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Effects of Red Light Camera Enforcement on Red Light Violations in Arlington County, Virginia

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Abstract

Objectives: In June 2010, Arlington County, Virginia, installed red light cameras at four heavily traveled signalized intersections. The effects of the camera enforcement on red light violations were examined.

Methods: Traffic was videotaped during the 1-month warning period and 1 month and 1 year after ticketing began at 12 signalized intersections, including the four camera intersections, four “spillover” intersections without cameras in Arlington County (two on the same travel corridors as the camera intersections and two on different travel corridors), and four “control” intersections without cameras in adjacent Fairfax County. Rates of red light violations per 10,000 vehicles were computed. Logistic regression models were used to estimate changes in the likelihood of red light violations at the camera intersections and at the two sets of spillover intersections, relative to what would have been expected without the cameras, based on changes at the control intersections.

Results: At the camera intersections, there were significant reductions 1 year after the start of ticketing in the odds of red light violations occurring at least 0.5 second (39 percent) and at least 1.5 seconds (86 percent) after the light turned red, relative to what would have been expected without the cameras. There was a marginally significant 48 percent reduction in violations occurring at least 1 second into the red signal phase. At the non-camera intersections located on the same travel corridors as the camera intersections, there were declines in the odds of violations occurring at least 0.5 second (14 percent), 1 second (25 percent), and 1.5 seconds (63 percent) into the red signal phase; none of these changes was significant. The odds of violations increased at the non-camera intersections located on other travel corridors in Arlington County, compared with expected violations based on the control intersections.

Conclusions: Consistent with prior research, there were significant reductions in red light violations at camera-enforced intersections. These reductions were greater the more time had passed since the light turned red, when violations are more likely to result in crashes. Spillover benefits were observed only for nearby intersections on the same travel corridor, and these were not always statistically significant. At intersections on other travel corridors, red light running increased, compared with expected rates based on the control intersections. This evaluation examined the first year of Arlington County’s red light camera program, which was modest in scope and without ongoing publicity. A larger, more widely publicized program likely is needed to achieve community-wide effects.

Keywords: Red light cameras; Red light running; Red light violations

1. Introduction

In the United States in 2010, more than 2.2 million police-reported motor vehicle crashes occurred at intersections or were intersection related (Insurance Institute for Highway Safety, 2012). These crashes accounted for 42 percent of all police-reported crashes and more than 68,000 serious non-fatal injuries and 7,707 deaths. About one-third of the deaths occurred at intersections with signal lights.

Red light violations are common. A study conducted at five busy intersections in Fairfax, Virginia, found that, on average, a motorist ran a red light every 20 minutes at each intersection (Retting, Williams, Farmer, & Feldman, 1999a). Similarly, a study of 19 intersections in four states reported an average of 3.2 red light violations per hour per intersection (Hill & Lindly, 2003). In a 2011 national telephone survey, 94 percent of drivers said it is unacceptable to go through a red light if it is possible to stop safely, but 37 percent reported doing so in the past 30 days (AAA Foundation for Traffic Safety, 2012).

The safety consequences of running red lights are considerable. In 2010, 673 people were killed and an estimated 122,000 were injured in crashes in which police were able to establish that drivers ran red lights. More than half of the deaths were pedestrians and occupants of other vehicles hit by red light runners (Insurance Institute for Highway Safety, 2012).

Motorists are more likely to comply with traffic laws if they perceive a high likelihood of being ticketed. Red light cameras can supplement traditional methods of enforcement at intersections, especially at times of the day and on roads where traditional enforcement can be difficult or hazardous. Studies in Oxnard, California, and Fairfax City, Virginia, reported reductions in red light violation rates of about 40 percent after the introduction of red light cameras (Retting et al., 1999a, Retting, Williams, Farmer, & Feldman, 1999b); reductions occurred not only at camera-equipped sites but also at other signalized intersections without cameras. Studies also have found reductions in injury crashes (Retting & Kyrychenko, 2002; Aeron-Thomas & Hess, 2005) and fatal crashes (Hu, McCartt, & Teoh, 2011) associated with camera enforcement.

