



RED LIGHT VIOLATIONS

"STOP U.S. 30 Red Light Running"

KLA White Paper 2001-2002

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Lindy Breeden - Farmers State Bank

David Findlay - Lake City Bank

Daniel Sands - Symmetry Medical USA



KOSCIUSKO LEADERSHIP ACADEMY



U.S. 30 Red Light Running

- Introduction
 - KLA Group Studies US 30 Traffic Violations
 - 21 hours at 7 intersections
 - KLA Data used in Jan 2002 Senate Hearing

 - Senate Bill 008
 - Would allow Photo Enforcement Cameras

PREVIEW/THESIS:

The team of Craig Buchman, Lindy Breeden, David Findlay and myself assisted Ann Sweet and Senator Kent Adams by helping create awareness of the local problem of red light running on US 30 intersections. Our KLA team observed 21 hours of intersection traffic at the 7 intersections in Warsaw. This data was in support and used in Ann Sweet's testimony on January 15, 2002 to the Indiana Senate, Transportation and Interstate Cooperation Committee regarding Senate Bill 008 Traffic Control Devices. Senate Bill 8 would permit cities and towns to enact ordinances to install cameras to catch vehicles that run red lights. The owner would get a ticket via mail, a copy of the photo and up to a \$100 fine.

Today, I would like to share the results of our traffic study and how Photo Enforcement could help our local problem.



U.S. 30 Red Light Running

– Ann Sweet’s Loss

- 1997 Shawnee Ulrey killed on U.S. 30 near Warsaw

GAIN ATTENTION

How many times have you been waiting to cross US 30 and when your green light comes.. you wait an additional 2-3 seconds looking both ways before you cross?

How many times have you seen near misses because Semi’s and other vehicle’s roar through US 30 ignoring Red Lights, barely missing unsuspecting motorists crossing US 30?

Unthinkably, Ann Sweet lost her 21 year old daughter, Shawnee Ulrey, in 1997 as she crossed US 30 weeks before her wedding

PHOTO OF SEMI GOING THROUGH INTERSECTION

April 9, 2002
A Scary, But Familiar Seen



158 Violations in 21 hours of observation

Common Violator



49% of violations were Semi's

Another Victim





U.S. 30 Red Light Running

– Why STOP Red Light Running?

- For Our Safety

– Who's Taking Action

- Ann Sweet
- Senator Kent Adams (R- Warsaw)
- Mayor Ernie Wiggins
- Police Chief Steve Foster

RELEVANCE/EXPECTATION:

Intersection Safety consists of three important ingredients, according to Ann Sweet, proper engineering (length of yellow lights), public education and consistent enforcement.

Engineering - innovations to make intersections as safe as possible given their specific characteristics and traffic volume

Education - Such as provided by National Stop Red Light Running Week, the National campaign to Stop Red Light Running and local programs that provide handouts to schools and organizations.

CONSISTENT ENFORCEMENT—Police enforcement where possible, supplemented by photo enforcement. A survey of driver behavior conducted by Dr. Bryan Porter at Old Dominion University found that 98.5% of drivers surveyed believe red light running is dangerous, but more than half (55.8%) admitted to running them. Less than 6% ever received legal consequences for doing so. The reason most often given for running these lights—simply in a hurry. When asked what to do about red light running, the most common answer was to increase legal consequences.

Education and engineering aside, red light running is a behavior problem and in order to change behavior there must be an incentive to do so—a 6% chance of getting caught is not much incentive. Photo enforcement has proven to be the most effective, efficient and cost effective means to provide that consistent enforcement. Cameras can catch not 6%—but 100% of red light offenders at intersections where they are installed.

CREDIBILITY:

Local citizens taking action, Ann Sweet formed Focus on Safety Group, on National Highway Traffic Safety Committee, Kent Adams, Tom Wyss R- Ft. Wayne, Charles Meeks (R-Leo), Rose Antich (D- Merrivile)

Testimonials to State Legislature by Mayor Wiggins, Police Chief Steve Foster



U.S. 30 Red Light Running

- Traffic Study
 - Warsaw US 30 Intersections - A Severe Problem
 - 7 intersections
 - 21 Hours of observation
 - Study guidelines based on Purdue University Study

 - Selective Enforcement Data

Traffic Study Results

Intersections and times

7 intersections for 1 hr each 3 times - east end Shell Station to West End Danek

Period of 2 weeks in Mid December (mild weather)

Each intersection was viewed at 3 different times by different team members

7:00 - 8:00 am

12:00 - 1:00 pm

4:30 - 5:30 PM

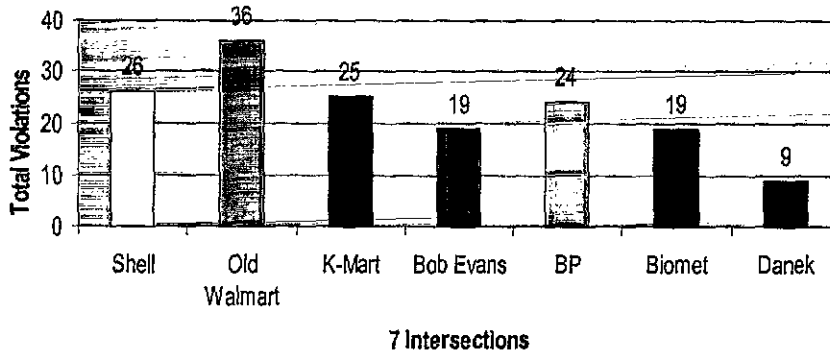
Ref. Purdue Study and Structure

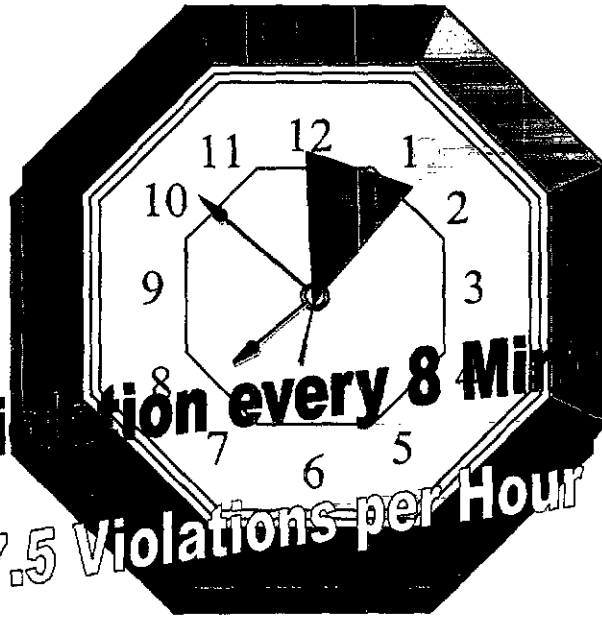
Our study was based on Purdue University's site observation form that tracked type of vehicle, driver M or F, Race, Age, Direction of violation

Summary of Survey Results



**U.S. 30 Red Light Violations
Violations/Intersection in 3 hrs**

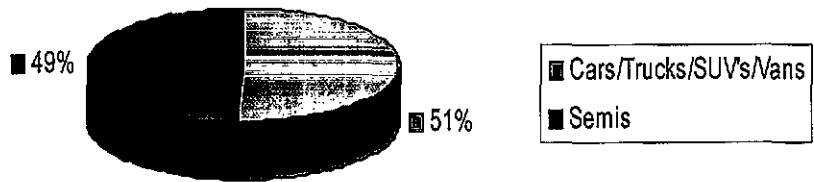


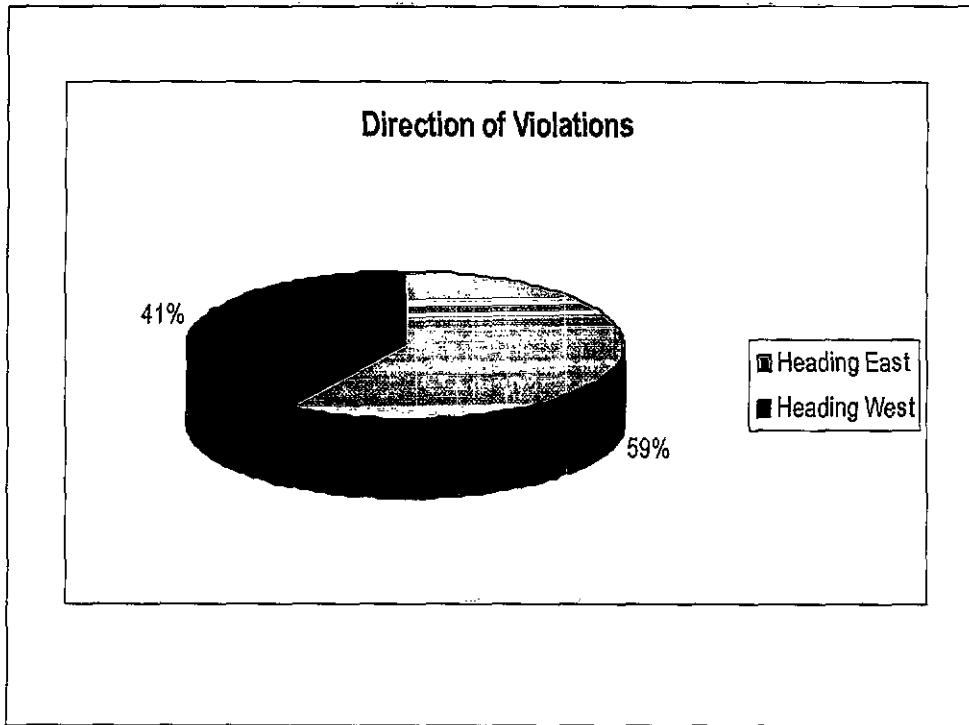


1 Violation every 8 Minutes

7.5 Violations per Hour

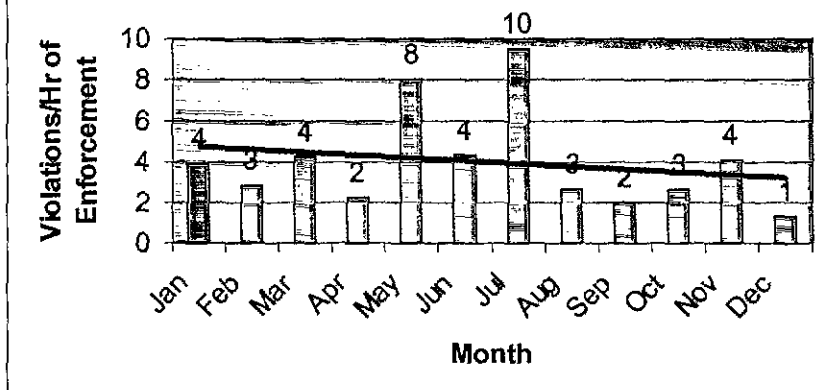
Vehicle Types





Warsaw Police Data

2001 US 30 Selective Enforcement (disregarding)



Averages 3 Violations per Hour

Violations/hr = 415.5 hours with 143 disregarding = 3/hr average
This data only shows Extra Partrol duty. Does not include "On-Duty"
data represents 5% of total time/year - is this a deterrent?



