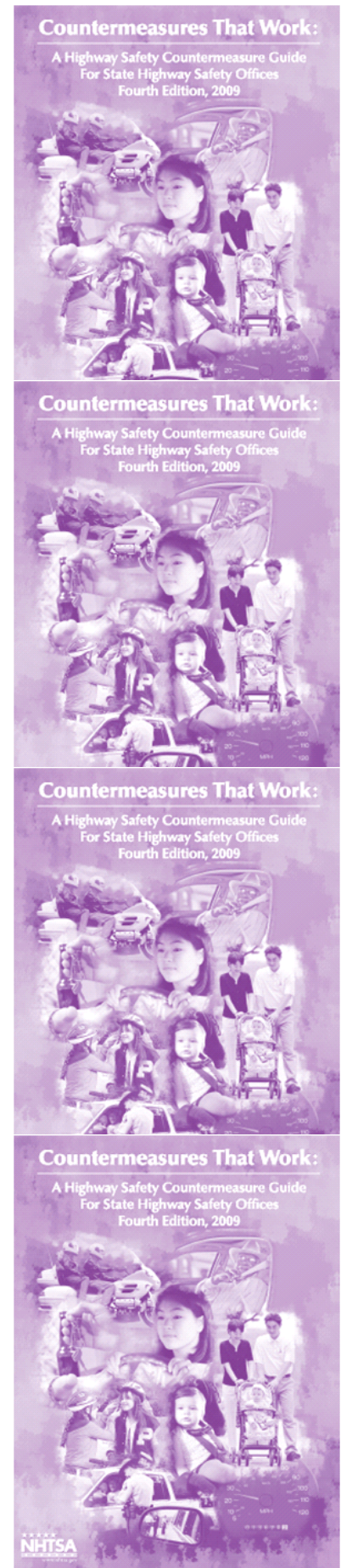
### 4. Communications and Outreach

Countermeasure	Effectiveness	Use	Cost	Time
4.1 Public Information supporting enforcement	★★★	Medium	Varies	Medium

#### Effectiveness:

★★★★★ - Demonstrated to be effective by several high-quality evaluations with consistent results

★★★ - Demonstrated to be effective in certain situations





## National Campaign to Stop Red Light Running

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### SPEED CAMERA EFFECTIVENESS

Speed cameras are used in more than 40 U.S. communities as part of police efforts to improve traffic safety. In 2007, speeding was a factor in 32% of motor vehicle crash deaths in the U.S. and has been a factor in about one-third of crash deaths since 1998 (*U.S. Department of Transportation's Fatality Analysis Reporting System*).

Below are some examples of the safety impact of speed cameras.

