

**Testimony for the House Transportation Committee on HB 821
Regarding Future Red Light Camera Programs in Pennsylvania
November 14,2011**



**National Motorists Association
402 W. 2nd Street
Waunakee, WI 53597
608-849-6000**

by

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ORAL TESTIMONY

Mr. **Chairman**, Members of the **Committee**, and guests; thank you for the opportunity to provide testimony about the potential future of red light camera programs in Pennsylvania. It is a very important traffic safety topic for all Pennsylvania citizens and visitors.

My name is Jim Walker and I have been an active member of the National Motorists **Association** for 16 years. I testify frequently for the **NMA** on motorists' and traffic safety issues at our state legislature **in** Lansing. The **NMA** is a drivers' rights organization with members in all 50 states, the District of Columbia and Canada. One of our main goals is to see that all **traffic** laws and their enforcement procedures are directed at safety, and only at safety, never at revenue.

The **NMA** **is** opposed to the use of red light cameras. We ask that House Bill 821 and the related Senate Bill 595 **not** become law. We further ask that the pilot **program** for red light cameras in Philadelphia be allowed to **permanently** expire on December 31,2011.

Our objections to red light cameras can be classified into three major categories:

- Red light cameras are about maximizing revenue, not maximizing traffic safety, and red light camera programs often increase accident rates, which is unacceptable.
- There are less expensive and more effective ways of enhancing intersection safety, ways that are discouraged or sometimes virtually prevented by the use of red light cameras.
- An individual's right to due process is subverted and the vehicle owner is considered guilty until proven otherwise, a process that is backwards to the American justice system.

If intersection safety is truly the primary **concern**, then red light *cameras* are not the answer.

For example, the *Philadelphia Inquirer* recently reported police data that show accidents are up at red light camera intersections and I was quoted in the article. http://articles.philly.com/2011-10-25/news/30320420_1_red-light-cameras-automated-red-light-enforcement-red-light-intersections/3

We think increased accidents alone should speak loudly to the **Legislature** that it is time to end the **program** in Philadelphia, and not expand it to other cities.

To me it is the **Hippocratic Principle** – **First Do No Harm**.

Philadelphia has one of **many** red light camera programs where unbiased research reveals increased accidents. "Unbiased" means reports by groups with no **financial** conflicts of interest in the outcome of their research. This should make results of **data from** camera companies very suspect, if not outright excluded. We also trust official police data in **Philadelphia** as unbiased, over data **from** the Philadelphia Parking Authority which has a vested interest. **And** we believe data **from groups** like the Insurance Institute for Highway Safety (**IIHS**) which strongly supports red light cameras should be examined carefully for bias. A University of South Florida **report** is sharply critical of **IIHS** research methods and conclusions about the safety benefits, or lack of benefits, for red light cameras. <http://www.thenewspaper.com/news/34/3413.asp>

Early reports of the Philadelphia program in 2005 showed increased accidents at the first camera sites, as reported in the *Philadelphia Weekly* using police **data**. http://www.philadelphiaweekly.com/news-and-opinion/red-light_district-38401769.html

PENNDOT officials said then it was "premature" to judge the effectiveness of the red light cameras, yet the current police data **confirm** the concerns about increased accidents at camera sites were quite valid, and remain a continuing problem.

My **written** testimony includes studies **from** many places in the **U.S., Canada** and Australia that document increases in accident rates **after** red light cameras **were** installed.

And has anyone noted the irony of camera company **presentations** showing terrible intersection crashes – recorded by red light *cameras* that did NOT prevent the crashes? Most t-bone crashes are caused by late entries **from** 2 to over 5 **seconds** into the red, often by impaired or distracted drivers who are very unlikely to be influenced by red light cameras.

The new Public **Information** Research Group (**PIRG**) report details many ways red light camera **contracts** are **crafted** to emphasize revenue, sometimes with reduced safety. The report explains how privatized contracts limit data **transparency** so the public cannot **make** fair evaluations of programs. And the report exposes improper lobbying by camera companies plus the use of sham **organizations** that **look** like grass-roots groups favoring cameras, but are actually composed of, or heavily supported by, camera companies.

