

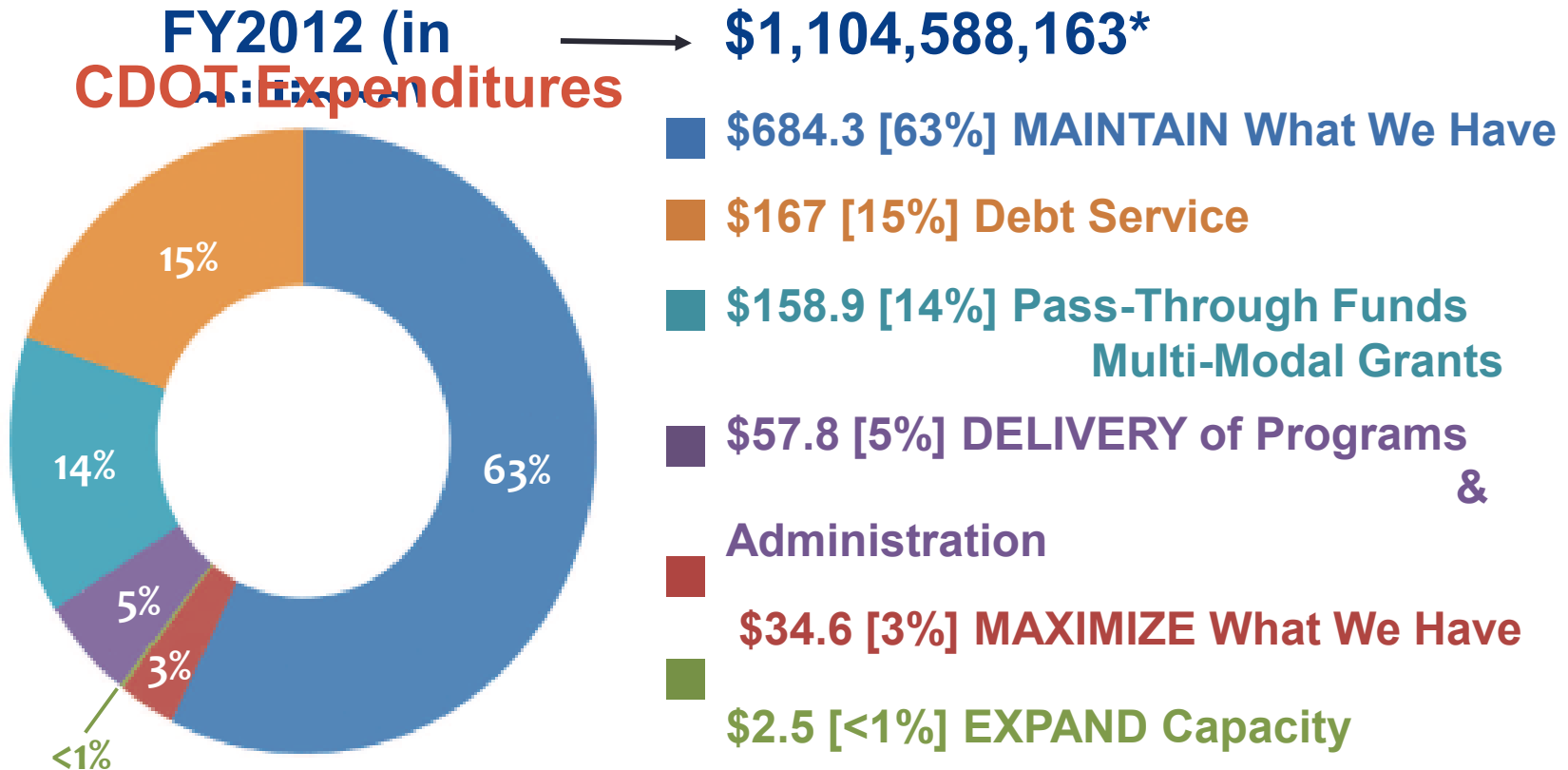
TOWARD SAFE AND RELIABLE ROADWAYS

Jill Ryan, MPH

Eagle County Commissioner



Where Does CDOT Money Go?