- In New Orleans, LA, speed cameras led to an **84% drop in speeding** (*New Orleans press release, 2.20.09*).
- Six months after implementation of speed cameras on residential streets and school zones in Montgomery County, Maryland, in 2007, **the proportion of drivers exceeding speed limits by more than 10 mph declined by about 70 percent**. (*Evaluation of automated speed enforcement in Montgomery County, MD, Retting et al, 2008*).
- A 2005 review analyzed data from 14 studies and found **crash reductions in the immediate vicinities of speed camera sites ranged from 5 to 69 percent for all crashes, 12 to 65 percent for injury crashes, and 17 to 71 percent for fatal crashes** (*"Effectiveness of speed cameras in preventing road traffic collisions and related casualties: systematic review," Pilkington, Kinra*).
- A 2006 review by the Cochrane Collaboration analyzed data from 21 speed camera studies and found **reductions ranging from 14 to 72 percent for all crashes, 8 to 46 percent for injury crashes, and 40 to 45 percent for crashes involving fatalities and serious injuries** (*"Speed enforcement detection devices for preventing road traffic injuries"*).
- A 2007 NHTSA-sponsored review of 13 published studies reported **injury crash reductions of 20 to 25 percent for fixed speed cameras and 21 to 51 percent for mobile speed camera programs** (*Automated enforcement: a compendium of worldwide evaluations of results, Decina et al*).
- In the District of Columbia, **almost 1 in 3 motorists were found to be speeding aggressively (defined by police as traveling above the threshold speed established for the program) at the beginning of the speed camera program in 2001. During September 2006, the number dropped to less than 1 in 58** (*"Statistics on Photo Radar," DC Metropolitan Police Department, 2006*).
- Implementation of a 9-month pilot program using fixed speed cameras on a busy urban freeway in Scottsdale, AZ, in 2006 was associated with up to a **95 percent decrease in the odds that drivers would travel more than 10 mph above the posted 65 mph speed limit** (*"Evaluation of automated speed enforcement on Loop 101 freeway in Scottsdale, Arizona," Retting et al, 2008*).
- A study of the same fixed speed-enforcement program in Scottsdale, AZ, found that the speed camera program led to lower speeds, safer drivers, shorter drive times and economic savings. Average speeds were reduced by about 9 mph following the installation of six cameras on the Loop 101 freeway, **total crashes were reduced by 44% to 54% and injury crashes decreased by 28% to 48%** (*"Evaluation of the City of Scottsdale Loop 101 Photo Enforcement Demonstration Program," Washington et al, 2007*).
- A study of speed cameras in 10 school zones in New South Wales, Australia, found **overall reductions in traffic speeds not only in the school zones but also on the roads approaching the school zones** (*Evaluation of Speed Cameras in 40 km/h School Speed Zones, Roper, 2005*).

Studies and documents cited on this page can be found on the *Get the Facts* page at [www.stoppedlightrunning.com](http://www.stoppedlightrunning.com).



Marcie's daughter, Daniella Matthews

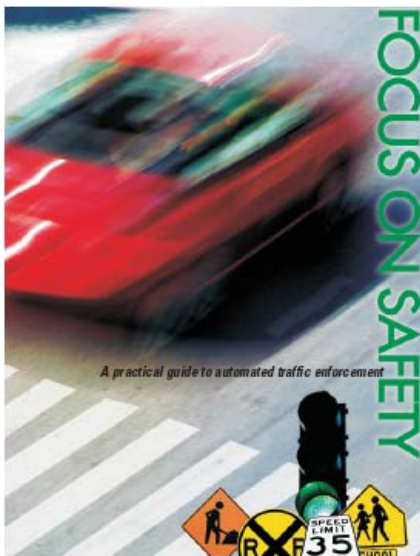
## Family honors mother killed by red light runner, encourages others to Stop on Red

Marcie Matthews participated in the St. Anthony's Triathlon in St. Petersburg, Florida on April 26th. Marcie's parents were struck by a red light runner June 23<sup>rd</sup> of 2008, and her mother died September 27<sup>th</sup>, 2008, due to crash-related injuries.



Marcie Matthews

Marcie carried the National Campaign to Stop Red Light Running's message to the triathlon by bringing T-Shirts featuring the Campaign's Youth Ambassador, Jeff "Left Hook" Lacy, and handing out the Campaign's "I STOP ON RED" bumper stickers.



**Focus on Safety: A practical guide to automated traffic enforcement** is a comprehensive resource to help state legislators and local policymakers, law enforcement officers, highway safety advocates and community groups design, operate, and support effective photo enforcement programs.

The guide is available from the Campaign for \$9 a copy, or it can be downloaded in PDF format from the Campaign website at [www.stopredlightrunning.com](http://www.stopredlightrunning.com).

## Public opinion poll finds strong national support for red light cameras

In a recent national survey of voters, Public Opinion Strategies found that 69% of Americans support the use of red light cameras at the most dangerous intersections in their states, while just 29% oppose them. See the full release at [www.stopredlightrunning.com](http://www.stopredlightrunning.com).

# News from across the U.S.

## Speed camera referendum petition dies

**Maryland** — A drive to put Maryland's new speed-camera law to a statewide vote failed to gather the necessary signatures for a referendum. The petition drive organizers, Maryland for Responsible Enforcement, said it fell fewer than 2,000 short of the required 17,883 signatures needed to put a referendum on the ballot in the next election. A spokeswoman for the Maryland State Board of Elections told the National Campaign that no signatures were submitted to her office.

