

companies provide and maintain the cameras, their compensation is not based on the numbers of pictures taken.

Ms. Clippinger noted that police have to review violations to ensure they are legitimate and that this oversight was critical to Boston's approval of the proposal.

Police Commissioner Watson noted that several years ago, he and Ms. Clippinger were approached with a proposal for this kind of video monitoring. They agreed there was a serious problem with red light running and that such a system was needed. At that time, the video company proposed to manage the administrative functions. Commissioner Watson stated that he has questions about how the police would verify these violations. The video company should not make independent decisions but the police role needs to be clarified. According to Commissioner Watson, video monitoring has worked well in other cities. One important aspect is to conceal the locations of cameras so that drivers cannot anticipate and avoid them, and so that they achieve maximum deterrence. Commissioner Watson pointed out that in 2001, there were 3838 citations for running red lights; in 2002, there have been 1644 so far.

Mr. Hamann stated that the best possible enforcement would be to locate cameras at every corner where there was a problem. However, it is expensive to run the cameras 24 hours a day; it can also be dangerous if police chase violators.

Ms. Chaikin noted that bicyclists also violate red lights. Commissioner Watson pointed out that this bill only covers cars. Cambridge is the only local city that cites bike violations. This summer, the city will target enforcement of bike violations at 14 locations.

Ms. Lambert spoke as a resident and a member of the American Civil Liberties Union. She commended the city for rejecting this proposal in City Council in April 2002, while continuing the discussion and consideration of the underlying issues. She is concerned about the city increasing surveillance of residents, and raised issues of invasion of privacy and "mission creep". She noted that in the United Kingdom, for example, there are over 2 million cameras in use; citizens, on average, are photographed about 300 times a day. Although this proposal may not be illegal or unconstitutional, it is part of a disturbing trend of increasing surveillance. She is also concerned about what locations may be targeted for enforcement, and about the city's financial and administrative ability to do quality control of the process. She asks the Council to stand by their earlier decision and to consider other, less intrusive ways of solving traffic problems.

Ms. Gregory, a member of the Pedestrian Committee, spoke about her concern as a parent with the risks of getting her children across the streets safely. She believes there is no way to do adequate police enforcement. She shares the concerns about increased surveillance, but believes there are safeguards and that the risks to civil liberties must be balanced with concerns for public safety. Only cars running red lights trigger the camera.

Ms. Gregory is comfortable with the bill's safeguards and the track record from other cities, and strongly supports the proposal.

Mr. Culver, a member of the Pedestrian Committee, supported video enforcement as an important tool. The Pedestrian Committee has used cameras to capture information on driver violations. There are simply not enough police to do traffic enforcement. The more drivers see other cars violating the rules of the road, the more they are encouraged to do the same. This can create "road rage" on the streets.

Ms. Davis spoke as a 30-year resident and a former journalist who wrote an article on the need for video monitoring in 1998 (**Attachment B**). She read the article, highlighting the dangers that pedestrians face from increasingly heavy traffic, traffic violations, inadequate pedestrian lights, and the limits of police enforcement. She continues to recommend photo enforcement. It has been used successfully in Europe for 20 years. The American experience has been that there are even higher numbers of violations than expected. Any privacy concerns are limited, since only law breakers are subject to surveillance, and then only their licenses are photographed. According to Ms. Davis, focusing on civil rights and privacy issues in this context only protects the guilty and endangers the innocent.

Ms. Kraus, a member of the Pedestrian Committee, agreed that it was worth considering video enforcement if it would save lives, but urged the council to reserve it as a last resort. She stated that the larger context of traffic safety has three elements: education, engineering and enforcement. Video enforcement is one aspect of enforcement, and only captures one group of violators-- in cars, not those on bikes or on foot. She stated that the problem was people's feeling of entitlement to travel through the city any way they please, and that other solutions are available. According to Ms. Kraus, selective use of cameras will only teach people to take other routes and won't make them travel responsibly. She is working on a proposal that would use police and meter maids to educate the public to be more responsible in traffic, and feature enhanced police enforcement. She believes that Cambridge is not like other cities, and that it should try to solve the problem by changing people's attitudes and behavior in traffic.