*Safety investments are included in every category

CDOT Funding Limitations and SB 228

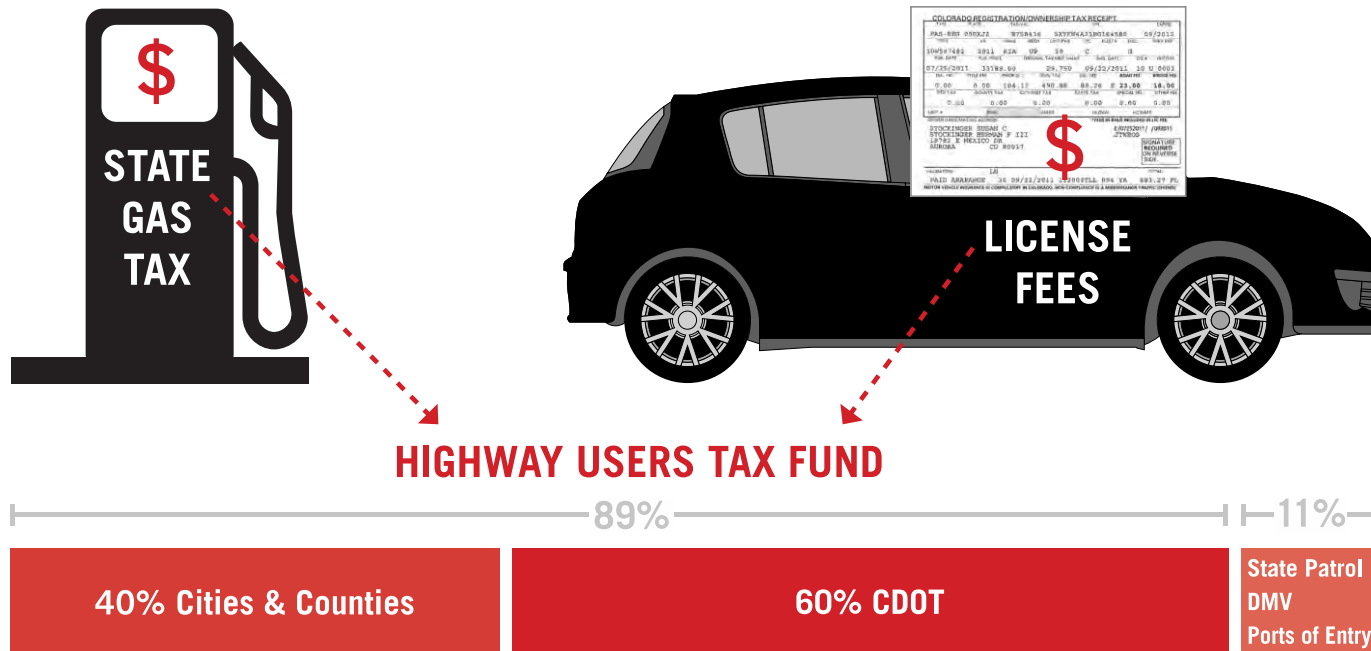
- Most years, CDOT does not receive any state general fund dollars.
- However, when economic conditions are just right, 2009's Senate Bill 228 kicks in, which does requires a general fund transfer to CDOT. This will occur in state FY 2017 in the amount of \$158 million, and will also probably occur FY 2018.
- This is helpful, but not real significant to CDOT's \$1.4 billion budget.

