

# SAFETY FOCUS

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## CAMPAIGN UNVEILS ENHANCED WEBSITE

On October 15, the National Campaign to Stop Red Light running launched an updated version of our website, [www.stopredlightrunning.com](http://www.stopredlightrunning.com). Along with a new design, the site features up-to-date information regarding the Campaign's activities, our latest publications and new features to help educate the public on the problem of red light running.



Brand new to the site is an option to join the Campaign on-line and a poll to determine the driving habits of site users. So far the Campaign has garnered a number of new members, and 100% of respondents have indicated that

they slow down to stop if the light turns yellow as they approach a signalized intersection. We have also added a page about the Campaign's sponsors — ACS State and Local Solutions, Redflex Traffic Systems, Inc. and Nestor Traffic Systems — and links to their websites. The new website also contains links to information provided by the Insurance Institute for Highway Safety, including: cities with red light camera programs, current automated enforcement laws in each state, and cities and states with the highest death rates in red light running crashes. Additionally, the new site provides a link to NCUTLO's automated traffic enforcement model law.

*(cont. on pg.2)*

## CAMPAIGN WEBSITE UPDATED (*continued from Page 1*)

Be sure to check out updated sections of the site, including the profile of Ann Sweet, the Campaign's national spokesperson; an up-to-date fact sheet on photo enforcement across the country; and recent press releases and statements issued by the Campaign. We have also added images of the Empire State Building lit up like a stoplight and the posters given out during Stop on Red Week 2003. The Campaign will keep the Highlights, Events and Meetings, and The Latest News sections continually updated so membership will be able to stay on top of all the Campaign's activities. As always, you can download a PDF version of *Stop on Red=Safe on Green*, the Campaign's guide to red light camera programs.

With a fresh design, a format that's easier to navigate, and new and improved features, the Campaign's new website will be an even more effective tool to better inform the public and their elected officials about the seriousness of this all-too-common danger, as well as the law enforcement practices and tools that can make our roadways safer.

### COMING SOON TO THE WEBSITE

A downloadable screensaver, featuring the Empire State Building lit up during Stop on Red Week, plus results from our website poll. Meanwhile, enjoy the site, and don't forget to visit the links to our traffic safety partners.

## POINT/COUNTERPOINT

*Each month we will address one misconception of automated enforcement frequently cited by opponents. It is our hope that with more education opponents may begin to recognize the benefits of cameras.*

**Opponent Point:** If a city becomes financially addicted to photo enforcement, it discourages the implementation of engineering solutions that would, in fact, make intersections safer for motorists.

**Campaign Counterpoint:** It is important to thoroughly review the engineering at a problem intersection prior to implementing a camera program, as recommended by the National Campaign to Stop Red Light Running, the United States Department of Transportation and the National Committee on Uniform Traffic Laws and Ordinances. Red light running is a complex behavior that needs to be addressed through engineering, enforcement and education, not just engineering or enforcement alone. The three E's work in concert, not independently.

In many areas, camera programs have not produced large financial windfalls to cities. Many camera programs do not produce profits at all. In fact, the California State Auditor found that "local governments themselves make little or no profit from their programs." Cities across the country have dealt variously with any excess revenues above program costs. There is no indication that responsible city management has or will become "addicted" to program revenues. The point of photo enforcement is to reduce violations, and consequently revenues, to zero.

## NEWS SUMMARIES FROM ACROSS THE NATION

*While the Campaign and our traffic safety partners are making significant progress in educating the public on the dangers of red light running, red light runners continue to senselessly and needlessly kill hundred of people across the nation.*

### **Crash Kills New York Pedestrian, Injures Child**

October 20, 2003 *New York (Newsday)*  
A woman died and her 3-year-old son was critically injured Saturday night after an SUV that ran a red light and collided with a bus, spun out of control and struck them, police said. Police said Maria Arraujo, 35, was walking across the street and carrying her son, Fernando Hernandez, shortly before 9 p.m. The bus had a green light and the SUV went through a red signal when it was struck and spun into the woman and child. It struck Arraujo with its rear end and she was slammed into another car that was stopped for the light and thrown further down the street. She was taken to Winthrop University Hospital in Mineola, where she was pronounced dead a short time later.

\* \* \*

### **Two Women Killed in Red Light Running Crash in Maryland**

October 16, 2003 *The Washington Post*  
An elderly woman and her personal nurse were killed Friday in a traffic accident when the nurse drove through a red light at a busy intersection and collided with a pickup truck, Maryland State Police said. The collision occurred about 5:45 p.m. Francine G. Penn, 54, and Maurine L. Ledford, 79, were pronounced dead Friday evening at the scene of the crash, police said. There have been 49 traffic fatalities in Southern Maryland this year.

