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Summary of Presentation

- Implementation of California's Strategic Highway Safety Plan (SHSP)
- California Road Miles, Travel and Fatalities
- Other Rural Roadway Safety Programs
- Safety Corridor Programs
- Legislation and Traffic Safety Laws
- SHSP Challenge Area 15: Improve Post Crash Survivability (Emergency Medical Services in Rural Areas)

Implementation of the Strategic Highway Safety Plan (SHSP) California Dept. of Transportation (Caltrans)

- October 2006 – Caltrans launched effort to implement strategies in SHSP
- Over 300 safety stakeholders representing 80 different agencies and organizations are working together in a collaborative effort to implement the SHSP
- Co-Leadership: Caltrans, California Office of Traffic Safety, Department of California Highway Patrol, and local agencies
- A steering committee with representatives from various agencies and organizations provides guidance to each of the 16 Safety Challenge Area Teams
- Goal: Improve safety on all public roads and lower the fatality rate to 1.0 fatality per 100 million vehicle miles traveled

Implementation of the Strategic Highway Safety Plan (SHSP) Caltrans

- Challenge 1: Reduce Alcohol and/or Drug-Impaired Roadway Users
- Challenge 2: Reduce the Occurrence and Consequence of Leaving the Roadway and Head-on Collisions
- Challenge 3: Ensure Drivers are Licensed and Competent
- Challenge 4: Increase Proper Use of Safety Belts and Occupant Protection
- **Challenge 5: Improve Driver Decisions about Rights of Way and Turning**
- Challenge 6: Reduce Young Driver Crashes
- Challenge 7: Improve Intersection and Interchange Safety for Roadway Users
- Challenge 8: Make Walking and Street Crossing Safer
- Challenge 9: Improve Safety for Older Roadway Users
- **Challenge 10: Reduce Speeding and Aggressive Driving**
- Challenge 11: Improve Commercial Vehicle Safety
- Challenge 12: Improve Motorcycle Safety
- Challenge 13: Improve Bicycling Safety
- Challenge 14: Enhance Work Zone Safety
- Challenge 15: Improve Post Crash Survivability
- Challenge 16: Improve Safety Data Collection, Access, and Analysis

California Road Miles, Travel and Fatalities

Rural Vs. Urban

- State highway road miles (73.7% rural vs. 26.3% urban)
- State highway travel (26.0% rural vs. 74.0% urban)
- State highway fatality rate triple for rural (2.19 rural vs. 0.72 urban)

State Vs. Local

- Fatalities (46.6% state highways vs. 53.4% local roads)
- Travel (55.7% state highways vs. 44.3% local roads)
- Road miles (8.9% state highways vs. 91.1% local roads)
- Fatality rate for local roads is about 1.4 times higher than for state highways

Other Rural Roadway Safety Programs

- High Risk Rural Road Program
- Run-Off-Road Program
- Two and Three Lane Monitoring Program
- Proactive Efforts
- Double Fine Zones
- Intersection Safety Team

Other Rural Roadway Safety Programs Caltrans

- High Risk Rural Road Program (mainly local roadways)
 - Limited roadways functionally classifies as a rural major or minor collector or local rural road (about 98% of these roadways are on the local road system)
 - Intersection safety improvements, roadway widening, rumble strips
 - 45 projects approved on April 30, 2007
- Run-Off-Road Program (state highways)
 - Identify collision concentrations on corridors
 - Reduce collisions and severity of run-off-road collisions
 - About 30% of state highway fatal and injury collisions involve vehicles that run off of the roadway
 - Rumble strips, roadway widening, curve correction, remove fixed objects, etc.

Other Rural Roadway Safety Programs Caltrans

- Two and Three Lane Monitoring Program (state highways)
 - Addresses cross-centerline collisions on two and three lane expressways and conventional highways
 - Barrier striping, centerline rumble strips, barriers, delineators, passing lanes
- Proactive effort to identify and analyze two-lane highway segments that have a potential for head-on collisions, and implement preventive countermeasures
- Participated in developing pending legislation for establishing Double Fine Zones (DFZ's) on highway segments. Criteria:
 - Overall collision and head-on collision rates for highway segment must be at least 1.5 times the statewide average for similar facilities

Other Rural Roadway Safety Programs Caltrans

- Intersection Safety Team (state highways and local roadways)
 - Evaluated and adopted NCHRP 500 Reports regarding intersection collisions for state highways
 - Developed tool box for Caltrans statewide and Districts, and local agencies
 - Examples of countermeasures: flashing beacons, rumble strips in the traveled way
 - Sponsored five intersection safety workshops by the National Highway Institute in California

Safety Corridor Programs: California Highway Patrol

- Safety Corridor Program initiated in 1992
- Multi-agency task force develops recommendations and implements solutions
- Safety Corridor Programs: highway, truck, pedestrian, and driving under the influence of alcohol
- 31 safety corridor projects since inception (six are ongoing)
- Addresses engineering, enforcement and education countermeasures
- Typical federal grant funding for overtime and public education and awareness campaign is about \$200,000
- Average reduction in collisions during the grant period for the 31 safety corridor projects was 15%

Adopted Legislation (2006) Department of Motor Vehicles

- The use of hands-free wireless phones will be required effective July 1, 2008

Pending Legislation (2007)

- Legislation being considered:
 - Require drivers to submit to reexamination for unsafe or risky driving
 - Impose minimum fines and suspend driving privileges for driving a vehicle at a speed of 100 miles per hour or more

California Traffic Safety Laws Office of Traffic Safety

- Alcohol Impaired Driving (blood alcohol concentration level 0.08 %)
 - License suspension for first time offender for 30 days
 - Limit driving privileges after 30 day suspension
 - Increased penalties for a blood alcohol concentration level above 0.15 % and repeat offenders
 - Fixed signing being undertaken: Report Drunk Drivers Call 911

California Traffic Safety Laws

Office of Traffic Safety

- Safety Belt Laws / Child Passenger Safety Laws
 - Primary safety belt law for all occupants over 16 years old
 - California's 2006 seat belt usage of 93.4% is significantly better than the national average of 81%
 - Fixed signing already implemented: "Click it or Ticket," Safety Campaigns