As of December 2012, nearly 550 communities use red light cameras. A 2011 survey of drivers in 14 large cities with longstanding red light camera programs found that two-thirds of drivers supported their use (McCartt & Eichelberger, 2012). An earlier national survey found that 75 percent of drivers

supported red light cameras (Royal, 2004). However, in some jurisdictions, camera programs have been controversial.

A case in point is Virginia. From July 1995 through June 2005, Virginia law permitted selected municipal governments to establish red light camera enforcement programs. The state legislature allowed the law to expire effective July 1, 2005, but effective July 1, 2007, a new law permits localities with more than 10,000 residents to implement, by ordinance, red light camera programs. The law establishes operating guidelines. For example, the selection of intersections for cameras should consider crash rates, number of violations, pedestrian traffic, and the difficulty of conducting traditional enforcement. An engineering safety study must be conducted, and communities must make reasonable location-specific safety improvements, including adding signs and pavement markings, if indicated. The length of the yellow signal phase should be based on the recommended methodology of the Institute of Traffic Engineers. Warning signs must be conspicuously placed within 500 feet of the intersection. In determining violations, there must be a minimum grace period of 0.5 second after the signal turns red. Drivers cannot be photographed; images of vehicles must be taken before and after entering the intersection. A police officer must affirm all violations based on inspection of photographs or video. Citations are mailed to registered owners of vehicles, but drivers are liable for a fine of no more than \$50. Citations are not applied to driver records and cannot be used for insurance purposes.

Under the original Virginia law on red light camera enforcement, Arlington County conducted red light camera enforcement during August 25, 1998-July 1, 2005. On June 21, 2010, Arlington County reinstated the use of red light cameras. This study examines the effects of Arlington's current red light camera program on red light violations.

2. Methods

The main analysis focused on the effect of the camera enforcement program on red light violation rates at intersections with cameras, relative to violation rates at signalized intersections without cameras in the adjacent county of Fairfax. Given prior evidence of spillover effects of cameras at signalized intersections without cameras in a community, potential spillover effects of the cameras were examined at signalized intersections without cameras in Arlington County.

2.1. Arlington County program

Located in northern Virginia across the Potomac River from the District of Columbia, Arlington County is a small (26 square miles), densely populated, self-governing county. Many of the county's roadways are heavily traveled and often congested, and there are areas of heavy pedestrian traffic.

On June 21, 2010, Arlington County activated videocameras to enforce red light violations on a single approach at four busy signalized intersections. Following a 30-day warning period, citations carrying fines of \$50 began to be issued on July 21. In keeping with Virginia's law, citations are issued only if at least 0.5 second has elapsed after the light turns red. The camera technology used to flag potential red light violations is unable to determine whether vehicles have come to a full stop before turning right on red, as required by law. Therefore, camera citations are issued to drivers turning right on red while traveling more than 10 mph, subject to review by police officers. Traffic in right-turn slip lanes is not camera-enforced.

The county issued two press releases at the outset of the program in summer 2010, announcing first the installation of the cameras and then the initiation of ticketing. There was considerable local media attention leading up to and following the activation of the cameras, but little after. As required by Virginia law, there are signs on the camera-enforced approaches alerting drivers to the camera enforcement. There are no additional signs about the camera enforcement on other roads throughout the county.

2.2. Study intersections

For this study, data on red light violations were collected at 12 signalized intersections. As shown in Figure 1, there were eight study intersections in Arlington County. In addition to the four intersections with red light cameras (camera group), these included two intersections without cameras located on the same travel corridors as the four camera intersections (corridor spillover group), and two intersections without cameras located on different travel corridors (non-corridor spillover group). Four intersections without red light cameras were located in adjacent Fairfax County (control group). At each of the 12 intersections, traffic was videotaped for 11 hours (7 a.m.-6 p.m.) on each of two weekdays during the 30-day warning period (June 28-July 19, 2010), about 1 month after ticketing began (August 23-September 1, 2010), and about 1 year after ticketing began (August 22-August 31, 2011). Videotaping was not

conducted during rainy conditions. Videocameras were located so as to have a clear view of the traffic signals and the stop lines and crosswalks and to record unobtrusively the traffic approaching and entering the intersection. Traffic was videotaped on the camera-enforced approach at the camera intersections and on one approach at the other intersections.