I-70 Central Project:

- Reconstructs a 10 mile stretch of I-70
- Adds an express lane
- Removes the 50-year-old viaduct and lowers the interstate
- Mostly funded by the Bridge Enterprise fund



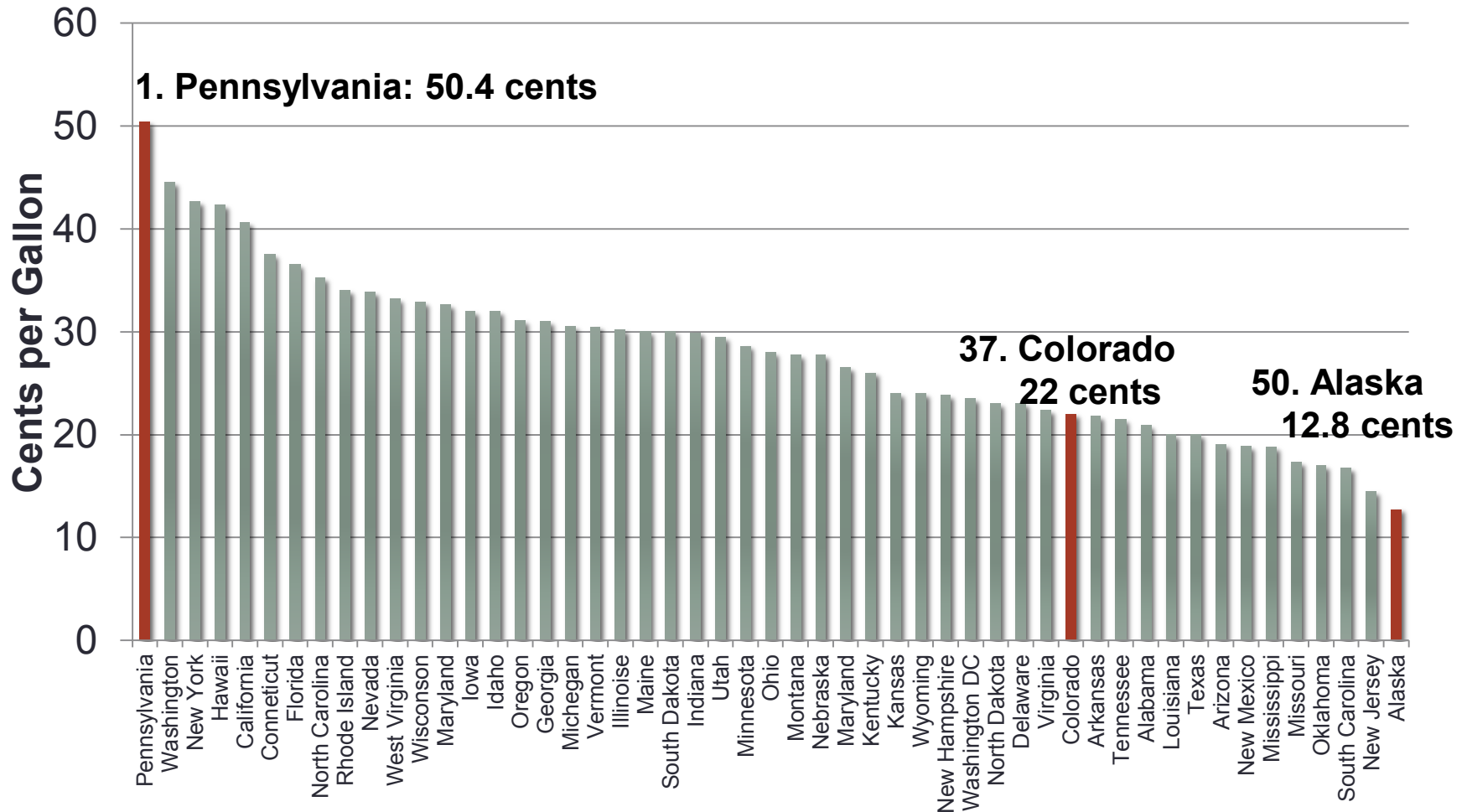
How We Pay for Transportation



Slide Source: MPACT 64

2016 State Gasoline Tax Rates

Cents Per Gallon



Source: Tax Foundation. Available online at <http://taxfoundation.org/blog/state-gasoline-tax-rates-2016>

Transportation Funding Mechanisms Under Consideration

- Statewide sales tax increase.
- A state user fee similar to Oregon called vehicle miles traveled (VMT). CDOT Pilot to begin in December.
- Transportation bonding legislation.