The PIRG report shows examples where camera companies **aggressively** resist ending contracts early when cities or citizens became dissatisfied, most dramatically in **Houston** where ATS threatened to demand \$25 **million** to end the contract early.

If red light cameras are not the answer to increased intersection safety, what is the answer?

The most effective way to dramatically reduce red light violations and intersection accidents is to use safer, longer yellow intervals. A 2003 Texas Transportation Institute study concluded an increase of 0.5 to 1.5 seconds in **yellow intervals** decreases red **light** violations by at least 50 percent. Other studies show longer yellows reducing violations by 60% to 90%.

The same **study** showed about **80%** of **all** violations occur in the **first** one second of yellow. Yet many cities set yellows about one second too short for the **ACTUAL** approach **speeds**, by using commonly under-posted speed limits as the untrue approach speeds. **And** almost **all** drivers caught in the first few tenths of a second of red will clear the intersection before cross **traffic** arrives, so they present little or no safety **risk**.

Please consider one point **carefully**. Every red light camera sales pitch is partly based on improving safety and reducing intersection crashes. But if red light cameras actually prevented most red light violations, how would camera companies make any money? Camera programs require high numbers of violations just to pay equipment costs, before anyone makes a **profit**. Reduced violations with safer, longer yellows are counterproductive to profits which are the only **true** motive for camera company business models.

Using too short yellows to improve profits is the cause of many **increased** accident rates as drivers panic brake to avoid expensive camera tickets, causing rear end crashes. While many of these accidents caused by too-short yellows involve minor to moderate property damage, some studies have documented increased injuries and even fatalities.

Slow-rolling right on red **turns** or stopping in the "wrong place" **are** cited in some programs. Overall, red light violations account for only about 2% of fatalities nationwide and right on **red turns** account for only a few hundredths of one percent of fatalities. Right on red is almost always a safe action and should not be cited unless **camera** videos reveal an actual safety hazard at that time.

Regarding our objection with due process **rights**, most red light **camera programs** use regular mail to send a ticket to the registered owner of the vehicle several days or weeks **after** the alleged violation. There is usually **no** proof the owner ever received notification.

Many don't even h o w they committed a violation because they **never** saw the **signal** turn to red. Some have no real way to know who **was** driving at the time. The owner is presumed guilty until they prove their innocence, which is **often** an impossible task.

If the person contests their ticket, the right to confront the accuser is impossible, because a machine cannot be cross examined. A police officer or camera company employee who certifies the violation did not witness the event and cannot be questioned about the details or circumstances. This problem is compounded because many court rules prohibit proper discovery procedures.

Some California courts have ruled photo evidence is hearsay **when** no camera company **person** is present to testify to the evidence, and more court challenges are likely.

<http://thenewspaper.com/news/33/3373.asp>

The entire procedure is unfair and **contrary** to our system of American **justice** where a person is presumed innocent until proven guilty and has the right to **confront** their accuser. The entire system is designed for revenue **generation**, not safety.

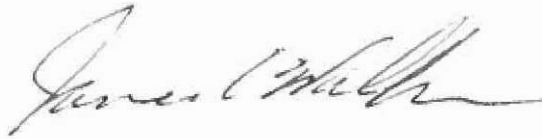
I have one last point. We know of 23 cities where citizens could vote for or against cameras. And real votes are **FAR** more definitive than polls. Cameras lost in 22 cities and the data are **attached**. The only win for cameras was last Tuesday in East Cleveland where the city sent off duty police officers in uniform in police cruisers to go door to door **asking** voters to retain the cameras. They used a kind of moral blackmail by telling voters that 36 police officers, 14 **firefighters** and 10 other workers **would** lose their jobs without the ticket camera revenue.

We think East Cleveland should be "the poster child" **of what is wrong** with red light camera programs. Cities become addicted to the revenue **from** cameras and, rather than seek lower violation rates and greater safety with better **engineering**, they have to keep the deliberately improper engineering in place to maintain the revenue stream.

In closing, the NMA believes the real answer is to prohibit red light cameras entirely so cities are forced to engineer for maximum SAFETY, not for ticket revenue. We ask that the Philadelphia program be ended and that no further red light camera systems be allowed in Pennsylvania.