Two technicians observed the traffic videotapes to tally counts of vehicles and identify violations. For the purposes of the study, red light violations were defined as vehicles entering an intersection at least 0.5 second after the signal light turned red. A jog and shuttle controller was used to view the videotape by frame (1/30th of a second) when a violation was detected to determine the elapsed time after red. The coded violations then were reviewed by the supervising researcher. At all 12 intersections, coding of red light running included vehicles traveling straight through the intersection and vehicles turning left (where permitted). Right-turn-on-red violations were excluded at intersections where vehicles can turn right on red, including intersections with slip lanes and intersections without slip lanes. Right-turn-on-red violations were excluded at the latter intersections because it could not be determined definitively from the videotape whether or not a driver stopped before turning right. Right-turn-on-red violations were coded at one camera-enforced intersection where turning right on red is prohibited.

2.3. Analysis

At each intersection, the rates of red light violations per 10,000 vehicles were calculated for each of the three observation periods by seconds elapsed after the signal light turned red (≥ 0.5 second, ≥ 1 second, and ≥ 1.5 seconds). Percentage changes were calculated for violation rates 1 month after ticketing began compared with the warning period and for rates 1 year after ticketing began compared with the warning period.

Logistic regression models were used to estimate the effects of red light cameras on the probability of red light violations at the camera intersections. The dependent variable was the ratio of red light violations to the number of passing vehicles. Separate models were built for violations occurring at least 0.5 second, 1 second, and 1.5 seconds after the signal light turned red. The independent variables were individual intersection indicators and study period (after vs. warning period). Individual intersection indicators instead of study group indicators were included in the models to account for the difference among intersections within the group. An interaction variable for camera group and study period also was

included as the primary measure of effectiveness of the cameras. It tested whether changes in the probability of red light violations (after vs. warning period) differed between the camera intersections and control intersections. For example, if the parameter for the interaction term between the camera vs. control group and the 1-year after vs. warning period is -0.4873, the percentage change in the odds of a red light violation is calculated as $(\exp(-0.4873)-1) \times 100$, a 38.6 percent reduction. P values less than 0.05 were considered statistically significant.

Similarly, potential spillover effects were examined with interaction variables that tested whether changes in the probabilities of red light violations differed between the corridor spillover intersections and control intersections and between the non-corridor spillover intersections and control intersections.

3. Results

Table 1 provides traffic counts at the 12 study intersections when measured during the warning period and 1 month and 1 year after ticketing began. The traffic flows measured 1 year after ticketing began were higher than the traffic flows measured during the warning period at eight intersections (range 2 to 15 percent), lower at three intersections (range 2 to 8 percent), and essentially unchanged at one intersection.

The rates of observed red light running violations per 10,000 vehicles occurring at least 0.5 second, at least 1 second, and at least 1.5 seconds after the light turned red were computed for each study group for each study period. Table 2 shows these rates as well as the percentage changes in the violation rates for 1 month and for 1 year after ticketing began, relative to the rates during the warning period. Appendix A provides the information in Table 2 for each intersection.

For the Arlington County camera intersection group, the rates of violations consistently declined in the two study periods after ticketing began for violations occurring at least 0.5 second, 1 second, and 1.5 seconds after the signal light turned red. Relative to the rates during the warning period, the rates 1 year after ticketing were 24, 30, and 50 percent lower, respectively. As listed in Appendix A, violation rates at the individual camera intersections also showed generally declining rates.

