

Location	Engineering Improvements	Results
Detroit	4 dangerous intersections: larger signals, improved markings, visibility improved, added more yellow time	-50% RLVs; -47% ALL; -50% injuries; societal savings +100 million dollars
San Francisco	Signal progression (University); more yellow time (several signals)	RLVs "virtually stopped"; RLVs "significantly reduced"
Omaha, NE	Signal retimed (L Street)	Accident problem solved
Philadelphia	Signal removals (199 intersections)	Crashes reduced -24%
Long Island	40 intersections retimed (added yellow time about +0.5 second)	RLV reductions NA; -8% ALL; -12% injuries; -37% cyclists/pedestrians
Texas	181 intersections; added 1.0 second yellows	-53% RLVs; -40% crashes

Location	Ticket Cameras VS	Signal Timing Improvements
San Francisco	RLTC at University--\$271.00 fines/point--RLVs continue	Signal progression--RLVs "virtually stopped"
San Diego	RLTC at RLV prone intersection--\$300 fines/point--still 2,000 RLVs (monthly)	1.0 second added yellow; -56% RLVs (<900/month)
Mesa, AZ	RLTCs at 6 intersections = -22% RLVs fines/points (still 2,600 RLVs/month)	1.0 second added yellow; -73% RLVs (700/month)
Location	Ticket Cameras VS	Doing Nothing (Control Sites)
North Carolina	RLTCs increased ALL crashes +40%; rear-end crashes +78%	Reduced crashes -25%
Oxnard, CA	RLTCs = -5% ALL (inconclusive); +180% rear-end (18 before/51 after)	-10% ALL (Santa Barbara); best injury rate (San Bernardino)
Winnepeg, Canada	RLTCs = +58% ALL; +64% injuries	+7% ALL
Fairfax, VA	RLTCs (5 sites) one year after = 40 average daily RLVs	25 RLVs (Fairfax County) 28 RLVs (Arlington County) 29 RLVs (Boca Raton, FL)