Veteran's Memorial Tunnels, a.k.a. Twin Tunnels



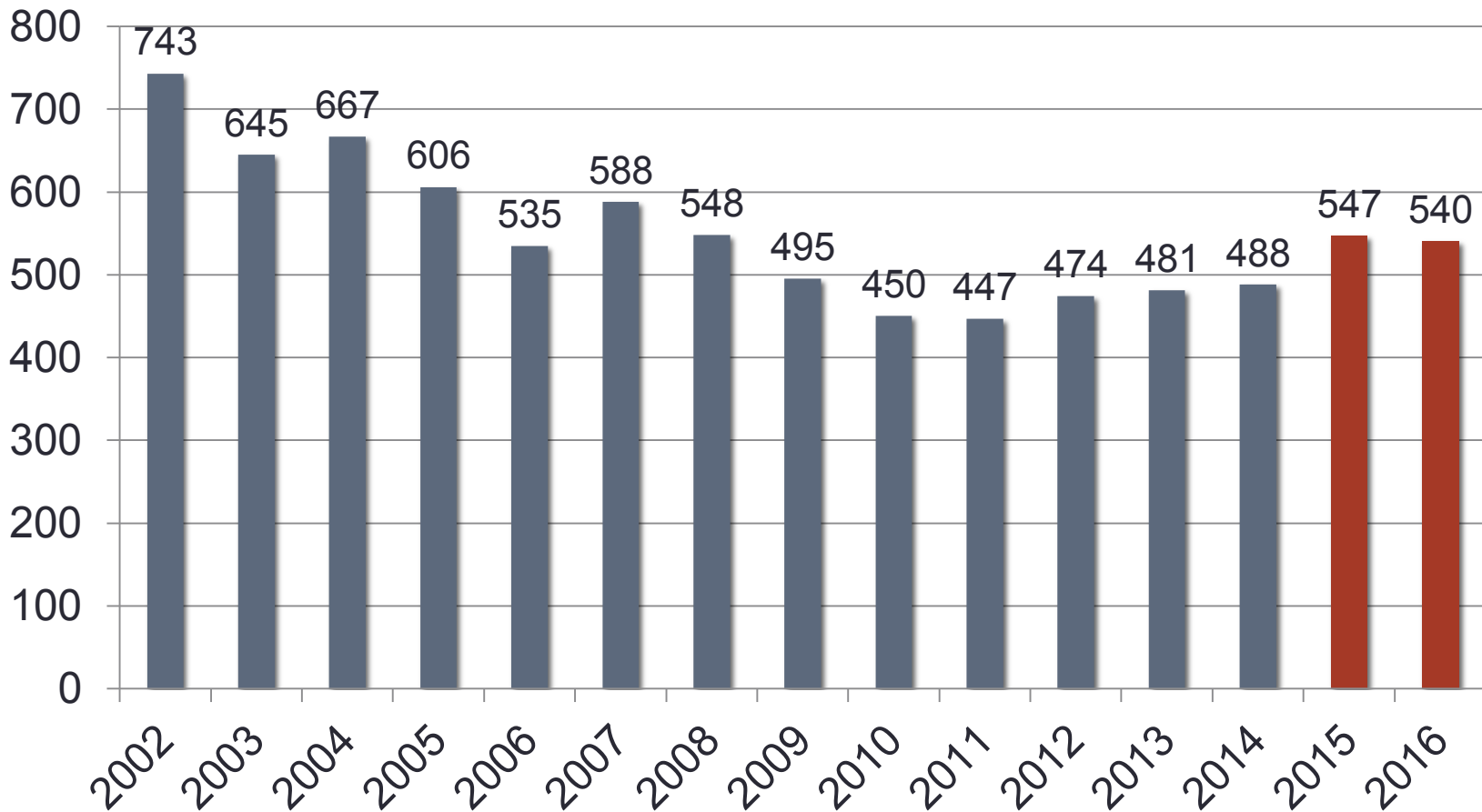
CARSE

“The Importance of Knowing your Neighbors Workshops”

