

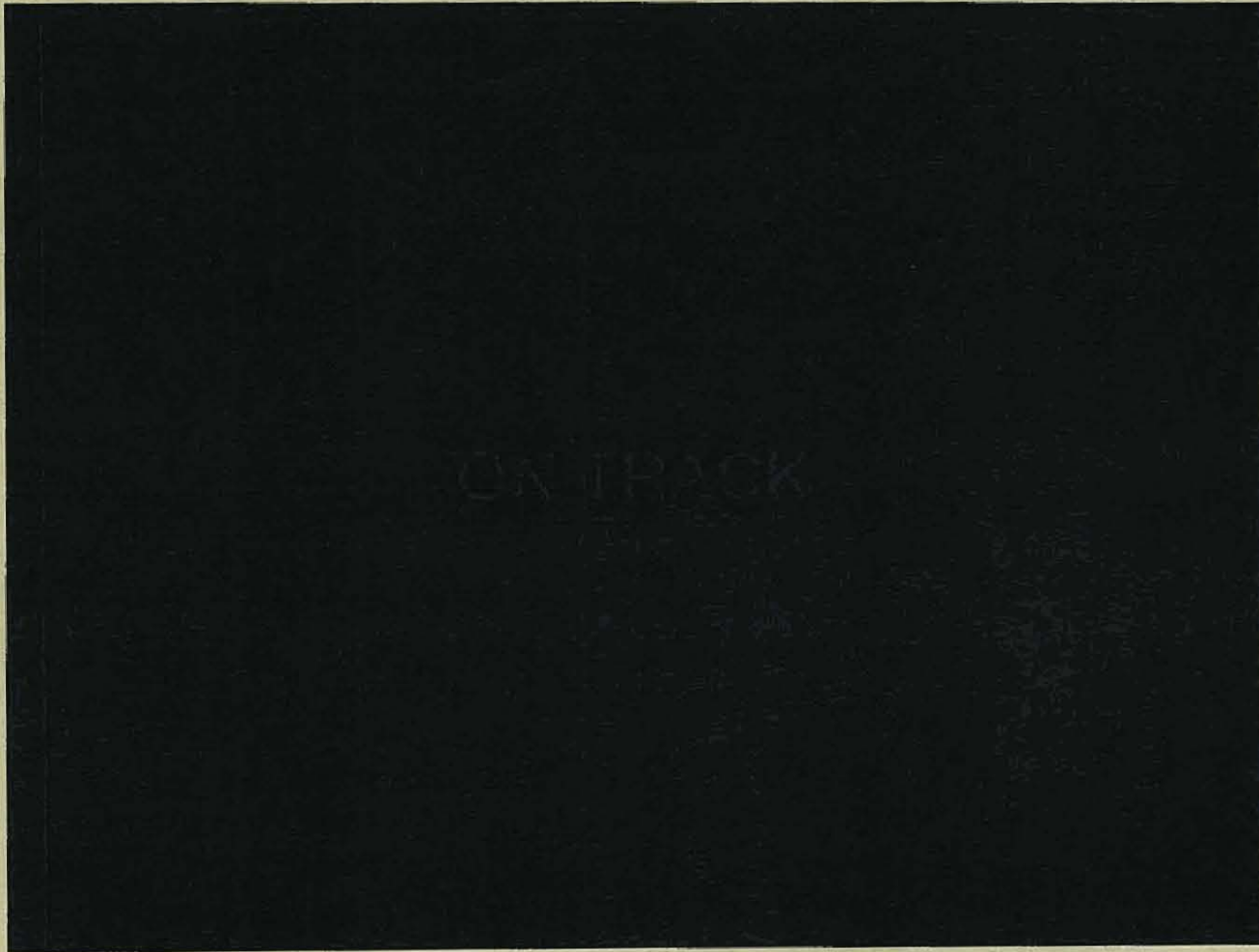


Photo Enforcement:
The Scottsdale 101 Experience
and
The 3 Myths of Photo Enforcement

*By Dr. Simon Washington
Professor*



Just 1 of the problems with photo enforcement.....



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Objectives of this presentation

- Discuss photo enforcement from an 'academic perspective', and plant some 'seeds' of thought to discuss/consider during the remainder of the conference...
- Provide a brief overview of the impact of the Scottsdale 101 program
- Identify some provocative myths about photo enforcement

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The Scottsdale 101 Experience
Speeding
Average Speeds
Safety
Economic Impacts



Project periods of analysis

- Before Period (2001 – 2005)
- Warning Period (01/22/06 – 02/21/06)
- Program Period (02/22/06 – 10/23/06)
- After Period (10/24/06 – 12/03/06)
- Reactivation Period (02/22/07 – 06/29/07)

Program and Reactivation periods were only periods during which speeding citations were issued.