Thank you I would be happy to take any questions.

Respectfully,

A handwritten signature in black ink, appearing to read "James C. Walker". The signature is fluid and cursive, with a long horizontal stroke at the end.

James C. Walker

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Written Testimony in Support of Oral Testimony
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WRITTEN TESTIMONY

THE CASE AGAINST RED LIGHT CAMERAS

The National Motorists Association (NMA) opposes the use of red-light cameras. These cameras serve no purpose other than revenue generation. Traffic authorities should utilize properly installed and properly calibrated traffic lights to manage traffic flow effectively with maximum safety.

Red light cameras make our roads less safe by causing more red light violations than properly calibrated lights will produce and by creating sudden driver reactions that often raise rear end crashes.

The NMA's objections to the use of red cameras include:

- Red light cameras are almost entirely about revenue, not safety
- Needed intersection safety improvements are not done, to maintain ticket camera income
- Red light cameras often cause an increase in traffic accidents at those intersections
- The hypocrisy of claiming that red light cameras are all about safety despite many examples of camera programs being shut down after becoming unprofitable.
- Ticket recipients are not promptly or verifiably notified
- The driver of the vehicle is not positively identified
- The vehicle owner is presumed guilty until proven innocent (regardless of the driver)
- There is no certifiable witness to the alleged violation
- Citizens have voted down photo enforcement almost every time it has appeared on a ballot

Included with this packet of information are summaries of the following studies and case histories:

- ❖ Red Light Cameras Increase Accidents (*Washington Post*) - executive summary
- ❖ Investigation of Crash Risk Reduction Resulting from Red-Light Cameras in Small Urban Areas (*North Carolina Agricultural & Technical State University*) - executive summary
- ❖ Red Light Running Cameras: Would Crashes, Injuries and Automobile Insurance Rates Increase if they are used in Florida? (*University of South Florida*) - executive summary
- ❖ Virginia DOT Study on Red-Light Cameras (Virginia Department of Transportation) - summary
- ❖ A Long Term Study of Red Light Cameras and Accidents (*Australian Road Research Board*) - summary
- ❖ Evaluation of the Red-Light-Camera-Enforcement Pilot Project (Ontario *Ministry of Transportation*) - summary
- ❖ Longer Yellow Lights Dramatically Decrease Violations
- ❖ Fifteen States that ban red light and/or speed camera enforcement and Twenty Two Cities That Have Voted Against the Use of Red Light and/or Speed Camera Enforcement
- ❖ How one city achieved a vote for red light cameras with drastic measures

Washington Post: Red Light Cameras Increase Accidents

Analysis of accident data shows accidents **doubled** at **intersections** with red light cameras in Washington, D.C.; October 4, 2005

<http://www.motorists.org/red-light-cameras/washington-post>

But a Washington Post analysis of crash **statistics** shows that the **number** of accidents has gone up at intersections with the **cameras**. **The** increase is the same or worse **than** at traffic signals without the devices.

Three outside traffic specialists independently reviewed the data and **said** they were surprised by the results. Their conclusion: The cameras do not appear to be making **any** difference in preventing injuries or collisions.

"The data are very clear," said Dick **Raub**, a traffic consultant and a **former** senior researcher at Northwestern University's Center for Public Safety. "They are not performing any better than intersections without cameras."

and www.thenewspaper.com

Since the District of Columbia installed its first red light camera in 1999, The **Washington** Post has championed use of photo enforcement technology on both its editorial and news pages. Now, five years into the program, the District's largest newspaper has discovered that **accidents** are up significantly as a result of their use.

A comparison of accidents at camera intersections before / after they were installed produced the following results:

Accident Type	1998	2004	Change
Broadside	81	106	+30%
Fatal Injury	144	262	+81%
Overall	365	755	+107%

The accident doubling effect is not a statistical anomaly, happening in 2000,2001,2002 and 2004. In 2003, accidents did increase, but by less than 200 percent.

AAA and other critics have accused the city of installing cameras in high-volume locations where they could generate thousands of tickets, regardless of how many accidents happened there. The analysis raised questions about where police installed the cameras. Nine intersections with cameras had two or fewer crashes annually in 1998 and 1999; seven reported no crashes that led to injuries or fatalities during that period. Officials installed cameras at six of the 20 most crash-prone intersections in 1998, data show.