CARSE will assist any Colorado region with the organization and implementation of a workshop in your area.



Colorado's Historical Motor Vehicle Fatality Trends: 2002 – 11/27/2016



Note: Data is preliminary. Source: CDOT and NHTSA's FARS database

CDOT Fatality Data 2015

- 2015 fatalities: 545
 - Motorcycles: 104 (record high, up from 94 in 2014)
 - Highest counties: Jefferson (56), Weld (55), Denver (49), El Paso (44)
 - Alcohol related: 32%
- 2015 unrestrained fatalities
 - 49% of all passenger vehicle fatalities were unrestrained (179)
 - 15% of people in Colorado do not wear their seat belts.
- NHTSA estimates that over 60 people could be saved if 100% buckled up

Examples of Strategies to reduce MVC Deaths-

National Rural Transportation Summit

Increase the use of restraints

- Primary seatbelt enforcement states have seatbelt usage rates 9% higher than secondary states. *(Colorado is a secondary state)*
- The use of child safety seats and booster seats reduce fatalities by 35%.

Reduce drunk driving

- .08BAC law saves 400 - 600 lives per year *(CO at .05 for DWAI and .08 for DUI)*.
- Increased enforcement: Nationally, there are 123 million episodes of drunk driving only 1.4 million arrests.
- Alcohol checkpoints reduce fatalities by 9%-20%.
- First conviction ignition interlock laws reduce alcohol-involved crash fatalities by 15 percent: *(Colorado's ignition interlock law is not mandated on the first conviction)*.

Safer Roadways/Engineering

- Roundabouts reduce intersection crashes by 75%.
- Center line rumble strips reduce roadway collisions by 40-60%; shoulder rumble strips reduce off road crashed by 30-40%.
- High friction surface treatment has been shown to reduce the wet road crash rate by 30% in international studies. HFST involves the application of very high-quality aggregate to the restore or maintain pavement friction at high crash areas. The higher pavement friction helps motorists maintain better control in both dry and wet driving conditions.

Examples of Strategies to reduce MVC Deaths: National Rural Transportation Summit

Continued . . .

- Graduated driver's licenses reduce fatalities by 35% (*Colorado Instituted this law in 2006*)
- Driver's education can actually increase teen fatalities because they can get licenses at an earlier age, which is associated with serious car crash injury. (Source: CDC)
- Reduce vehicle speeds where appropriate.

