

## STATE AND LOCAL ELECTED OFFICIALS

*This much we know . . . safer roads save lives.*

### TEEN DRIVERS

*Teen driving deaths reaching epidemic proportions*

#### Did you know...

. . . motor vehicle accidents are the leading cause of death for drivers age 15-20?

. . . the FHWA estimates that if drivers had just ½ second more warning it would prevent 60% of all rear-end collisions?

. . . speed typically plays a role in about 40% of crash deaths for 16 year olds?

#### The Challenge: Providing Safer Roadways for Teen Drivers

- Of drivers involved in fatal crashes in 2003, 64% were teens between 15 and 20 years of age, though this group represented only 6.4% of drivers involved in crashes.
- Roadway departure fatalities which include run off the road (ROR) and head-on fatalities, account for more than half of all roadway fatalities.
- New data suggests that cable median barriers are an effective mechanism for preventing fatal and disabling crashes from median crossovers.
- Traffic accidents account for 2% of all deaths but for drivers age 15-20 they are responsible for 35% of deaths.

#### The Solution: Low-Cost Improvements Can Make Roads Safer for Teen Drivers

- Sign and pavement marking improvements result in a 42% reduction in crashes.

- Crash studies show that post-mounted delineators and chevrons can reduce run-off-road crashes by up to 58% and 31% respectively.
- Studies show that speed displays can significantly improve speed limit compliance by reducing vehicle speeds by approximately 10 mph.
- Crash studies show that edge lines on two-lane roadways typically reduce crash frequency, especially in horizontal curves.

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## OLDER DRIVERS

*A more forgiving roadway for an aging population of drivers is a necessity not a luxury.*

### Did you know....

. . . study shows that naturally occurring physiological changes may make driving more difficult as people age?

. . . persons age 75 and older have a higher motor vehicle fatality rate than any other age group except persons younger than 25?

. . . the number of drivers in the US age 65 and older is expected to double by 2030 to 70 million?

### The Challenge: Improving Roadways to Accommodate Older Drivers

- In 2003, about 1 in 7 licensed drivers was 65 or older and by 2020, people in this age group will represent 1 in every 5 and 1 in every 4 by 2030.
- While older individuals tend to be relatively safe drivers, with lower crash rates per licensed driver than younger age groups, data indicate clearly that older drivers are at significantly higher risk of being injured or killed when crashes do occur.
- Intersections account for more than 45% of all crashes nationwide.
- 6,730 persons age 65 and older died in motor vehicle crashes in 2003.

## **The Solution: Low-Cost Improvements Can Make Roads Safer for Older Drivers**

- The Federal Highway Administration (FHWA) has published "Guidelines and Recommendations to Accommodate Older Drivers and Pedestrians," a series of research-based recommendations for roadway improvements to help older individuals continue driving safely for a longer time.
- The use of wider pavement markings results in crash reductions and improves visibility, lane positioning, and driver comfort.
- Shoulder and edge line rumble strips on two-lane roadways reduce run-off-road crashes by 25%.
- The FHWA recommendations include larger and more reflective signs as well as advance warning of upcoming traffic signals, and reflective posts and delineators.

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## **PEDESTRIANS and BICYCLISTS**

*The non-motorist faces a daily challenge*

### **Did you know...**

. . . the majority of child bicycle related crashes among children occurs on minor roads within one mile of the child's home?

. . . pedestrian injury is the 2<sup>nd</sup> leading cause of unintentional injury-related death among children ages 5-14?

. . . more than 20% of traffic deaths among children ages 14 and under occur as pedestrians?

## **The Challenge: Improving Roadway Safety for Pedestrians and Bicyclists**

- In 2000 almost 45,000 children ages 14 and under suffered motor vehicle related pedestrian injuries; more than 20% of traffic deaths among children in this age group occurred as pedestrians.
- 66% of all fatal bicycle related crashes involving children occur at non-intersections.
- 4,749 pedestrians were killed in motor vehicle crashes in 2003.

