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## **CCM, Hartford Mayor, push for legislation to allow CT municipalities to install red light cameras to improve street safety**

The Connecticut Conference of Municipalities (CCM) today (Monday, March 12) – through testimony presented by Pedro Segara, Mayor of Hartford and a member of CCM’s Board of Directors – called again on the General Assembly to **support** House Bill 5458 “*An Act Concerning Municipal Automated Traffic Enforcement Safety Devices at Certain Intersections.*”

Similar to proposals from previous legislative sessions – H.B. 5458 would allow towns and cities the option of using automated traffic control signal enforcement devices (i.e. cameras) at local intersections for the purposes of enforcing red light violations. Allowing our hometowns this option would be consistent with current law enforcement practices in various other states. According to the Insurance Institute for Highway Safety (IIHS), in the U.S., red light cameras are already in use in approximately 556 communities.

CCM and Mayor Segara support this proposal as a reasonable means of making local streets safer.

*Here are other key points from the testimony presented today by CCM and Mayor Segara:*

- H.B. 5458 would allow towns and cities the option of using automated traffic control signal enforcement devices (i.e. cameras) at local intersections for the purposes of enforcing red light violations.
- The vendor designee and a local police officer review and approve each case.
- The ticket is (1) not considered an infraction or violation, (2) not processed by the Centralized Infractions Bureau, (3) not considered a moving traffic violation, (4) not reported to the DMV on a person's driving record, and (5) not given points against the operator's license.
- A 2011 IIHS study comparing large cities with red light cameras to those without found the devices reduced the fatal red light running crash rate by 24 percent and the rate of all types of fatal crashes at signalized intersections by 17 percent.
- An Oxnard, California study, published in 2002, showed a significant citywide reduction in intersection crashes, with crashes reduced by 7% and crashes where an injury occurred reduced by 29%; right-angle crashes "(t-bone" crashes – more dangerous than rear-end fender benders) were reduced by 32%, while right-angle crashes involving injuries were reduced by 68%."

No resident has the right to run a red light. **Yellow means slow down – not speed up. This enabling legislation would simply seek to restore this often neglected, yet extremely critical traffic law throughout our neighborhoods – and would mirror the best practices in street safety already implemented in hundreds of communities across America.**