



The B.C. Fraser Canyon Truck Safety Corridor

The Fraser Canyon (the “Canyon” as it’s referred to by locals) is the gateway to the east and north of B.C., and spans 192 kilometres of the most scenic highway in Canada. The Canyon, which was the beginning of the historic Gold Rush Trail, follows the mighty Fraser River through Hell’s Gate and beyond.

This mountainous highway requires an alert, cautious driver familiar with the requirements of driving in adverse conditions, including steep hills, tight curves, and all types of weather and road conditions.



In 1997, the Fraser Canyon Traffic Safety Committee was formed to act as an advisory group to deal with safe transportation and obtain input from communities and agencies that work and reside along this highway. This group believed that one of the most significant causes of serious and fatal collisions was aggressive

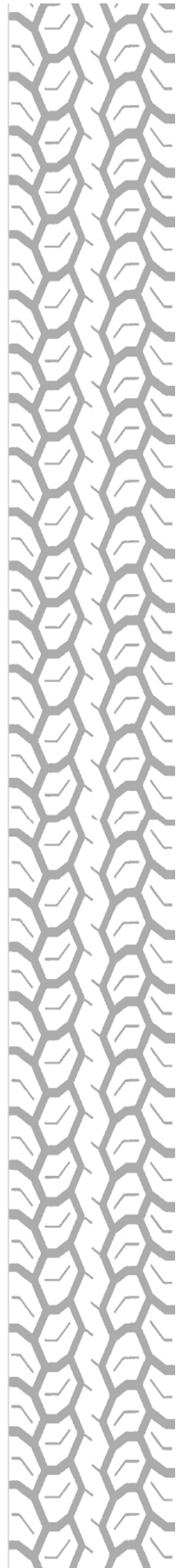
driving. A project team was formed to research methods of addressing the needs in the Canyon. As a result of the findings, the Fraser Canyon Watch program was established in 2000.

The Fraser Canyon Watch program was modeled after other successful “Record and Report” programs in B.C. The program involved partnerships with police, local and provincial governments, Insurance Corporation of British Columbia (ICBC), Telus, businesses, and all local communities. Posters and stickers were developed and installed in phone booths, truck stops, restaurants, and all points of business. In 2003, highway signs were erected to alert motorists to record and report aggressive driving behaviour to the police.

This highway does not have cell phone coverage, and the program encouraged motorists who witnessed aggressive driving behaviour to record information, pull into one of the community’s businesses, and call 1-888-801-8884. Hope Royal Canadian Mounted Police (RCMP) Highway Patrol committed resources to house the telephone line and follow up on information received.

Early in 2004, the committee noted an increase in the crash rate and, as a result, the Fraser Canyon Truck Crash Review Committee (FCTCRC) was formed to review the available statistics. The committee was then asked to conduct further research and develop a plan for reducing the number of incidents in the Canyon.

The collision histories of Highway 1 (Hope to Cache Creek), Highway 3 (Hope to Princeton), and Highway 5 (Hope to Merritt), from 1996–2002 were compared. Research revealed that Highway 1 had the highest number of truck-related incidents resulting in serious injury and fatality.



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Based on a three-E approach (Engineering, Education, and Enforcement), the following actions were taken as a result of the activities of the Fraser Canyon Traffic Safety Committee and the Fraser Canyon Truck Crash Review Committee:



- ICBC provided funding for shoulder rumble strips and other road improvements, including roadside delineation, roadside barricades, and overhead rollover signs. ICBC also 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 Public Safety and Solicitor General scheduled more vehicle safety checks.
- The Ministry of Transportation moved and changed speed advisory signs, and performed the roadwork funded through ICBC.
- WorkSafeBC coordinated development of a Canyon Hazards survey for truck drivers and an awareness and education plan.

These actions are the first steps in forming B.C.'s and Canada's first truck safety corridor. Plans are being made to implement key steps in creating the corridor, including:

- Refining its review process to measure the effectiveness of truck safety corridor
- Continuing to work with ICBC and Ministry of Transportation to improve highway engineering along the canyon
- Publicizing the RCMP's commitment to patrol for traffic offenders along the corridor
- Developing an educational program that provides information to truck drivers and other drivers about the canyon truck safety corridor.

The long-term plan is to use the canyon as a model for other truck safety corridors in the province. TruckSafe believes that implementing initiatives such as this will have direct impact on serious injuries and deaths among all of BC's road users.



Example of a shoulder rumble strip