Relative to the violation rates during the warning period, the rates for the spillover intersection group located on the same travel corridors as the camera intersections were lower 1 month after ticketing began but were either higher or only slightly lower 1 year after. The results differed for the two

intersections in this group (Appendix A), with violation rates going up at one intersection and generally down at the other. For the spillover intersection group not located on the travel corridors with cameras, the rates were much higher 1 month and 1 year after ticketing began. The rates for the Fairfax County control intersection group also were generally higher 1 month and 1 year after ticketing began. The pattern in violation rates for the spillover intersection group not located on the camera corridors was similar to that for the control intersection group.

To estimate the effects of the cameras on violation rates, the changes in violation rates at the camera and potential spillover intersections are considered relative to the changes occurring at the control intersections, where rates increased. For example, for violations occurring at least 0.5 second into the red signal phase, the violation rate after 1 year of camera enforcement was 42 percent lower for the camera intersection group (i.e., $100[(100-24)/(100+30)-1]$), 20 percent lower for the corridor spillover intersection group, and 118 percent higher at the non-corridor intersection group, relative to the change at the control intersection group.

3.1. Results of logistic regression models

To estimate the effects of the cameras more rigorously, logistic regression models examined changes in the odds of violations at the camera and spillover intersections relative to the changes at the control intersections. For each model, the parameters for the interaction terms for study group and study period can be used to derive the percentage change in the odds of red light violations associated with camera enforcement, relative to the odds that would have been expected in the absence of the cameras. These estimates are provided in Table 3. Of most interest was any effects of the cameras observed 1 year after ticketing began.

Relative to the odds of red light violations that would have been expected in the absence of the cameras, the odds of red light violations occurring at least 0.5 second after the light turned red at the camera-enforced intersections were 18 percent lower 1 month after ticketing began and 39 percent lower 1 year after. The latter change was significant. The odds of red light violations occurring at least 1 second after the light turned red were 16 percent lower than expected 1 month after ticketing began and 48 percent lower 1 year after. The latter change was marginally significant ($p = 0.07$). The odds of red

light violations occurring at least 1.5 seconds into the red signal phase were 83 percent lower 1 month after ticketing began and 86 percent 1 year after. Both these changes were significant.

The estimated effects of the camera enforcement at the potential spillover intersections were mixed. Relative to the odds of red light violations that would have been expected without the camera enforcement, the odds of violations after 1 month of ticketing for the spillover intersections located on the camera corridors were lower for violations occurring at all three intervals into the red signal phase. The changes were significant for violations occurring at least 0.5 second and at least 1.5 seconds after the light turned red. After about 1 year of ticketing, there were non-significant reductions in the odds of violations occurring at least 0.5 second (14 percent), 1 second (25 percent), and 1.5 seconds (63 percent) into the red signal phase. The lack of significance for these changes likely reflects the fact that, as noted above, the violation rate went up at one of the corridor spillover intersections and down at the other.

At the spillover intersections located on non-camera corridors, the odds of red light violations were larger for all three time intervals into the red signal phase for both 1 month after ticketing and 1 year after ticketing, relative to the odds of violations that would have been expected without the camera enforcement. Some of the estimated percentage increases were very large, including a marginally significant 128 percent increase in the odds of running a red light at least 0.5 second after the red signal phase 1 year after ticketing began, and a significant 477 percent increase in the odds of a red light violation at least 1 second after the signal turned red.

4. Discussion

Consistent with prior research on red light camera programs, Arlington County's use of red light cameras led to significant reductions in red light violations at camera-enforced intersections 1 year after ticketing began. Prior studies of the effects of red light camera enforcement found large reductions in red light violation rates not only at the intersections with cameras but also at signalized intersections without cameras (Retting et al., 1999a, 1999b). In the current study, spillover benefits were observed only for the intersections located in Arlington County on the same travel corridors as the camera intersections. These effects were smaller than those at the camera intersections and not always statistically significant. There were increases in violations at intersections located on different travel corridors, compared with expected rates based on the control intersections.