In total, the city's photo enforcement program has issued two million red light and speed camera tickets worth \$151 million. DC police have never studied the accident data and do not dispute the Post's findings.

Key Statistic:

The analysis shows that the number of crashes at locations with cameras more than doubled, from 365 collisions in 1998 to 755 last year. Injury and fatal crashes climbed 81 percent, from 144 such wrecks to 262. Broadside crashes, also known as right-angle or T-bone collisions, rose 30 percent, from 81 to 106 during that time frame.

Article Excerpt:

Douglas Noble, the chief traffic engineer for the D.C. Department of Transportation, said his office was examining crash data and plans to review the red-light camera locations. The department collects the data from police reports and advises police about where to install the devices. Noble said that no studies have been conducted on the District's red-light cameras in several years but that he "would not disagree" with The Post's analysis. "I don't necessarily have an explanation" for the trends, he said.

Source: D.C. Red-Light Cameras Fail to Reduce Accidents, *Washington Post*, 10/4/2005

<http://www.washingtonpost.com/wp-dyn/content/article/2005/10/03/AR2005100301844.html>

Investigation of Crash Risk Reduction Resulting From Red-Light Cameras in Small Urban Areas

July 2004

Mark **Burkey, Ph.D.**, Kofi Obeng, **Ph.D.**, Co-Principal Investigator;;
Urban Transit Institute, Transportation **Institute**
North Carolina Agricultural & Technical State University, **Greensboro, NC**

Prepared for:

U.S. Department of Transportation
Research and Special Programs **Administration**
Washington, DC 20590

Executive Summary

Full report at http://www.motorists.org/photoenforce/Burkey_Obeng_Updated_Report_2004.pdf

This paper analyzes the **impact** of red light cameras (RLCs) on crashes at **signalized** intersections. It examines **total** crashes and also breaks *crashes* into categories based on both severity (**e.g., causing** severe **injuries** or **only property** damage) and by **type** (**e.g.,** angle, rear end).

Prompted by criticism of the simplistic methods and **small data sets** used in many studies of red light cameras, **we** relate the occurrence of these crashes to the characteristics of signalized **intersections**, presence or **absence** of RLC, **traffic, weather** and other variables. Using a large **data set, including** 26 months before **the** introduction of RLCs, **we** analyze **reported accidents occurring** near **303 intersections** over a 57-month period, for a total of 17,271 observations. Employing maximum **likelihood estimation** of Poisson regression **models, we find that:**

The results do not support the view that red light cameras reduce crashes. Instead, we find that RLCs are associated with higher levels of many types and severity categories of crashes. (emphasis added)

An overall time trend during the study indicated that accidents are becoming less **frequent, about 5 percent per year.**

However, the **intersections** where RLCs were installed are not experiencing the **same decrease.** When **analyzing** total crashes, **we find** that RLCs have a statistically **significant ($p < 0.001$)** and large (**40% increase**) effect on accident rates.

In addition, RLCs have a statistically **significant, positive** impact on **rear-end** accidents, sideswipes, and accidents involving cars turning **left** (traveling on the same roadway).

The one type of accident found to experience a decrease at RLC sites are those involving a **left turning** car and a car traveling on a different roadway.

When accidents are broken down by severity, **RLCs** were **found to have** a statistically **significant** ($p < 0.001$) and large effect (40-50% increase) on **property damage only** and **possible injury** crashes. There was a positive, but statistically insignificant estimated effect on severe (fatal, evident, and disabling) accidents.

These results **run contrary** to the many studies in the **RLC literature**. **Previous** studies have sometimes found an **increase** in rear-end accidents, **but often** find **offsetting** decreases in other types of accidents. While this **study** incorporated **many** advances in methodology over **previous** studies, additional work **remains** to be done. Because accident studies rarely use a true experimental design and data are not perfectly observable, additional careful study of **RLCs** is warranted to verify **our** results.

Red Light Running Cameras: Would Crashes, Injuries and Automobile Insurance Rates Increase If They Are Used in Florida?

