



Traffic Safety and Technology Advisory Committee
October 26, 2006 12:30 p.m.
Virginia Tech Transportation Institute, Blacksburg, Virginia

- **Call to order, roll call:** *Roll call, chairman's welcome.*

Senator Watkins called the meeting to order.

- **Daniel Papiernik, Transcore, 5.9 GHz Technology:** *Mr. Papiernik will provide a brief presentation on 5.9 GHz applications and efforts within the industry to support federal and state initiatives.*

Daniel Papiernik presented an overview of 5.9GHz technology and potential applications. The presentation included a rough timeline of implementation by the private and public sectors, which estimates most applications are about 10 years away. 5.9GHz offers greater bandwidth and real-time applications not currently available from services such as On-Star, which use cellular technology. The advisory committee discussed the potential for high-speed tolling and real-time traffic monitoring and agreed the state should continue to monitor the development of the technology. Mr. Papiernik's presentation is available on the JCOTS website.

- **Traffic Signal Enforcement Legislation:** *Open discussion focusing on the traffic signal enforcement legislation introduced at the September 19th meeting. The advisory committee will take a final vote on whether to recommend the legislation to JCOTS.*

The advisory committee discussed the following provisions in the traffic signal enforcement legislation:

1. Whether to raise the fine from \$50 to \$350. The advisory committee decided to keep the \$50 fine to prevent accusations that the law was intended to generate revenue.
2. The advisory committee pulled language from Section K of HB 718 (2006) that would require a locality to perform an engineering safety analysis that addresses signal timing as well as provide for a .3 second grace period between the time a light turns red and when a violation is recorded.

3. The advisory committee adopted language that would prevent a locality from entering into a compensation agreement with a private entity for operation of a photo-monitoring system if that agreement is based on the number of convictions or violations recorded.
4. The advisory committee adopted in concept Section J of HB 718 (2006) which requires localities to consider factors such as accident rate, violation rate, and difficulty in traditional enforcement before implementing a photo enforcement system at an intersection.
5. The advisory committee decided that only a sworn police officer employed by a locality, and not just a technician, was needed to certify a picture of a violation to provide prima facie evidence of a violation.
6. The advisory committee also chose to adopt in concept Section B from HB 1000 (2006) relating to the use of data collected by a photo-enforcement system. The new 'privacy' section would limit the use of data to the enforcement of red light violations and require that all data be purged within 60 days (as opposed to 30 days in Section B of HB 1000).

- **Passenger Restraint Legislation:** *Open discussion focusing on the passenger restraint legislation introduced at the September 19th meeting and additional recommendations developed by members of the advisory committee. The advisory committee will take a final vote on whether to recommend the legislation to JCOTS.*

The advisory committee discussed the age requirement for booster seats and decided to raise the age requirement through the age seven, as opposed to through the age eight. The advisory committee discussed the availability of research for both age requirements and decided on using the through age seven requirement as it was aligned with the National Highway Transportation and Safety Administration recommendation. Senator Watkins stated he would potentially consider raising the age requirement to through age eight if someone could present solid research and show industry (insurance, automotive, etc.) support.

The advisory committee also removed the age and weight limit in the rear facing child restraint legislation. The advisory committee recommended the legislation restrict all children from riding in a rear facing restraint device in the front passenger seat if there is a passenger side airbag that is activated.

The advisory committee voted to recommend the legislation removing the rear-cargo exception in the passenger restraint law.

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- **Discussion:** *This is an opportunity for a "round table" discussion by the members of the advisory committee.*

The advisory committee briefly discussed the issue of primary seat belt laws and whether the advisory committee could recommend legislation that would make violating Virginia's passenger restraint laws a primary offense. Although the advisory committee did not move forward on the primary law issue, Dr. Dingus offered to send Senator Watkins information and research on the benefits of having a primary seat belt law.

- **Public comment:** *Members of the public be given the opportunity to express their views about the advisory committee and its work.*

There was no public comment.

3:00 PM Tour of the Transportation Institute and Smart Road Facility

- **Adjourn.**