



JUST **STOP**

NEW JERSEY

New Jersey's Coalition to Promote **SAFE DRIVING**



"As an EMT and member of my town's First Aid squad, I have seen too many accidents that could have been prevented if drivers would just stop at red lights."

Beth Knotts - EMT, RN, West Long Branch Resident



Nationwide, fatal crashes involving a red-light runner are decreasing while New Jersey fatalities continue to rise – 87.5% from 2008 to 2010.



In 2010, 556 people were killed on New Jersey roadways.



In 2010, 151 of these traffic fatalities in New Jersey were pedestrians and cyclists.

***Just Stop! NJ** strives to reduce fatalities and injuries due to accidents resulting from vehicles failing to stop at red lights. The **Just Stop! NJ** coalition seeks to prevent vehicular accidents through education and awareness of traffic safety laws; highway safety data and statistics; and traffic control devices, such as red light cameras, that help prevent accidents and save lives.*

*The **Just Stop! NJ** coalition brings together individuals and organizations across New Jersey with a focus on road and highway traffic safety at intersections. Members of the Just Stop! NJ coalition can include government agencies, law enforcement officials, public health and medical practitioners, and non-profit organizations.*

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DEBUNKED: The Top 7 Myths of Red Light Cameras

MYTH 1

Red-light cameras do not improve safety.

FACT: A five-year study by the Insurance Institute for Highway Safety in 2011 found red-light cameras saved more than 150 lives in 14 of the largest U.S. cities, reducing fatalities by 24 percent.

Source: Hu W., McCart A., Teoh E., "Effects of Red Light Camera Enforcement on Fatal Crashes in Large U.S. Cities." Insurance Institute for Highway Safety. February 2011. <http://www.iihs.org/research/topics/pdf/r1151.pdf>

MYTH 2

Cameras do not prevent accidents

FACT: The cameras actually reduce the most serious type of crashes, the right-angle crash. This is the only crash type determined to be directly attributed to red light running. Additionally, Glassboro, NJ Police Chief Alex Fanfarillo reported an 83% decrease in the amount of crashes the first year of installing a red light camera at an intersection.

Sources: Insurance Institute for Highway Safety. <http://www.iihs.org/research/qanda/rlr.html>
Federal Highway Administration
<http://safety.fhwa.dot.gov/intersection/redlight/brochure.cfm>
and 2011 WBGO News

MYTH 3

The public doesn't support cameras

FACT: 77% of NJ voters surveyed say they are in favor of red-light cameras.

Source: 2011 Poll by the National Coalition for Safer Roads

MYTH 4

Cameras do not stop offenders

Fact: 56% of NJ drivers polled by the National Coalition for Safer Roads said that when they know there is a camera at a particular intersection, it changes their driving behavior.

Source: 2011 Poll by the National Coalition for Safer Roads

MYTH 5

Tickets are issued without a witness.

FACT: According to the Federal Highway Administration, all citations are issued by law enforcement officials who review the camera data.

Source: Federal Highway Administration. Priority, Market-Ready Technologies and Innovations. http://www.fhwa.dot.gov/resourcecenter/teams/safety/safe_mrt_redlight.cfm

MYTH 6

There are better alternatives to cameras

FACT: Longer yellow lights are often offered as a better solution to cameras but a 2007 Insurance Institute for Highway Safety study found that while an added second of yellow time reduced collisions by 36%, red-light safety cameras that were added to those intersections reduced collisions by an additional 96%.

Source: Retting, R. et al. "Reducing Red Light Running through Longer Yellow Signal Timing and Red Light Camera Enforcement: Results of a Field Investigation." January 2007. Page 1. http://www.stopredlightrunning.com/pdfs/ReduceRedLt_IIHS_.pdf

MYTH 7

Cameras cost taxpayers money

FACT: Cameras actually save money for taxpayers and communities A single fatal crash cost society \$6 million dollars in 2009; an 87% increase from 2005. This includes the costs to victims, families, government, insurers and taxpayers -- 50% of which insurers pay. Citations issued by red light cameras are 100% violator funded.

Sources: AAA and Cambridge Systematics.
"Crashes vs. Congestion -- What's the Cost to Society?" November 2011.
http://newsroom.aaa.com/wp-content/uploads/2011/11/2011_AAA_CrashvCongUpd.pdf
and New Jersey Public Law 2007 c. 3

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Overview of the NJ DOT 2nd Annual Review of Red -Light Traffic Control Signal Monitoring System

- ❖ The report calls decreases in right-angle crashes and improvement in driver behavior “encouraging” trends and recommends the program remain under evaluation for its effects on safety.
- ❖ The report noted that the red-light camera program has reduced total crashes by as much as 57% over two years’ time.
- ❖ At the 24 intersections with red-light safety cameras in use for one year, total right-angle crashes decreased 15% from the previous year.
- ❖ At the two intersections with cameras in use for two years, right-angle crashes decreased 57% after one year with cameras and 86% in the second year with red-light safety cameras in operation, showing an increase in traffic safety with each year of operation.
- ❖ The right-angle crash is the only type of collision that is directly attributed to red-light running.
- ❖ Total citations issued after one year decreased 50% from month one to month 12, but decreased 85% from month one to month 24 at the locations with longer-running programs. According to the report, the program is making a difference among drivers.

Data at specific intersections in the state

- ❖ Right-angle crashes diminished 57% in the first year with red-light safety cameras at the U.S. Route 1 and South Park Avenue intersection in Linden.
- ❖ Right-angle crashes decreased 87.5% after one year of camera operation at the intersection of Route 41 and Deptford Center Drive, in Deptford Township.
- ❖ Citations decreased 87.8% from the first month of the program to the 12th month in Gloucester Township at the intersection of Blackwood-Clementon Road and Erial Road.
- ❖ Citations decreased 70% in the program’s first year in Woodbridge Township at the intersection of Route 1 and Avenel Street.