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Friday Safety Brief®

Red-Light Running

Red-light running is a serious intersection safety issue across the nation. According to the National Highway Traffic Safety Administration's (NHTSA) [Traffic Safety Facts 2008 Report](#), there were more than 2.3 million reported intersection-related crashes, resulting in more than 7,770 fatalities and approximately 733,000 injury crashes in 2008.

NHTSA's [Fatality Analysis Reporting System \(FARS\)](#) reports that red-light running crashes alone caused 883 deaths. An estimated 165,000 people are injured annually by red-light runners. The Insurance Institute for Highway Safety (IIHS) reports that half of the people killed in red-light running crashes are not the signal violators. They are drivers and pedestrians hit by red-light runners. The following statistics further amplify why red-light running is an issue that requires nationwide attention:

- **Ninety-seven percent** of drivers feel that other drivers running red-lights are a major safety threat.
- **One in three** people claim they personally know someone injured or killed in a red-light running crash.



August 1-7



A tractor-trailer driven by Sally Smith entered town and turned right onto the main street. Sally was going the speed limit of 35 mph when the 13-ft. 6-in. trailer snagged and disconnected an overhead utility wire. The accident review committee requested more information, specifically the number of overhead wires the truck safely passed on this street before snagging one. The investigation revealed that Sally had safely passed under 19 wires before the incident and 56 wires afterward, before turning onto another street. In addition, local police indicated that all overhead wires are supposed to be at least 14 feet above street level, per city ordinance.

The accident was ruled "non-preventable," citing that there was no reason Sally should have anticipated a clearance problem or been expected to perceive that one wire was a few inches lower than the others.

PREVENTABLE OR NON-PREVENTABLE? The accident was ruled "non-preventable," citing that there was no reason Sally should have anticipated a clearance problem or been expected to perceive that one wire was a few inches lower than the others.

Federal Register 7.23.10

Revisions of the Emergency Response Guidebook

AGENCY: Pipeline and Hazardous Materials Safety Administration, DOT.

ACTION: Notice; request for comments.

SUMMARY: This notice advises interested persons that the Pipeline and Hazardous Materials Safety Administration (PHMSA) is soliciting comments on the development of the 2012 Emergency Response Guidebook (ERG2012), particularly from those who have experience using the 2008 Emergency Response Guidebook (ERG). The ERG is for use by emergency services personnel to provide guidance for initial response to hazardous materials incidents. The ERG2012 will supersede the ERG2008. The development of the ERG2012 is a joint effort involving the transportation agencies of the United States, Canada, and Mexico.

DATES: Comments must be received by *September 21, 2010*.

ADDRESSES: You may submit comments identified by the docket number PHMSA-2010-0196 (Notice No. 10-4) by the following method:

Federal e-Rulemaking Portal: Go to <http://www.regulations.gov>. Follow the online instructions for submitting comments.

For additional information, go to:

<http://edocket.access.gpo.gov/2010/2010-18134.htm>