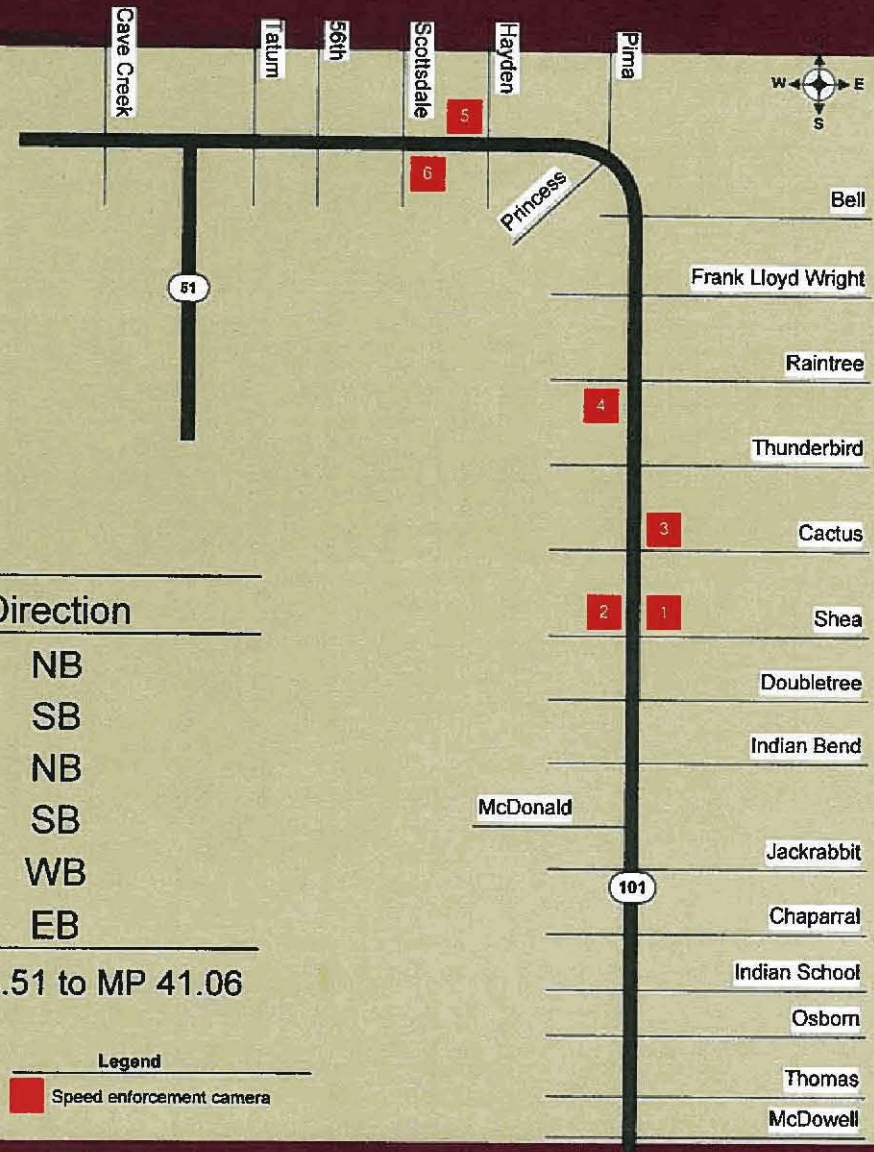
Location of Six Enforcement Sites

- Three cameras per direction
- Posted speed limit: 65 mph
- Infraction speed \geq 76 mph
- Criminal speeding $>$ 85 mph

Location of 6 demonstration sites

Site ID	Site	Direction
1	Shea Blvd and Cactus Rd.	NB
2	Shea Blvd and Cactus Rd.	SB
3	Cactus Rd. and Raintree Dr	NB
4	Cactus Rd. and Raintree Dr	SB
5	Princess Dr. and Scottsdale Rd	WB
6	Princess Dr. and Scottsdale Rd	EB

* The enforcement zone extends from approximately MP 34.51 to MP 41.06



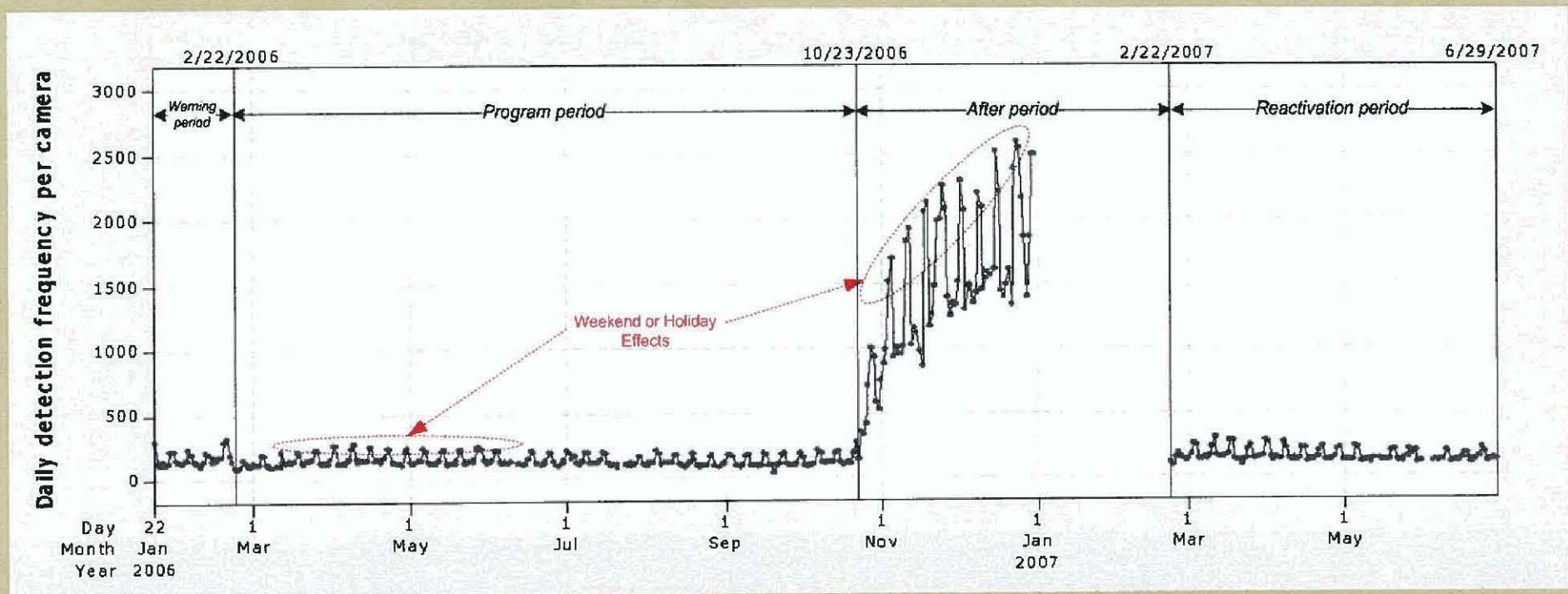
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Effect of the SEP on Speeding

