

Get the Facts — Red Light Cameras Save Lives

- According to the National Highway Traffic Safety Administration in 2010, more than 60 Floridians lost their lives, making Florida the third most deadly state in the nation for red-light running crashes.
- Florida is the deadliest state in the U.S. for pedestrians – and bicyclists are at an even higher risk. (*USA Today*, 3/10)
- Federal data shows that Florida has been in the top three in bicycle and pedestrian fatalities every year since 2001. (*USA Today*, 3/10)

Florida hosts the top four most dangerous large metropolitan areas in the nation: (1) Orlando-Kissimmee, (2) Tampa-St. Petersburg, (3) Jacksonville, and (4) Miami-Fort Lauderdale-Pompano Beach. (2011 "Dangerous by Design")

These four areas combined had 3,359 pedestrian deaths occur over the last decade.

- ▶ Orlando-Kissimmee had 557 pedestrian deaths.
 - ▶ Tampa-St. Petersburg had 905 pedestrian deaths. (21.5% of its traffic-related deaths)
 - ▶ Jacksonville had 342 pedestrian deaths.
 - ▶ Miami-Fort Lauderdale-Pompano Beach had 1,555 pedestrian deaths. (21.6% of its traffic-related deaths)
- The National Safety Council estimates the comprehensive cost – including both economic costs and diminished quality of life – for each traffic death at \$4.3 million. Pedestrian deaths from the above four metro areas amount to \$14.4 billion.
 - Public opinion polls illustrate that over 65% of Floridians believe red-light cameras improve traffic safety, and 72% support the use of these cameras in their community to detect red-light runners.

Nationally, according to the Insurance Institute for Highway Safety (IIHS):

- A 2011 IIHS survey in 14 big cities with longstanding red-light camera programs found that two-thirds of drivers support their use.
- In 2009, 676 people were killed and 113,000 were injured in intersection crashes. Red-light cameras saved 159 lives in 2004-08 in 14 of the biggest U.S. cities, according to a new analysis by IIHS. Had cameras been operating during that period in all large cities, a total of 815 deaths would have been prevented.
- According to IIHS, all types of accidents at intersections decline when red-light cameras are installed – suggesting that motorists are more cautious when they know their indiscretions could be caught on camera.

Proven Results

Apopka

- An intersection utilizing the technology showed a 72% drop in crashes, while another saw a 64% drop.

Hillsborough County

- In 2011, Transportation for America listed Tampa as the second most dangerous metropolitan area for pedestrians.
- The Hillsborough County Sheriff's Office has seen an overall reduction in crashes with injuries at the 10 intersections where the cameras were placed last year.
- In the first 11 months of 2010, 13 fewer crashes were reported at six Hillsborough intersections, compared with the same months in 2009, according to the Sheriff's Office. Additionally, there were eight fewer crashes that resulted in injuries.
- A Dec. 2011 poll by the Tampa Bay Times and Bay News 9 found that in Hillsborough, 67% of residents favored the cameras.

Miami Gardens

- Crash data from 2008 – Oct. 2011 indicated that since the inception of their red-light safety camera program, the city of Miami Gardens crashes have been reduced by 83% at the 12 monitored intersections.

North Miami

- According to the North Miami Police Department, red-light cameras have reduced the city's traffic accidents by 60%, and therefore also reduced fatalities.

Orlando

- In 2011, Orlando was listed as number one on Transportation for America's list of the top 10 most dangerous metropolitan areas for pedestrians.
- In the first year (2008) that red-light cameras went online at 10 intersections in Orlando, accidents fell 33%, from 99 to 66.
 - ▶ Rear-end collisions dropped 20%.
 - ▶ Fatalities dropped from two to zero.

Pinellas County

- A Dec. 2011 poll by the Tampa Bay Times and Bay News 9 found that in Pinellas County, 57% of residents favored the cameras.
- About half of Pinellas and Hillsborough residents agree with public officials who say these programs are meant to improve public safety – not raise more money. (Tampa Bay Times)

Pembroke Pines

- Based on Oct. 2011 findings, activation of the city's red-light safety camera program suggests a 46% decrease in the average annual number of traffic crashes at this intersection.