## Lawsuit against red light cameras thrown out

**Louisiana** — In a May 14 ruling U.S. District Judge Sarah Vance in New Orleans said opponents of Jefferson Parish's red light camera program failed to show that it's unconstitutional. The Times-Picayune reported that opponents filed another suit in state court the next day, attacking the practice of using cameras to enforce traffic laws under several due process provisions in the Louisiana Constitution.

The suit is the second filed against the parish and Redflex in state court in Gretna. Last month a judge dismissed a suit by another set of plaintiffs and lawyers who argued that the camera vendor and its camera system illegally function as private investigators, gathering information on crimes or wrongdoings but without an investigators' license.

## Legislative failure — again

**Florida** — The following is an excerpt from the May 4, 2009 editorial page of The Herald Tribune in Sarasota, FL. The editorial was titled "A long list of legislative failures; Several bills with local ties deserved approval but were rejected."

*Sometimes what the Florida Legislature doesn't do is as important as what it does.*

*To that end, it's disappointing that the Legislature not only failed to approve the state budget on time, but didn't pass some useful bills with strong ties to our region.*

*One of the inexplicable failures involved House Bill 439, which sought to create statewide standards for the use of automated cameras at certain hazardous intersections.*

*The bill was filed by Rep. Ron Reagan, a Republican from Bradenton, and passionately supported by Melissa Wandall of Manatee County, whose husband was killed by a red-light runner in 2003.*

*Credible studies show that use of the cameras reduces traffic-light violations and intersection crashes — and that the fines hold drivers accountable. Manatee and Sarasota counties and Bradenton have approved the cameras for local use, as have other counties and cities; the bill would have logically created rules and fines statewide.*

*The House passed the bill overwhelmingly, with all the representatives from our region in favor, but it didn't get out of the Senate. The Legislature wisely approved another traffic-safety bill — which will give police the ability to make traffic stops when drivers and passengers don't wear seat belts, as the law requires — so the failure of the red-light cameras law was even more mystifying. (Perhaps the seat-belt law passed because it qualifies Florida for a big federal grant.)*

*Even though the Legislature didn't create statewide standards for red-light cameras, they can be approved for local roads by local governments — and we encourage them to continue doing so.*

# Legislative Update — June 2009

*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 125** (Bentley, Gipson), cited as the “Red Light Safety Act,” allows municipalities to pass ordinances to install red light camera programs. The bill outlines how red light cameras can be used, sets up a system to contest the civil fine and, if the owner of the vehicle wasn’t the driver, establishes how to transfer responsibility to a person who was driving. Read a second time on 2.19.09 and referred to public safety committee. Bill died at end of legislative session 5.15.09.

### FLORIDA:

**HB 439** (Reagan, Hooper, Nelson) creates the Mark Wandall Traffic Safety Program to be administered by the Department of Highway Safety and Motor Vehicles (DHSMV); provides for counties and municipalities to enforce traffic control signals using red light cameras; requires annual report from counties and municipalities to DHSMV on use of red light cameras; provides for allocation of portion of fine proceeds to trauma centers and public hospitals; requires summary report from DHSMV to Governor & Legislature. Filed 1.19.09. First Read 4.02.09 and sent to economic development & community affairs policy council. Sent to finance and tax council 4.14.09. Bill died at end of legislative session 5.02.09.

**SB 2004** (Altman) preempts to the state the use of cameras to enforce traffic laws. Creates the Mark Wandall Traffic Safety Program to be administered by the Department of Transportation; requires a county or municipality to enact an ordinance in order to use a traffic infraction detector to identify a motor vehicle that fails to stop at a traffic control signal steady red light. Provides for placement and installation of detectors on certain roads, etc. Filed 2.23.09; on criminal justice committee agenda 4.15.09. Bill died at end of legislative session 5.02.09.