Florida Public Health Review, 2005; 5: 1-7

Barbara **Langland-Orban, Ph.D.**, MSPH, Associate Professor and Chair
Etienne E. **Pracht, Ph.D.**, Associate Professor
John T. Large, Ph.D., Assistant Professor
University of South Florida, College of Public Health, Tampa, FL

Executive Summary

Full report at <http://health.usf.edu/NR/rdonlyres/C1702850-8716-4C2D-8EEB-15A2A741061A/0/2008pp001008OrbanetalRedLightPaperMarch72008formatted.pdf>

The theory behind red light cameras as **potentially** effective is that they rely on deterring red light **running** primarily through punishment of a specific **driving** behavior and **secondarily** by changing drivers' experience. By definition, the punishable behavior and resulting **potentially** harmful action will already have taken place when a ticket is issued. In other words, the **crash, injury, and mortality risks** do not change **immediately**, if at all.

Even if red light cameras could be effective in the long run, which is debatable, **they** are associated with **an** added cost, consisting of fines, crashes and injuries that could have been avoided by using engineering solutions, which are effective in both the short term and the long run. Because the rigorous and robust studies conclude cameras are associated with increased **crashes** and costs, any **economic** analysis of cameras should include these **newly** generated costs to the public. Indirect costs to the public are usually not considered in the calculation of total revenues and profits generated **from** red light cameras.

Cities and counties should follow the state's lead and **likewise pursue engineering improvements to enhance** intersection safety for **all driven and passengers**. Proven engineering practices and counter-measures can reduce crashes and injuries due to red light running, as well as other causes of intersection crashes. A public health approach to **improved intersection engineering is particularly** needed since 26% of Florida's **traffic fatalities** occur at **intersections (with and without traffic signals)**, in contrast to 18% nationally (NHTSA, 2005). This means that more than 22% of **traffic fatalities** in Florida occur at **intersections for reasons** other than red light running, as red light constitutes less than 4% of total **traffic fatalities**. *Further, red light cameras are an inefficient means to raise revenue for local and state governments and can disadvantage the state's economy.*

Running a red light can **cause severe traffic crashes especially when one vehicle runs** into the side of another. **Red light cameras photograph violators who are sent traffic tickets by mail.** Intuitively, cameras appear to be a good idea. However, **comprehensivestudies conclude cameras actually increase crashes and injuries, providing a safety argument not to install them.** (Emphasis added)

Legislation to permit camera citations has been proposed [in Florida] since the 1990s, but none has passed to date. This paper explains **red light running trends in Florida; effective solutions to reduce red light running; findings from major camera evaluations; examples of flawed evaluations; the automobile insurance financial interest in cameras; and the increased likelihood of even higher crash and injury rates if cameras are used in Florida due to the high percent of elderly drivers and passengers.**

Addendum by the NMA, June 2010: Florida Governor **Charlie** Crist recently approved legislation that allows the use of automated traffic enforcement on **state** roads.

Virginia DOT Study on Red-Light Cameras

This was a study by the Virginia Department of **Transportation** to support the continued use of cameras in the state. It was presented in **December 2004**.

NMA Summary: However, the information in the study actually shows red light camera intersections to be more dangerous. The study showed a definite increase in rear-end crashes and only a possible decrease in angle crashes. It also showed an increase in total injury crashes.

Full report available at: www.thenewspaper.com/rlc/docs/05-vdot.pdf

A Long Term Study of Red-Light Cameras and Accidents

David **Andreassen**
Australian Road **Research** Board
February, 1995

NMA Comment: The conclusion of this study was that Red Light Cameras are not an effective countermeasure and may increase the number of rear end crashes, facts and data known since 1995.

Summary

This study has examined the long term effect on accident-types of red light cameras (RLC) at 41 **signalised** intersections in Melbourne. The RLC were installed in 1964, and reported accidents for the period 1979 to 1989 were used in the **detailed** analysis.