U.S. 30 Red Light Running

- Indiana Senate Hearing
 - Bill passes in Senate but rejected in House
 - Pros of Bill
 - Consistent Enforcement
 - Cons of Bill
 - Big Brother - Right to Privacy

Pros of Bill

***Consistent Enforcement**

- increases chances of legal and financial consequence - this is a deterrent!

Cons of Bill

*** Big Brother /Right to Privacy Argument**

- not surveillance cameras
- Cameras do not continually run
- all photos reviewed by trained police officer

Senate Bill 008 does not mandate the use of cameras at any intersection. However, passage of Senate Bill 008 will allow Indiana cities to use cameras at their discretion as a tool to aid police in intersection safety enforcement.



U.S. 30 Red Light Running

- Conclusion
 - KLA Team survey indicates *REAL* problem
 - Senate Bill 008 would provide
 - A consistent enforcement tool to aid police intersection safety patrol



U.S. 30 Red Light Running

- Challenge
 - Local Law Enforcement, Town Officials and Citizens
 - Speed Limit Enforcement
 - Pre-warning devices
 - Signal Engineering per intersection
 - Education
 - Lobbying

1948 Packerton Road
Warsaw, IN 46580
February 12, 2002

Kosciusko Leadership Academy
Warsaw, Indiana 46580

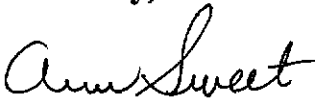
I would like to take this opportunity to thank the group led by Dan Sands that has assisted in gathering data of red light violations on U.S. 30. It is with efforts like those performed by this group that we will be able to move ahead in our attempt to decrease red light running in our county while we increase the chance that travel on our highways will be a pleasant experience for all who use them.

Sitting at intersections for hours, tallying intersection violations is not a pleasurable task. However, all members of the group mentioned did just that, realizing that the results calculated could in some way aid in increasing public awareness of the extreme dangers at intersections, and possibly lead to legislative measures to provide consistent intersection enforcement.

Although Senate Bill 008 did not get a hearing in the 2002 Indiana House of Representatives, the information gathered was presented in the Indiana Senate and proved very useful in convincing committee members of the dangers drivers face in our county.

This group should be commended for their efforts.

Sincerely,



Ann Sweet
Focus on Safety

INDIANA SENATE HEARING

January 15, 2001

**Indiana Senate
Transportation and Interstate Cooperation Committee**

Issue: Senate Bill 008 Regarding Traffic Control Devices

**Submitted By
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Good Morning, Mr. Chairman and members of the committee. My name is Ann Sweet. I represent the average citizen, frightened for your family and mine by an increasing number of highway crashes. Specifically, 950 fatalities attributed to red light running in the U.S. in 1999 rose to 1036 in 2000, according to the Federal Highway Administration—the emotional devastation of a WTC tragedy every 3 years.

Indiana is not exempt from this danger. Bob Zahnke, of Purdue University's Center for the Advancement of Transportation Safety, estimates from a telephone survey conducted there that as many as 25,000 drivers run red lights per day—in Tippecanoe County alone. A Kosciusko County Leadership Academy group observed between 14 and 19 violations per hour per intersection during peak traffic at 4 intersections in Warsaw last month. Dan Sands, of the group says, "We were all amazed at the frequency of the violations."—each incident the chance for a life-altering crash.

My 21-year old daughter also became a number, killed by a red light runner in 1997 as she crossed U.S. 30 near Warsaw.

Two men stood on my front porch that October evening. "Is this where Shawnee Ulrey lives?" they asked. What they had to say I refused to believe. Not MY Shawnee. She couldn't die--we were planning her wedding.

For six months I slept in a chair in the living room. Surely if I watched the driveway hard enough and long enough she would drive in and I could wake up from this horrible nightmare.

In 2000 I began to study factors that increase intersection safety. I have worked at the local, state and national levels with law enforcement officials, media,

city leaders and legislators to find ways to decrease this senseless loss of property and life on our nation's highways.

I have found that any successful intersection safety program includes three important ingredients: proper ENGINEERING, public EDUCATION AND consistent ENFORCEMENT.

ENGINEERING innovations to make intersections as safe as possible, given their specific characteristics and traffic volume.

EDUCATION—Such as provided by National Stop Red Light Running Week, the National Campaign to Stop Red Light Running and local programs that provide handouts to schools and organizations.

CONSISTENT ENFORCEMENT—Police enforcement where possible, supplemented by photo enforcement. A survey of driver behavior conducted by Dr. Bryan Porter at Old Dominion University found that 98% of drivers surveyed believe red light running is dangerous, yet nearly 60% admitted to running them. Less than 6% ever received legal consequences for doing so. When asked what to do about red light running, the most common answer was to increase legal consequences.

Education and engineering aside, red light running is a behavior problem and in order to change behavior there must be an incentive to do so—a 6% chance of getting caught is not much incentive. Photo enforcement has proven to be the most effective, efficient and cost effective means to provide that consistent enforcement. Cameras can catch not 6%—but 100% of red light offenders at intersections where they are installed.

Provide an intersection through which drivers can pass safely, educate the driving public of the extreme danger at intersections and provide consistent enforcement to increase the probability that drivers will follow the rules.

Learning from cities with successful programs such as Charlotte, North Carolina, Toledo, Ohio and Howard County, Maryland, Senate Bill 008 addresses these issues very successfully AND provides an abundance of safeguards to protect violators.

One popular argument against photo enforcement--the "Big Brother"—or right to privacy—argument deserves special recognition. I expect the right to privacy in my home or on private property. However, driving is a regulated activity on public roads. Absolute privacy is a myth in a public space. Licensed drivers agree to follow certain rules for the privilege of sharing the road with others. Those who break these rules cannot expect that their violations not be documented. Cameras serve as a police officer's eyes to document those violations only—a tool to allow for consistent enforcement without putting police officers and others at risk as they pursue red light violators.

Senate Bill 008 has very carefully covered the Big Brother argument:

1. No attempt is to be made to identify the driver (the camera does not "invade" the vehicle, but takes a picture of its plate.)
2. These are NOT surveillance cameras. They do not run continually—the camera is triggered by sensors to take pictures only of law-breaking vehicles, breaking the law.
3. All pictures must pass the scrutiny of a police officer or police trained personnel before being declared valid.

And I must ask you, if you are still concerned about the myth of privacy in public space, what about my daughter's right to privacy—the right to travel our highways safely as long as she obeyed its rules? Does it make sense to put the innocent driver at risk to protect abusers of our public space with little fear of consequences?

Passage of Senate Bill 008 will NOT mandate the use of cameras at any intersection. However, with this committee's support of Senate Bill 008 and its acceptance by the General Assembly, handcuffs will be taken off those Indiana cities that do find the need for them. Following Senate Bill 008 guidelines, these cities will

be able to begin a fair and organized campaign to change driver behavior on those portions of state and federal highways that pass through their jurisdictions-- through education and warnings—and if need be, through consequences for blatant violations. Potential violators will be deterred because they know the presence of cameras greatly increases the odds of receiving a citation.

Be assured that many Indiana residents do urge the use of this tool to aid police in intersection safety enforcement. A random survey by Purdue University recently found that 78% of Indiana drivers surveyed do support the use of the red light camera--only 22% opposed it.¹ Similar surveys have found similar results throughout the United States—even higher acceptance in areas with camera installations.

In a country that finds every human life so precious, I encourage you to NOT sit idly by while an increasing number of drivers endanger themselves and others. Allow cities the right to exhaust all avenues available—proper engineering, public education and consistent enforcement—to increase the chance that travel on our Indiana highways will be a pleasant experience for all who use them.

Thank you.

Ann Sweet

References

1. Thomas, Joe. Journal and Courier. "Traffic Expert: Far too many running on red". Nov. 18, 2001.
2. Porter, B.E., & Berry, T.D. (1999). A nationwide survey of red light running: measuring driver behavior for the "Stop Red Light Running Program". Norfolk, VA: Old Dominion University, Behavioral Community Psychology for the Daimler-Chrysler Corporation, the American Trauma Society and the Federal Highway Administration.
3. Lohrmann, Shannon and VanSicde, Abbie. Journal and Courier. "Indiana not reacting to legalize cameras at crossings." Nov. 18, 2001.

U.S. CONGRESSIONAL HEARINGS

July 31, 2001 10:00 a.m.

**U.S. House of Representatives
Transportation and Infrastructure Committee
Highways and Transit Subcommittee**

Submitted By
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Good Morning, Mr. Chairman. My name is Ann Sweet. I represent no group except the average American citizen, frightened by repeated red light running offenses in an ever more "hurry-up" society. Three years ago I thought I was an average American. I was the mother of two adopted sons in their twenties—working out these things called COLLEGE and LIFE--and one extraordinarily beautiful daughter—Shawnee, age 21:

**Kind to and liked by everyone that knew her
College graduate with a new job
To be married to her sweetheart within the month
The very love of my life—and everyone that knew us both knew that.**

Then October 27, 1997 happened. Two strange men stood on my front porch and asked "Is this where Shawnee Ulrey lives?" I invited them in, but what they had to say I refused to believe. Not MY Shawnee. My world was destroyed.

Shawnee's stepfather was called home from work. A wedding was replaced by a funeral! I remember there were hundreds of friends at that funeral. Shawnee's employer delivered the eulogy. Shawnee died a Christian.