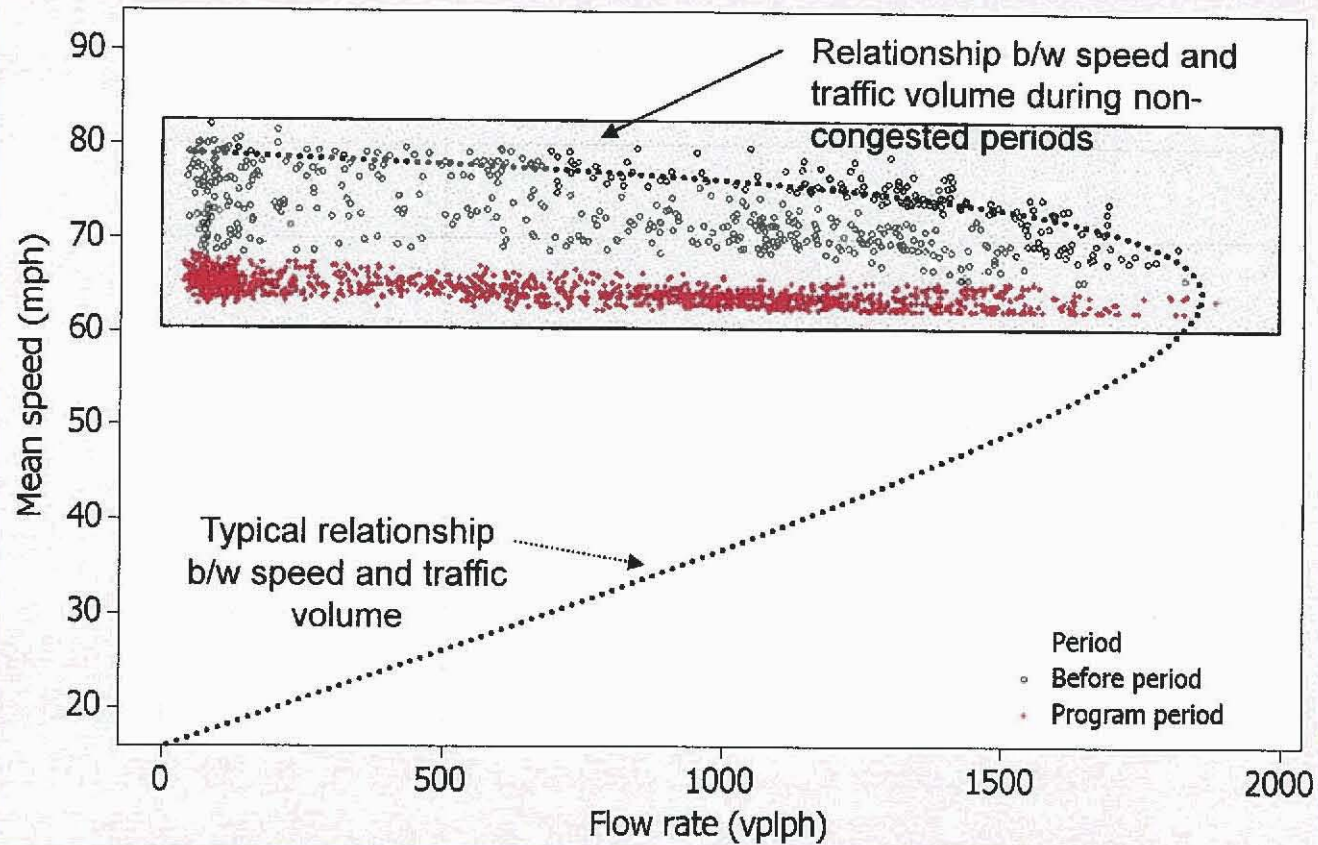
- After the SEP ended, the detection frequency (speeds ≥ 76 mph) increased by 1047% from the *program* to *after* period.
- The detection frequency for the *reactivation* period is not statistically different than that for the *program* period



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Effect of the SEP on Average Speeds

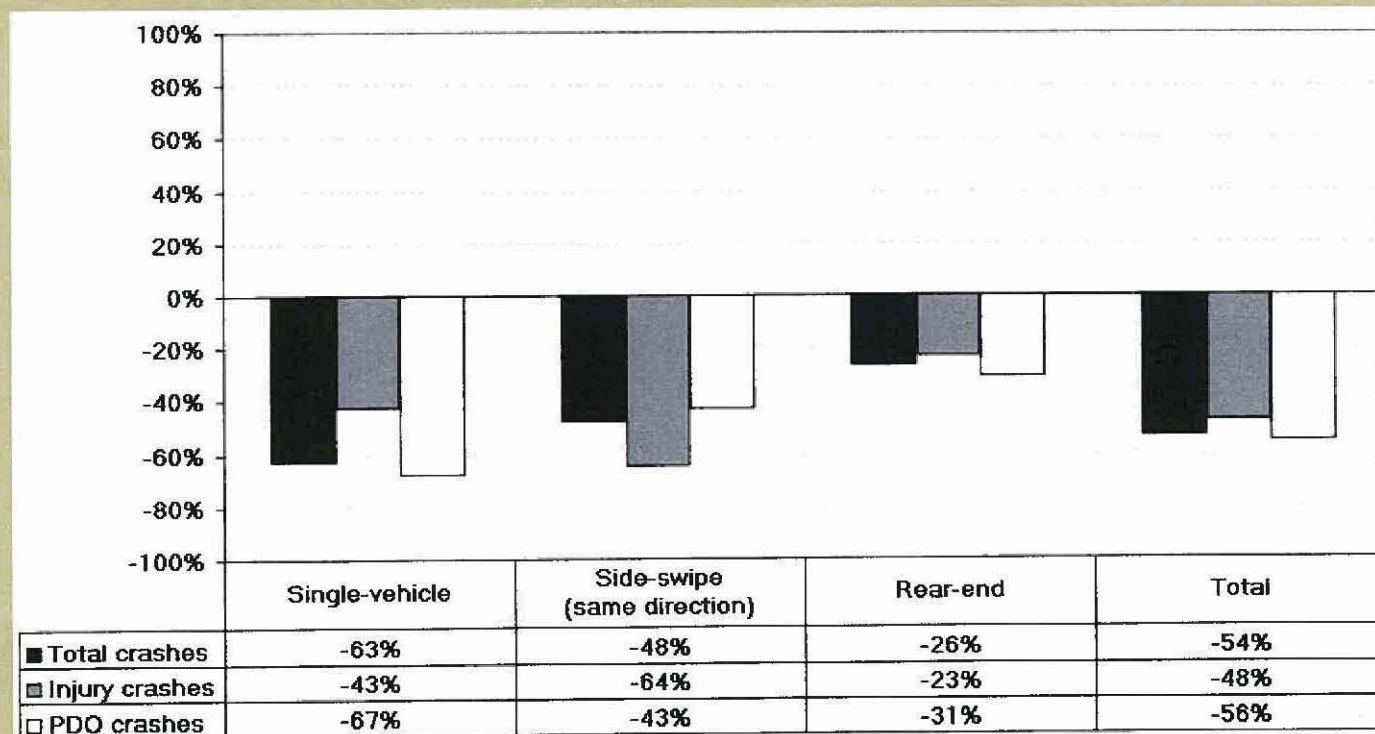


- Reduction in mean speeds: 73.1 mph to 64.4 mph
- Reduction in speed dispersion: 3.5 mph to 1.2 mph