**SB 2688** (Peaden) Establishes a traffic control program using unmanned cameras to record vehicles that violate laws relating to traffic control signal devices. Provides program requirements. Introduced 3.19.09. Died in Transportation Committee at end of legislative session 5.02.09.

**GEORGIA: HR 774** (Loudermilk, Burkhalter) creates the House Study Committee on Compliance by Local Governments with the Red Light Camera Law to examine why some local governments aren’t in compliance with a law, effective Jan. 1, 2009, requiring municipalities with red light camera programs to add one second to the yellow light phase at every intersection monitored by a camera. Resolution was read a second time 3.30.09. Resolution died at end of legislative session 5.11.09.

### HAWAII:

**HB 145** (Souki, Awana, Chong et al.) establishes red light camera programs and authorizes counties to implement them. Photos and citations would be mailed to the registered owners of the photographed vehicles. Introduced 1.22.09, sent to the transportation committee, where it passed with amendments, referred to judiciary committee 2.06.09, transmitted to Senate 3.10.09, where it passed first reading 3.12.09 and was then referred to the Senate Committees on Transportation and International Affairs, and Ways and Means. Bill died at end of legislative session 5.08.09.

**SB 216** (Espero, Gabbard) Establishes a three-year pilot red light camera program. Introduced 1.23.09 and on 1.28.09 referred to committees on transportation, international and intergovernmental affairs; judiciary and government operations; and ways and means. Bill died at end of legislative session 5.08.09.

*(continued on page 9)*

## **Legislative Update — Red Light Running Safety Cameras** *(continued from page 8)*

### **ILLINOIS:**

**SB0148** (Harmon, Althoff) provides that the Illinois Commerce Commission in cooperation with a local law enforcement agency, may establish in any county or municipality a system for automated enforcement of railroad crossing violations. Establishes requirements for the system and provides that local authorities must initiate the process by enacting a local ordinance requesting the creation of such a system. Introduced 1.30.09, assigned to transportation committee where it was amended 2.10.09; passed the Senate 4.02.09 and referred to House rules committee. Referred to railroad industry committee 4.14.09.

**HB 442** (Jefferson) amends the Illinois Vehicle Code, providing that, in addition to the eight previously designated counties, the counties of DeKalb, Macon, McLean and Winnebago, and the municipalities within those counties, may establish red light camera programs, effective immediately. Introduced 2.04.09, referred to rules committee, where it was amended and sent to the Senate 3.19.09.

### **INDIANA:**

**HB 1586** (VanDenburgh, Candelaria, Reardon, Friend, Austin) allows municipalities to establish red light camera programs with a penalty not greater than \$100. After allowing for administration costs of the photo enforcement program, 50% of the net proceeds must be deposited in the local road and street fund, 25% deposited in the county or local law enforcement continuing education fund; and 25% deposited in the local police equipment fund. Introduced 1.22.09; passed the roads and transportation and referred to ways and means committee 2.02.09. Bill died at end of legislative session 5.29.09.

**SB 389** (Rogers, Mishler, Wyss), as introduced 1.08.09, was to establish a 10-city pilot red light camera program with local authorities first getting permission from the state Department of Transportation (DOT). The bill was amended to make it identical to HB 1586. and referred to homeland security and transportation & veterans affairs committee, where it passed out of committee 2.10.09 by a 7-3 vote. Passed to the House 2.17.09 and died in committee at end of legislative session 5.29.09.

### **LOUISIANA:**

**HB 480** (Richmond, Arnold) prohibits local governments from using mounted traffic cameras to issue traffic violations. Introduced 4.15.09, referred to the transportation, highways, and public works committee on 4.27.09, and discussed in committee 5.18.09.

**HB 254** (Lambert) authorizes the use of automated traffic photo enforcement systems, requiring 50% of camera revenue to be sent to the state for highway improvements. Also stipulates that fines generated by red light cameras can be no higher than \$150. Introduced and referred to transportation, highways and public works committee on 4.09.09, and discussed in committee 5.20.09.