The analysis was addressed in several ways. The first was a grouped **analysis** taking the predominant accident-types for all the RLC sites taken together and comparing the changes over time **with** the changes in the same accident-types in **Metro** Melbourne, in the rest of **the** State, and at signalized intersections in Melbourne. The second was to separately examine **each** accident-type for the 41 sites and look for changes over the whole period. The third was to classify the accidents at individual RLC sites according to whether it involved the approach on which the **camera** was installed. The fourth **was** to consider the **frequency** of each accident-type before the RLC installation and **stratify** the frequencies to ascertain if there was any difference in effect by initial **frequency**. The fifth was by considering both the **camera** approach and initial **frequency**. The sixth was to compare the changes at the RLC sites with changes in accidents at signalized intersections.

The original choice of the RLC sites must be questioned. **Three-quarters** of the sites had initial annual frequencies of two or less reported "adjacent approaches" accidents. **Low frequency** sites are not good candidates for testing the effectiveness of accident countermeasures.

The results of **this** study suggest that the installation of the RLC **at** these sites did not provide any reduction in accidents, rather there has been increases in rear end and adjacent approaches accidents on a before and **after** basis and also by **comparison** with the changes in **accidents** at intersection signals.

There has been no demonstrated value of the RLC as an effective countermeasure.

Full report available at www.thenewspaper.com/rlc/docs/95aussie.pdf

Evaluation of the Red-Light-Camera-Enforcement Pilot Project

Final Report December 2003
Ontario Ministry of Transportation

***NMA Summary:** This study commissioned by Ontario, Canada's Ministry of Transportation shows that those rear-end collisions can be fatal.*

After evaluating the performance of red light cameras at 68 sites over two years, the report concluded that jurisdictions using photo enforcement experienced an overall increase in property damage accidents of 18.5 percent coupled with a 4.9 percent increase in fatal and injury rear-end collisions. Rear-end collisions involving property damage alone jumped 49.9 percent.

The study compared accident histories of intersections in Toronto, Hamilton, Ottawa, Halton, Peel and Waterloo in the pre-camera period from 1995 to 1999 and the post-camera accident history from 2000 to 2002.

The report also concludes that there was an overall reduction in serious accidents and angle collisions. A closer look at the data found in this government-sponsored report show that intersections monitored by cameras experienced, overall, a 2 percent increase in fatal and injury collisions compared to a decrease of 12.7 percent in the camera-free intersections that were used as a control group (page 21).

in fact, the non-camera intersections fared better than the camera intersections in every accident category. The report's overall accident conclusions would have appeared significantly worse had the camera-free intersections been excluded from the final results.

Full report available at www.thenewspaper.com/rlc/docs/2003-ontario.pdf

Longer Yellow Lights Dramatically Decrease Violations

Loma Linda, California

Straight through violations drop 92 percent after yellow lights are extended by one second
full story at www.thenewspaper.com/news/30/3055.asp

The Loma Linda City Council was very pleased with the results of increasing the duration of yellow lights by one second in November 2009 at busy city intersections that had been previously outfitted with red-light cameras. The number of left-turn violations decreased from about 240 per month to between 25 and 30 per month as soon as the yellow lights were lengthened, a drop of 80 percent or more. Straight through occurrences of red-light violations were reduced by an even more impressive 92 percent. The City Council began exploring ways to eliminate the cameras, but not without a fight from camera vendor, Redflex Traffic Systems of Australia.

San Carlos, California

Engineering solutions and an extra second of yellow duration made red-light cameras a money loser

Full story at www.thenewspaper.com/news/31/3110.asp

After receiving numerous complaints from motorists about a short yellow light at a red-light camera intersection, the city found the 3.0 second timing was illegal. The standard was reset to 4.0 seconds, and in the process, the city refunded over \$150,000 to drivers for the invalid tickets that were issued after the camera was installed in November 2008. After the adjustment to the yellow light interval, the number of violations for red-light running went down from ten per day to two per day. As time passed, the violation count dropped even further. The red-light camera was relocated to a higher volume intersection, where testing showed that, with the longer yellow lights, traffic flow improved and red-light violations were minimal. Further testing at other intersections failed to find a location where the ticket camera could be effective. With its photo enforcement program losing money, the San Carlos City Council voted to eliminate the red-light camera in April 2010.