As the coroner explained, Jeff, in his pickup, crossed U.S. 30 when the light turned green with Shawnee following in her car. Suddenly Jeff looked in his rearview mirror. Shawnee's car seemed to explode from the impact of a semi-flatbed trailer. Shawnee's life was gone by the time Jeff reached her side. The semi driver ran down the highway away from the horror of what was done.

My family's reaction to Shawnee's death?

Our oldest son—a healthy 28—suffered a severe thyroid stress reaction and went code blue in our hospital's intensive care unit two weeks after her death. His

thyroid had produced toxic enzymes, resulting in congestive heart failure and a collapsed lung. He came home from the hospital the day before Christmas.

Jeff—Shawnee's fiancée—couldn't face work, but did sit and face a blank wall for seven months before finding the will to go on.

Ralph—Shawnee's stepfather, age 54 and very healthy— was the solid foundation through this nightmare. Fourteen weeks after Shawnee's death he was gone—massive heart attack—stress related the doctor said.

For six months I slept in a chair in the living room. Surely if I watched the driveway hard enough and long enough Shawnee and/or Ralph would drive in. This had to be a nightmare. I fought to wake up. The boys and I struggled to go on.

Early in 2000 I became interested in studying intersection safety. Since then I have worked with law enforcement officials, media and Indiana legislators to find ways to decrease the loss of property and life on our nation's highways.

While reading Majority Leader Arme's report, The Red Light Running Crisis: Is It Intentional? my mind drew a picture—an awful picture.

1. A conspiracy of engineers, enforcement officers, local leaders, and insurance companies attempting to fill local coffers and make bigger profits for insurance companies—setting the stage in many cases with shortened yellow light cycles in exchange for that mighty dollar.
2. The tools used to accomplish this are spy cameras set to trap motorists as they innocently drive our nation's highways, replacing the friendly police officer that could be talked out of a ticket. Citations of alleged violations are mailed with no chance for the accused to do anything but pay the "hidden" tax.

And the statement that "we are all at risk" was a frightening picture indeed.

I agree with Majority Leader Arney that the length of the yellow cycle of stoplights plays an important role in the *ability* of drivers to safely stop for stoplights—not necessarily that they *would*.

For any red light running curtailment program to be successful it must include three important ingredients: ENGINEERING, EDUCATION AND CONSISTENT ENFORCEMENT

ENGINEERING innovations to make the intersections as safe as possible, given the specific topography and traffic volume.

EDUCATION—public awareness programs such as the National Stop Red Light Running Week, and local programs that provide handouts to schools and organizations, bumper stickers, etc. All are ingredients that just may save a life today, tomorrow—perhaps one of your loved ones.

CONSISTENT ENFORCEMENT—Police enforcement where possible, supplemented with photo enforcement. An important survey of driver behavior conducted by Dr. Bryan Porter, Old Dominion University in 1999 found that 98.5% of drivers surveyed believe red light running is dangerous, but more than half (55.8%) admitted to running them. Less than 6% ever received legal consequences for doing so. The reason most often given for running lights—simply in a hurry. When asked what to do about red light running, the most common answer was to increase legal consequences¹.

Education and engineering aside, red light running is a behavior problem and in order to change behavior there must be an incentive to do so—a 6% chance of getting caught is not much incentive. Change does come by consequences that are consistent for unacceptable behavior. Cameras can catch not 6%—but 100% of red light offenders at intersections where they are installed.

Provide an intersection through which drivers can pass safely, educate the driving public of the extreme danger at intersections and provide consistent enforcement to increase the probability that drivers will follow the rules.

I would encourage anyone truly interested in intersection safety to visit Howard County, Maryland, Charlotte, North Carolina, or Toledo, Ohio. They

would find that many of the abuses mentioned in Mr. Arney's report are unfounded. In fact there are an abundance of safeguards built in to protect the accidental violator:

Fairness:

Grace period after the onset of red and a
minimum vehicle speed needed to trigger the camera
Warning signs at approaches equipped with cameras
By ordinance data not shared with insurance companies
No points off on a driver's license
Citations include a section whereby the accused can respond,
claiming a day in court or name the actual driver

Money-grab issue:

100% compliance = NO citations
No "hidden tax"—just consequences for blatantly breaking traffic law

The "Big Brother" argument—the right to privacy objection in Majority

Leader Arney's report deserves special recognition.

I expect the right to privacy in my home or on private property. However, driving is a regulated activity on public roads. Licensed drivers agree to follow rules for the privilege of driving. Those who break traffic laws cannot expect that their violations not be documented. Cameras serve as a police officer's eyes to document those violations only—a tool to allow for consistent enforcement without putting police officers and others at risk as they pursue red light violators.

Yet photo enforcement programs have been very careful to cover the Big Brother argument adequately:

1. In most cases no attempt is made to identify the driver (the camera does not "invade" the vehicle, but takes a picture of its plate.)
2. These are NOT surveillance cameras—the camera is triggered to take pictures only of law-breakers breaking the law.—they do not run continually.

3. All pictures must pass the scrutiny of a police officer or police trained personnel before being declared valid. Only blatant violations become mailed citations.

And I must ask you, if you are still concerned about the myth of privacy in public space, what about my daughter's right to privacy—the right to travel our highways safely as long as she obeyed its rules? Does it make sense to put the innocent driver at risk to protect abusers of our public space with little fear of consequences?

This is not a topic on which you can remain neutral. Either you are determined to make our highways as safe as possible or not. If you are—GREAT. If not, please go home. Take a good long look at a family photo. Decide in your own mind which one of those smiling faces you are willing to eliminate from the frame.

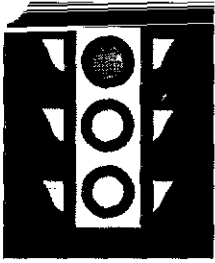
In a country that finds every human life so precious, we are obligated to NOT sit idly by while an increasing number of drivers endanger themselves and others. We must exhaust all avenues available—engineering, education and consistent enforcement—to increase the chances of travel on our nation's highways being a pleasant experience for all who use them.

As a concerned American, I intend to continue on the quest for safer highways. I encourage each of you to do the same.

Ann Sweet

Reference

1. Porter, B.E., & Berry, T.D. (1999). A nationwide survey of red light running: measuring driver behavior for the "Stop Red Light Running Program", Norfolk, VA: Old Dominion University, Behavioral Community Psychology for the Daimler-Chrysler Corporation, the American Trauma Society and the Federal Highway Administration.



National Campaign to Stop Red Light Running

One Victim's Story: Ann Sweet

Until three years ago, Ann Sweet was like most mothers of three children in their twenties--concerned about college and starting her children off right in the world. She was busily preparing for her only daughter's upcoming wedding when the unthinkable happened. Shawnee was a friendly, well-liked, college graduate with a new job, preparing to wed her sweetheart within the month. On October 27, 1997, as Shawnee drove behind her fiancé, Jeff, across US 30, a semi-flatbed truck ran the red light and plowed into her car. Jeff was watching in his rear-view mirror as Shawnee's car seemed to explode on impact. By the time he arrived at his fiancée's side, she was already dead. The truck's driver leapt from his vehicle and ran down the highway away from the horror of what he had done.

Later that night, two men appeared on Ann Sweet's porch and asked if this was Shawnee's home. They had come to tell Ann that her daughter was dead. Instead of the wedding that she had been looking forward to, Ann now had to plan a funeral. Shawnee's employer delivered a eulogy to a church filled with hundreds of grieving friends.

Shawnee's death, which occurred in a split-second, had a shattering long-term effect on her family. Her once-healthy 28-year-old brother suffered a severe thyroid stress reaction two weeks after Shawnee's death that confined him to the hospital's intensive care unit. There he suffered congestive heart failure and a collapsed lung. He was not released from the hospital until the day before Christmas.

Jeff, Shawnee's fiancé, could not work but spent much of the next seven months facing a blank wall, shocked by what had happened to Shawnee. Shawnee's 54 year old stepfather Ralph, who had been the family's solid foundation throughout the tragedy, suffered a fatal stress-related heart attack three months after Shawnee's death.

Ann turned her grief into action and formed her own grassroots safety organization, Focus on Safety. She compiled studies and learned everything she could about red light running. Ann provided testimony to the Highways and Transit Subcommittee of the United States House of Representatives' Transportation and Infrastructure Committee. There she shared her experience and beliefs based on her extensive research on red light running. She testified that for any red light running curtailment program to be successful it must include three important parts: engineering, education, and consistent enforcement including photo enforcement. With the help of legislators and other organizations, Ann Sweet hopes to prevent other families from experiencing the same kind of tragedies she did.

Ann Sweet is a member of the Advisory Board of the National Campaign to Stop Red Light Running. The Campaign is an independent advocacy initiative focused on both the national and grassroots levels for the purpose of promoting public education on the core safety issue and supporting broad, coordinated law enforcement, including red light camera technology.

Advisory Board:

Barbara Harsha
National Association of
Governors' Highway
Safety
Representatives

Brian O'Neill
Insurance Institute for
Highway Safety

Judith Lee Stone
Advocates for Highway
and Auto Safety

Harry Teter
American Trauma
Society

Millie Webb
Mothers Against Drunk
Driving -MADD

Ricardo Martínez, M.D.
Emory University

Ann Sweet
Focus on Safety

Bill Wilkinson
National Center for
Bicycling and Walking

Earl Sweeney
New Hampshire Police
Standards and
Training Council

Louis Blanas
Sacramento County
Sheriff

Honorable Allen Fields
Chief Justice, Republic
of the Marshall Islands

Peter Harkness
Publisher and Editor
Governing Magazine

Asst. Chief Terry
Gainer
DC Metropolitan Police

Bryan Porter, Ph.D
Old Dominion Univ.

Fact Sheet on Red Light Camera Enforcement

Red light cameras automatically photograph vehicles whose drivers run red lights. A sensor is buried in the pavement at the crosswalk or stop line. The sensor is activated when the traffic signal turns red. This sensor triggers the camera to take a photograph of any vehicle passing over the sensor above a pre-set minimum speed and a specified time after the signal has turned red. Non-violators are not affected.

