

**PHOTO RED LIGHT CAMERA
Main Areas of Concern**

1. Is the system fair?

One thing that has been missed in a majority of the reporting on the program is how thorough the review process is. The system is set up to detect incidents that **may** be a violation; however, we do not rely solely on the equipment to issue the violation. The system is simply a means of capturing incidents for further review. It is ultimately up to DPD personnel to review all incidents that are captured and determine if it truly is a violation. If the camera flashes or fires, it does not mean a violation will be issued. In fact, the below snapshot shows that 62% of the incidents captured by the program YTD in 2011 did not result in a violation being issued. This is a strong indicator of the thoroughness and fairness of the review process, and why we do not rely solely on the equipment.

**Period 8 2011
Photo Red Light Statistics**

Intersection	Detected Incidents	NOV Issued	YTD Detected	YTD Issued
E Sixth Ave & Kalamath St	697	423	4637	2771
E Sixth Ave & Lincoln St	3446	2162	18662	12514
E Quebec Ave & 36th Ave	3107	1728	17941	10773
W 8th Ave & Speer Blvd S/B	393	122	2540	1234
Total	7,643	4,435	43,780	27,292

The chart reflects the NOV (Notices of Violation) issued for Period 8 (July 10, 2011 – August 6, 2011) and year to date for the four intersections. After the review process, there may still be NOVs issued.

** Period 8 detected incidents may still be issuing; NOV issue may change
* YTD from Period 1 to Period 8*

2. Why are vehicles being ticketed for not stopping at the stop bar before turning right on red?

Per the law, drivers must come to a complete stop at the clearly marked stop line (bar) before entering the crosswalk to turn right on red. Below is the related Denver Municipal Code:

(3) Steady red indication:

- a. Vehicular traffic facing a steady circular red signal alone shall stop at a clearly marked stop line but, if none, before entering the crosswalk on the near side of the intersection or, if none, then before entering the intersection and shall remain standing until an indication to proceed is shown; except that
 - 1. Such vehicular traffic, after coming to a stop and yielding the right-of-way to pedestrians lawfully within an adjacent crosswalk and to other traffic lawfully using the intersection, may make a right turn unless an official sign is erected at each and every intersection where such right turn is prohibited.
 - 2. Such vehicular traffic, when proceeding on a one-way street, and after coming to a stop, may make a left turn onto a one-way street upon which traffic is moving to the left of the driver. Such turn shall be made only after yielding the right-of-way to pedestrians and other traffic proceeding as directed. No such turn shall be made if a sign is erected giving notice of any such prohibition at each and every intersection where such left turn is prohibited.
- b. Pedestrians facing a steady circular red signal alone shall not enter the roadway, unless otherwise directed by a pedestrian-control signal.
- c. Vehicular traffic facing a steady red arrow signal may not enter the intersection to make the movement indicated by such arrow and, unless entering the intersection to make such other movement as is permitted by

other indications shown at the same time, shall stop at a clearly marked stop line but, if none, before entering the crosswalk on the near side of the intersection or, if none, then before entering the intersection and shall remain standing until an indication to make the movement indicated by such arrow is shown.

d. Pedestrians facing a steady red arrow signal shall not enter the roadway, unless otherwise directed by a pedestrian-control signal.

(Code 1950, § 508.6)

3. What if a vehicle barely encroaches over the stop bar?

According to the city attorney who oversees the program and interprets the related law, if a captured incident shows a vehicle with a front wheel that has passed the stop line, it warrants a violation. Still, DPD reviewers regularly dismiss captured incidents where it is unclear if the vehicle's wheel is actually on the stop line or over the stop line. The thought process is that if the violation is so close that it has a chance to be dismissed in court, it's better to choose non-issuance. The stats I provided above that show 62% of captured incidents did not result in issuance of a violation supports this.

4. Is it really a safety concern to encroach into the crosswalk when turning right on red?

A 1994 study by the National Highway Safety Administration concluded that 22% of all right turn on red crashes (in the four states that were included in the study) involved a pedestrian or bicyclist. Additionally, the study determined 93% of right turn on red pedestrian or bicyclist accidents resulted in injury. Traffic volumes have only increased since then, and some areas have also seen increased speed volumes. Denver is a multi-modal city and pedestrians and bicyclists have a legitimate right to operate safely within our transportation system.

5. Is the purpose of the program to generate revenue?

From January through August of 2011, Denver generated \$279,576.64 from tickets issued through the red light camera system. That is not a significant source of revenue considering the city's budget is \$1.4 billion. Additionally, the money generated goes back to the general fund to finance vital services to the city's constituents.

6. Is the program a success?

We have not had a fatal accident since the program was put in place. If we can save even one life, we have succeeded in increasing the safety of drivers in our city.