Mr. Halle agreed with Ms. Kraus that the goal was to make Cambridge a better place. However, he notes that people often obey the law not because they care, but because of enforcement. If there is a police presence, people's behavior improves. This legislation would give Cambridge a choice of tools to improve pedestrian safety. With the trial period, the city can tailor surveillance, and address concerns such as privacy. He stated that it is important to support the idea since video monitoring can change behavior.

Mr. Loutzenheiser of the Pedestrian Committee emphasized that the issue is safety in the street from injury and death. The city needs a multifaceted approach that includes education, engineering and enforcement. Cameras are a very effective part of this.

Mr. Sylvester stated that even if people know the locations of the cameras, and only improve their behavior there, that would be an improvement. As for civil liberties concerns, the fact that illegal behavior triggers the surveillance is an important safeguard. At worst, the use of cameras might mean less police enforcement against other violations.

Commissioner Watson noted that with the new focus on safety after September 11, 2001, there are fewer resources for traffic enforcement. For example, state police are responsible for many of the major routes through Cambridge, but they do not do enforcement. He agreed that video enforcement would be another useful tool. Without police back-up, there can still be a problem. As it is, only a small number of violations are written up. Education is critical, but proposals may be difficult to implement. The city needs to make technology work for us.

Councillor Murphy stated that he understands and shares the concerns about running red lights. While he knows it is discouraging to some, he continues to oppose the proposal because of issues about increased surveillance in society. He encouraged Ms. Kraus to develop her proposal for increased education and police enforcement, and possibly an action by pedestrians with police to catch scofflaws. He will continue to work for more police and financial resources to improve traffic enforcement, and noted that this could pay for itself in fines.

Vice-Mayor Davis read and entered into the record two letters: a May 2, 2002 letter in support of traffic video monitoring from WalkBoston (**Attachment C**), and a June 25, 2002 supporting letter from the Cambridge Community Development Department to City Manager Healy (**Attachment D**).

Ms. Gregory stated her support for the range of measures to ensure safety, but expressed concern with the limits of local education efforts, since many drivers are not Cambridge residents, and many drivers know the law but break it anyway.

Mr. Hamann addressed the costs of the system briefly. There would be a one-time capital cost for installation. Any maintenance costs should be compared to the costs of enforcement.

Ms. Davis stated that it was naïve to count on education to change motorists' behavior, and that it will take enforcement to do that. One aspect of the problem is the number of out-of-town drivers. For example, the Harvard Square Design Committee discovered that 80 percent of the drivers in the Square were from outside Cambridge.

Ms. Kraus suggested that people will respond to the rules of the local culture, and that the committee should focus on the larger problem of civility, and not make video enforcement a priority tool.

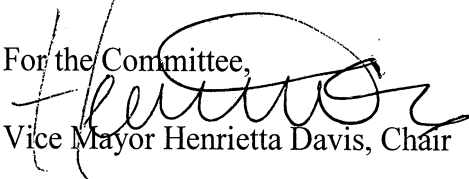
Commissioner Watson noted that education is part of any new enforcement effort, which would start with warnings.

Vice-Mayor Davis reviewed the City Council vote of April 8, 2002 which rejected a resolution in favor of video enforcement on a vote of four in favor, four opposed, and one absent. She stated her support for the state legislation, which is pending, and noted that Cambridge cannot do anything until the legislature acts. However, Cambridge's position can affect the success of the bill. She will continue to work to improve pedestrian safety. She urged the council and citizens to keep an eye on the issue, and encouraged residents to attend the July 29, 2002 City Council meeting, where these minutes will be entered.

Vice-Mayor Davis thanked everyone for attending.

The meeting adjourned at 7:40 p.m.

For the Committee,


Vice Mayor Henrietta Davis, Chair

June 25, 2002
Human Services Committee
Report
Attachment A

HOUSE No. 4912

The Commonwealth of Massachusetts

HOUSE OF REPRESENTATIVES, February 14, 2002:

The committee on Ways and Means, to whom was referred the Bill permitting the use of photomonitoring devices as a means of promoting traffic safety in the cities of Boston and Cambridge (House, No. 4138), reports that the same ought to pass with an amendment substituting therefor the accompanying bill (House, No. 4912).