Effect of the SEP on Safety

- Total crashes decreased by 54%, and total injury and PDO crashes were reduced by 56%.
- All types of crashes were reduced, but the decrease in rear-end injury crashes was not statistically significant.





Economic Analysis

- Crash costs obtained from extensive national research (NHTSA, 2000; Economic Impact of Motor Vehicle Crashes)
- Reflect AZ-specific costs: hospital charges by injury severity category (from AZ high-speed freeways)
- Utilize inflation adjusted costs from
 - National Hospital Discharge Survey
 - National Health Interview Survey
 - AZ hospital cost/charge information
 - CHAMPUS data on physician costs
 - National Medical Expenditure Survey
 - National Council on Compensation Insurance
 - Crashworthiness Data System.

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ASU Crash Costs

K = Killed

A = disabling injury

B = evident injury

C = possible injury

O = property damage only (no apparent injury)

Collision type	Crash severity	Final Medical Cost	Total Other Cost	Quality of Life Cost	Total Cost
Single-vehicle	K	\$162,870	\$1,340,063	\$2,111,828	\$3,614,761
	A	\$122,790	\$200,291	\$361,020	\$684,101
	B	\$24,104	\$61,295	\$88,104	\$173,503
	C	\$13,545	\$34,771	\$45,343	\$93,659
	O	\$15,527	\$41,402	\$50,277	\$107,206
Side-swipe (same direction)	K	\$119,065	\$1,651,039	\$2,496,842	\$4,266,946
	A	\$133,636	\$301,959	\$442,205	\$877,801
	B	\$27,504	\$80,482	\$86,291	\$194,277
	C	\$16,354	\$65,398	\$64,673	\$146,425
	O	\$15,826	\$62,247	\$50,530	\$128,604
Rear-end	K	\$71,037	\$1,608,206	\$2,441,687	\$4,120,929
	A	\$70,820	\$162,469	\$239,725	\$473,013
	B	\$39,899	\$100,244	\$152,827	\$292,971
	C	\$28,785	\$77,037	\$113,695	\$219,517
	O	\$30,643	\$77,278	\$117,022	\$224,942
Other Crashes	K	\$77,949	\$1,200,900	\$1,784,243	\$3,063,092
	A	\$97,374	\$236,524	\$310,713	\$644,611
	B	\$15,431	\$62,216	\$60,957	\$138,604
	C	\$8,557	\$42,965	\$43,917	\$95,439
	O	\$3,421	\$34,919	\$11,019	\$49,359

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Annualized Estimated Crash Benefits

Analysis method	Collision type	Crash severity					Total
		Fatal Crashes (K)	Disabling Injury (A)	Evident Injury (B)	Possible Injury (C)	Property Damage (O)	
BA study with traffic flow correction	Single Vehicle	\$1,503	\$134	\$1,370	-\$184	\$4,266	\$7,088
	Side-swipe (same)	\$1,651	\$0	\$476	\$204	\$1,312	\$3,643
	Rear-end	\$0	-\$859	\$1,018	\$63	\$2,021	\$2,243
	Other	\$1,748	\$368	\$369	\$438	\$605	\$3,529
	Total	\$4,902	-\$358	\$3,234	\$521	\$8,204	\$16,503
EB BA study with time-varying κ	Single Vehicle	\$1,471	\$87	\$1,341	-\$192	\$4,273	\$6,980
	Side-swipe (same)	\$1,803	\$0	\$520	\$263	\$1,373	\$3,960
	Rear-end	\$0	-\$822	\$1,145	\$155	\$2,064	\$2,543
	Other	\$1,762	\$371	\$372	\$443	\$618	\$3,565
	Total	\$5,036	-\$364	\$3,379	\$669	\$8,328	\$17,048

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Effect of the SEP on Travel Time



We examined the impact of the SEP on mobility

- The SEP slows people daily (through the 6.5 mile section) during off-peak periods
- The SEP also removes crashes, which contribute to non-recurrent congestion (bottlenecks)
- We compared the daily reduction in speeds (non-peak times only) to the savings from reduced bottlenecks

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Total Travel Time Savings (cont'd)

- By multiplying the reduction in injury crashes by the total travel time savings, the total travel time savings per year is obtained.

Assumption	Total travel time savings (veh-hours/year)		
	Lower	Mean	Upper
'1-lane blockage crash' –'Base'	606	1336	2067
'2-lane blockage crash' –'Base'	40,402	45,060	49,717



3 Photo Enforcement Myths...

Photo enforcement programs face public resistance because they encroach on people's privacy.....





No, people 'accept' or 'reject' based on a host of factors....

- Choice behavior theory tells us that people weigh costs AND benefits
- Costs:
 - Privacy encroachment
 - Slower daily off-peak commute
 - Ticket and insurance premium increase possibility
- Benefits:
 - Improved safety
 - Revenue generation (what is it used for?)
 - Increased sense of security on road

- When the **PERCEIVED BENEFITS** outweigh the **COSTS** a person will support the program

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Freeway photo
enforcement programs
are effective because they
reduce speeds.....





Why are freeway photo programs effective?

- We actually observed improved safety when:
 - Driver speeds were reduced
 - Driver awareness was increased

- We can't determine from this study (or others done to date) which of these factors is mostly responsible for the improved safety--the range of possibilities include:
 - 100% due to reduced speeds, 0% to increased awareness
 - 0% due to reduced speeds, 100% to increased awareness

- The unknown allocation is likely in the middle and needs further study to determine

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Photo enforcement will improve safety wherever it is installed.....(road segments, intersections)





Where are photo enforcement programs effective?

