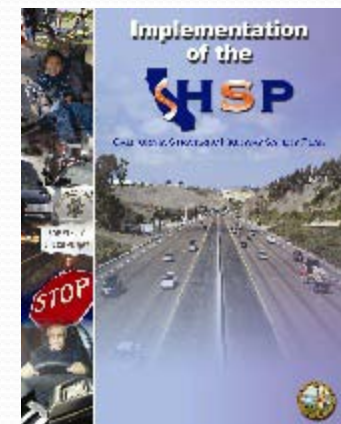
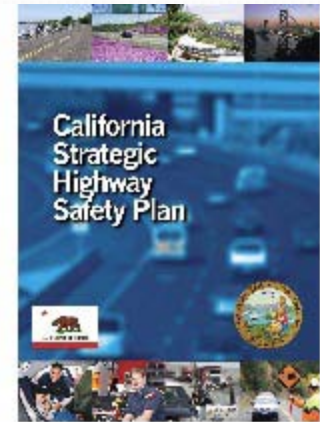


Reduced Work Zone Fatalities in California



California's Strategic Highway Safety Plan

- Teams formed in November 2005.
 - More than 300 stakeholders.
- SHSP approved September 26, 2006.
http://www.dot.ca.gov/hq/traffops/survey/SHSP/SHSP-Booklet-version2_%20PRINT.pdf
- Implementation Plan published April 4, 2008.
<http://www.dot.ca.gov/hq/traffops/survey/SHSP/ISHSP-Final-04212008.pdf>
 - 16 Challenge Areas, 152 Actions.



The SHSP is Data Driven

- Work Zone Challenge Area goal:
By 2010, reduce fatalities in California work zones by 10% from their 2004 level (109).
- Each action was to be attainable, measurable, and focused on a known problem area.



Original Actions Are All Complete

- 14.01 Joint work zone training for CHP and Caltrans.
- 14.02 Improve collection & analysis of work zone crash data.
- 14.03 Encourage use of dynamic merge systems to reduce end of queue collisions.
- 14.04 Permanently fund Slow for the Cone Zone campaign.

Original Actions Are All Complete

- 14.05 Encourage use of more and better mobile barriers and attenuators.
- 14.06 Increase work zone training for all workers.
- 14.07 Encourage use of full closures.
- 14.08 Develop lane closure data system.
- 14.09 Encourage use of Safety Edge.

Original Actions Are All Complete

- 14.10 Evaluate work zone language in driver handbook and recommend changes.
- 14.11 Change new product evaluation system to speed use of innovative products.
- 14.12 Develop typicals and guidance for bikes & peds in work zones.
- 14.13 Project specific websites.
- 14.14 Best practices for purchasing new technology.

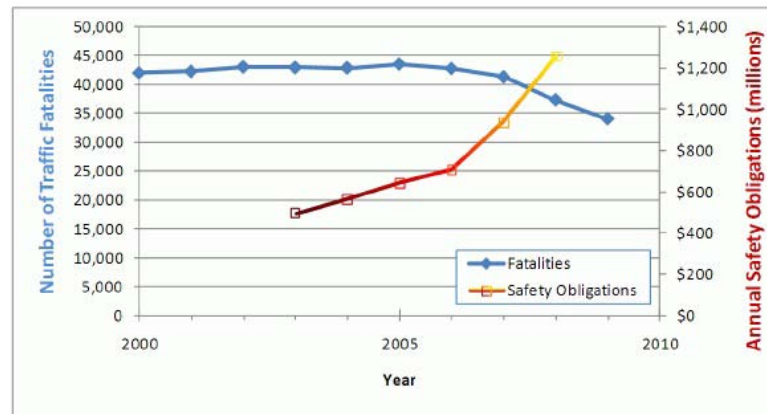
Latest Data



- Actual number in 2010 was 41 equal to a 62% reduction.
- The total number of fatalities has fallen each and every year since 2007.
- New data suggests most crashes occur near activity area not the transition area.
- New data suggests most crashes are due to improper lane changes and following too close/ excessive speed.

What Worked?

- Highway Safety Improvement Program (HSIP)
 - SAIC study examined the nationwide reduction in roadway fatalities.
 - Isolated trends due to seat belts, safer vehicles, etc.
 - Found that for every \$1 million obligated, societal costs of \$24 million were saved.



What Worked?

- Importance of collaboration.
 - 4 E's were essential.
 - Participation by industry and community stakeholders.
 - All contributed to a more effective plan, a more workable plan, and commitment across the board.



What Worked?

- Importance of Buy-In from Leadership
 - Each agency commits resources up front to see it is completed.
 - In some cases multiple agencies may contribute funding.
 - As problems are encountered leadership helps find ways around them.



What Worked?

- Some actions became possible that were not without the SHSP.
 - Multi-year funding for Slow for the Cone Zone.
- Interagency actions are more cooperative.
 - Training for law enforcement in work zones.



What's Next?

- One new action approved: 14.15 Work Zone Tool Kit
- More in development:
 - Transverse rumble strips.
 - Continued and improved data collection.
 - Speed reduction techniques for maintenance.
- Detailed data will help us identify problems and better target our efforts and resources.



Contact



Joe Jeffrey

Road-Tech Safety Services

(530)672-0222

joe@road-tech.com