In the United States, red light camera systems are operational in the District of Columbia, Arizona, California, Colorado, Delaware, Illinois, Maryland, New York City, North Carolina, Virginia, Wyoming, and Washington. Abroad this technology is used in Australia, Austria, Belgium, Canada, Germany, Israel, the Netherlands, Singapore, South Africa, Switzerland, Taiwan and the United Kingdom.

THE SAFETY ISSUE

- Red-light cameras are a low-cost, common sense way to provide consistent enforcement of intersection traffic laws and to help prevent some of the nation's over 1,000 deaths and 200,000 injuries a year resulting from red-light violations.
- The danger is real. Today, red-light deaths are increasing three times faster than any other roadway fatality cause—an 18% increase between 1992 and 1998.
- Occurring as frequently as once every five minutes in one intersection recently studied, red-light running is one of the most frequent and unpunished traffic offenses.
- In one study of driver behavior, 98.6% of drivers interviewed believe that red-light running is extremely dangerous, however, over 50% of those same drivers admitted to doing it, and only 6% had ever received legal consequences for doing so. 6% chance of getting caught by traditional enforcement methods is not much incentive for hurried drivers to obey the law.

RED LIGHT CAMERAS' EFFECT ON SAFETY

- Photo-enforcement cameras have been successful in reversing the alarming increase in red light violations, for example, decreasing violations 42% in Oxnard, California. A violation rate reduction of 68% was documented in San Francisco and Charlotte, North Carolina cut red light running violations by more than 70% in the first year.
- Cameras are clearly not a replacement for police officers. An automated photo enforcement program is one component of a broad-based traffic safety program including engineering, education and consistent enforcement.

HOW THEY WORK

The nature and operation of photo enforcement programs are determined by individual state law enforcement, state legislatures and local jurisdictions. They therefore vary somewhat from place to place. However, the following generally holds true.

- Timing at traffic signals, including the length of the green, red and yellow phases, is determined by traffic engineers through careful study of the individual intersections and with the assistance of nationally recognized guidelines (MUTCD).

- Where camera systems are employed, they are connected to traffic signals and to sensors buried in the pavement at the crosswalk or stop line.
- The sensor is activated when the signal turns red and triggers the camera to photograph the tags of vehicles entering the intersection during the red phase.
- The camera is triggered by any vehicle passing over the sensors above a pre-set minimum speed and a specified time after the signal has turned red. A second photograph is taken to show the offending vehicle in the intersection.
- Only violators who meet objective criteria specifically designed to omit minor, unintended infractions are photographed.
- The camera records the date, time and speed of the vehicle; a clear image is produced under a wide range of light and weather conditions.
- In most programs, trained police officers or other officials review every picture to verify vehicle information and ensure that the vehicle is in violation.
- After review, citations are mailed to the registered owners of vehicles for which there is clear evidence of a violation.
- Laws authorizing photo enforcement provide that photographic evidence of a violation is sufficient to issue a citation to a registered owner. The citation is merely a summons. In many states the owner need only to identify the driver or state under oath that he or she was not the driver at the time of the offense to have the citation canceled or redirected.

PUBLIC SUPPORT FOR RED-LIGHT CAMERAS

- By significant majorities, Americans want cameras to protect their intersections. In a recent survey, Americans from Fairfax to Fort Lauderdale to San Francisco favored red-light cameras by a margin of 3:1.
- In cities with cameras, local citizens clearly support the technology. For example, in Fairfax, VA support is 84% and in Charlotte, NC, 82%. Even in jurisdictions without cameras, support is also high. For example, in Arlington, TX, support is 74% and in Fresno, CA, 72%.

PRIVACY

- Photo enforcement cameras do not infringe upon the privacy of law-abiding citizens; they are designed only to capture photographs of those who endanger the lives of other drivers by breaking the law—breaking a public law in a public place.
- Red-light cameras are dormant until triggered solely by vehicles that enter an intersection on a red light. Photo enforcement is designed to collect no more information than is necessary to document the red light violation.
- Court decisions have found photo enforcement and similar technologies to be a constitutional and a reasonable application of police powers. A recent court decision by Judge Styn of San Diego found that the camera system provides “sufficient protection to the otherwise confidential information, and therefore there is no violation of the constitutional right of privacy.”

SYSTEM ACCURACY

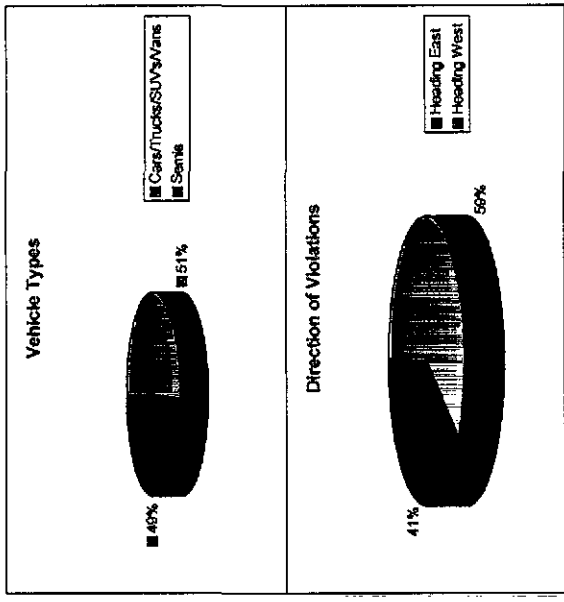
- Photo enforcement has been in use in Europe for more than 20 years and in the United States for more than 10 years and has proven extremely accurate and reliable.
- Photo enforcement laws require cameras to meet specified standards and to be well maintained.
- Persons defending citations generated by photo enforcement have the same ability to test whether the state has properly used or maintained the equipment as any offender facing any other technological evidence.

SAFETY VS. REVENUE

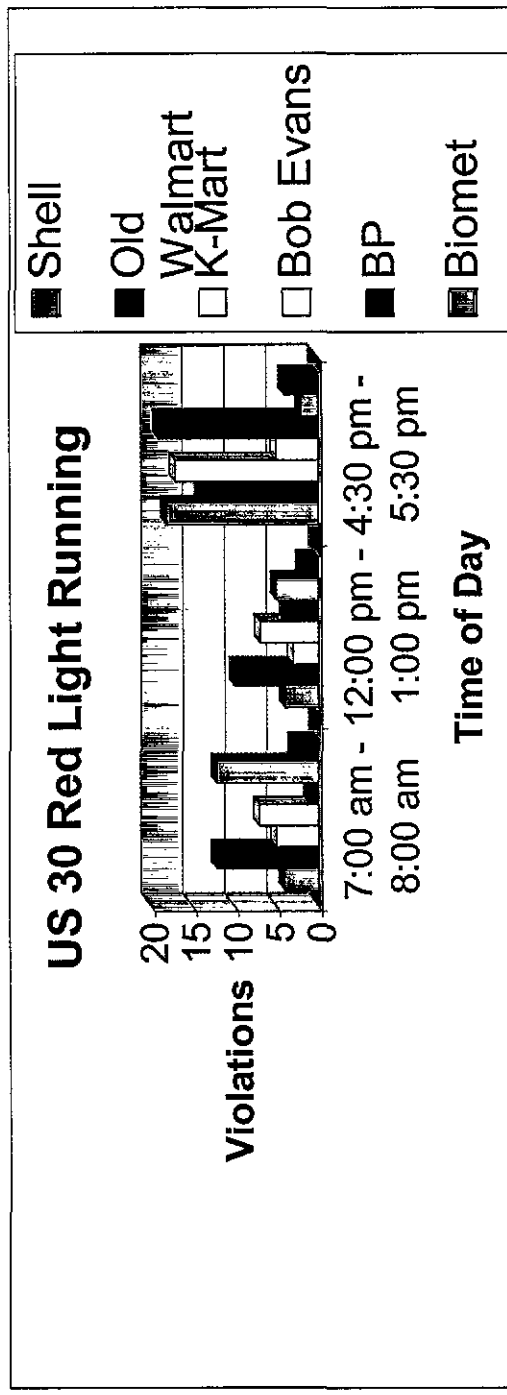
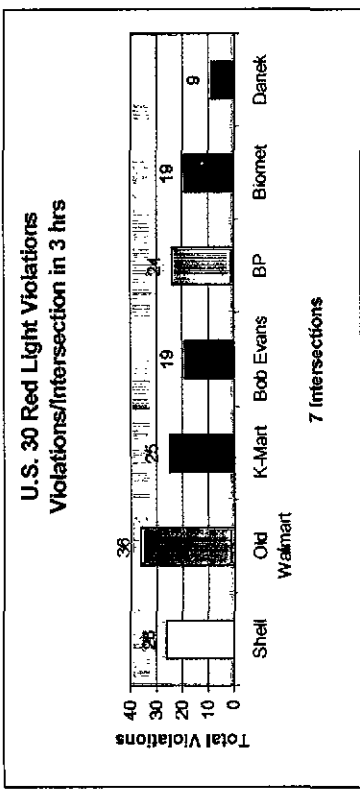
- There is no doubt that red-light cameras address a serious safety issue, and the basis for photo enforcement implementation is highway and citizen safety.
- Ticket amounts are set by city ordinances and collected only from those breaking the law.
- In most cases, fines paid by red-light violators, like most traffic and parking infractions, offset municipal expenses that would otherwise have to be covered by tax dollars.
- Typically the costs of installing and maintaining the systems are borne by private companies on contract to the municipality. Contractors chosen through the RFP process seeking competitive bids, and the method of compensation is determined by the local jurisdiction.
- The successful photo-enforcement program will quickly realize a decline in revenue as drivers learn to consistently obey the rules of the road. No violations will mean no revenue.

SENATE BILL 08

- As presented by Senator Adams, passage of Senate Bill 08 would NOT mandate photo enforcement in any given jurisdiction, but would remove the handcuffs from those Indiana jurisdictions that do find its value as an aid to increase traffic safety.
- The issue here is life safety. In a country that finds every life so precious, we are obligated to exhaust all means to ensure that travel on our nation's highways is a pleasant experience for all.
- Senate Bill 08 is a tool to enable jurisdictions to realize increased public safety by allowing for the protection of those who obey traffic laws from those who don't—without cost or loss of privacy to the law-abiding driver.