For the committee,

JOHN H. ROGERS.

The Commonwealth of Massachusetts

In the Year Two Thousand and Two.

AN ACT PERMITTING THE USE OF PHOTOMONITORING DEVICES AS A MEANS OF PROMOTING TRAFFIC SAFETY IN THE CITIES OF BOSTON AND CAMBRIDGE.

Be it enacted by the Senate and House of Representatives in General Court assembled, and by the authority of the same, as follows:

1 SECTION 1. (a) Notwithstanding the provisions of any general
2 or special law to the contrary, the city of Boston and the city of
3 Cambridge may, upon the acceptance of this act, employ a traffic
4 control signal violation monitoring system along any portion of
5 any ways within their control and may promulgate local measures
6 imposing a penalty on the owner of a vehicle for failure by the
7 operator thereof to comply with the traffic control signals in said
8 cities pursuant to this act.

9 (b) As used in this act, the following words shall, unless the
10 content clearly indicates otherwise, have the following meanings:

11 "Local measure", shall mean the ordinances, rules and regula-
12 tions adopted by the city of Boston and the city of Cambridge
13 establishing a schedule of fines;

14 "Owner", shall have the meaning provided in section 1 of
15 chapter 90 of the General Laws;

16 "Traffic control signal violation monitoring system", shall
17 mean a vehicle sensor installed to work in conjunction with a
18 traffic control signal which automatically produces one or more
19 photographs, one or more microphotographs or other recorded
20 images of each vehicle at the time it is used or operated in a
21 manner that is a violation under this act;

22 "Violation", shall mean the failure of an operator of a vehicle to
23 comply with the traffic control signals.

24 (c) No traffic control signal violation monitoring system shall
25 be utilized in such a manner as to take a frontal view photograph
26 of the vehicle as evidence of having committed a violation.

27 (d) A certificate, or a facsimile thereof, based upon inspection
28 of photographs, microphotograph or other recorded images pro-

29 duced by a traffic control signal violation monitoring system, and
30 sworn to or affirmed by a police officer, shall be prima facie evi-
31 dence of the facts contained therein. Any photographs, micropho-
32 tographs or other recorded images evidencing such a violation
33 shall be undiscoverable and shall only be admissible in any judi-
34 cial or administrative proceeding to adjudicate the liability for
35 such violation.

36 (e) For each violation pursuant to this act, the owner of a
37 vehicle shall be liable for the penalty imposed by a local measure;
38 provided, however, that no owner of a vehicle shall be liable for a
39 penalty imposed pursuant to this act where the operator of such
40 vehicle has been convicted of the underlying violation pursuant to
41 a citation issued in accordance with section 2 of chapter 90C of
42 the General Laws; and provided, further, that the maximum
43 penalty that may be imposed shall be One Hundred Dollars
44 (\$100.00) for each violation.

45 (f) A penalty imposed by a local measure may, if so provided in
46 the local measure, be increased by up to 33 1/3% if said fine
47 remains unpaid in excess of 30 days after a notice of violation has
48 been issued pursuant to section 20A1/2 of chapter 90 of the
49 General Laws.

50 (g) A penalty imposed by a local measure for a violation pur-
51 suant to this act shall not be deemed a criminal conviction and
52 shall not be made part of the operating record of the person upon
53 whom such liability is imposed, nor shall such imposition of a
54 penalty be subject to merit rating for insurance purposes and no
55 surcharge points shall be imposed in the provision of motor
56 vehicle insurance coverage.

57 (h) If an owner receives a notice of violation pursuant to this
58 act for any time period during which the vehicle was reported to
59 the police department of any state, city or town as having been
60 stolen, it shall be a valid defense to a violation pursuant to this act
61 that the vehicle had been reported to such police department as
62 stolen prior to the time the violation occurred and had not been
63 recovered prior to such time.

64 (i) Any owner who incurs a penalty pursuant to this act and
65 who was not the operator of the vehicle at the time of the violation
66 may maintain a civil action, in the courts of the commonwealth,
67 for indemnification against the operator.

