



Position For Streetlights

** indicate hyperlinks to the reference on MNA website version.

“Notice from the Austin Police Department

(April 29, 2009) With the economic downturn there has been a noticeable increase in burglary of residences, businesses, retailers and vehicles in Austin. As the weather warms the Austin Police Department asks Austin residents to be more conscientious about securing their home and possessions. Residents are encouraged to secure their garage doors even when outside working in the yard. Preventive measures include displaying empty cash register drawers; sufficient outdoor lighting; installing alarm systems and surveillance cameras; remove obstacles that would obscure windows and doors around residences and businesses; and remove valuables from vehicles.” **

“Roadway lighting is an important part . . . It contributes to a safe environment and facilitates traffic flow for the traveling public during evening or nighttime driving. Lighting shows drivers changes in direction, obstacles, and roadway surface conditions.” **

“Streetlights do more than prevent crime. Improved street lighting can make a community feel safer. They allow safer operation of vehicles at night, reduce accidents, and assist traffic flow. Better light can also . . . increase pedestrian street use after dark, all of which leads to a more active, enhanced neighborhood.” **

“Night-time fatal accident rates in unlighted areas are approximately three times higher than daytime rates, suggesting that visibility is a crucial risk factor.” **

“Vision is one of our most important considerations. If you can’t see the hazards ahead, you can’t take evasive action.” **

“ . . . there are approximately 1.5 million auto-deer collisions per year. . . the average cost per insurance claim for collision damage is \$2,800, . . . It has also been noted that more accidents occur during the night, or anytime between dusk and dawn. This is attributed to the fact that deer are a very nocturnal animal . . .” **

“When we built a house in the Washington, DC area, we saw that those neighborhoods with streetlights consistently had greater resale value based on increased safety. I’ve spoken with a North Austin Medical EMS team who certainly supports streetlights in our area.”

John & Judy Hasse, Marybank Dr.

“An analysis of all these studies taken together showed that “improved lighting led to reductions in crime.”

The overall reduction in crime after improved lighting was 20 percent in experimental areas compared with control areas.” **

“Improved street lighting is widely thought to be an effective means of preventing crime, second in importance only to increased police presence.” **

“Improved street lighting was most clearly effective in reducing crimes in the Fort Worth evaluation. Crimes decreased by 5 % in the experimental area and increased by 8.8 % in the control area.” **

“ . . . the need for lighting can be classified into three major categories: traffic and pedestrian safety; crime reduction; and aging driver considerations. The general purpose of roadway lighting is to provide improved visibility for the various users of the roadways and associated facilities. Roadway lighting. . . can be expected to reduce night accidents by about 30 percent.” **

“Regarding juvenile mischief, I have seen some right in my front yard on a couple of occasions, and I suspect that it might have been less likely if there was more illumination in the area.” –*Mountain Resident*

“Improved street lighting and illumination of private property removes one of the thief’s greatest allies—the cover of darkness.” **

The morning school trip in the middle of winter often occurs during hours of darkness. The Elementary school bus #251 stops at Scotland Well and Tweed Berwick at 7:02 AM on school mornings. There are 116 total “dark mornings” in the school year so 66% of the time students are going to school bus stops in the dark.

“ In 2002, nearly 43,300 children were treated in emergency rooms for pedestrian-related injuries. In the United States, pedestrian injury is the second leading cause of injury-related death for children ages 5 to 14, claiming the lives of 669 children in 2001. . . pedestrian injury remains the second leading cause of unintentional injury related death among children ages 5 to 14.” **

“Children are at greatest risk when they are getting on or off the school bus.” **

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