Time Period	Shell	Old Walmart	K-Mart	Bob Evans	BP	Biomet	Danek	Total
7:00 am - 8:00 am	4	12	5	7	1	12	3	44
12:00 pm - 1:00 pm	4	10	3	7	4	5	2	35
4:30 pm - 5:30 pm	18	14	17	5	19	2	4	79
Totals:	26	36	25	19	24	19	9	156
Violations/hr	6.7	12.0	8.3	6.3	6.0	6.3	3.0	7.5
Cars/Trucks/SUVs/Vans	14	18	13	9	13	9	4	80
Seniors	12	18	12	10	11	10	5	78
% Being Seniors	46%	50%	48%	53%	46%	53%	58%	49%
Direction of Violation	13	25	19	6	13	13	1	90
Heading East	13	11	6	13	6	6	8	63
Heading West	1							153
								97%



OBSERVATION SCHEDULE

	7:00 am - 8:00 am	12:00 pm - 1:00 pm	4:30 pm - 5:30 pm	Day of Week
1st light	Dan	David	Craig	Fr
2nd light	Lindy	Dan	David	Mon
3rd light	Craig	Lindy	Dan	Tue
4th light	David	Craig	Lindy	Wed
5th light	Dan	David	Craig	Th
6th light	Lindy	Dan	David	Fr
7th light	Craig	Lindy	Craig	Mon

- Shell
- Old Walmart
- K-Mart
- Bob Evans
- BP
- Biomet
- Danek

Violations	Observer	Intersection:	Date/Day	Time	Beginning/Ending	Veh	Driver	Race	Age	Passenger	Notes/Weather Cond.
1	Dan Sands	US 30 & Shell	Mon 12/17/01	7:00am - 8:00am	Car	na	na	na	na	na	7:42
2	Dan Sands	US 30 & Shell	Mon 12/17/01	7:00am - 8:00am	Car	na	na	na	na	na	7:55
3	Craig Buchman	US 30 & CR 250 (Shell)	Fri, 12/21/01	4:30 pm- 5:30 pm	Car	na	na	na	na	na	4:40 pm Clear/Dry
4	Craig Buchman	US 30 & CR 250 (Shell)	Fri, 12/21/01	4:30 pm- 5:30 pm	Car	na	na	na	na	na	5:00 pm Clear/Dry
5	Craig Buchman	US 30 & CR 250 (Shell)	Fri, 12/21/01	4:30 pm- 5:30 pm	Car	na	na	na	na	na	5:06 pm Clear/Dry
6	Craig Buchman	US 30 & CR 250 (Shell)	Fri, 12/21/01	4:30 pm- 5:30 pm	Car	na	na	na	na	na	5:23 pm Clear/Dry
7	David Findlay	US 30 & CR 250 (Shell)	Mon 12/17/01	7:00am - 8:00am	Pickup	na	na	na	na	na	7:36
8	Craig Buchman	US 30 & CR 250 (Shell)	Fri, 12/21/01	4:30 pm- 5:30 pm	Pickup	na	na	na	na	na	5:10 pm Clear/Dry
9	Dan Sands	US 30 & Shell	Mon 12/17/01	7:00am - 8:00am	Semi	na	na	na	na	na	7:20 Rainy/Dark
10	Dan Sands	US 30 & CR 250 (Shell)	Mon 12/17/01	7:00am - 8:00am	Semi	na	na	na	na	na	7:28
11	David Findlay	US 30 & CR 250 (Shell)	Wed 12/20/01	12:15 pm- 1:15 pm	Semi	na	na	na	na	na	1:07
12	David Findlay	US 30 & CR 250 (Shell)	Wed 12/20/01	12:15 pm- 1:15 pm	Semi	na	na	na	na	na	1:07
13	Craig Buchman	US 30 & CR 250 (Shell)	Fri, 12/21/01	4:30 pm- 5:30 pm	Semi	na	na	na	na	na	4:31 pm Clear/Dry
14	Craig Buchman	US 30 & CR 250 (Shell)	Fri, 12/21/01	4:30 pm- 5:30 pm	Semi	na	na	na	na	na	4:33 pm Clear/Dry
15	Craig Buchman	US 30 & CR 250 (Shell)	Fri, 12/21/01	4:30 pm- 5:30 pm	Semi	na	na	na	na	na	4:38 pm Clear/Dry
16	Craig Buchman	US 30 & CR 250 (Shell)	Fri, 12/21/01	4:30 pm- 5:30 pm	Semi	na	na	na	na	na	4:42 pm Clear/Dry
17	Craig Buchman	US 30 & CR 250 (Shell)	Fri, 12/21/01	4:30 pm- 5:30 pm	Semi	na	na	na	na	na	4:45 pm Clear/Dry
18	Craig Buchman	US 30 & CR 250 (Shell)	Fri, 12/21/01	4:30 pm- 5:30 pm	Semi	na	na	na	na	na	5:04 pm Clear/Dry
19	Craig Buchman	US 30 & CR 250 (Shell)	Fri, 12/21/01	4:30 pm- 5:30 pm	Semi	na	na	na	na	na	5:06 pm Clear/Dry
20	Craig Buchman	US 30 & CR 250 (Shell)	Fri, 12/21/01	4:30 pm- 5:30 pm	Semi	na	na	na	na	na	5:19 pm Clear/Dry
21	David Findlay	US 30 & CR 250 (Shell)	Wed 12/20/01	12:15 pm- 1:15 pm	Semi	na	na	na	na	na	5:14 pm Clear/Dry
22	Craig Buchman	US 30 & CR 250 (Shell)	Fri, 12/21/01	4:30 pm- 5:30 pm	Suv	na	na	na	na	na	5:04 pm Clear/Dry
23	Craig Buchman	US 30 & CR 250 (Shell)	Fri, 12/21/01	4:30 pm- 5:30 pm	Van	na	na	na	na	na	5:19 pm Clear/Dry
24	Craig Buchman	US 30 & CR 250 (Shell)	Fri, 12/21/01	4:30 pm- 5:30 pm	Van	na	na	na	na	na	5:23 pm Clear/Dry
25	Craig Buchman	US 30 & CR 250 (Shell)	Fri, 12/21/01	4:30 pm- 5:30 pm	Van	na	na	na	na	na	5:28 pm Clear/Dry
26	Craig Buchman	US 30 & CR 250 (Shell)	Fri, 12/21/01	4:30 pm- 5:30 pm	Van	na	na	na	na	na	5:28 pm Clear/Dry

12
46%

Heading
West
East
West
13
50%

26
100%

Violations	Observer	Intersection:	Date/Day	Time	Beginning/Ending	Veh	Driver	Race	Age	Passenger	Notes/Weather Cond.
1	Lindy Bredan	US 30 & Walmart	Tues, 12/18/01	7:00 am - 8:00 am	Car	na	na	na	na	na	Clear/Dry
2	Lindy Bredan	US 30 & Walmart	Tues, 12/18/01	7:00 am - 8:00 am	Car	na	na	na	na	na	Clear/Dry
3	Lindy Bredan	US 30 & Walmart	Tues, 12/18/01	7:00 am - 8:00 am	Car	na	na	na	na	na	Clear/Dry
4	Lindy Bredan	US 30 & Walmart	Tues, 12/18/01	7:00 am - 8:00 am	Car	na	na	na	na	na	Clear/Dry
5	Lindy Bredan	US 30 & Walmart	Tues, 12/18/01	7:00 am - 8:00 am	Car	na	na	na	na	na	Clear/Dry
6	Lindy Bredan	US 30 & Walmart	Tues, 12/18/01	7:00 am - 8:00 am	Car	na	na	na	na	na	Clear/Dry
7	Lindy Bredan	US 30 & Walmart	Tues, 12/18/01	7:00 am - 8:00 am	Car	na	na	na	na	na	Clear/Dry
8	Lindy Bredan	US 30 & Walmart	Tues, 12/18/01	7:00 am - 8:00 am	Car	na	na	na	na	na	Clear/Dry
9	Lindy Bredan	US 30 & Walmart	Tues, 12/18/01	7:00 am - 8:00 am	Car	na	na	na	na	na	Clear/Dry
10	Lindy Bredan	US 30 & Walmart	Tues, 12/18/01	7:00 am - 8:00 am	Car	na	na	na	na	na	Clear/Dry
11	Lindy Bredan	US 30 & Walmart	Tues, 12/18/01	7:00 am - 8:00 am	Car	na	na	na	na	na	Clear/Dry
12	Lindy Bredan	US 30 & Walmart	Tues, 12/18/01	7:00 am - 8:00 am	Car	na	na	na	na	na	Clear/Dry
13	David Findley	US 30 & Old Walmart	Mon, 12/31/02	4:30 p.m. - 5:30 p.m.	Car	na	na	na	na	na	4:40
14	David Findley	US 30 & Old Walmart	Mon, 12/31/02	4:30 p.m. - 5:30 p.m.	Pick Up	na	na	na	na	na	4:56
15	Lindy Bredan	US 30 & Walmart	Tues, 12/18/01	7:00 am - 8:00 am	Seml	na	na	na	na	na	Clear/Dry
16	Dan Sands	US 30 & Old Walmart	Th 12/20/01	11:53 am - 12:53 pm	Seml	na	na	na	na	na	12:05
17	Dan Sands	US 30 & Old Walmart	Th 12/20/01	11:53 am - 12:53 pm	Seml	na	na	na	na	na	12:07
18	Dan Sands	US 30 & Old Walmart	Th 12/20/01	11:53 am - 12:53 pm	Seml	na	na	na	na	na	12:13
19	Dan Sands	US 30 & Old Walmart	Th 12/20/01	11:53 am - 12:53 pm	Seml	na	na	na	na	na	12:16
20	Dan Sands	US 30 & Old Walmart	Th 12/20/01	11:53 am - 12:53 pm	Seml	na	na	na	na	na	12:26
21	Dan Sands	US 30 & Old Walmart	Th 12/20/01	11:53 am - 12:53 pm	Seml	na	na	na	na	na	12:31
22	David Findley	US 30 & Old Walmart	Mon, 12/31/02	4:30 p.m. - 5:30 p.m.	Seml	na	na	na	na	na	12:38
23	David Findley	US 30 & Old Walmart	Mon, 12/31/02	4:30 p.m. - 5:30 p.m.	Seml	na	na	na	na	na	4:30 / Disk to Darkness and Dry
24	David Findley	US 30 & Old Walmart	Mon, 12/31/02	4:30 p.m. - 5:30 p.m.	Seml	na	na	na	na	na	4:35
25	David Findley	US 30 & Old Walmart	Mon, 12/31/02	4:30 p.m. - 5:30 p.m.	Seml	na	na	na	na	na	4:37
26	David Findley	US 30 & Old Walmart	Mon, 12/31/02	4:30 p.m. - 5:30 p.m.	Seml	na	na	na	na	na	4:42
27	David Findley	US 30 & Old Walmart	Mon, 12/31/02	4:30 p.m. - 5:30 p.m.	Seml	na	na	na	na	na	4:53
28	David Findley	US 30 & Old Walmart	Mon, 12/31/02	4:30 p.m. - 5:30 p.m.	Seml	na	na	na	na	na	4:54
29	David Findley	US 30 & Old Walmart	Mon, 12/31/02	4:30 p.m. - 5:30 p.m.	Seml	na	na	na	na	na	4:58
30	David Findley	US 30 & Old Walmart	Mon, 12/31/02	4:30 p.m. - 5:30 p.m.	Seml	na	na	na	na	na	4:58
31	David Findley	US 30 & Old Walmart	Mon, 12/31/02	4:30 p.m. - 5:30 p.m.	Seml	na	na	na	na	na	5:19
32	David Findley	US 30 & Old Walmart	Mon, 12/31/02	4:30 p.m. - 5:30 p.m.	Seml	na	na	na	na	na	5:28
33	David Findley	US 30 & Old Walmart	Mon, 12/31/02	4:30 p.m. - 5:30 p.m.	SUV	na	na	na	na	na	4:36
34	Lindy Bredan	US 30 & Walmart	Tues, 12/18/01	7:00 am - 8:00 am	Van	na	na	na	na	na	Clear/Dry
35	Lindy Bredan	US 30 & Walmart	Tues, 12/18/01	7:00 am - 8:00 am	Van	na	na	na	na	na	Clear/Dry
36	David Findley	US 30 & Old Walmart	Mon, 12/31/02	4:30 p.m. - 5:30 p.m.	Van	na	na	na	na	na	4:44
							18				
							50%				
							25	68%			
							11	31%			
							36	100%			