1 SECTION 2. (a) The compensation paid to the manufacturer or
2 vendor of the traffic control signal monitoring system deployed as
3 a means of promoting traffic safety as authorized herein shall not
4 be based upon the number of traffic citations issued or any portion
5 or percentage of the fine generated by such citations. The compen-
6 sation paid to such manufacturer or vendor of the equipment shall
7 be based upon the value of such equipment and the services pro-
8 vided or rendered in support of the traffic control signal moni-
9 toring system.

10 (b) No private entity may obtain photographs, micropho-
11 tographs or other recorded images or records evidencing a viola-
12 tion pursuant to this act.

1 SECTION 3. (a) The parking clerk designated or appointed by
2 the city shall supervise and coordinate the administration of viola-
3 tions issued pursuant to Section 1. The parking clerk shall have
4 the authority to hire and designate such personnel as may be nec-
5 essary or contract for such services to implement the provisions of
6 this section.

7 (b) It shall be the duty of the parking clerk of the city
8 employing its traffic control signal violation monitoring system to
9 deliver the notice of violation to the registered owner of any
10 vehicle identified in any photographs, microphotographs or other
11 recorded images produced by such device as evidence of a viola-
12 tion pursuant to this act. Such notice shall contain but not be lim-
13 ited to the following information: a copy of the aforementioned
14 recorded image showing the vehicle; the registration number and
15 state of issuance of said registration number of the vehicle; the
16 date, time and place of the violation; the specific violation
17 charged; a schedule of fines for such violation as established by
18 the city or town; instructions for the return of the notice; and text
19 as follows: "This notice may be returned personally, by mail, or
20 by an agent authorized in writing. A hearing may be obtained
21 upon the written request of the registered owner in writing.
22 Failure to obey this notice within 30 days of issuance of this
23 notice will result in the non-renewal or suspension of the license
24 to drive and the certificate of registration of the registered owner."

25 (c) In the case of a violation involving a motor vehicle regis-
26 tered under the laws of the Commonwealth, such notice of

27 violation shall be mailed within 14 days of the violation, exclusive
28 of Sundays and holidays, to the address of the registered owner as
29 listed in the records of the register of motor vehicles. In the case
30 of any motor vehicle registered under the laws of another state or
31 country, such notice of violation shall be mailed within 21 days of
32 the violation, exclusive of Sundays and holidays, to the address of
33 the registered owner as listed in the records of the official in such
34 state or country having charge of the registration of such motor
35 vehicle. If said address is unavailable, it shall be sufficient for the
36 parking clerk to mail notice of violation to the official in such
37 state or country having charge of the registration of such motor
38 vehicle.

39 (d) Notice of violation shall be sent by first class mail in accor-
40 dance with subsection (c). A manual or automatic record of
41 mailing prepared by the parking clerk in the ordinary course of
42 business shall be prima facie evidence thereof, and shall be
43 administered in any judicial or administrative proceeding, as the
44 facts contained therein.

45 (e) Any owner to whom notice of violation has been issued pur-
46 suant to this section may admit responsibility for such violation
47 and pay the fine provided therein. Payment shall be made either
48 personally or through a duly authorized agent, or by appearing
49 before the parking clerk during normal office hours, or by mailing
50 both payment and notice of the violation to the parking clerk.
51 Payment by mail shall be made only by money order, credit card
52 or check made out to the parking clerk. Payment of the established
53 fine and any applicable penalties shall operate as a final disposi-
54 tion of the case.

55 (f) Any owner to whom a notice of violation has been issued
56 may, within 30 days of the mailing of said notice by the parking
57 clerk, request a hearing to contest the liability alleged in said
58 notice. A hearing request shall be made either personally or
59 through a duly authorized or authorized agent by appearing before
60 the parking clerk during regular business hours or by mailing a
61 request in writing to the parking clerk. Upon receipt of a hearing
62 request, the parking clerk shall forthwith schedule the matter
63 before a person hereafter referred to as a hearing officer, said
64 hearing officer to be the parking clerk of the city wherein the vio-
65 lation occurred or such other person or persons as the parking

66 clerk may designate. Written notice of the date, time and place of
67 said hearing shall be sent by first class mail to the registered
68 owner. Said hearing shall be informal, the rules of evidence shall
69 not apply, and the decision of the hearing officer shall be final
70 subject to judicial review as outlined by section 14 of
71 Chapter 30A of the General Laws.

