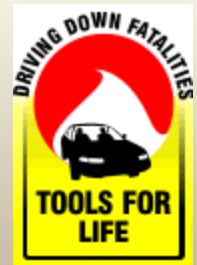




# State Strategic Highway Safety Plans (SHSPs)— The Role of Enforcement and the IACP

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# Overview

- Highway Safety Trends
- AASHTO Thanks to IACP's Current Safety Efforts
- State DOTs Need for Enforcements' Help on SHSPs
- What the Enforcement Community Can Gain From Involvement on SHSPs
- State DOT Observations of Key Enforcement Needs
- Next Steps





# Highway Safety Trends

- 2005 deaths up by 436 over 2004 to 42,636
- Motorcycle fatalities up again, 8% over 2004, to 4,315
- Fatality rate up –now 1.46 per 100 MVMT
- Alcohol related fatalities up; cars down; trucks up; pedestrians up





## Highway Safety Trends (cont'd)

- Traffic deaths among Hispanics account for 5% of their deaths compared to 1.6-2.5 % for White, Black and Asian groups
- Asians have the highest belt and motorcycle helmet use
- African American children killed disproportionately in urban and rural areas





## Highway Safety Trends (cont'd)

- By 2030, there will be 70 million in the US over 65 years old compared to 50 million today
- By 2050 the Hispanic population may increase 2 <sup>1</sup>/<sub>2</sub> times to about 24-27% of the total
- Asian population may double to about 13% of total
- African American percent to remain stable
- Non-Hispanic white share to drop significantly





## AASHTO Thanks IACP

- For your Safety Committee and for involving us
- For LESS----we need to work together
- For emphasizing traffic crashes—leading cause of death in US for males from 5-35 years old
- For advancing technology, incident management and partnerships





## Enforcement Needed in SHSPs

- SHSPs need to cover all roads and all four “E”----- engineering, education, enforcement and emergency medical services
- Governors to approve plans by October 2006; State DOT’s in the “driver’s seat”
- Enforcement needs to be part of the coordinating/policy/leadership teams; and part of the solution!!





# Enforcement Actions Needed in SHSPs

- State patrols can aid DOTs in their outreach to local police
- You can explain enforcement needs to State DOTs
- You can assess serious injury crash trends, causes, counter-measures jointly with DOTs







# Enforcement's Gain from SHSP Involvement

- Team support for stronger laws and better adjudication
- Additional resources for enforcement
  - **State DOTs' budgets and general funds**
  - **Human and capital resources**





# Enforcement's Gain from SHSP Involvement

- Enhanced crash data and analyses
  - e.g. **crash and roadway cross analyses**
- Enhanced highway infrastructure design and operations to both reduce traffic violations and better enforce violations





# State DOT Observations of Enforcement Needs

- Impaired driving—over 40% of the problem (50% for pedestrians)
- Speeding —over 40% of the problem
- Seat belts—55% of fatalities unbelted in 2005
- Infrastructure—40% lane departure; 25 % intersections; 15% are pedestrian and bicycle





# State DOT Observations of Enforcement Needs

- Tougher Laws Needed
  - helmets (30 states needed );
  - primary belts (20+ states);
  - automated enforcement authorizing statutes  
(only 14 have red-light running; less have speed)
  - aggressive driving
  - old/young license requirements  
(all states need stronger laws)





# State DOTs Support Greater Use of Automated Enforcement

- Step one—authorizing State statutes
- Step two—target areas public can understand
  - red light running (14 states, over 100 jurisdictions)
  - construction work zones (IL DOT)
  - school zones
  - rail grade crossings





# State DOTs Support Greater Use of Automated Enforcement

- Step three—policy support and sharing of documented success stories, guidebooks and equipment testing/ certification among IACP, GHSA, CVSA, AASHTO, AAMVA, etc
- Step four—main line use of automated cameras for speed (France, England, Australia, New Zealand, Netherlands---the “silver bullet” )





# Next Steps

- Seek out the State DOTs (CEOs, Highway heads, Chief engineers) and join the team
- Help AASHTO on guidebooks to consider enforcement in our design, construction, maintenance, operations and safety guides





## Next Steps (cont'd)

- Secure more resources for enforcement---the US has better roads and vehicles than most of the world---it is human behavior that needs a radical shift—let's work together to get resources
- Save Lives!!