\* \* \*

### **Woman Killed in Nebraska When Driver Runs Red Light**

October 16, 2003 *Omaha World Herald*  
A back-seat passenger died Tuesday in a three-car crash after the driver of her car ran a red light and was struck in the driver's side by another vehicle, police said. The car then collided with a pickup truck. Paula Abram, 39, died at the scene of the crash. The driver, Russell Billingsley, 46, suffered chest injuries. No further information on his condition was released.

\* \* \*

### **California Motorcyclists Killed After Running Red Lights**

October 13, 2003 *The Daily News of Los Angeles*  
A motorcyclist died Sunday morning when he ran into a van after running a red light around 9:50 a.m. The cyclist died at the scene, and a man driving the van and a female passenger were both hospitalized with injuries, officials said.

October 3, 2003 *San Diego Union-Tribune*  
A 55-year-old motorcyclist died yesterday after running a red light and colliding with a pickup, police said. The driver of the pickup had stopped for a red light, then got a green light and pulled forward and was struck by the motorcycle. Paramedics and a Mercy Air medical crew tried for an hour to revive the cyclist, but could not. He was declared dead at the scene.

\* \* \*

### **Emergency Flight Fails to Save California Motorist Who Ran Red Light**

October 10, 2003 *The Daily News of Los Angeles*  
A motorist was killed Thursday when he ran a red light and was hit broadside by an oncoming sedan, officials said. Peter Maligo, who suffered massive trauma, was flown by helicopter to Antelope Valley Hospital, where he was pronounced dead on arrival. The crash occurred about 8:55 a.m. when Maligo failed to stop at a red light and the sedan hit his left side at about 50 mph, sending the Maligo's car spinning out of control into a telephone pole. The driver was not injured. Everyone involved in the crash was wearing a seat belt, officials said.

\* \* \*

### **Fatal Red Light Running Crash in Virginia**

September 14, 2003 *Richmond Times Dispatch*  
A Richmond woman was killed Saturday when a sport utility vehicle ran a red light and struck her car. Carlene Denice Junius was pronounced dead at Medical College of Virginia Hospitals 30 minutes after the 12:04 p.m. crash. She was not wearing her seat belt, police said.

## LETTERS

*The Campaign shares comments received from Campaign members.*

Good Afternoon,

I just read the October issue of Safety Focus and was disappointed that on page two the author advised that the NC Highway Department is extending the yellow only on the signals that have cameras. It seems to me that this defeats the purpose of the cameras. NC is admitting to bad engineering. Perhaps the author, due to space and other factors, did not know all of the information, but that is what is reported to the citizens. That is the problem we had here in Fairfax County. Since we are the only jurisdiction that uses only state owned and maintained roads entirely, after the cameras went up, VDOT decided that perhaps they did have bad engineering and adjusted up the yellow on those intersections. This occurred after they had approved the locations.

I would recommend that you advise localities that want to install photo enforcement to have the engineering fixes done prior to the camera installation and then monitor the location for continued violations. That is what we are doing now and I am sure we have saved money in the installation of cameras that were not needed.

We are currently beginning to conduct a campaign with the Northern Virginia jurisdictions to get the state legislature to remove the sunset on the current Virginia law and allow its expansion to all jurisdictions that want photo enforcement. You can be sure that data from Stop Red Light Running will be used in this effort. I do appreciate what you are doing.

Bob Otten

Supervisor, Photo Enforcement Unit

Fairfax County (VA) Police

***[Editor's Note: The National Campaign to Stop Red Light Running recommends that every locality conduct a thorough engineering review before implementing any red light camera program, as stated in our publication Stop on Red=Safe on Green, A Guide to Red Light Camera Programs.]***

## **SURVIVOR ADVOCATES NEEDED**

*Survivor advocates* have suffered the personal consequences of motor vehicle crashes and have decided to work to protect others from the pain they have had to endure — they can become as involved as they would like in efforts to curtail red light running. No previous advocacy experience is needed. If you or anyone you know has survived a red light running crash or lost someone due to a red light runner and might be interested in working to make America's roads safer, please contact:

Advocates for Highway and Auto Safety  
750 First Street, NE, Suite 901, Washington, DC 20002  
202-408-1711 or 800-659-2247  
Fax: 202-408-1699

E-mail: [advocates@saferoads.org](mailto:advocates@saferoads.org)  
Website: [www.saferoads.org](http://www.saferoads.org)

**All discussions and information will be kept confidential.**

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