NO, the installation is appropriate when TARGET crashes are above average (compared to similar locations)

TARGET crashes are crashes that are *materially affected* by the program:

- Red-light running programs
 - Red-light running and associated crashes should be excessive
- Freeway programs
 - Off-peak speeding and associated crashes should be excessive
- Segment (arterial, highway, etc.) programs
 - Speeding and associated crashes excessive

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Thank you!

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[Maryland Police Refuse To Pay Speed Camera Tickets](#)

March 10th, 2008 Posted in [Professional Courtesy](#), [Speed Cameras](#)

Speed cameras in Montgomery County, Maryland have been ticketing motorists for quite some time now. Under their program, the tickets go to the owner of the vehicle instead of the driver. This is a [common flaw in ticket camera systems](#) across the country.

Local authorities have decided that it's acceptable to do this to avoid the hassle of tracking down the actual violators.

The average motorist who receives a speed camera ticket can either fight it in court or send in a check. However, the amount of effort and time necessary to get a speed camera ticket dismissed is substantial. As a result, most drivers — even innocent ones — choose to just pay the ticket in order to avoid taking time off work to go to court.

Limited court costs are a key reason why ticket camera programs are so [profitable](#) for local governments.

According to the [Washington Post](#), police in Montgomery County are bucking the trend and have decided to use their union resources to avoid paying camera tickets:

Among the thousands of drivers who have been issued \$40 fines after being nabbed by Montgomery County's new speed cameras are scores of county police officers. The difference is, many of the officers are refusing to pay.

The officers are following the advice of their union, which says the citations are issued not to the driver but to the vehicle's owner — in this case, the county.

So basically, they've decided to exploit the flaw in the system that they helped create. The article continues:

That view has rankled Police Chief J. Thomas Manger and County Council Member Phil Andrews (D-Gaithersburg-Rockville), who chairs the Public Safety Committee.

"You can't have one set of laws for police officers and another one for the rest of the world," Andrews said.

Unfortunately, too often this appears to be the case, creating unnecessary tension between police officers and motorists:

In recent weeks, officers have twice been photographed speeding past a camera and extending a middle finger, an act that police supervisors interpreted as a gesture of defiance. "There is no excuse for that kind of behavior," said Andrews, who was briefed on the incidents.

During the last eight months of 2007, the department's cameras recorded 224 instances in which county police vehicles were nabbed traveling more than 10 mph over the speed limit, the department disclosed this week in response to an inquiry from The Washington Post.

Of those citations, 76 were dismissed after supervisors determined that officers were responding to calls or had other valid reasons to exceed the speed limit. Nearly two-thirds of the remaining 148 fines have not been paid, including an unspecified number that remain under investigation, said Lt. Paul Starks, a police spokesman. He said the number of citations issued to police employees this year is not yet available.

Maryland bill allowing speed cameras in work zones moves to governor

The Maryland House approved a bill allowing speed cameras to be posted in highway construction zones throughout the state. The vote clears the way for the legislation to advance to the governor's desk for his signature.

The Owner-Operator Independent Drivers Association voiced concern about focusing solely on the speed of vehicles in work zones to solve safety worries.

With the backing of Gov. Martin O'Malley, House lawmakers voted 94-41 to endorse authorizing the cameras in work zones on expressways and controlled-access highways throughout the state where the speed limit is at least 45 mph. The Senate already approved it.

The enforcement tool also would be authorized in school zones.

According to state figures, there were 34 fatalities in work zones during the most recent five-year period – compared to 28 in the previous five-year period. Injuries rose from 4,295 to 4,741 in the same two periods.

The automated cameras snap pictures of vehicles traveling over the posted speed limit. A ticket is mailed to the vehicles' owners, regardless of who was driving at the time.

Currently, Montgomery County is the only place in the state that cameras are permitted. The enforcement tool can be used on streets in school zones or with speed limits of 35 mph or less.

The statewide bill – SB277 – would hand out fines up to \$40 to the registered owners of vehicles caught on camera traveling at least 12 mph in excess of the speed limit. The governing body of a jurisdiction would have to approve the cameras.

Profit that any jurisdiction receives from camera-generated tickets would be limited to 10 percent of the town or county's total revenue. That money could be used solely for local safety programs. Anything left would be routed into the state's general fund.

Supporters say the speed cameras encourage compliance with the law and save lives by reducing collisions.

Opponents say speed cameras are an unwarranted intrusion. Others question the claim that cameras are solely intended to keep people safe.

Todd Spencer, OOIDA's executive vice president, said the state of Maryland would be better served to focus their attention on other aspects of driving in work zones rather than focusing solely on speeding.

"Speeding in work zones isn't what actually causes accidents. Driving carelessly or recklessly is what causes accidents. That is where the focus of enforcement should be," Spencer told *Land Line*.

Spencer also said it is unrealistic to build speed cameras up to be a "catch-all" for highway safety.

To view other legislative activities of interest for Maryland in 2009, click [here](#).

– By Keith Goble, state legislative editor

However, some members of Washington County's delegation in Annapolis said Wednesday that in some of the county's smaller towns, like Clear Spring or Hancock, the legislation could effectively blanket the entire town with speed cameras — turning Washington County towns into speed traps.

Del. Christopher B. Shank, R-Washington, says speed cameras are an invasion of privacy and “un-American,” and is calling on Washington County to be exempted from a bill that would allow the devices statewide.

Shank asked other members of the delegation Wednesday if they would support an amendment that would exclude Washington County from the bill that allows speed cameras in construction and school zones.

The delegation, with the exception of Del. Richard B. Weldon Jr., supported Shank's amendment. Del. John P. Donoghue, D-Washington, was absent, but later said he did not support the change.

The bill

Under the speed cameras bill, cameras would be allowed within a half-mile of a work or a school zone. The cameras would operate from 6 a.m. to 8 p.m. year-round, but not on weekends. Motorists would have to be driving at least 12 mph over the speed limit in order to be ticketed.

