SafeLight Garland

Red Light Violation Reduction Program

Overview

- It’s a Problem
- The SafeLight Garland Program
- Clearance Times
- Crash Trends
It’s A Problem

It’s a Problem

- It’s against the law!
- Peoples lives are at stake
- 1,000+ deaths per year
- 100,000 crashes per year
- Decreases efficiency
SafeLight Garland

**History**

- Initiated by City Attorney
- Lockheed Martin – ACS
- Installed Cameras
- Court Cases
- New Contract
- Began September 16, 2003
SafeLight Garland

- More than Photo Enforcement
  - Media Event
  - Public Outreach
  - Confirmation Lights
  - Increased Enforcement – STEP Grants

How it Works

- Two Photos
- Contractor Processes Photos (flat fee)
- Police Review
- Notice of Violation Mailed
- $75 civil penalty – first two offenses
- $200 – third + offenses
- Opportunity for hearing
Vehicle Change Interval

- Reviewed against ITE Formula
- Speed (mph) / 10
- None reduced
- 30 and 35 mph
- All-Red intervals generally increased

Onset of Yellow @ 40mph

Stop Bar

Far Side of Int.

232’

105’

3.94 sec

1.79 sec

6.88 sec stopping time
Current Status

- 105,114 violations (193 / week/camera)
- 66,611 notices of violation
- ~63% pay
- September 16, 2003 – February 2006
- 21% decrease in Violations Recorded

Violations per Camera

[Chart showing recorded violations, mailed notices, and paid violations from October 2003 to October 2005]
Crash Results

- Before vs. After
- Camera locations vs. control group
- Total crashes
- RLR crashes
- RLR crashes on camera approach
- Rear end crashes
- Injuries

The Data...

- 4 intersections with Cameras
- 31 months before
- 31 months after
- All approaches
- Camera approaches only
- Control Group – 6 intersections
Crashes At Camera Locations

Rear End Crashes
Rear End Crashes

Months Since Program Inception

Number of Crashes

Injuries

Total Incap Non-Incap Possible

Before After

<table>
<thead>
<tr>
<th>0</th>
<th>20</th>
<th>40</th>
<th>60</th>
<th>80</th>
<th>100</th>
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<tbody>
<tr>
<td>95</td>
<td>66</td>
<td>33</td>
<td>24</td>
<td>51</td>
<td>37</td>
<td></td>
</tr>
</tbody>
</table>

Total Incap Non-Incap Possible
Control Group

- Total Crashes: Before - 182, After - 136
- RLR Crashes: Before - 87, After - 52

<table>
<thead>
<tr>
<th></th>
<th>Intersections WITH Cameras</th>
<th>Intersections WITHOUT Cameras</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Crashes</td>
<td>-36%</td>
<td>-25%</td>
</tr>
<tr>
<td>RLR Crashes</td>
<td>-53%</td>
<td>-40%</td>
</tr>
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Crash Summary

- Total RLR crashes reduced significantly (from 40 to 19)
- Rear end crashes increased on approaches (from 4 to 7)
- Total crashes were reduced significantly (from 101 to 65)

Conclusions

- SafeLight Program a Success
- Violations Reduced
- Crashes Reduced
Questions?

Volumes

[Bar chart showing volumes for 2001 and 2005 with values 19863, 23699]