Violations	Observer	Intersection:	Date/Day	Beginning/Ending Time	Veh	Driver	Race	Age	Passenger	Heading	Notes/Weather Cond.
1	Craig Buchman	US 30 & K-Mart	Wed, 12/19/01	7:00 am - 8:00 am	Bus/truck	na	na	na	na	na	7:14 am Clear/Dry
2	Craig Buchman	US 30 & K-Mart	Wed, 12/19/01	7:00 am - 8:00 am	Car	na	na	na	na	East	7:20 am Clear/Dry
3	Craig Buchman	US 30 & K-Mart	Wed, 12/19/01	7:00 am - 8:00 am	Car	na	na	na	na	East	7:40 am Clear/Dry
4	Craig Buchman	US 30 & K-Mart	Wed, 12/19/01	7:00 am - 8:00 am	Car	na	na	na	na	East	7:50 am Clear/Dry
5	Lindy Bredan	US 30 & K-Mart	Tue, 12/18/01	4:30 pm - 5:30 pm	Car	na	na	na	na	na	Cloudy Breeze
6	Lindy Bredan	US 30 & K-Mart	Tue, 12/18/01	4:30 pm - 5:30 pm	Car	na	na	na	na	na	Cloudy Breeze
7	Dan Sands	US 30 & K-Mart	Tue 12/18/01	4:30 pm - 5:30 pm	Car	na	na	na	na	West	4:39
8	Dan Sands	US 30 & K-Mart	Tue 12/18/01	4:30 pm - 5:30 pm	Car	na	na	na	na	East	5:16
9	Dan Sands	US 30 & K-Mart	Tue 12/18/01	4:30 pm - 5:30 pm	Car	na	na	na	na	East	5:18
10	Lindy Bredan	US 30 & K-Mart	Thu, 12/20/01	4:30 pm - 5:30 pm	Pickup	na	na	na	na	na	Cloudy Breeze
11	Dan Sands	US 30 & K-Mart	Tue 12/18/01	4:30 pm - 5:30 pm	Pickup	na	na	na	na	na	4:43
12	Dan Sands	US 30 & K-Mart	Tue 12/18/01	4:30 pm - 5:30 pm	Pickup	na	na	na	na	na	4:47
13	Dan Sands	US 30 & K-Mart	Tue 12/18/01	4:30 pm - 5:30 pm	Pickup	na	na	na	na	na	5:03
14	Craig Buchman	US 30 & K-Mart	Wed, 12/19/01	7:00 am - 8:00 am	Semil	na	na	na	na	na	8:00 am Clear/Dry
15	Dan Sands	US 30 & K-Mart	Tue 12/18/01	4:30 pm - 5:30 pm	Semil	na	na	na	na	na	4:28 Sunny/Dry
16	Dan Sands	US 30 & K-Mart	Tue 12/18/01	4:30 pm - 5:30 pm	Semil	na	na	na	na	na	4:39
17	Dan Sands	US 30 & K-Mart	Tue 12/18/01	4:30 pm - 5:30 pm	Semil	na	na	na	na	na	4:44
18	Dan Sands	US 30 & K-Mart	Tue 12/18/01	4:30 pm - 5:30 pm	Semil	na	na	na	na	na	4:48
19	Dan Sands	US 30 & K-Mart	Tue 12/18/01	4:30 pm - 5:30 pm	Semil	na	na	na	na	na	4:52
20	Dan Sands	US 30 & K-Mart	Tue 12/18/01	4:30 pm - 5:30 pm	Semil	na	na	na	na	na	5:10
21	Dan Sands	US 30 & K-Mart	Tue 12/18/01	4:30 pm - 5:30 pm	Semil	na	na	na	na	na	5:13
22	Dan Sands	US 30 & K-Mart	Tue 12/18/01	4:30 pm - 5:30 pm	Semil	na	na	na	na	na	5:15
23	Dan Sands	US 30 & K-Mart	Tue 12/18/01	4:30 pm - 5:30 pm	Semil	na	na	na	na	na	5:22
24	Dan Sands	US 30 & K-Mart	Tue 12/18/01	4:30 pm - 5:30 pm	Semil	na	na	na	na	na	5:24
25	Dan Sands	US 30 & K-Mart	Tue 12/18/01	4:30 pm - 5:30 pm	Semil	na	na	na	na	na	5:29
Total										12	
# of Semis										6	24%
% of Semis										25	100%

Violations	Observer	Intersection:	Dates/Day	Beginning/Ending Time	Veh	Driver	Race	Age	Passenger	Notes/Weather Cond.
1	David Findley	US 30 & Bob Evans	Thu 1/03/02	7:00 am - 8:00 a.m.	Car	na	na	na	na	7:21
2	Craig Buchman	US 30 & Bob Evans	Wed 1/2/02	4:30 pm - 5:30 pm	car	na	na	na	na	Clear/Dry
3	Lindy Breedan	US 30 & Bob Evans	Wed 1/2/02	4:30 pm - 5:30 pm	car	na	na	na	na	Clear/Dry
4	Lindy Breedan	US 30 & Bob Evans	Wed 1/2/02	4:30 pm - 5:30 pm	car	na	na	na	na	Clear/Dry
5	Lindy Breedan	US 30 & Bob Evans	Thu 1/03/02	7:00 am - 8:00 a.m.	Pick Up	na	na	na	na	7:27
6	David Findley	US 30 & Bob Evans	Thu 1/03/02	7:00 am - 8:00 a.m.	Pick Up	na	na	na	na	7:35
7	David Findley	US 30 & Bob Evans	Thu 1/03/02	7:00 am - 8:00 a.m.	Pick Up	na	na	na	na	7:48
8	David Findley	US 30 & Bob Evans	Thu 1/03/02	7:00 am - 8:00 a.m.	Semi	na	na	na	na	7:11 Dark to Dawn and Dry
9	David Findley	US 30 & Bob Evans	Thu 1/03/02	7:00 am - 8:00 a.m.	Semi	na	na	na	na	7:38
10	David Findley	US 30 & Bob Evans	Thu 1/03/02	7:00 am - 8:00 a.m.	Semi	na	na	na	na	2:28 pm Cloudy/Drizzle
11	Craig Buchman	US 30 & Bob Evans	Mon 12/17/01	2:00 am - 3:00 pm	Semi	na	na	na	na	2:28 pm Cloudy/Drizzle
12	Craig Buchman	US 30 & Bob Evans	Mon 12/17/01	2:00 am - 3:00 pm	Semi	na	na	na	na	2:37 pm Cloudy/Drizzle
13	Craig Buchman	US 30 & Bob Evans	Mon 12/17/01	2:00 am - 3:00 pm	Semi	na	na	na	na	2:40 pm Cloudy/Drizzle
14	Craig Buchman	US 30 & Bob Evans	Mon 12/17/01	2:00 am - 3:00 pm	Semi	na	na	na	na	2:43 pm Cloudy/Drizzle
15	Craig Buchman	US 30 & Bob Evans	Mon 12/17/01	2:00 am - 3:00 pm	Semi	na	na	na	na	2:55 pm Cloudy/Drizzle
16	Craig Buchman	US 30 & Bob Evans	Mon 12/17/01	2:00 am - 3:00 pm	Semi	na	na	na	na	Clear/Dry
17	Lindy Breedan	US 30 & Bob Evans	Wed 1/2/02	4:30 pm - 5:30 pm	Semi	na	na	na	na	Clear/Dry
18	Lindy Breedan	US 30 & Bob Evans	Wed 1/2/02	4:30 pm - 5:30 pm	Semi	na	na	na	na	7:22
19	David Findley	US 30 & Bob Evans	Thu 1/03/02	7:00 am - 8:00 a.m.	SUV	na	na	na	na	
# of Semis 10 % 53%										
West 6 East 13 West 19 32% 68% 100%										