The main analyses focused on the effects of the camera enforcement measured at the end of the first year of the program. The scope of the program during this period was modest, with only four cameras. Although there was substantial media coverage surrounding the initiation of the camera enforcement, this largely dissipated. Whereas some communities place signs alerting drivers to the presence of automated enforcement on roads throughout the counties and at county borders, Arlington County placed signs only at the camera-enforced intersections. Given the small number of cameras and signs, it is likely that many Arlington drivers did not know about the camera enforcement, whereas those who were aware likely knew the cameras were limited to a few locations. Given these factors, it is not surprising that the effects of the cameras declined as the distance from the camera intersections increased. Especially in populous, heavily traveled communities like Arlington County, a larger, more widely publicized red light camera program likely is needed to achieve substantial community-wide effects. The county plans to activate five additional cameras in other areas of the county in early 2013. Broader effects would be expected to emerge after this planned expansion.

Few prior studies of red light cameras have looked at violations committed at varying lengths of time after the signal light turns red. In the current study, there were reductions at the camera intersections in violation rates occurring at least 0.5 second, 1 second, and 1.5 seconds into the red signal phase. The longer the time elapsed after the red signal, the larger the reduction. This is important because the longer after the red signal a vehicle enters an intersection, the more likely a crash will occur. The effects of Arlington County's red light camera enforcement on crashes will be the subject of future research.

It is a limitation of this research that relatively short-term effects were examined. Insofar as possible, spillover and control intersections were sought that were similar to the camera intersections. However, these sites were imperfect matches. Violation rates were lower at both of the non-corridor spillover intersections relative to intersections in the other study groups during all three study periods, and violation rates showed different trends at the two spillover intersections located on the same travel corridors as the camera intersections. It is not clear why red light violation rates generally increased at the non-corridor spillover intersections and at the control intersections in Fairfax County. It is possible

these reflect an improving economy, although effects of the economy on traffic volumes should have been accounted for by examining rates based on traffic counts.

In sum, the current research reinforces earlier research on the effectiveness of red light camera enforcement in reducing violations at camera-enforced intersections, with particularly large decreases for the most dangerous violations, those happening 1.5 seconds or longer after the light turned red. Some spillover benefits were observed at intersections located on the same travel corridors as the camera-enforced intersections, but these were smaller and not always statistically significant. At intersections on other travel corridors, rates of red lighting running increased, compared with expected rates based on the control intersections. Larger, well-publicized red light camera programs likely are needed to produce community-wide spillover effects.

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Table 1

Left-turning and through counts of vehicles at study intersections based on videotapes of one direction of traffic during 7 a.m.-6 p.m. on two weekdays

| | Warning period | 1 month after ticketing began | 1 year after ticketing began |
|-------------------------------------------------------|----------------|-------------------------------|------------------------------|
| Arlington County intersections with red light cameras | | | |
| Southbound Fort Meyer Dr at Westbound Lee Hwy | 26,019 | 29,993 | 29,558 |
| Northbound N Lynn St at Eastbound Lee Hwy | 24,385 | 27,183 | 27,272 |
| Northbound N Glebe Rd at N Fairfax Dr | 22,109 | 22,063 | 22,112 |
| Westbound Washington Blvd at Lee Hwy | 19,796 | 19,452 | 19,351 |
| Total | 92,309 | 98,691 | 98,293 |
| Arlington County corridor spillover intersections | | | |
| Westbound Lee Hwy at N Kirkwood Rd | 15,017 | 15,722 | 15,569 |
| Northbound N Glebe Rd at Washington Blvd | 17,051 | 18,533 | 18,843 |
| Total | 32,068 | 34,255 | 34,412 |
| Arlington County non-corridor spillover intersections | | | |
| Westbound Arlington Blvd at Manchester St | 38,012 | 39,903 | 40,170 |
| Eastbound Columbia Pike at S George Mason Dr | 15,842 | 15,537 | 14,531 |
| Total | 53,854 | 55,440 | 54,701 |
| Fairfax County control intersections | | | |
| Southbound Backlick Rd at Braddock Rd | 11,238 | 11,935 | 11,619 |
| Southbound Rolling Rd at Old Keene Mill Rd | 15,817 | 17,349 | 18,214 |
| Westbound Burke Center Pkwy at Roberts Rd | 16,503 | 15,161 | 16,216 |
| Northbound Route 123 at Braddock Rd | 20,593 | 20,683 | 20,994 |
| Total | 64,151 | 65,128 | 67,043 |