The car's owner would receive a fine, but no points on his or her license.

Montgomery County, Md., currently has a pilot program in place with speed camera enforcement.

Shank sponsored a similar amendment last year that excluded Washington, Allegany and Garrett counties from legislation allowing speed cameras.

Sen. Donald F. Munson, R-Washington, voted in favor of Shank's amendment, but Shank criticized Munson's earlier decision to vote in favor of the speed camera bill in the Senate.

“I'm very troubled by Sen. Munson's votes on the issue,” Shank said. “He voted three times for speed cameras on a closely contested bill where he could have made a difference for Washington County by either killing it or exempting Washington County.”

Shank said he was disappointed that Munson did not “do more to stand up for Washington County” on the issue of speed cameras.

Munson said his vote would not have changed the outcome of the speed camera bill, which has passed in the Senate.

“That's silly, and Chris knows better,” he said. “Chris can count votes as well as I do.”

The final vote on the bill in the Senate was 27-20, with Munson in favor. Sen. George C. Edwards, Garrett/Allegany/Washington, and Sen. Alex X. Mooney, R-Frederick/Washington, were opposed.

However, an earlier vote on the bill was 23-24.

“I really don't understand why Chris is so upset with me,” Munson said. “He's unhappy if I support him. He's unhappy when I don't support him. He can't have it both ways.”

It will be interesting to see whether the officers will be held to same standard as normal citizens, who would most certainly face consequences if they refused to pay their tickets.

<http://www.motorists.org/blog/maryland-police-refuse-to-pay-speed-camera-tickets/>

WASHINGTON -- Do you slow down when you pass through highway work zones? You better if you drive in Maryland. Speed cameras will be turned on along highway construction areas in the Free State in fall.

Now Maryland's highway chief is talking about how the program will work.

"Our intention is to have signs well in advance of the work zones, letting drivers know that there are speed cameras within the work zone," State Highway Administration Administrator Neil Pederson tells WTOP.

"We (also) intend to be putting up what are called speed trailers, to let travelers know how fast they are traveling before they actually come to the speed camera itself."

Pederson says the state has a serious problem with accidents in work zones.

"Traffic crash rates are three times what they are on regular roadways. This is proven technology that shows it will slow drivers down and it will make the work zones much safer."

Lawmakers recently passed a statewide speed camera bill that allows the devices to be set up in highway work zones and near schools. However, unlike local speed camera programs, the State Highway Administration will not have to get jurisdictional approval to set up the devices along state roads.

Drivers may not see construction activity ongoing in certain work zones, but that doesn't mean the cameras will not be watching.

"We have constrained lanes. We have Jersey barriers up against the traffic lanes. We need to be having traffic slowed down even when workers are not present," says Pederson.

Drivers will have to be going at least 12 miles per hour over the posted speed limit in order to get a ticket. Fines will not exceed \$40.

Speed cameras are set to be turned on in highway work zones in Maryland in October.

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Maryland General Assembly 2009

Delegation wants county excluded from speed camera law

By ERIN CUNNINGHAM
APRIL 8, 2009
erinc@herald-mail.com

ANNAPOLIS — Speed cameras could be placed within a half-mile of a school or construction zone under a bill being considered by the Maryland General Assembly.

The fines will be the same no matter the speed — about \$40 — and no points will be assigned, regardless of whether the person is driving 15 mph over the posted speed limit or 115 mph over.

"A different level of punishment is needed," Myers said.

On the Web

<http://mlis.state.md.us/2009rs/billfile/SB0277.htm>

2/13/2008

Arizona Legislators Strike Back at Freeway Camera Plan

Arizona state Senate committee adopts three measures designed to thwart a statewide speed camera program.

Members of the Arizona state Senate Transportation Committee took the first step in an effort to thwart the massive expansion of speed cameras proposed by Arizona Governor Janet Napolitano (D). By a 3-2 vote, the panel recommended a permanent ban on all freeway photo enforcement, which would deal a significant blow to [Napolitano's plan](#) to raise \$165 million in annual revenue by issuing between 1.2 and 2 million automated speeding tickets statewide.

Senate Transportation Committee Chairman Ron Gould (R-Lake Havasu) also sponsored similar ban legislation last year which failed when offered. This year, the scale of Napolitano's plan helped rally additional support. Nonetheless, Gould expects the governor would veto the bill, if adopted by the full state House and Senate. To avoid this, the committee also recommended passage of Senate Concurrent Resolution 1032 which would, without the governor's signature, give voters the right to decide whether they want the program to continue. No photo enforcement program has ever survived a referendum. Voters rejected camera ticketing in Peoria, Arizona in the 1990s and in [Steubenville, Ohio](#) in 2006.

To cover all possibilities, the committee adopted a third measure, SCR 1033, which would, if approved in a voter referendum, ban the use of photo radar to issue tickets to motorists traveling with the general and safe flow of traffic.

<http://www.thenewspaper.com/rlc/news.asp?ID=2221&m=print>

Pinal County shelves speed-camera program

Sheriff slams system, pushes for deputies over roadside cameras

[29 comments](#) by Lindsey Collom - Jan. 22, 2009 12:00 AM

The Arizona Republic

Pinal County supervisors Wednesday bid goodbye to photo enforcement.

Their vote to terminate their contract with Redflex, the company that operates the cameras, came at the recommendation of the county's top law-enforcement official, new Pinal County Sheriff Paul Babeu.

"I'm against photo speed enforcement completely," Babeu said, walking the three-member panel through a detailed PowerPoint presentation. "Here in Pinal, it's failed miserably."

Babeu said speed cameras created dangerous road conditions and offered little financial benefit for the county. He plans to boost traffic enforcement through additional manpower.

Mooney tried to filibuster the issue during Senate debates.

"I hate those things," he said of speed cameras.

Del. LeRoy Myers Jr., R-Washington/Allegany, said the best way to stop drivers from speeding in school and construction zones would be to saturate those areas with additional law enforcement.

Shank agreed, and said he has seen police officers in the North End of Hagerstown doing just that.

"It's the responsibility of law enforcement to enforce the law, and to have an anonymous computer generate a ticket when you don't have the right to see your accuser (is wrong)," Shank said.