Total

Violations	Observer	Intersection:	Date/Day	Beginning/Ending Time	Veh	Driver	Race	Age	Passenger	Notes/Weather Cond.																	
1	Craig Buchman	US 30 & Parker St. (B-P)	Thurs. 12/20/01	4:30 pm-5:30 pm	Car	na	na	na	na	4:37 pm ClearDry																	
2	Craig Buchman	US 30 & Parker St. (B-P)	Thurs. 12/20/01	4:30 pm-5:30 pm	Car	na	na	na	na	4:52 pm ClearDry																	
3	Craig Buchman	US 30 & Parker St. (B-P)	Thurs. 12/20/01	4:30 pm-5:30 pm	Car	na	na	na	na	4:53 pm ClearDry																	
4	Craig Buchman	US 30 & Parker St. (B-P)	Thurs. 12/20/01	4:30 pm-5:30 pm	Car	na	na	na	na	5:15 pm ClearDry																	
5	Craig Buchman	US 30 & Parker St. (B-P)	Thurs. 12/20/01	4:30 pm-5:30 pm	Car	na	na	na	na	5:19 pm ClearDry																	
6	David Finley	US 30 & BP	Wed 12/19/01	12:15 pm-1:15 pm	Semi	na	na	na	na	12:38 pm ClearDry																	
7	Den Sands	US 30 & BP	Friday 12/21/01	6:48am-7:48 am	Semi	na	na	na	na	7:37:00 AM DarkDry																	
8	David Finley	US 30 & BP	Wed 12/20/01	12:15 pm-1:15 pm	Semi	na	na	na	na	12:48 pm ClearDry																	
9	David Finley	US 30 & BP	Wed 12/20/01	12:15 pm-1:15 pm	Semi	na	na	na	na	1:07 pm ClearDry																	
10	Craig Buchman	US 30 & Parker St. (B-P)	Thurs. 12/20/01	4:30 pm-5:30 pm	Semi	na	na	na	na	4:34 pm ClearDry																	
11	Craig Buchman	US 30 & Parker St. (B-P)	Thurs. 12/20/01	4:30 pm-5:30 pm	Semi	na	na	na	na	4:46 pm ClearDry																	
12	Craig Buchman	US 30 & Parker St. (B-P)	Thurs. 12/20/01	4:30 pm-5:30 pm	Semi	na	na	na	na	4:48 pm ClearDry																	
13	Craig Buchman	US 30 & Parker St. (B-P)	Thurs. 12/20/01	4:30 pm-5:30 pm	Semi	na	na	na	na	5:14 pm ClearDry																	
14	Craig Buchman	US 30 & Parker St. (B-P)	Thurs. 12/20/01	4:30 pm-5:30 pm	Semi	na	na	na	na	5:16 pm ClearDry																	
15	Craig Buchman	US 30 & Parker St. (B-P)	Thurs. 12/20/01	4:30 pm-5:30 pm	Semi	na	na	na	na	5:18 pm ClearDry																	
16	Craig Buchman	US 30 & Parker St. (B-P)	Thurs. 12/20/01	4:30 pm-5:30 pm	Semi	na	na	na	na	5:28 pm ClearDry																	
17	David Finley	US 30 & BP	Wed 12/20/01	12:15 pm-1:15 pm	Semi	na	na	na	na	1:05 pm ClearDry																	
18	Craig Buchman	US 30 & Parker St. (B-P)	Thurs. 12/20/01	4:30 pm-5:30 pm	Suv	na	na	na	na	4:40 pm ClearDry																	
19	Craig Buchman	US 30 & Parker St. (B-P)	Thurs. 12/20/01	4:30 pm-5:30 pm	Suv	na	na	na	na	4:43 pm ClearDry																	
20	Craig Buchman	US 30 & Parker St. (B-P)	Thurs. 12/20/01	4:30 pm-5:30 pm	Suv	na	na	na	na	4:47 pm ClearDry																	
21	Craig Buchman	US 30 & Parker St. (B-P)	Thurs. 12/20/01	4:30 pm-5:30 pm	Suv	na	na	na	na	5:24 pm ClearDry																	
22	Craig Buchman	US 30 & Parker St. (B-P)	Thurs. 12/20/01	4:30 pm-5:30 pm	Van	na	na	na	na	4:38 pm ClearDry																	
23	Craig Buchman	US 30 & Parker St. (B-P)	Thurs. 12/20/01	4:30 pm-5:30 pm	Van	na	na	na	na	4:48 pm ClearDry																	
24	Craig Buchman	US 30 & Parker St. (B-P)	Thurs. 12/20/01	4:30 pm-5:30 pm	Van	na	na	na	na	5:11 pm ClearDry																	
<table border="0" style="width:100%; border-collapse: collapse;"> <tr> <td style="text-align: right;">11</td> <td style="text-align: center;">46%</td> <td style="text-align: center;">Heading</td> <td style="text-align: center;">East</td> <td style="text-align: center;">13</td> <td style="text-align: center;">54%</td> </tr> <tr> <td style="text-align: right;">6</td> <td style="text-align: center;">25%</td> <td style="text-align: center;">Heading</td> <td style="text-align: center;">West</td> <td style="text-align: center;">6</td> <td style="text-align: center;">25%</td> </tr> <tr> <td style="text-align: right;">19</td> <td style="text-align: center;">79%</td> <td colspan="4"></td> </tr> </table>										11	46%	Heading	East	13	54%	6	25%	Heading	West	6	25%	19	79%				
11	46%	Heading	East	13	54%																						
6	25%	Heading	West	6	25%																						
19	79%																										

Violations	Observer	Intersection:	Date/Day	Time	Beginning/Ending	Veh	Driver	Race	Age	Passenger	Notes/Weather
1	Lindy Breedan	US 30 & Blomet	Mon 12/17/01	7:00 am- 8:00 am	Car	na	na	na	na	na	Clear/Dry
2	Lindy Breedan	US 30 & Blomet	Mon 12/17/01	7:00 am- 8:00 am	Car	na	na	na	na	na	Clear/Dry
3	Lindy Breedan	US 30 & Blomet	Mon 12/17/01	7:00 am- 8:00 am	Car	na	na	na	na	na	Clear/Dry
4	Lindy Breedan	US 30 & Blomet	Mon 12/17/01	7:00 am- 8:00 am	Car	na	na	na	na	na	Clear/Dry
5	Lindy Breedan	US 30 & Blomet	Mon 12/17/01	7:00 am- 8:00 am	Car	na	na	na	na	na	Clear/Dry
6	Dan Sands	US 30 & Blomet	Wed 12/19/01	7:00 am- 8:00 pm	Car	na	na	na	na	na	Clear/Dry
7	Lindy Breedan	US 30 & Blomet	Mon 12/17/01	7:00 am- 8:00 am	Full Size Van	na	na	na	na	na	Clear/Dry
8	Lindy Breedan	US 30 & Blomet	Mon 12/17/01	7:00 am- 8:00 am	Seml	na	na	na	na	na	Clear/Dry
9	Lindy Breedan	US 30 & Blomet	Mon 12/17/01	7:00 am- 8:00 am	Seml	na	na	na	na	na	Clear/Dry
10	Lindy Breedan	US 30 & Blomet	Mon 12/17/01	7:00 am- 8:00 am	Seml	na	na	na	na	na	Clear/Dry
11	Lindy Breedan	US 30 & Blomet	Mon 12/17/01	7:00 am- 8:00 am	Seml	na	na	na	na	na	Clear/Dry
12	Lindy Breedan	US 30 & Blomet	Mon 12/17/01	7:00 am- 8:00 am	Seml	na	na	na	na	na	Clear/Dry
13	Dan Sands	US 30 & Blomet	Wed 12/19/01	2:00 pm- 3:00 pm	Seml	na	na	na	na	na	5:22
14	Dan Sands	US 30 & Blomet	Wed 12/19/01	2:00 pm- 3:00 pm	Seml	na	na	na	na	na	5:28
15	Dan Sands	US 30 & Blomet	Wed 12/19/01	2:00 pm- 3:00 pm	Seml	na	na	na	na	na	12:37
16	David Findlay	US 30 & Blomet	Friday 12/28/01	4:30 p.m.- 5:30 p.m.	Seml	na	na	na	na	na	12:51
17	David Findlay	US 30 & Blomet	Friday 12/28/01	4:30 p.m.- 5:30 p.m.	Seml	na	na	na	na	na	5:00
18	Lindy Breedan	US 30 & Blomet	Mon 12/17/01	7:00 am- 8:00 am	SUV	na	na	na	na	na	5:28
19	Lindy Breedan	US 30 & Blomet	Mon 12/17/01	7:00 am- 8:00 am	Van	na	na	na	na	na	Clear/Dry
# of Semis 10 % 53%											
Heading East 13 68% West 6 32% 19 100%											

Total

Violations	Observer	Intersection:	Date/Day	Beginning/Ending Time	Veh	Driver Race	Age	Passenger	Notes/Weather Cond.
1	Craig Buchman	US 30 & Danek	Tues, 12/18/01	7:00 am-8:00 am	Pickup	na	na	na	7:05 am Clear/Dry
2	Craig Buchman	US 30 & Danek	Tues, 12/18/01	7:00 am-8:00 am	Car	na	na	na	7:30 am Clear/Dry
3	Craig Buchman	US 30 & Danek	Mon 12/17/01	4:30 pm-5:30 pm	Car	na	na	na	5:05 pm Cloudy/Drizzle
4	Craig Buchman	US 30 & Danek	Mon 12/17/01	4:30 pm-5:30 pm	Pickup	na	na	na	5:20 pm Cloudy/Drizzle
5	Craig Buchman	US 30 & Danek	Tues, 12/18/01	7:00 am-8:00 am	Semi	na	na	na	7:30 am Clear/Dry
6	Lindy Bredan	US 30 & Danek	Tues, 12/18/01	7:00 pm-8:00 pm	Semi	na	na	na	Clear/Dry
7	Lindy Bredan	US 30 & Danek	Tues, 12/18/01	7:00 pm-8:00 pm	Semi	na	na	na	Clear/Dry
8	Craig Buchman	US 30 & Danek	Mon 12/17/01	4:30 pm-5:30 pm	Semi	na	na	na	4:40 pm Cloudy/Drizzle
9	Craig Buchman	US 30 & Danek	Mon 12/17/01	4:30 pm-5:30 pm	Semi	na	na	na	5:27 pm Cloudy/Drizzle
					# of Semis	5			
					%	56%			
					Heading	East			
					Heading	West			
						1			11%
						8			89%
						9			100%

PURDUE UNIVERSITY



INSTITUTE FOR INTERDISCIPLINARY ENGINEERING STUDIES
1293 POTTER ENGINEERING CENTER, WEST LAFAYETTE IN 47907-1293 USA

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To: Ann Sweet

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From: Cliff Stover

← Phone:
Fax: + 765-494-2351

Date: 11.19.01

Subject: Red Light Rowing Observation Forms

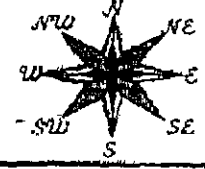
No. of pages (including this one): 3.