Table 2

Observed red light violation rates per 10,000 vehicles by time into red signal phase and percentage changes 1 month and 1 year after red light camera ticketing began, compared with warning period

| | Violation rates per 10,000 vehicles by time (seconds) into red | | | | | | | | | Percent change in violation rates compared with warning period | | | | | |
|--------------------------------------|-------------------------------------------------------------------|------|------|----------------------------|-----|------|---------------------------|------|------|-------------------------------------------------------------------|-----|------|---------------------------|-----|------|
| | Warning period | | | 1 month after ticketing | | | 1 year after ticketing | | | 1 month after ticketing | | | 1 year after ticketing | | |
| | ≥0.5 | ≥1 | ≥1.5 | ≥0.5 | ≥1 | ≥1.5 | ≥0.5 | ≥1 | ≥1.5 | ≥0.5 | ≥1 | ≥1.5 | ≥0.5 | ≥1 | ≥1.5 |
| | sec | sec | sec | sec | sec | sec | sec | sec | sec | sec | sec | sec | sec | sec | sec |
| Arlington County | | | | | | | | | | | | | | | |
| Camera intersections | 11.7 | 5.8 | 3.0 | 11.6 | 4.7 | 1.6 | 8.9 | 4.1 | 1.5 | -1 | -20 | -47 | -24 | -30 | -50 |
| Corridor spillover intersections | 19.3 | 10.3 | 4.7 | 12.6 | 6.7 | 3.2 | 20.1 | 10.2 | 6.1 | -35 | -35 | -31 | 4 | -1 | 30 |
| Non-corridor spillover intersections | 1.7 | 0.4 | 0.4 | 4.3 | 2.0 | 1.3 | 4.8 | 2.9 | 1.6 | 159 | 434 | 240 | 184 | 688 | 343 |
| Fairfax County control intersections | 6.9 | 2.8 | 0.5 | 8.6 | 2.8 | 1.5 | 8.9 | 4.0 | 1.8 | 25 | -2 | 228 | 30 | 44 | 283 |

Table 3

Summary of results from logistic regression models of changes in the odds of red light violations 1 month and 1 year after red light camera ticketing compared with warning period and relative to control non-camera intersections

| Study Group | Study period | Violations 0.5 second or more after red | | Violations 1 second or more after red | | Violations 1.5 seconds or more after red | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|--------------------------------------------|------------|-------------------------------------------|------------|---------------------------------------------|------------|
| | | Percent change in odds of violation | p value | Percent change in odds of violation | p value | Percent change in odds of violation | p value |
| Effect of red light cameras at camera intersections (interaction between camera vs. control intersections and after vs. warning period) | 1 month after ticketing | -17.7 | 0.423 | -16.5 | 0.644 | -83.3 | 0.014 |
| | 1 year after ticketing | -38.6 | 0.047 | -48.4 | 0.073 | -86.1 | 0.006 |
| Effect of red light cameras at corridor non-camera intersections (interaction between corridor spillover vs. control intersections and after vs. warning period) | 1 month after ticketing | -44.9 | 0.036 | -29.4 | 0.418 | -77.9 | 0.049 |
| | 1 year after ticketing | -14 | 0.569 | -24.8 | 0.465 | -62.6 | 0.178 |
| Effect of red light cameras at non-corridor non-camera intersections (interaction between non-corridor spillover vs. control intersections and after vs. warning period) | 1 month after ticketing | 116.8 | 0.079 | 467.6 | 0.038 | 8.4 | 0.938 |
| | 1 year after ticketing | 127.5 | 0.059 | 477.4 | 0.03 | 22.2 | 0.843 |