Local opinion

Hagerstown Police Chief Arthur Smith said the department has not considered speed cameras yet, but said officers probably do the majority of their speed enforcement around Winter Street Elementary. Smith said that while the department has not taken a position on the topic, some praise the cameras, saying they monitor speeders and free up more time for officers to stay on patrol.

Smith said officers also save time usually spent in court for speeding cases, which would save money that would otherwise be spent on overtime pay.

"You have more officers on the streets, not in court," Smith said.

Hagerstown Mayor Robert E. Bruchey II said anything would be helpful that would reduce traffic hazards around schools and construction sites.

"I think (speed cameras) would be a deterrent and remind people that you need to watch your speed in those areas, especially around the schools," Bruchey said.

Donoghue said he supports speed cameras and opposes efforts to exclude Washington County from the bill.

"I think it's important that we protect school children and construction workers," he said.

Donoghue said the delegation's amendment is likely to fail, and that he will vote against it.

"It doesn't do any good for Washington County to be the only part of the state to not allow our local officials to have the (legislation) to protect children and construction workers," he said.

Washington County Sheriff Douglas F. Mullendore said speed cameras might work in the municipalities, but he would resist efforts to install the cameras countywide.

"I don't really see them as having much of an effect on the speed problems we have in the county," he said. "The only appropriate way is for officers to observe the speed violations and actually cite the violator."

Myers said he also has concerns about the revenue-generating aspect of the speed cameras. He said companies will install them for free, expecting a large portion of the revenue raised from the tickets.

High school students in Maryland are using speed cameras as a tool to fine innocent drivers in a game, according to the Montgomery County Sentinel newspaper. Because photo enforcement devices will automatically mail out a ticket to any registered vehicle owner based solely on a photograph of a license plate, any driver could receive a ticket if someone else creates a duplicate of his license plate and drives quickly past a speed camera. The private companies that mail out the tickets often do not bother to verify whether vehicle registration information for the accused vehicle matches the photographed vehicle.

In the UK, this is known as number plate cloning, where thieves will find the license information of a vehicle similar in appearance to the one they wish to drive. They will use that information to purchase a real license plate from a private vendor using the other vehicle's numbers. This allows the "cloned" vehicle to avoid all automated punishment systems. According to the Sentinel, two Rockville, Maryland high schools call their version of cloning the "speed camera pimping game."

A speed camera is located out in front of Wootton High School, providing a convenient location for generating the false tickets. Instead of purchasing license plates, students have ready access to laser printers that can create duplicate license plates using glossy paper using readily available fonts. For example, the state name of "Maryland" appears on plates in a font similar to Garamond Number 5 Swash Italic. Once the camera flashes, the driver can quickly pull over and remove the fake paper plate. The victim will receive a \$40 ticket in the mail weeks later. According to the Sentinel, students at Richard Montgomery High School have also participated, although Montgomery County officials deny having seen any evidence of faked speed camera tickets.

Source: Local teens claim pranks on county's Speed Cams (Montgomery County Sentinel (MD), 12/11/2008)

Obama Transportation Appointees Like Speed Cameras, Tolls

Obama Administration appointments to transportation agencies point toward a future of speed cameras and tolling.

Candidate Barack Obama made few concrete statements on the subject of transportation during the 2008 campaign. Now that his cabinet has been sworn into office, President Obama has turned his attention to filling the lower-level positions that are frequently responsible for making major policy decisions. At the US Department of Transportation, these new appointees all share a love for speed cameras and toll roads -- especially Transportation Secretary Ray LaHood's new number two man.

"With great pleasure I want to bid a hearty welcome aboard to our new Deputy Secretary, John Porcari," LaHood wrote yesterday. "And, though he's been on duty less than a week, he already has done some heavy lifting for us."

Porcari, 50, was confirmed by the US Senate on May 22 and serves as the Transportation Department's chief operating officer, overseeing day-to-day operations. Porcari has the formal administrative experience that LaHood lacks. Most recently, Porcari headed Maryland's transportation agency where his main accomplishment was spearheading the effort to install speed cameras on every freeway in the state with fines of \$2000 per ticket. As late as April, Porcari was out defending the successful passage of legislation allowing speed cameras in "work zones" that have no workers. The legislature, however, opted for a significantly reduced fine from Porcari's original proposal.

"Marylanders will be safer traveling our highways thanks to legislation authorizing speed cameras in construction work zones," Porcari wrote in a letter to the Baltimore Sun newspaper. "And with clear signs offering advance warning of speed cameras, this will not be a matter of 'gotcha.'"

Although Pinal County's contract with Redflex wasn't set to expire until Feb. 20, two mobile speed cameras have not been in operation on Pinal roads since Babeu took office Jan. 1.

The speed vans had been roadside in some of Pinal's most populous areas, including Apache Junction, Gold Canyon and unincorporated areas near Queen Creek, since mid-2007.

The county's program is separate from the one operated by the Arizona Department of Public Safety on freeways statewide.

The supervisors two weeks ago had tabled a vote on the Redflex contract because they wanted Babeu to prepare a report on camera enforcement in Pinal, including the financial impact on the county.

He reported Wednesday that the two cameras were activated 11,416 times from September 2007 through last month. Of those activations, 7,290 resulted in citations, but only 3,711 were paid.

Babeu said most of the total \$134,199.43 in fines and fees from the paid citations covered administrative and operational costs, leaving the county with a net profit of \$12,391.58 that Babeu dismissed as paltry.

Moreover, Babeu said, total motor-vehicle accidents increased by 16 percent in the same time period, and fatal collisions in the Queen Creek area doubled from three to six.

The sheriff said he couldn't be certain that speed cameras were to blame for the crashes, but he believes they were a factor.

Collisions were said to be the reason Redflex was implemented on county roads. Former Sheriff Chris Vasquez initiated the contract to minimize an increasing number of crashes on Hunt Highway, the main thoroughfare connecting north-central Pinal County with Maricopa County.

Babeu thinks that putting more deputies on patrol offers the best way to improve safety, instead of relying on cameras that "can't catch drunk drivers" or stop motorists involved in illegal or dangerous activities.