72 (g) If an owner to whom notice of violation has been issued
73 either fails to pay the fine provided for in said notice in accor-
74 dance with subsection (e), or fails to receive a favorable adjudica-
75 tion of said notice from a hearing officer in accordance with
76 subsection (f), the parking clerk shall notify the registrar of motor
77 vehicles who shall place the matter on record. Upon notification
78 to the registrar of two or more notices under this act and
79 sections 20A and 20A 1/2 of chapter 90 of the General Laws from
80 the parking clerk of either city or state authorities or agencies, the
81 registrar shall not issue or renew or may suspend such owner's
82 license to operate a motor vehicle or motor vehicle registration
83 until after notification from the parking clerk of each city, agency
84 or authority, from whom the registrar received notification, that all
85 fines, taxes and penalties owed by such owner pursuant to either
86 this section, or arising out of the parking or usage of such owner's
87 motor vehicles, have been disposed of in accordance with law.
88 Upon such notification to the registrar, an additional charge of \$20
89 payable to the registrar but collected by the city, and an additional
90 charge of \$20 payable to and collected by the city, shall be
91 assessed against the registered owner of said motor vehicle. It
92 shall be the duty of the parking clerk to notify the registrar forth-
93 with that such case has been so disposed; provided, however, that
94 certified receipt of full and final payment from the parking clerk
95 of the city or state agency or authority issuing such violation shall
96 also serve as legal notice to the registrar that said violation has
97 been disposed of in accordance with law. The certified receipt
98 shall be printed in such form as the registrar of motor vehicles
99 may approve.

100 (h) Upon the accumulation by an owner of five or more out-
101 standing notices under this act or sections 20A and 20A1/2 of
102 chapter 90 of the General Laws on account of violations of any
103 statute, ordinance, order, rule or regulation relating to the opera-
104 tion, control or parking of motor vehicles in a particular city,

105 notwithstanding any notification to the registrar, the parking clerk
106 of such city may notify the chief of police or director of traffic
107 and parking of such city that the vehicle bearing the registration to
108 which said notices have been issued shall be removed and stored
109 or otherwise immobilized by a mechanical device at the expense
110 of the registered owner of such vehicle until such time as all fines,
111 taxes and penalties owed by such owner pursuant to either this
112 section, or arising out of the parking or usage of such owner's
113 motor vehicle have been disposed of in accordance with law. No
114 vehicle shall be removed, stored, or otherwise immobilized until
115 and unless the owner of such vehicle shall have received 10 days
116 notification by mail that such vehicle may be removed, stored, or
117 immobilized without further notification. It shall be sufficient for
118 the parking clerk to mail, postage prepaid, said notification to the
119 last known address of the registered owner. It shall be sufficient
120 for the parking clerk, in the case of a vehicle registered in another
121 state or country, to mail notification to the official in such state or
122 country having charge of the registration of such motor vehicle.

123 (i) Photographic evidence obtained through the use of photo-
124 monitoring devices deployed as a means of promoting traffic
125 safety authorized herein within the Cities of Boston and
126 Cambridge shall be destroyed within 1 year of final disposition of
127 any recorded event. Said cities shall file notice annually with the
128 Secretary of State that said records have been destroyed in accor-
129 dance with this section.

130 (j) The administrator of the traffic control signal monitoring
131 system within the Cities of Boston and Cambridge authorized
132 herein shall submit a report regarding the use and operation of the
133 traffic control signal monitoring system. Said report shall include
134 the results of using the photo-monitoring system and the proce-
135 dures for enforcement, as well as any enhancement of citywide
136 traffic safety and enforcement programs. The administrators shall
137 submit said report, including any recommended legislation, to the
138 joint committee on public safety, the joint committee on the judi-
139 ciary and the senate and house committees on ways and means on
140 or before July 11, 2004.

1 SECTION 4. The provisions of this act shall be repealed as of
2 July 11, 2005.



HUMAN POWERED

June 25, 2002
Human Services Committee
Report
Attachment B

After The Light Has Turned Red.