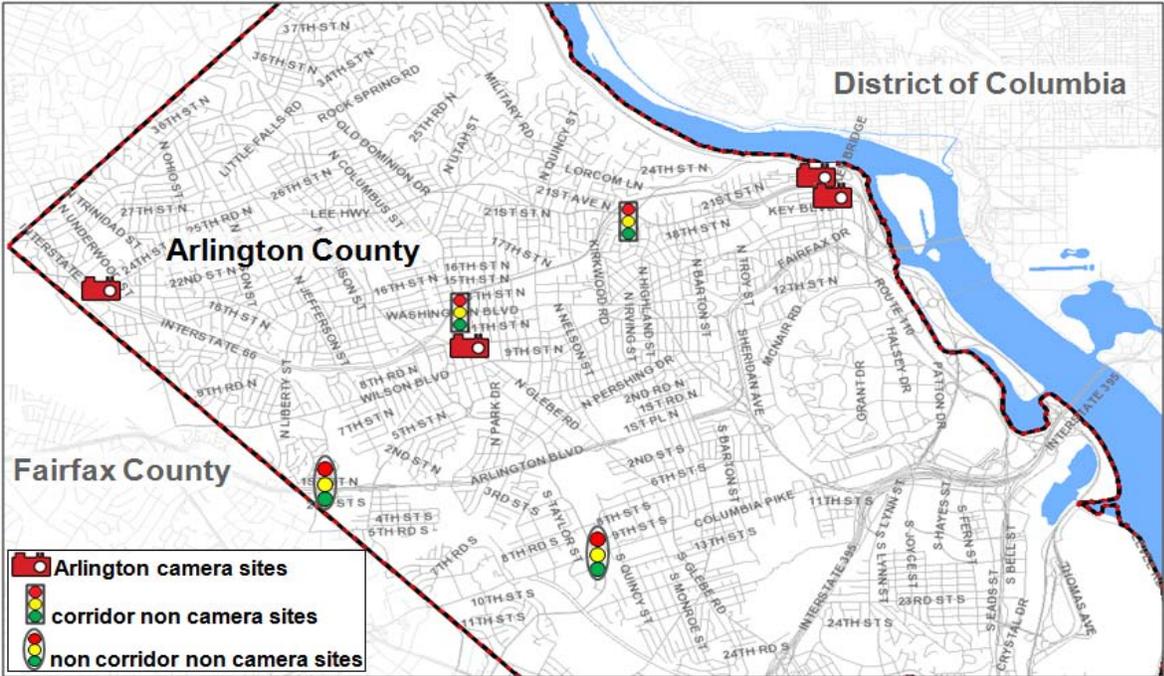


Figure 1. Map of study intersections in Arlington County

Appendix A

Observed red light violation rates per 10,000 vehicles by time into red and percentage changes 1 month and 1 year after red light camera ticketing compared with warning period