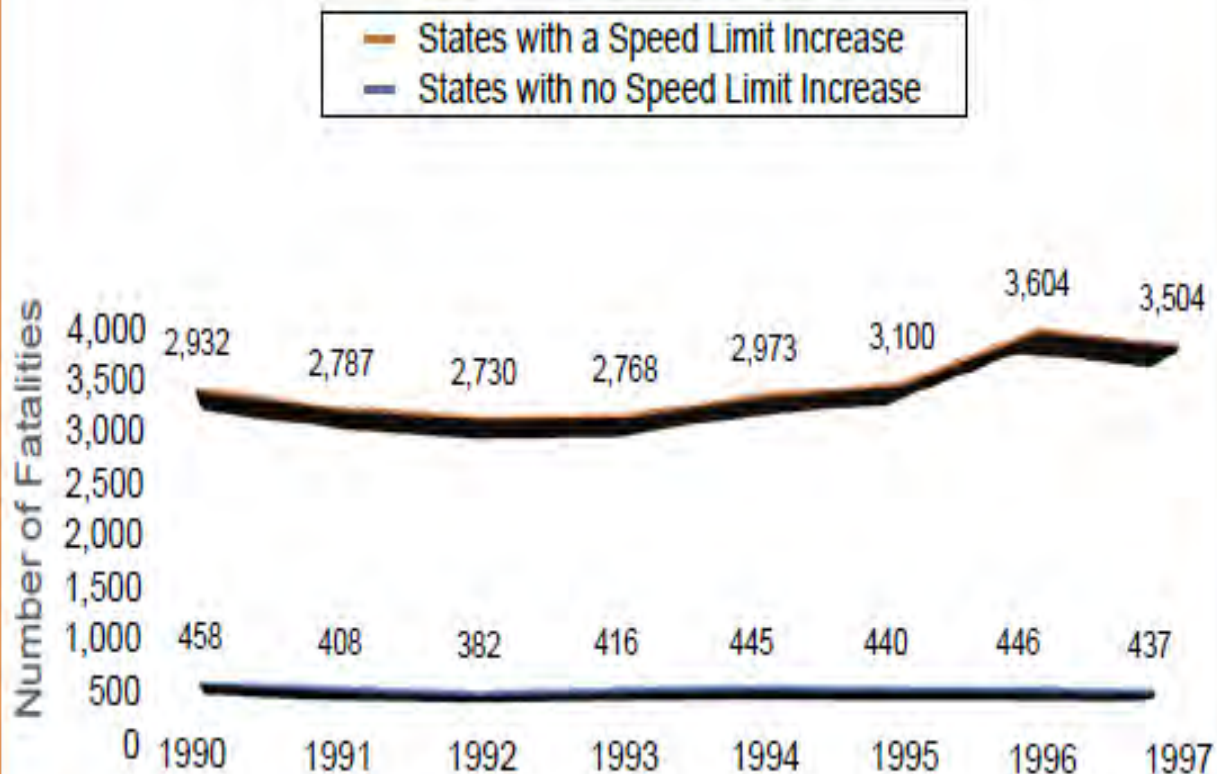


Speed's Relationship to MVC Fatalities

In 1995, 24 states increased the Federal 55 MPH speed limit and the number of MVC increased collectively in those states by 15 percent the next year. Numbers didn't significantly increase in state where limits were not raised.

"The current round of speed limit increases on rural interstates is costing lives... research shows that drivers who exceeded the old speed limits will exceed the new ones too travel at speeds at which they believe they won't get a ticket." ---National Institute of Highway Safety

Figure 14: Motor Vehicle Fatalities, Comparison of States Keeping and Raising the 55 MPH Speed Limit in 1995



Eagle County: One local solution



Wildlife Fence



What Does the Future Hold?

Technology:

- Better smartphone-to-car interface displayed on a touch screen, which allows limited use of apps.
- Smartphones that lock out most apps (except calls) when driving a car. (NHTSA Guideline, technology doesn't exist)
- Automated features like virtual guardrails and infrastructure technology that speak to cars will help to eliminate crashes
- Connected vehicles and drivers that will have the capacity to “talk” to each other, helping to prevent accidents and improving the flow on the road. Driver is a factor in 93% of crashes. Connected vehicles can mitigate 83% of all non impaired crashes. CDOT's Road X is the pilot. Need this technology to get to zero deaths.
- Automated Vehicles: We are undergoing a massive level of change. Self driving cars will be on the market in 2020. Also need this to get to zero deaths.

Final Thoughts

- County Public Health Departments are required to complete a public health improvement plan every five years. Reducing motor vehicle fatalities can be a part of this plan.
- States must submit a highway safety plan to the Federal Highways Administration-how can counties align.
- Model for a county-level, data driven transportation safety plan: Clackamas County, Oregon

Comments/Discussion on Safety?

Local ideas to make our roads safer . . .

Thank you!