The sheriff has increased his traffic-enforcement unit from two to four deputies, and a fifth will join the team soon. Babeu said the changes were made at no county cost as part of a departmentwide reorganization.

Babeu estimated that the volume of citations issued annually by the Sheriff's Office would increase sharply as a result of having more deputies on the streets. He said the five-member team alone could generate 10,400 to 20,800 citations a year.

Supervisor Bryan Martyn, whose district was the primary operating area for the speed vans, said he received a number of letters from residents who favored speed-camera enforcement, but he "doesn't presume to tell the sheriff how to do his job."

"He believes he has a better solution to this public-safety concern," Martyn said. "What he's proposing is prudent and seems to make sense. If it goes as sold, you may be praying for photo radar again." Babeu may answer those prayers in a different way. He wants to bring red-light cameras to the county.

Maryland Students Use Speed Cameras for Revenge

Students in Montgomery County, Maryland use fake license plates to send speed camera tickets to enemies.

18 Are speed cameras used to ticket motorists going 1 or 2 mph faster than the speed limit?

No. Speed cameras usually are programmed so they will not be activated unless a vehicle is traveling significantly faster than the posted limit — often 10 mph faster. A visible police presence typically accompanies photo radar in the United States to maximize the deterrent effect. Portable units are placed at the roadside in or near a marked police car, and signs usually announce that photo radar is in use.

19 Does the public support the use of speed cameras?

Public opinion regarding speed cameras is an important factor in the formulation of related traffic laws and enforcement policies. Telephone surveys conducted in three US jurisdictions with speed camera programs show a majority of drivers support the use of automated speed enforcement. A survey conducted 9 months after speed cameras were introduced in Washington, DC, showed that 51 percent of drivers favored cameras and 36 percent opposed them. Support for camera enforcement was higher among middle-age and older drivers, among drivers who had not received a speeding ticket in the mail and did not know anyone who had, and among drivers who said speeding was a problem.¹² A survey conducted 6 months after speed cameras were deployed in Montgomery County, Maryland, found that 62 percent of drivers were in favor of speed cameras on residential streets. Support was higher among females and drivers 65 year of age and older.⁸ In Scottsdale, Arizona, 63 percent of drivers surveyed prior to the start of automated enforcement said speed cameras should be used on an urban freeway where camera enforcement was planned; after speed cameras were operational, 77 percent of drivers supported their use.⁹ In telephone surveys conducted in Washington, DC; Montgomery County, Maryland; and Scottsdale, Arizona; the proportion of drivers who said speeding was a problem ranged from about two-thirds to 80 percent.

20 How effective are speed cameras at reducing crashes?

The effects of automated speed enforcement on crashes have been the subject of a considerable number of prior research efforts, as summarized in two recent systematic reviews of the international literature. A 2005 review analyzed data from 14 studies and found crash reductions in the immediate vicinities of camera sites, ranging from 5 to 69 percent for all crashes, 12 to 65 percent for injury crashes, and 17 to 71 percent for fatal crashes.¹³ A 2006 review published by the Cochrane Collaboration (an international organization that conducts systematic reviews of the scientific literature on public health issues) analyzed data from 21 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.¹⁴ 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.¹⁵

http://www.iihs.org/research/qanda/speed_lawenf.html

The Insurance Institute for Highway Safety reports photo enforcement bans in the following states:

1. Arkansas – use prohibited by county or state government.
2. Nevada – prohibited unless handheld by officer, or installed in law enforcement vehicle.
3. New Hampshire – prohibited.
4. New Jersey – prohibited.
5. Texas – may not be used for **speed** enforcement.
6. West Virginia – prohibited.
7. Wisconsin – prohibited.

Like his new boss, Porcari is also a major fan of imposing tolls on roads. So too is the newly confirmed Undersecretary for Transportation Policy, Roy Kienitz, 46. Kienitz was formerly the Deputy Chief of Staff for Pennsylvania Governor Ed Rendell (D) with responsibility over transportation issues. Rendell credited Kienitz for the state legislation that would have allowed the imposition of tolls on Interstate 80 and sold the Pennsylvania Turnpike to a foreign toll road consortium. Both plans ultimately failed. Kienitz is also a board member for "Building America's Future," a group that lobbies on behalf of government officials to promote toll roads as infrastructure projects.

Such projects were what Peter H. Appel, 44, worked on for the consulting firm A.T. Kearney. The Senate confirmed Appel as Administrator of the DOT's Research and Innovative Technology Administration on April 29. Appel's former firm is one of many that stands to profit from the twenty-two percent overhead cost added to every tolling project.

"A.T. Kearney has a broad transportation client base, including railroads, airlines and airports, shipping lines, ports, motor carriers and **toll roads**," the company explained in a summary of the areas in which it does business.

President Obama has also nominated Victor M. Mendez to be Administrator of Federal Highway Administration. Mendez, who awaits confirmation, was most recently the Director of the Arizona Department of Transportation where he coordinated state agencies and interest groups for the rollout of the state's freeway speed camera program.

<http://www.thenewspaper.com/news/28/2802.asp>

16 Are speed cameras widely used in the United States?

Speed cameras are used in 48 US communities in Arizona, Colorado, Illinois, Iowa, Louisiana, Maryland, Massachusetts, New Mexico, Ohio, Oregon, Tennessee, Washington, and the District of Columbia. In Illinois, cameras are used statewide in highway work zones. Speed cameras in action

17 Do speed cameras reduce travel speeds?

Institute studies show that automated speed enforcement can substantially reduce speeding on a wide range of roadway types. 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.⁸ Implementation of a 9-month pilot program using fixed speed cameras on a busy urban freeway in Scottsdale, Arizona, 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.⁹ And, within 6 months of the implementation of speed cameras on streets throughout the District of Columbia in 2001, the proportion of vehicles exceeding the speed limit by more than 10 mph declined 82 percent.¹⁰ Research conducted outside the United States also shows large effects of speed cameras on traffic speeds. For example, in Victoria, Australia, speed cameras were introduced in late 1989, and police reported that within 3 months the number of offenders triggering photo radar decreased 50 percent.¹¹ The percentage of vehicles significantly exceeding the speed limit decreased from about 20 percent in 1990 to fewer than 4 percent in 1994.