**MAINE: LD 1234** (Cebra) prohibits the use of a photo enforcement camera to prove or enforce a traffic violation. Passed the House 5.14.09; passed the Senate 5.19.09. Signed by Gov. John Elias Baldacci 5.28.09.

### **MISSOURI:**

**HB 241** (Yates) referred to as the Missouri Universal Red Light Enforcement Act, places severe restrictions on any red light camera program and prohibits speed camera programs. Combined fine and court costs cannot exceed \$25 and any fines collected must go to the local school district where the infraction occurred. Any issued notice of violation must be mailed no later than three business days after the violation was recorded. Introduced 1.12.09 and referred to public safety committee 1.22.09. Public hearing completed 3.03.09; as of 4.16.09 bill not on a calendar. Bill died at end of legislative session 5.15.09.

**SB 58** (Stoufer) modifies several provisions of law relating to transportation, including a requirement that red light camera citations clearly identify the driver of the vehicle. Passed by Senate 3.26.09; referred 4.02.09 to House transportation committee. Bill died at end of legislative session 5.15.09.

*(continued on page 10)*

## Legislative Update — Red Light Running Safety Cameras *(continued from page 9)*

**MONTANA: HB 531** (Nooney) prohibits red light cameras but allows photo enforcement at railroad grade crossings. All existing traffic cameras can no longer be used to enforce traffic laws. Signed into law by Gov. Brian Schweitzer 5.05.09.

**NEBRASKA: LB 496** (Fulton) authorizes local governments to operate red light camera programs. Violators would be notified within 15 days of violation; \$100 maximum citation fee. Introduced 1.20.09, referred to judiciary committee, hearing was scheduled for 3.11.09. Bill died at end of legislative session 5.29.09.

**NEW YORK:** The New York Legislature passed a package of bills that would expand the current program in New York City (**A7328**, Silver; **S3750**, Dilan ) and authorize local laws for the installation of up to 50 cameras in Rochester (**A7332**, Gantt; **S3746**, Thompson), Buffalo (**A7331**, Hoyt; **S3747**, Thompson), Yonkers (**A7330**, Spano; **S3745**, Stewart-Cousins), Nassau County (**A7329**, Lavine; **S374**, Johnson) and Suffolk County (**A7333**, Eddington; **S3748**, Foley). Under the package, municipalities would be authorized to institute a five-year trial program to enforce the red light law with cameras. Additionally, each bill requires participating municipalities to issue an annual report to the governor and legislative leaders detailing the effectiveness of this technology. The Assembly passed the bill package 4.06.09; the Senate passed similar legislation 4.07.09. Gov. David A. Paterson signed the package into law 4.28.09.

**OREGON: HB 2701** (Barton) prohibits cities that use photo red light cameras from providing compensation to manufacturers and vendors of photo red light cameras based on number of citations issued or percentage of moneys collected from payment of fines. Prohibits cities that use photo red light cameras and photo radar from collecting more than five percent of annual budget from citations issued using photo red light cameras and photo radar. First read 2.17.09 and referred to transportation committee 2.24.09.

**TENNESSEE: HB541**(Litz) and **SB 768** (Southerland) require traffic signals in intersections with red light cameras to use a minimum exposure time of five seconds for yellow light while maintaining three second minimum yellow light for traffic signals without cameras. SB 768 was on transportation committee calendar for 5.27.09 and has seen no action. HB541 was referred to the transportation committee 5.06.09 & referred to summer study committee 5.13.09.

### **TEXAS:**

**HB 2639** (Isett) prohibits local authorities from using red light and speed cameras. First read 3.16.09; referred to urban affairs committee, where it was left pending 4.02.09. On 4.23.09 it was considered in a public hearing, and reported favorably with out amendments. Committee report was sent to calendars 4.28.09. Bill died at end of legislative session 6.01.09.

**HB 3275** (Ortiz) requires local authorities obtain permission from the Texas transportation department before installing red light cameras on a state highway. The transportation department must hold a public hearing before granting approval for any red light camera installation. Read 3.18.09 and referred to transportation committee. Bill died at end of legislative session 6.01.09.