BETTE DAVIS

Cambridge (Bicycle and) Pedestrian Citizen Advisory Committees

The city of Cambridge shares a problem with many other cities and towns—namely, aggressive driving. Motorists speeding and running red lights pose an ever-increasing threat to the safety and well being of Cantabrigians, particularly pedestrians and bicyclists. Every day more and more vehicles are squeezing onto our streets, and everyone is in a hurry. A pedestrian like me frequently has a long wait at an intersection for a pedestrian walk light, which then lasts for a couple of precious seconds. In the meantime, it has become the norm, not the exception, that at least two or three vehicles continue through the intersection AFTER THE LIGHT HAS TURNED RED. Thus, by the time the intersection is clear, (which it probably never actually is, because cars going the other direction are making left and right turns), the light is flashing "Don't walk"! This unlawful and dangerous practice of running red lights is costly; in the U.S., 260,000 red-light running crashes occur every year, resulting in 750 deaths, according to the Insurance Institute for Highway Safety in Arlington, Virginia, a non-profit, scientific and educational organization working to reduce highway crashes.

What is the solution? If drivers are not obeying the law—in this case, stopping for red lights – it seems logical that enforcement is necessary. The difficulty is that currently a police officer has to be on the scene to issue a ticket. We do not have, and will never have, enough Cambridge police officers to cover even the most crucial intersections during peak traffic times every day. For this reason, I recommend that Cambridge adopt a photo enforcement system: cameras installed at intersections that are automatically triggered by vehicles running a red light.

Photo enforcement is not new; it has been successfully used throughout Europe for the past 20 years. Its implementation in the U.S. is more recent, but the results have been good. Police and public officials are enthusiastic about its benefits, reducing

accidents and saving lives. Many officials have been surprised to discover how many violations there actually are. For instance, Paul Story, a sergeant and traffic supervisor for the Alexandria, Virginia, Police Department, which has operated camera systems at three intersections since November 1997, said, "We were shocked at the number of violations. The difference between our expectations and the reality of how many violations occur in a day just knocked our socks off." Officials in San Francisco said that 3.5 million red-light violations occur there every year, but the police issue only about 15,000 tickets. (San Francisco now has an automatic enforcement system in operation.)

Whenever cameras are installed for any reason, some people worry about their privacy being invaded. Unlike cameras that record everything, photo enforcement cameras only take pictures of vehicles that are breaking the law. In addition, they can be set to record license plate numbers rather than taking pictures of the driver.

It can take time to deploy a photo detection system because enabling state legislation is often necessary. This is the case in Massachusetts, and such a bill – to permit the use of photomonitoring devices as a means of promoting traffic safety – was introduced in the Massachusetts House of Representatives last year by Rep. Kevin Honan. The bill was referred to committee, but never came to a vote on the floor. Another bill will be introduced in the next session; it will require the support and lobbying efforts of people who care about this issue to ensure that this time it passes, so that Cambridge can move to the next step – i.e., actually obtaining the equipment and installing it. I hope that you will join that effort.



"Human Powered" is a monthly column written by the Cambridge Bicycle and Pedestrian Citizen Advisory Committees and underwritten by TAGS Hardware of Porter Square. For more information about these committees, please call 617-349-4604, or write 57 Inman St., Cambridge, MA 02139.

Call
do in small
different
TYPE

This column is underwritten by **TAGS**
Hardware And Housewares Since 1957.
PORTER SQUARE - CAMBRIDGE

Cambridge Chronicle

Communication #8

A communication was received from Walk Boston, urging the City Council to reconsider the vote taken on a council order regarding photo enforcement of red-light running.

In City Council May 13, 2002

**REFERRED TO PUBLIC
SAFETY COMMITTEE.**



Walk Boston

Cambridge City Council
City Hall, 2nd Floor
795 Massachusetts Avenue
Cambridge, MA 02139

8

May 2, 2002

To the Honorable, The City Council:

Walk Boston, a 400 member pedestrian advocacy organization, would like to urge you to reconsider the Council vote taken against photo enforcement of red-light running.

Red light running is a significant public safety issue for pedestrians, cyclists, and motorists, and enforcement of the laws has been very difficult.

