



CCMTA Forum

Rural Road Safety Task Force Chair's Report

September 30 & October 1, 2008

Dominant rural road collisions

- ◆ Rural Roads are defined as undivided roadways with a posted speed limit of 80 km/h or over
- ◆ National Collision Database data for rural collisions in 2006

Fatal Collisions		
Collision Configuration	Frequency	Percent
1V : Hit Moving Object	46	2.8%
1V : Hit Stationary Object	41	2.5%
1V : Run Off - Left	198	12.2%
1V : Run Off - Right	235	14.5%
1V : Rolled	15	0.9%
1V : Other single veh	257	15.8%
2V1D : Rear end	78	4.8%
2V1D : Side-swipe	31	1.9%
2V1D : Passing to Left	17	1.0%
2V1D : Passing to Right	3	0.2%
2V1D : Other 2-veh, same dir.	0	0.0%
2V2D : Head-on	379	23.4%
2V2D : Approaching Sideswipe	27	1.7%
2V2D : Left Turn across Traffic	43	2.7%
2V2D : Right Turn	3	0.2%
2V2D : Right Angle	146	9.0%
2V2D : Other 2-veh, diff. dir.	25	1.5%
Hit Parked Vehicle	11	0.7%
Other	30	1.8%
Unknown	37	2.3%
Total	1622	100.0%

Injury Collisions		
Collision Configuration	Frequency	Percent
1V : Hit Moving Object	889	2.2%
1V : Hit Stationary Object	1245	3.1%
1V : Run Off - Left	5254	13.0%
1V : Run Off - Right	6745	16.7%
1V : Rolled	338	0.8%
1V : Other single veh	8345	20.6%
2V1D : Rear end	6636	16.4%
2V1D : Side-swipe	1295	3.2%
2V1D : Passing to Left	431	1.1%
2V1D : Passing to Right	229	0.6%
2V1D : Other 2-veh, same dir.	16	0.0%
2V2D : Head-on	1666	4.1%
2V2D : Approaching Sideswipe	496	1.2%
2V2D : Left Turn across Traffic	677	1.7%
2V2D : Right Turn	96	0.2%
2V2D : Right Angle	2526	6.2%
2V2D : Other 2-veh, diff. dir.	1253	3.1%
Hit Parked Vehicle	184	0.5%
Other	1130	2.8%
Unknown	1031	2.5%
Total	40482	100.0%

Rural Road Safety Strategies

- ◆ Identify successful Canadian/International strategies and share with jurisdictions;
- ◆ Assess network-wide risks by major crash type and identify cost-effective prioritized infrastructure interventions funded by insurers or government; and
- ◆ Persuade governments to support enhanced enforcement (and associated funding) in areas of drinking and driving, speed management and seat belt wearing.

Most frequently applied engineering strategies

Engineering Strategies	Respondents Replying Yes
Improving roadway alignment (e.g. curve flattening)	10/11
Improving visibility	10/11
Upgrading or installing traffic signs or pavement markings	10/11
Advance warning and/or intersection flashers	10/11
Installing and upgrading traffic barriers	9/11
Providing dedicated turn lanes	9/11
Eliminating wheel rutting, potholes, and/or pavement discontinuities	9/11
Respondents	Alberta, Manitoba, Quebec, New Brunswick, Newfoundland and Labrador, Nova Scotia, Ontario, P.E.I., Saskatchewan, Yukon, Durham Region

Most frequently applied education strategies

Strategy	Respondents Replying Yes
Temporary community displays promoting road safety (e.g. local fairs, and events)	11/11
Public service announcements	10/11
Partnerships with community groups and/or businesses	10/11
Fatal vision goggle demonstrations	10/11
Reviews of collision data to develop education priorities	10/11
Respondents	Alberta, BC, Manitoba, NWT, Nova Scotia, Ontario, P.E.I., Quebec, Saskatchewan, Yukon, Transport Canada

Most frequently applied enforcement strategies

Strategy	Respondents Replying Yes
Media campaigns for safe driving	17/17
Automatic license suspension for BAC test failure	17/17
911 service	16/17
Presentations to schools and/or community groups	16/17
Reviews of collision data to determine times or locations for enforcement	16/17
Respondents	Barrie, Amherstberg, Chatham-Kent, CN Police, Halton, Regional Hamilton, Police BNPP, Niagara, Ottawa, Manitoba, Nova Scotia, Alberta, Gatineau, Truro, Waterloo, Windsor, York Region, NWT

Successful initiatives - NWT

Drive Alive! maximizes the effectiveness of driver safety programs by reinforcing common safety messages.

Objectives:

- * Raise public awareness of road safety issues
- * Inform the public of ways in which they can improve their own safety through clear, coordinated, and consistent safety messages.

Successful initiatives - AB

- ◆ Shoulder and Centerline Rumble Strips to reduce run-off-road and left of-centre crashes
- ◆ Improvements to Intersections– includes upgrades, roundabouts, signal improvements and grade-separations
- ◆ High Tension Cable Median Barriers
- ◆ Enhanced Pavement Markings
- ◆ Enhanced Conspicuity of Warning Signs
- ◆ Continuous Roadway Lighting between Cities and Suburbs
- ◆ Upgrade Pedestrian Crossing Controls
- ◆ Increased Safety Rest Areas
- ◆ Provision of Safer Resource Roads
- ◆ Intelligent Transportation Systems

Successful initiatives - ON

- ◆ Public education and marketing initiatives for
 - ◆ Seat belt/child restraint
 - ◆ Impaired driving
 - ◆ Pedestrians and cyclists
 - ◆ Speeding and racing
- ◆ Legislation to increase the 12 hour license suspension for drivers blowing the warning range for impaired driving
- ◆ Reducing license suspensions for impaired driving if driver agrees to ignition interlock fitted to their vehicle
- ◆ Increased penalties for street racing
- ◆ Aerial enforcement program by OPP
- ◆ Improvements to sign conspicuity
- ◆ New regulations for commercial driver hours-of-service

Successful initiatives - NS

- ◆ **Integrated Impaired Driving Enforcement Unit** - A joint RCMP/Municipal Police Service 12 month pilot project in southwest Nova Scotia targeting impaired drivers.
- ◆ **Modern Roundabout Implementation Program** - One in operation and three planned for construction in 2008.
- ◆ **In-Service Road Safety Review Policy and Procedure Statements** - Statements outlining what an in-service road safety review is, why and how it will be conducted, and follow-up by Department staff. The statements are in the process of becoming Departmental policy.
- ◆ **Road Safety Management System** - Incorporates two major components;
 - network level screening to identify road sections with higher than expected collision frequencies, and
 - evaluation, analysis and recommendation of evidence based countermeasures at high collision locations.

Successful initiatives - PEI

- ◆ Highway Upgrades
 - ◆ Intersection Realignments
 - ◆ Rumble Strips
 - ◆ Widen Rural Roads with Paved Shoulders
 - ◆ Addition of Turning Lanes

Other Activities....

- ◆ Road forms for the collision investigation teams to define the correlation between collisions types and road design elements – focus on run off road collisions
- ◆ Canadian Road Assessment Program (CanRAP) – risk mapping and infrastructure improvement recommendations for the Trans Canada, much of which is still two lane
- ◆ Rules of the road for roundabouts and warrants for roundabouts on high speed approaches
- ◆ Under the TAC contribution agreement
 - Speed limit guidelines
 - Guide to bridge barriers
 - Signs and markings for single and multi-lane roundabouts
 - Road condition terminology
 - Guidance on the use of chevron alignment signs
 - Synthesise of collision prone locations
 - Good Practice Guide - a whole component will be dedicated to rural road safety