



FAQs

Q) What is the Fraser Canyon Highway Safety Corridor?

A) The Fraser Canyon Highway Safety Corridor (the Corridor) is the 192 kilometres from Hope to Cache Creek, designated as Canada's first highway safety corridor. The Fraser Canyon Highway Safety Corridor is the first of its kind in B.C. and Canada. The purpose of the Corridor is to improve the safety of travel for all road users.

There will be signs advising drivers as they enter and leave the Corridor. TruckSafe partners, such as the RCMP and Commercial Safety and Enforcement Branch of the Ministry of Transportation will be increasing enforcement.

The north and south entrances to the Corridor will have new signage noting the designation and educational programs will be implemented to:

- inform drivers about increased efforts to enforce traffic laws and vehicle inspections
- inform drivers and road users about improved engineering of the road infrastructure
- remind road users about related traffic issues, like sharing the Canyon with trucks

Q) Why was this highway chosen?

A) The Corridor evolved as a response to the number of truck-related incidents on Highway 1 in the Fraser Canyon. According to 2004 Ministry of Transportation statistics, Highway 1 is the most popular transportation route for commercial traffic in comparison to Highways 3 and 5. With only two lanes, an accident may shut down the flow of traffic, one or both ways, for a minimum of four hours, negatively affecting the provincial economy and having a devastating impact on the driver who may be seriously injured or killed.

One of the goals of instituting the Highway Safety Corridor is to decrease the impact the stoppages have on the economy and improve the safety of the professional driver and the general public. The Corridor emphasizes improved traffic engineering, increased vehicle enforcement and integrated road user education for both commercial and non-commercial vehicle traffic.

Q) Who are the partners of the Fraser Canyon Highway Safety Corridor?

A) The partners of the Fraser Canyon Truck Crash Review Committee include: B.C. Trucking Association, Human Resources and Skills Development Canada – Labour Programs, ICBC, Ministry of Transportation, RCMP, and WorkSafeBC.

Q) What measures have been implemented in the Fraser Canyon Highway Safety Corridor?

A)

- ICBC provided over \$400,000 for shoulder rumble strips and other road improvements, including roadside delineation and barricades, overhead rollover signs and commissioned studies for engineering improvements at specific collision sites.
- The RCMP's Fraser Valley Traffic Services Department and Southern Interior Traffic Services in Ashcroft increased enforcement, focusing on speed and aggressive driving in critical areas with a proven collision history.
- The Commercial Vehicle Safety and Enforcement Branch of the Ministry of Transportation scheduled

more vehicle safety checks.

- The Ministry of Transportation moved and changed speed advisory signs, and performed the roadwork funded by ICBC.
- WorkSafeBC, RCMP, ICBC and Bobell Group of Companies developed a Canyon Hazards survey, “Sharing the Road with Trucks” and the Fraser Canyon Road Hazards education and awareness plan.

Q) How does Highway 1 compare with similar highways?

A) Highway 1 is the main artery to B.C. northern communities like: Williams Lake, Quesnel, Prince George and the Peace Region. Highway 1 is also the most direct route to the Yukon Territories and Alaska. During winter months, Highway 1’s traffic density is 40 percent of large commercial vehicle traffic on the roads.

Highway 1 experiences a higher number of truck related crashes resulting in people being killed and injured than similar stretches of Highway 3 and Highway 5. It also has the highest number of vehicle crashes resulting in fatalities when compared to these other two highways.

Q) Are there other highway safety corridors in B.C. or Canada?

A) WorkSafeBC contacted the Ministries of Transportation for every province and territory. According to responses received from each province and territory, there are no officially recorded or designated highway safety corridors in B.C. or Canada.

Q) What has been the success of highway safety corridors in other jurisdictions?

A) Highway safety corridors have been established in a number of US states including: California, New Jersey, New Mexico, Oregon, Pennsylvania, Virginia and Washington. Each state has its own regulations and criteria for designating a highway a safety corridor, but they share a common objective – to lower the number of collisions, injuries and deaths on hazardous sections of highway.

While other countries do not have formal corridor programs, some including Australia and New Zealand analyze existing highway safety problems using a Road Safety Audit system.