**SB 2295** (Lucio) and identical companion **HB 4643** (Lucio III), amends the transportation code by requiring a minimum yellow light phase of six seconds on all traffic lights at intersections monitored by red light cameras, effective 9.01.09. Six seconds is the maximum allowable yellow change interval duration allowed under the Texas Manual on Uniform Traffic Control Devices. HB 4643 was left pending in transportation committee 4.14.09. SB 2295 first read 3.31.09, referred to transportation & homeland security committee and bill was to be discussed 4.15.09. Both died at end of legislative session 6.01.09.

**HB 300** (Hegar) and identical companion **SB1019** (Isett) grant the state Department of Transportation control of automated enforcement cameras, with a sunset provision on existing contracts. Passed the House 5.11.09 and passed the Senate 5.25.09, with amendments. The bill died in conference committee at the end of legislative session 6.01.09.

*(continued on page 11)*

## SPEEDING SAFETY CAMERAS

**ARIZONA:** The Arizona legislature is swamped with pending bills aimed at ending or curtailing speed camera programs, including:

**HB 2106** (Crump, Ableser, Campbell, et al.), as introduced 1.20.09, would immediately prohibit photo enforcement systems in the state. It has been rewritten so the state's program deploying speed cameras on highways statewide wouldn't be eliminated until July 2010. It also includes numerous provisions imposing new requirements and restrictions on signs, enforcement practices and other aspects of the program before it expires. Under the bill photo enforced citations can only be issued to vehicles traveling at least 11 mph faster than the posted speed limit and the local authority with jurisdiction over a photo enforcement system on a state highway will be held fully responsible for the ownership, operation and maintenance of that portion of the state highway. Beginning September 30, 2010, no photo enforcement system may be used to identify speed violators on any state highway in Arizona. Approved by appropriations committee 3.26.09; approved by rules committee 3.30.09.

**HB 2131** (Weiers, Gowan, Stevens) requires photo enforcement warning signs to having flashing strobe lights attached. Introduced 1.20.09 and referred to the rules committee and the transportation and infrastructure committee.

**HB 2168** (Biggs) requires the state to conduct a study to determine the need for photo radar before any contracts can be entered into or renewed. In addition to studying alternatives to photo enforcement and numerous other requirements, the study would determine if "a photo enforcement system that is capable of safely covering at least five lanes of traffic in one direction and that meets or exceeds federal roadside crash safety standards is available for state procurement." Introduced 1.20.09 and referred to the rules committee, where it was approved 3.30.09, and the transportation and infrastructure committee, where it was approved 3.05.09.

**HB 2342** (Mason) restricts photo enforcement to local roads only and allows higher speed limits on controlled access highways. Introduced 1.26.09 and referred to the rules committee where it passed a second reading 1.27.09.

**HB 2494** (Weiers) states that a person must be driving at least 11 miles-per-hour over the speed limit to be issued a citation by a speed camera system. Introduced 2.5.09 and assigned to the rules committee where it passed a second reading 2.09.09.

**SB 1291** (Nelson), introduced 1.29.09, **deletes** the following section of the statutes relating to photo enforcement: "Notwithstanding any other law, if a person is found responsible for a civil traffic violation or a notice of violation pursuant to a citation issued pursuant to this section, the department of transportation shall not consider the violation for the purpose of determining whether the person's driver license should be suspended or revoked. A court shall not transmit abstracts of records of these violations to the department of transportation." Referred to Public Safety and Human Services Committee, and Rules Committee 6.08.09.

**SCR 1033** (Gould) requires a state referendum on a proposal to prohibit speed cameras on state highways. Introduced 2.02.09.

**SCR 1039** (Gould) states that, if approved by a voter referendum and proclamation by the governor, a driver would only be cited by a photo enforcement speed program if the vehicle was traveling at least 11 mph faster than 85 percent of the vehicles on the highway. Introduced 2.02.09.