Temple Terrace

- Traffic violations have dropped by 67% in the two years since Temple Terrace began its red light camera program.

Red Light Safety Cameras — Get the Facts on Money

Where does the money go?

The primary goal of all Road Safety Programs is to make streets safer for all drivers, bicyclists and pedestrians. Of course, there is a cost to operating these programs, and those people who violate the law by running red lights, pay fines that help cover expenses.

The civil fines paid go directly back into the community, and in some cases, are dedicated toward parks, hospitals, medical research and schools.

Pursuant to the Mark Wandall Traffic Safety Act, the fine for running a red light is \$158.

- \$100 goes to the State's General Revenue Fund.
- \$45 goes to the local government.
- \$10 from every paid citation is distributed to local trauma centers via Heath Admin Trust Fund.
- \$3 is allocated to fund spinal and brain injury research through The Miami Project.

According to data provided by the Florida State Department of Revenue, fines from red-light safety cameras are placed in Florida's general fund and average roughly \$3 million per month. Local trauma centers have received more than \$750,000, and The Miami Project has received more than \$225,000 since July 2010.

Fatalities

Florida's 61 red-light running fatalities cost its communities \$336 million.

Nationally, traffic fatalities and injuries cost each American an average of \$1,522 each year for emergency, police, legal and administrative services, and other expenses.

By reducing crashes, intersection safety cameras save communities \$39,000 to \$50,000 annually per intersection.

The Fatality Analysis Reporting System reports that Florida fatalities from red-light running crashes have been reduced from:

- 93 fatalities in 2007;
- 62 in 2009; and,
- 76 in 2008;
- 61 in 2010.

[AAA. Crashes vs. Congestion, What's the Cost to Society? Cambridge Systematics. March 2008.](#)
[Federal Highway Administration, Safety Evaluation of Red-Light Cameras. April 2005. p. 4.](#)

Injuries

In 2007, Florida recorded nearly 138,700 injury crashes.

- Of these, nearly 6,300 can be attributed to disregarding a traffic signal, including running a red light;
- Total costs to Florida: \$791 million.

In 2008, Florida recorded nearly 128,600 injury crashes.

- Of these, nearly 6,000 can be attributed to disregarding a traffic signal, including running a red light;
- Total costs to Florida: \$755 million.

In 2009, Florida recorded approximately 126,000 injury crashes.

- Of these, more than 5,550 can be attributed to disregarding a traffic signal, including running a red light;
- Total costs to Florida: \$699 million.

In 2010, Florida recorded nearly 124,500 injury crashes.

- Of these, less than 5,500 can be attributed to disregarding a traffic signal, including running a red light;
- Total costs to Florida: \$692 million.

All injury statistics were an AAA estimated cost of \$126,000 per injury crash in 2009 dollars Florida Department of Highway Safety and Motor Vehicles, Traffic Crash Statistics Report [2007](#), [2008](#), [2009](#), [2010](#). AAA Crashes vs. Congestion, What's the Cost to Society? Cambridge Systematics, [March 2008](#) and [November 2011](#).

Property Damage

In 2007, there were 51,404 vehicle and/or property damage only crashes in Florida.

- 1,624 can be categorized as due to disregard of a traffic signal, including running a red light.

In 2008, there were 50,724 vehicle and/or property damage only crashes in Florida.

- 1,658 can be categorized as due to disregard of a traffic signal, including running a red light.

In 2009, there were 49,281 vehicle and/or property damage only crashes in Florida.

- 1,552 can be categorized as due to disregard of a traffic signal, including running a red light.

In 2010, there were 50,590 vehicle and/or property damage only crashes in Florida.

- 1,595 can be categorized as due to disregard of a traffic signal including running a red light.

Florida Department of Highway Safety and Motor Vehicles [2007](#), [2008](#), [2009](#), [2010](#).