Studies conducted by US agencies show that regardless of form, the overall effect of the corridors is a lower rate of collisions and a higher rate of safety. For example, a 2001 report from the Oregon State University Transportation Research Institute stated that truck-at-fault crashes for 1999 – 2000 decreased 11 percent on Oregon’s highway safety corridors and crashes for 2000 – 2001 decreased 39 percent. Through the two periods there was an overall decrease of 45 percent in truck-at-fault crashes.

Q) According to 2004 B.C. collision statistics what are the top five contributing factors attributed to heavy commercial vehicles after a crash or collision?

1. Speeding: 14.3%
2. Driver inattentive: 12.7%
3. Following too closely: 8.3%
4. Fail to yield right of way: 6.9%
5. Driver error/confusion: 6.6%

Q) According to 2004 B.C. Collision statistics what are the top five contributing factors attributed to the general public after a crash or collision with a heavy commercial vehicles?

1. Driver inattentive: 11.0%
2. Speeding: 8.9%



3. Fail to yield right of way: 7.9%
4. Driver error/confusion: 7.4%
5. Weather condition: 5.7%

Q) Why is this information important for all road users?

A) Many people believe that trucks are the source of collisions, but traffic safety research shows that about 70 percent of the non-commercial vehicles are at fault in truck-car crashes.¹ This may be because passenger vehicles and other non-commercial vehicle drivers do not understand the challenges of sharing the Canyon with trucks.

The Fraser Canyon Truck Crash Review Committee is launching a “Drive Smart – Share the Road” Program. This program aims to educate non-commercial drivers about sharing the Canyon with trucks. Brochures on Sharing the Road will be available at key tourist information centres. Also, decals with illustrations of the “No Zones” or areas where the trucks have blind spots will be mounted on trucks involved in the campaign.

Q) What is the TruckSafe Strategy?

A) TruckSafe Strategy is a community- based plan to reduce and prevent serious injuries, deaths and other losses resulting from trucking incidents, in all types of trucking from log hauling and chip trucks to freight hauling, couriers and tour buses. Through TruckSafe, WorkSafeBC is working with partners and stakeholders to set priorities and implement effective programs and systems to improve the safety of the driver, truck, load and road.

The TruckSafe Strategic Plan supports the BC Road Safety Plan and Canada’s Road Safety Vision 2010 program.

Q) How is the Fraser Canyon Highway Safety Corridor fit in the TruckSafe Strategy?

A) The Fraser Canyon Highway Safety Corridor is a key project under the TruckSafe Strategic Plan. With the implementation of the Corridor, WorkSafeBC and its community partners will share development strategies, tools and systems with other organizations, agencies and traffic safety committees that may wish to implement a highway safety corridor in their region. The Corridor concept is transferable to other paved highways in the province. This will also work for non-paved roads, such as forestry resource roads.

Q) Where can people find more information about TruckSafe?

A) Critical to the success of TruckSafe is the launch of the website, www.trucksafebc.org, this fall, the social marketing program, and the promotion of the TruckSafe Brand to ensure province-wide recognition and support.

For more information, please see the TruckSafe Strategy document in this kit.

¹ *In a study of national crash data on fatal two-vehicle accidents involving a heavy truck, Daniel F. Blower of the University of Michigan’s Transportation Research Institute (UMTRI) found that the actions of drivers of passenger vehicles contribute to 70% of the crashes. On the other hand, truck drivers commit driving errors in 16% of the accidents, while both drivers make errors 10% of the time. Blower, D. 1999. The relative contribution of truck drivers and passenger-vehicle drivers to truck/passenger-vehicle traffic crashes. Michigan University, Ann Arbor, Transportation Research Institute. 15 p. UMTRI Research Review.*

Q) What resources are available?

A) A Fraser Canyon Highway Safety Corridor toolkit will be available later in 2006. It will contain:

- DVD
- Professional Driver Bulletin
- Drive Smart –Share the Road Brochure
- Decal Program
- Future development tools
- In the fall of 2006 a comprehensive Highway Safety Corridor toolkit which will contain all of the above and project management assistance will be available

You can also contact the **Prevention Information Line** at 604 276-3100 or 1 888 621-7233 toll free within B.C., or visit **WorkSafeB.C.com**