**SB 1347** (Gould) requires extra signage for speed camera programs. Current law requires two signs with one placed at least 300 feet in advance of the photo enforcement system. This bill requires an additional sign to be located 1,320 feet before a photo enforcement system. All signs must include the posted speed limit and a notice that drivers will not be issued citations unless they are driving at least 11 mph over the speed limit. A standard size speed limit sign must be placed within six feet of each sign. Introduced 2.02.09. Referred to Public Safety and Human Services Committee, and Rules Committee 6.08.09.

*(continued on page 12)*

## **Legislative Update — Speeding Safety Cameras** *(continued from page 11)*

### **ARIZONA:** *(cont.)*

**SB 1355** (Gould) would prohibit speed camera programs on state highways. Introduced 2.02.09. Referred to Public Safety and Human Services Committee, and Rules Committee 6.08.09.

**SB 1364** (Gould) identical to SCR 1039 but would not require a voter referendum and proclamation by the governor. Introduced 2.02.09. Referred to Public Safety and Human Services Committee, and Rules Committee 6.08.09.

**SB 1391** (Huppenthal) requires the state or local authority to conduct an engineering review to determine a safe and reasonable speed limit for that portion of the street or highway; the minimum speed limit that results in a citation must be six mph more than the speed of 85 percent of vehicles on that street traveling during non-peak daylight hours under good weather conditions. Any photo taken must be altered so that the interior of the vehicle is darkened and not visible and only the driver is visible. Introduced 2.03.09. Referred to Public Safety and Human Services Committee, and Rules Committee 6.08.09.

**SB 1460** (Gorman), titled “2009 Photo Enforcement Accused Bill of Rights,” is a wide-ranging bill including requirements for extra signage, limitations on camera locations and amount of revenue jurisdictions can receive from photo enforcement, wording of citations, and signed statements from law enforcement officers verifying the required signs were in place at the time of the violation. Introduced 2.03.09. Referred to Public Safety and Human Services Committee, and Rules Committee 6.08.09.

**HAWAII: HB 388** (Souki, Awana, et al.) establishes photo enforcement speed programs and authorizes counties to administer them. Introduced 1.26.09 and referred to transportation, finance and judiciary committees. Heard and deferred by the transportation committee 2.02.09. Bill died at end of legislative session 5.08.09.

**ILLINOIS: SB 933** (Clayborne) authorizes and defines an automated speed enforcement system. Would authorize the department of transportation to place cameras on the Martin Luther King Bridge and the immediate approach thereto. Passed the Senate on 4.02.09, passed amended version in the House on 5.26.09. The bill died in conference 5.31.09 at end of legislative session.

**MAINE: LD 1234** (Cebra) prohibits the use of a photo enforcement camera to prove or enforce a traffic violation. Passed the House 5.14.09; passed the Senate 5.19.09. Signed by Gov. John Elias Baldacci 5.28.09.

### **MARYLAND:**

**SB 277** (Senate President, by request of administration) and **HB 313** (House Speaker, by request of administration), authorizes speed camera programs statewide in work zones and school zones; permits fines of \$40 for people caught on camera driving at least 12 miles above the speed limit. Passed both the House and the Senate; signed by Gov. Martin O’Malley 5.19.09.

**HB 396** (Anderson – by request of Baltimore City administration – McIntosh, Kirk et al.) authorizes speed camera programs on specified highways in Baltimore City. Introduced 2.10.09 and assigned to environmental matters; passed 3.28.09 and referred to the Senate rules committee 3.30.09.

**TEXAS: SB 374** (Carona) forbids municipalities and counties from operating speed cameras on any street or highway within their jurisdiction. Contracts formed before passage of the bill would be honored to completion. Passed the Senate 3.19.09 and referred to House public safety committee 3.31.09, where it failed to receive affirmative vote on 5.19.09. It was reported favorably without amendments in a formal meeting 5.21.09 a committee report was sent to calendars on 5.23.09. Bill died at end of legislative session 6.01.09.