### **The Solution: Low-cost Solutions Can Make Roads Safer for Pedestrians and Bicyclists**

- The use of in-street pedestrian crossing signs increases driver yielding compliance at un-signalized pedestrian crossings by 5 to 20% resulting in driver yielding rates ranging from 67 to 98%.
- By alerting drivers sooner that special caution is needed in a school crossing area, fluorescent yellow-green signs improve the safety of students who walk and bike to school.
- By increasing the visibility of crosswalks, crosswalk marking upgrades increase the safety of students who walk and bike to school.
- Channelizing devices installed between pedestrian and vehicular traffic increase the safety of pedestrians and bicyclists.

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### **WORK ZONE / CONGESTION MITIGATION**

*Industry stakeholders have their work cut out for them.*

#### **Did you know.....**

. . . excessive speed through work zones is the leading cause of crashes?

. . . the time window for working on roadways without severely affecting traffic is getting smaller?

. . . work zones account for nearly 24% of non-recurring congestion or 482 million vehicle hours of delay?

## The Challenge: Providers of Temporary Traffic Control and Protection are Faced with the Challenges of Protecting Motorists, Workers and Others with Minimum Disruption to Traffic Flow

- 26% of all work zone fatalities occur as a result of rear-end collisions.
- "Rush hour" has increased from 2-3 hours per day to 5-6 hours per day. Night work zones, therefore, have grown in popularity.
- Work zones account for nearly 24% of non-recurring congestion or 482 million vehicle hours of delay.

## The Solution: Low-cost Solutions Can Save Workers and Motorists Lives

- Federally subsidized training is available for all work zone workers
- The use of queue warning systems, dynamic merge systems and radio warning systems can prevent rear-end collisions.
- Speed displays in work zones can significantly improve speed limit compliance.
- Technology is available to provide real-time congestion and divert drivers to alternate routes.

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## ECONOMIC BENEFIT

*Investment in roadway safety yields high returns.*

**Did you know....**

. . . that driving on roads in need of repair costs American motorists **\$XX annually** in extra vehicle repairs and operating costs?

. . . traffic congestion costs American motorists \$63.1 billion per year in wasted time and fuel costs and that Americans spend 3.7 billion hours a year stuck in traffic?

. . . a billion dollar investment in roadway safety will save 1,700 lives and eliminate 83,000 injuries over the life of the project (approximately 10 years)?

. . . federal legislation (SAFETEA-LU) includes roadway safety programs to aggressively counteract the direct causes of roadway injuries and deaths identifying areas where crashes occur and using relatively low-cost countermeasures to achieve benefits?

### **Economic Benefit Facts:**

- The overall economic benefit of investing in low cost roadway safety solutions is 10.8 times when taking into account the value of life.
- Economic activity generated from \$1 invested in roadway safety improvements is \$2.47.
- A billion dollars invested in roadway safety improvements provides economic stimulus to create approximately 47,500 new jobs for a total of \$1,524 million in wages and benefits; new tax revenues at the state and local levels generate \$134 million.

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### **AVAILABLE FUNDING**

- In 2005, Congress created the Highway Safety Improvement Program (HSIP) to help state and local governments finance a wide variety of roadway safety projects. With more than \$1 billion in funding over 5 years, the average state's annual share of HSIP is **\$xx million**.
- States receive a share of other federal highway funds such as Surface Transportation Program funds and High Risk Rural Road funds that can be used for roadway safety projects.
- Safe Routes to School (SRTS) was created by a special provision of SAFETEA-LU to promote safe walking and bicycling to school for school children. This provision provides funding to states for public awareness and educational campaigns as well as project planning and construction activities that will improve the ability of children to walk to school. Each state has at least \$1 million; some have much more.

#### Additional Reference Documents:

- State SHSP Fact Sheets
- ATSSA's "Putting Safety in the Safe Routes to School Program, A School Administrator's Guide"
- ATSSA's "Low Cost Local Road Safety Solutions"
- FHWA's "Guidelines and Recommendations to Accommodate Older Drivers and Pedestrians"
- ATSSA's Economic Impact Annual Safety Initiative by American Economics Group
- ATSSA's Reauthorization Policy
- "Innovative Work Zone Traffic Control and Technology," Mike Fontaine
- "The Short & Long Term Future of Highway Safety: What's Possible, What's Practical, What's Next?", Better Roads April 2007