| | Violation rates per 10,000 vehicles by time (seconds) into red | | | | | | | | | Percent change in rates compared with warning period | | | | | |
|-------------------------------------------------------|-------------------------------------------------------------------|-----------|-------------|----------------------------|-----------|-------------|---------------------------|-----------|-------------|---------------------------------------------------------|-----------|-------------|---------------------------|-----------|-------------|
| | Warning period | | | 1 month after ticketing | | | 1 year after ticketing | | | 1 month after ticketing | | | 1 year after ticketing | | |
| | ≥0.5 sec | ≥1 sec | ≥1.5 sec | ≥0.5 sec | ≥1 sec | ≥1.5 sec | ≥0.5 sec | ≥1 sec | ≥1.5 sec | ≥0.5 sec | ≥1 sec | ≥1.5 sec | ≥0.5 sec | ≥1 sec | ≥1.5 sec |
| Arlington County intersections with red light cameras | | | | | | | | | | | | | | | |
| Southbound Fort Meyer Dr at Westbound Lee Hwy | 10.0 | 6.5 | 4.6 | 12.3 | 8.0 | 3.0 | 8.5 | 4.7 | 2.0 | 23 | 22 | -35 | -15 | -28 | -56 |
| Northbound N Lynn St at Eastbound Lee Hwy | 13.1 | 5.7 | 1.6 | 13.2 | 4.4 | 1.5 | 8.1 | 2.9 | 1.5 | 1 | -23 | -10 | -39 | -49 | -11 |
| Northbound N Glebe Rd at N Fairfax Dr | 16.3 | 6.3 | 4.1 | 12.7 | 2.7 | 0.5 | 13.6 | 6.8 | 1.8 | -22 | -57 | -89 | -17 | 7 | -56 |
| Westbound Washington Blvd at Lee Hwy | 7.1 | 4.5 | 1.5 | 6.7 | 2.1 | 1.0 | 5.2 | 1.6 | 0.5 | -6 | -55 | -32 | -27 | -66 | -66 |
| Total | 11.7 | 5.8 | 3.0 | 11.6 | 4.7 | 1.6 | 8.9 | 4.1 | 1.5 | -1 | -20 | -47 | -24 | -30 | -50 |
| Arlington County corridor spillover intersections | | | | | | | | | | | | | | | |
| Westbound Lee Hwy at N Kirkwood Rd | 36.6 | 20.0 | 8.7 | 22.9 | 11.4 | 5.1 | 31.5 | 16.7 | 11.6 | -37 | -43 | -41 | -14 | -16 | 34 |
| Northbound N Glebe Rd at Washington Blvd | 4.1 | 1.8 | 1.2 | 3.8 | 2.7 | 1.6 | 10.6 | 4.8 | 1.6 | -8 | 53 | 38 | 159 | 171 | 36 |
| Total | 19.3 | 10.3 | 4.7 | 12.6 | 6.7 | 3.2 | 20.1 | 10.2 | 6.1 | -35 | -35 | -31 | 4 | -1 | 30 |
| Arlington County non-corridor spillover intersections | | | | | | | | | | | | | | | |
| Westbound Arlington Blvd at Manchester St | 1.8 | 0.5 | 0.5 | 4.3 | 2.0 | 1.0 | 5.5 | 3.2 | 1.7 | 131 | 281 | 91 | 197 | 515 | 231 |
| Eastbound Columbia Pike at S George Mason Dr | 1.3 | 0 | 0.0 | 4.5 | 1.9 | 1.9 | 2.8 | 2.1 | 1.4 | 257 | — | — | 118 | — | — |
| Total | 1.7 | 0.4 | 0.4 | 4.3 | 2.0 | 1.3 | 4.8 | 2.9 | 1.6 | 159 | 434 | 240 | 184 | 688 | 343 |
| Fairfax County control intersections | | | | | | | | | | | | | | | |
| Southbound Backlick Rd at Braddock Rd | 1.8 | 0.9 | 0 | 0.8 | 0 | 0 | 4.3 | 2.6 | 0.9 | -53 | -100 | — | 142 | 190 | — |
| Southbound Rolling Rd at Old Keene Mill Rd | 20.2 | 8.2 | 1.3 | 25.4 | 8.6 | 4.6 | 22.0 | 11.5 | 5.5 | 25 | 5 | 265 | 9 | 40 | 334 |
| Westbound Burke Center Pkwy at Roberts Rd | 3.6 | 1.2 | 0.6 | 2.6 | 1.3 | 0.7 | 1.2 | 0.6 | 0.6 | -27 | 9 | 9 | -66 | -49 | 2 |
| Northbound Rte 123 at Braddock Rd | 1.9 | 1.0 | 0.0 | 3.4 | 0.5 | 0.5 | 6.2 | 1.0 | 0.0 | 74 | -50 | — | 219 | -2 | — |
| Total | 6.9 | 2.8 | 0.5 | 8.6 | 2.8 | 1.5 | 8.9 | 4.0 | 1.8 | 25 | -2 | 228 | 30 | 44 | 283 |

EB=eastbound, WB=westbound, NB=northbound, SB=southbound