According to the *Cambridge Chronicle*, city councilors raised two concerns: privacy and possible financial impacts on low-income car owners.

Driving a car on public roads is potentially a dangerous and disruptive activity. For this reason, our society has accepted that violations of the rules of the road should be documented. Vehicle owners and drivers are obliged to carry identification, and violations are identified and recorded in various ways. Parking tickets, for example, indicate where and when vehicles have been at a particular place. On the Massachusetts Turnpike, the license plates of vehicles whose drivers apparently have not paid the toll are photographed. Motorists are also observed and stopped, of course, for moving violations, and these violations are also recorded.

Red-light running is a more serious offense than, for example, failing to pay a toll, as it is a behavior that is responsible for collisions—about 260,000 a year, according to the *ITE Journal*, with about 750 fatalities, many thousands more injuries, and considerable property damage. Electronic enforcement has been used successfully in municipalities throughout the country to cut down on red-light running. Many municipalities have used this technology with great success, and it has resulted in significantly changed behavior, and widespread community support.

Fairfax County, Virginia, for example, found a 40% reduction in red-light running after a year of using cameras. Before the cameras were installed, 75% of residents polled favored using cameras; a year after installation, 84% supported them.

The Massachusetts legislation pending in the General Court is crafted to avoid unnecessary intrusion. (The California law, in contrast, involves identifying the driver of a vehicle, and this has given rise to protests in some communities). The penalty for red-light running as stated in the legislation, similar to other states where it has been successful, is quite low: a \$50 maximum fine, with no insurance penalty, as it is not recorded as a moving violation.

For violations in the category of photo enforcement (parking tickets, for example), our laws hold car owners—not the driver-- responsible. This does not, in our view, place an undue burden on the vehicle owner, who is required to take some responsibility for his/her vehicle.

Red-light running is a matter of public safety. Making our streets safe for all people—adults and children on foot, people riding bicycles, and motorists—should be a high priority. Please reconsider your position.

Very truly yours,

Ted Hamann, Chair, Legislative Committee, Walk Boston

OFFICE OF THE CITY CLERK
CAMBRIDGE, MASSACHUSETTS
MAY - 6 A 10: 54



City of Cambridge

0-14.
Calendar Item #4

IN CITY COUNCIL

March 25, 2002
April 8, 2002

VICE-MAYOR DAVIS
COUNCILLOR DECKER
COUNCILLOR GALLUCCIO
COUNCILLOR MAHER
COUNCILLOR REEVES
COUNCILLOR SIMMONS
MAYOR SULLIVAN
COUNCILLOR TOOMEY

- WHEREAS: House Bill #4912 would permit the cities of Cambridge and Boston to install red light cameras at dangerous intersections in an effort to enhance driver and pedestrian safety and to reduce the incidents of drivers running red lights; now therefore be it
- RESOLVED: That the City Council go on record in support of House Bill #4912 regarding the installation of red light cameras in Cambridge and Boston; and be it further
- RESOLVED: That the City Clerk be and hereby is requested to forward a suitably engrossed copy of this resolution to the Cambridge Legislative delegation and the Committee on Public Safety.

In City Council April 8, 2002.
Failed Adoption on a roll call vote.
Yeas 4; Nays 4; Absent 1.
Attest:- D. Margaret Drury, City Clerk.

A true copy;

ATTEST:-

A handwritten signature in cursive script that reads "D. Margaret Drury".

D. Margaret Drury
City Clerk



CITY OF CAMBRIDGE
COMMUNITY DEVELOPMENT DEPARTMENT

BETH RUBENSTEIN
Assistant City Manager for
Community Development

SUSAN M. GLAZER
Deputy Director for
Community Development

June 25, 2002
Human Services Committee
Report
Attachment D

To: Robert W. Healy, City Manager
City Council Public Safety Committee

From: Cara Seiderman and Rosalie Anders
Community Development Department

Date: June 25, 2002

Re: Photo Monitoring.

As prior commitments make it impossible for either of us to attend the June 25 City Council Public Safety Committee public meeting, we would like to submit some information about photo monitoring and enforcement for the record.

