

RED LIGHT RUNNING

1998

National Statistics

The National Highway Traffic Safety Administration says approximately 66% of all traffic fatalities annually are caused by aggressive driving behaviors, such as passing on the right, running red lights and tailgating. (*NHTSA*)

A Gallup survey classified running red lights and stop signs as the second most dangerous driving behavior – second only to driving while intoxicated. (*NHTSA*)

Each year more than 1.8 million intersection crashes occur, including those caused by red light running. The result is more than 1.2 million injuries and more than 7,800 lives lost. (*USDOT*)

Drivers who run red lights are responsible for an estimated 260,000 crashes each year, of which approximately 750 are fatal. (*IIHS*)

Disregarding red lights and other traffic control devices is the leading cause of urban crashes, representing 22% of the total number of crashes. (*NHTSA*)

The economic impact of disregarding red lights and other traffic control devices is estimated at \$7 billion each year in medical costs, time off work, insurance rate increases, and property damage. (*NHTSA*)

A recent study shows that motorists are more likely to be injured in crashes involving red light running than in other types of crashes. Occupant injuries occurred in 45% of the red light running crashes studied, compared with 30% for other crash types. (*IIHS*)

According to a recent study, as a group, red light runners were younger, less likely to use safety belts, had poorer driving records, and drove smaller and older vehicles than drivers who stopped for red lights. Red light runners were more than 3 times as likely to have multiple speeding convictions on their driver records. (*IIHS*)

In fatal red light running crashes involving two cars, the violators were more likely than the non-runners to be younger than 30 years of age and to have been driving with suspended, revoked, or otherwise invalid driver's licenses. (*IIHS*)

Fatally injured red light running drivers were much more likely than other drivers in these crashes to have blood alcohol concentrations of 0.10 percent or more. (*IIHS*)

A 1998 study conducted over several months at a busy intersection in northern VA

indicates that motorists frequently run red lights. On average, a motorist ran a red light every 12 minutes. During peak travel times, red light running was more frequent. For example, between 8 and 9 a.m., a motorist ran a red light every 5 minutes. (IIHS)

How does a red light camera work?

“Red light cameras run on a system that continuously monitors the traffic signal, and the camera itself is triggered by an 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 that typically shows the red light violator in the intersection. The camera records the date, time of day, and time elapsed since the beginning of the red signal and the speed of the vehicle. Electronic flash produces clear images of vehicles under all light and weather conditions. Tickets typically are sent by mail to owners of violating vehicles, based on review of photographic evidence.” (IIHS)

moderate-to-critical injury by 65%. (NHTSA)

A study by the National Highway Traffic Safety Administration found that the average inpatient costs for crash victims who were not wearing safety belts were 55% higher than for those who were belted. (NHTSA)

Seat belts are the best defense against aggressive driving. A person is twice as likely to die or sustain a serious injury in a crash if unbelted. (NHTSA)