Springfield, Ohio

Adding one extra second to its yellow lights means less tickets for Springfield

Full story at www.wdtn.com/dpp/news/local/springfield/Longer-yellow-light-means-less-tickets

In 2006, Springfield was issuing about 1,700 red-light camera tickets per month. That monthly average has dropped over 60 percent to 667 citations in 2010, with the police noting that the biggest reason for the drop was the lengthening of yellow lights from 3.6 seconds to 4.6 seconds, except for one signal at the bottom of a hill that was increased to 5.0 seconds. Revenue from Springfield's red-light cameras dropped from a high of \$786,000 in 2008 to \$431,000 in 2009.

Loma Linda, California

California: Longer Yellows Nearly Eliminate Violations

Full story at www.thenewspaper.com/news/30/3055.asp

The council, on the other hand, was extremely pleased with the results of lengthening yellow lights by one second in November. The number of left-turn violations dropped 50 to 85 percent from about 240 monthly violations to about 25 or 30 a month immediately after the change. Straight through violations were reduced 92 percent, (Emphasis added)

"Lengthening yellow lights has produced a tremendous drop in violations," Rigsby said "The statistics from January are very telling. For four intersections, there were five straight through violations in total. That is tremendous improvement in safety. We're talking about huge success of lengthening the yellow lights... We could have had that safety with lengthening the yellow four years ago instead of installing red light cameras."

Fifteen States that ban red light and/or speed camera enforcement and Twenty Two Cities That Have Voted Against the Use of Red Light and/or Speed Camera Enforcement

From www.thenewspaper.com

States That Red Light and/or Speed Camera Enforcement

Alaska Minnesota New Hampshire Arkansas Mississippi South Carolina
Indiana Montana Utah Maie Nebraska West V i a
Michigan Nevada Wisconsin

Some measures require explanation. In Arkansas, for example, state law authorizes police to use a photo radar gun if the officer personally delivers the ticket at the time of the violation. This does no more than allow a photograph to be used in conjunction with a **traditional** traffic stop and serves as an unconditional ban on automated enforcement. In **Utah**, the legislature has placed so **many restrictions** on **the** use of photo radar -- specifically, **banning outsourcing** of the **ticketing** process to private, for-profit companies -- that no city uses speed cameras. **This** serves as an "effective ban" on photo enforcement.

Twenty Two Cities That Have Voted Against Red Light and/or Speed Cameras

Anchorage, AK Cincinnati, OH **Steubenville, OH** **Arlington, TX**
Sulphur, LA College Station, TX Batavia, IL **Heath, OH**
Sykesville, MD Peoria, AZ Chillicothe, OH **Garfield Heights, OH**
Dayton, TX Monroe, WA Longview, WA South **Euclid, OH**
Houston, TX **Baytown, TX** **Mukilteo, WA** Albuquerque, NM
Bellingham, WA Anaheim, CA

Arlington, TX (voted **down** "traffic management cameras" that could be used at ticket cameras)

How One City Achieved a Vote For Red Light Cameras With Drastic Measures (to our knowledge, the only time cameras have survived a public vote)

November 01, 2011

East Cleveland Fate Hinges on Red Light Camera Vote

Excerpts:

To most local governments, it's the favored "creative" way to increase revenue during hard economic times. To most local governments, it's the favored "creative" way to increase revenue during hard economic times.

"This is strictly as a result of the traffic cameras. If we lose the traffic cameras, this is the safety force scenario that we are looking at," said Mayor Norton, according to WJW-TV in Cleveland.

At most, Norton is aiming to out 36 police officers, 14 firefighters, and about 10 other city workers from their positions.

Full report at <http://politic365.com/2011/11/01/east-cleveland-fate-hinges-on-red-light-camera-vote/>

Excerpt:

In East Cleveland, city leaders went to the most extreme lengths of any contest to date to badger voters into supporting cameras using official resources. Off-duty police officers, in uniform and with their police cruisers parked on the curb, were ordered to go door-to-door to convince residents to vote to save the cameras. Last month, Mayor Gary Norton mailed layoff notices to thirty-six cops and fourteen firefighters, claiming the city would have to fire them if it lost the photo ticketing revenue. The strong-arm tactics worked, as the city picked up 54 percent of the vote.

Full report at: www.thenewspaper.com/news/36/3634.asp