Forward to Dan Sands
267-6618

Red Light Running Project - CATS
Site Summary Form for Intersection #

Observer Name: _____ Date: _____

Day: _____ Time: _____



Intersection Characteristics:

Street 1

Direction:	N-S ()	NE-SW ()	E-W ()	NW-SE ()
One Way:	YES ()	Direction of One Way _____		NO ()
Lane Markings:	YES ()	NO ()	Condition:	Good () Fair () Poor ()
Light Change Sensors:	YES ()	NO ()	"No Turn On Red" Signs:	YES () NO ()

Street 2

Direction:	N-S ()	NE-SW ()	E-W ()	NW-SE ()
One Way:	YES ()	Direction of One Way _____		NO ()
Lane Markings:	YES ()	NO ()	Condition:	Good () Fair () Poor ()
Light Change Sensors:	YES ()	NO ()	"No Turn On Red" Signs:	YES () NO ()

Street 3

Direction:	N-S ()	NE-SW ()	E-W ()	NW-SE ()
One Way:	YES ()	Direction of One Way _____		NO ()
Lane Markings:	YES ()	NO ()	Condition:	Good () Fair () Poor ()
Light Change Sensors:	YES ()	NO ()	"No Turn On Red" Signs:	YES () NO ()

Traffic Signals

Type:	Directional ()	Standard ()		
Light Position:	Overhead ()	Side ()	At "T" ()	Other ()
Malfunction:	YES ()	NO ()	If Yes - Traffic Direction Affected _____	

Observer Position in Relation to Intersection

In Car:	YES ()	NO ()		
Direction:	N () NE ()	E () SE ()	S () SW ()	W () NW ()
Elevation:	Lower ()	Level ()	Higher ()	

Weather and Light Conditions:

Weather:	Clear ()	Sunny ()	Fog ()	Drizzle ()	Rain ()	Heavy Rain ()	Snow ()
Pavement:	Dry ()	Wet ()	Ice ()	Snow ()	Gravel ()	Other ()	
Light:	Dawn ()	Day ()	Twilight ()	Night ()	Artificial Lights ()		

Traffic Flow: Light () Moderate () Heavy () Steady () Sporadic ()

Notes:

Red Light Running Project GATS

Site Observation Form for Intersection

Observer _____ Date _____
 _____ Beginning Time _____
 Street 2 _____ Day _____

Veh	Driver	Race	Age	Passenger	↻	↑	↺	Notes
M F	W A O	Y A O	M F	N E S W	N E S W	N E S W		
M F	W A O	Y A O	M F	N E S W	N E S W	N E S W		
M F	W A O	Y A O	M F	N E S W	N E S W	N E S W		
M F	W A O	Y A O	M F	N E S W	N E S W	N E S W		
M F	W A O	Y A O	M F	N E S W	N E S W	N E S W		
M F	W A O	Y A O	M F	N E S W	N E S W	N E S W		
M F	W A O	Y A O	M F	N E S W	N E S W	N E S W		
M F	W A O	Y A O	M F	N E S W	N E S W	N E S W		
M F	W A O	Y A O	M F	N E S W	N E S W	N E S W		
M F	W A O	Y A O	M F	N E S W	N E S W	N E S W		
M F	W A O	Y A O	M F	N E S W	N E S W	N E S W		
M F	W A O	Y A O	M F	N E S W	N E S W	N E S W		
M F	W A O	Y A O	M F	N E S W	N E S W	N E S W		
M F	W A O	Y A O	M F	N E S W	N E S W	N E S W		
M F	W A O	Y A O	M F	N E S W	N E S W	N E S W		
M F	W A O	Y A O	M F	N E S W	N E S W	N E S W		
M F	W A O	Y A O	M F	N E S W	N E S W	N E S W		
M F	W A O	Y A O	M F	N E S W	N E S W	N E S W		
M F	W A O	Y A O	M F	N E S W	N E S W	N E S W		
M F	W A O	Y A O	M F	N E S W	N E S W	N E S W		
M F	W A O	Y A O	M F	N E S W	N E S W	N E S W		
M F	W A O	Y A O	M F	N E S W	N E S W	N E S W		
M F	W A O	Y A O	M F	N E S W	N E S W	N E S W		
M F	W A O	Y A O	M F	N E S W	N E S W	N E S W		
M F	W A O	Y A O	M F	N E S W	N E S W	N E S W		
M F	W A O	Y A O	M F	N E S W	N E S W	N E S W		
M F	W A O	Y A O	M F	N E S W	N E S W	N E S W		

CODES:

VEH:	COMM. CODES:	DRIVER:	RACE:	AGE:	DIRECTION:
C=Car	1=Comm Pickup/Van/Car	M=Male	W=White	Y=Young(<21)	N=North
T=Pickup	2=1 to 5 Ton Box Truck	F=Female	A=Af-Amer	A=Average	E=East
V=Mini-van	3=Semi Tractor Rig		O=Other	O=Older(>65)	S=South
X=Full Size Van	4=School Bus				W=West
Z=SUV					
MC=Motorcycle; (MP=Moped)					

TOTALS:

Cars _____ Pickup _____ Mini-van _____ Full Size Van _____ SUV _____ MC _____ MP _____

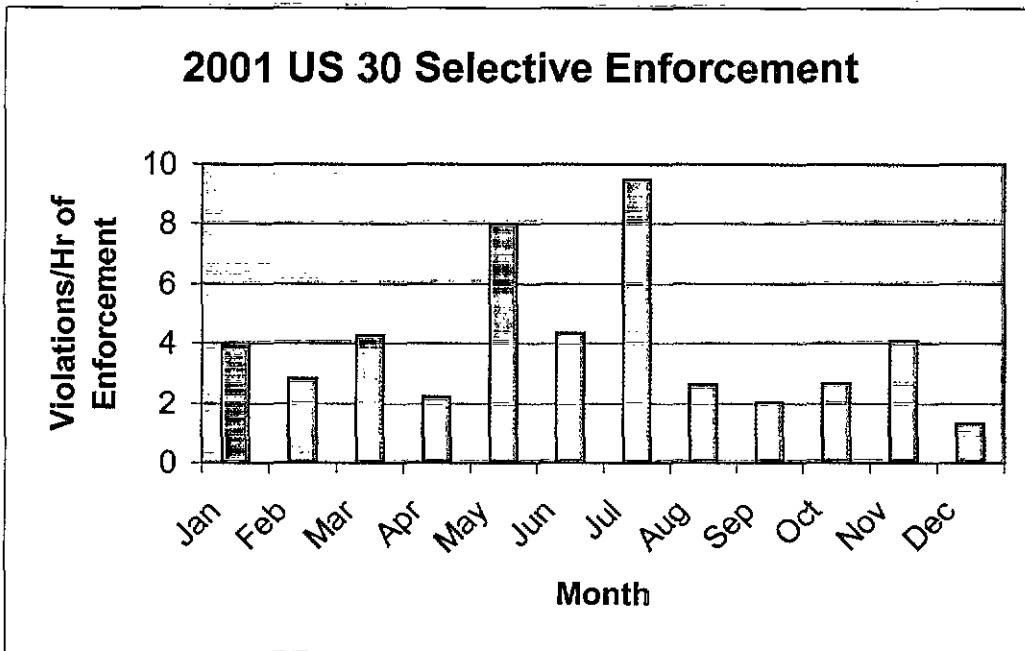
Comm Pickup _____ 1 to 5 Ton _____ Semi-Tractor _____ School Bus _____

Veh Count # 1 _____

Veh Count # 2 _____

WARSAW POLICE DEPT. DATA

2001	Hours Worked	Disregarding	Violations/Hrs Worked	
Jan	85.5	22	4	26%
Feb	45.5	16	3	35%
Mar	55.5	13	4	23%
Apr	29	13	2	45%
May	8	1	8	13%
Jun	13	3	4	23%
Jul	19	2	10	11%
Aug	29	11	3	38%
Sep	42.5	21	2	49%
Oct	8	3	3	38%
Nov	45	11	4	24%
Dec	35.5	27	1	76%
	415.5	143	3	34%
	8760			
	5%			



CSIMILE COVER PAGE

Craig Bookman

From : Great Falls

Pages : 2 including cover

Subject : CSIMILE

... THE ... STUDY YOU HAVE QUESTIONS ...

2001 US 30 Selective Enforcement

Date	Hours Worked	UTT	Warnings	Custodial Arrests	Speed	Disregarding	Seat Belt
APR	25	33	0	4	43	22	3
MAY	25	31	0	0	33	18	3
JUN	25	27	9	0	56	13	4
JUL	25	13	10	0	23	19	1
AUG	25	11	10	0	2	1	1
SEP	25	10	10	0	16	1	0
OCT	25	10	10	0	37	1	0
NOV	25	10	10	0	20	21	7
DEC	25	11	10	0	10	10	0
JAN	25	11	10	0	13	11	4
FEB	25	11	10	0	2	27	1
TOTAL	455	455	63	14	209	143	25

2002 US 30 Selective Enforcement

Date	Hours Worked	UTT	Warnings	Custodial Arrests	Speed	Disregarding	Seat Belt
01/01	15	22	30	1	10	10	1
01/02	10	35	3	0	10	24	1
MAR							
PR							
MAY							
JUL							
SEP							
OCT							
NOV							
DEC							
TOTAL	25	57	33	1	10	34	2