

Chief of Police Tomas Sanchez at 7-8-15 Hollywood Florida city commission meeting, beginning at 2:39:50 on city's online video

Just so we're clear, we looked at empirical data, we did a lot of thorough research on accidents and fatalities.

We have seen no substantive change in fatalities between before red light cameras, four years before, and four years after.

And so, the four years before there were two accidents, and the four years after there were four, two of them of course being a week and a half ago at [46th?] and Sheridan, unfortunately. That second person died last night. So as far as fatalities, those were the numbers.

We have also seen a dramatic increase in most intersections of twice as much rear end accidents occur after the red light camera implementation as to before the red light camera implementation.

As a whole, there have been more accidents at each intersection.

We have seen a mixed number of results with accidents **within** [his emphasis] the intersection, to suggest that there was some mixed results there. At some intersections the red light cameras we can assume did deter that type of behavior.

So, for public safety and for the accidents, the data is not clear that, does not show, a majority or a reduction in accidents. It shows the contrary. An increase in some places, as much as a three-to-four-fold increase in rear end accidents.

Orlando [ATS rep.] is correct that there has been a reduction in red light camera citations since the program started, which would indicate a change in behavior in that violation. But we know that from accidents and fatalities that there are other types of violations occurring at those intersections.

And so we've increased our traffic enforcement at those intersections, and from 2011 to today we have shown an increase in officer citations at those intersections. If the red light cameras were to go away, as really it's been suspended since March because of the Arem case, we will continue to increase our enforcement at those locations. Because those locations that we originally picked, we picked them because they were our high accident intersections in the city. So, we did it based on empirical analytical research of accidents.

Those intersections still today remain our high accident intersections, therefore requires us to continue to do traffic enforcement there with or without the cameras.