Red light running is widespread in Cambridge, and it is a serious public safety issue. According to the Insurance Institute for Highway Safety, motorists running red lights cause about 260,000 crashes a year and more than 150,000 injuries and 800 fatalities nationwide.

Photo enforcement has proven to be the most effective method of reducing red-light running anywhere. It is not practical to provide the amount of ongoing on-site police enforcement necessary to significantly reduce red light running. Photo enforcement has been successfully used in Europe for about thirty years, and in communities in the United States over the past ten years. Studies indicate that it is effective; typically, red-light running has decreased *at least* forty percent where photo monitoring has been put in place.

The bill before the Massachusetts legislature permits only the photographing of the rear of vehicles, avoiding the privacy issue that has been raised in West Coast communities where the driver is photographed. Safeguards built into the systems ensure that the devices are only triggered when a vehicle runs a red light. This is similar to the mechanisms that the Mass. Turnpike Authority uses at tollbooths to catch toll evaders, a much less serious violation than red-light running. The violation is treated like a parking ticket rather than a moving violation, as the vehicle owner, rather than the driver, is held responsible.

Photo enforcement is widely accepted. According to *Government* magazine (September 2001), where it has been put in place, between 77 and 84% of drivers support its use.

City of Cambridge

PUBLIC SAFETY

In City Council July 29, 2002

COMMITTEE MEMBERS

Vice Mayor Henrietta Davis, Chair

Councillor David P. Maher

Councillor Timothy J. Toomey

The Public Safety Committee held a public meeting on Tuesday, June 25, 2002 at 6:35 p. m. in the Sullivan Chamber.

The purpose of the meeting was to discuss video monitoring of enforcement of stopping at red lights.

Present at the meeting were Vice Mayor Henrietta Davis, Chair of the Committee, Councillor Brian Murphy, Ronnie Watson, Police Commissioner, Superintendent David Degou, Cambridge Police Department, Sgt. John Jones, Cambridge Police Department, Sue Clippinger, Director of Traffic, Parking & Transportation, and Elaine McGrath, City Clerk's office.

Also present were the following residents of Cambridge: Ted Hamann, 106 Holworthy St, Fran Chaikin, 172 Auburn St., Robin Bledsoe, 2130 Massachusetts Ave., Ann K. Lambert, 130 Mt. Auburn St., Rona Gregory, 14 Locke St., Brian Culver, 385 Concord Ave., Bette Davis, 395 Broadway, Rozann Kraus, 91 Chilton St., Michael Halle, 2 Westacott Ct., David Loutzenheiser, 230 Lexington Ave., Bruce Sylvester, 453 Franklin St., and Garfield Morrison (no address given).

Vice Mayor Davis opened the meeting and stated the purpose. She then asked for an explanation of the bill that is pending before the state legislature on video enforcement of traffic stops.

Mr. Hamann identified the bill as House Bill No. 4912 (**Attachment A**) and stated that it modified earlier bills that had been sponsored by Councillor and State Representative Timothy Toomey and others. The legislation would allow Boston and Cambridge to install cameras at intersections to take pictures of the rear license plates of cars that run red lights. Other cities in Europe and the U.S. such as San Francisco and Baltimore use these cameras, with success. According to Mr. Hamann, the deterrent effect is almost overwhelming. The Massachusetts legislation would create a pilot program running through July 2005 to test the cameras. Mr. Hamann acknowledged and addressed the concerns of people who are leery about video enforcement as an invasion of privacy. The bill allows photos only if a vehicle runs a red light and then only of the license plate. The violation is treated like a parking ticket violation, rather than a moving violation. There are no penalties against insurance and the maximum fine is \$100. Mr. Hamann describes the penalty as the equivalent of a meter maid ticket. Records are kept for one year. If there are multiple violations, the vehicle can be impounded. Enforcement is not primarily through police, but through ticketing. While private

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Committee Report #9

Committee Report from Vice Mayor Henrietta Davis, Chair of the Public Safety Committee, for a meeting held on June 25, 2002 to discuss video monitoring of enforcement of stopping at red lights.

In City Council July 29, 2002

**REPORT ACCEPTED.
PLACED ON FILE.**
