



WRONG WAY DRIVER PREVENTION

Division of Safety Programs



FREQUENTLY ASKED QUESTIONS

What is considered as a Wrong Way Driver collision?

- Caltrans considers a wrong way driver collision to occur when the Traffic Collision Report shows a collision occurred on a freeway or expressway, the movement proceeding the collision was listed as Traveling the Wrong Way and does not occur on a non-state route, intersection, ramp or ramp intersection.

How many Wrong Way driver collisions happen each year (past 5 years) on the SHS?

How many wrong way driver collisions when compared to all collisions on the SHS?

FREEWAYS AND EXPRESSWAYS ONLY		
YEAR	WRONG WAY COLLISIONS	% COMPARED TO TOTAL ALL COLLISIONS
2014	193	0.0013
2015	210	0.0012
2016	239	0.0012
2017	233	0.0011
2018	229	0.0011
2019	248	0.0011

What are some of the potential reasons for wrong way driving?

- **Drivers** under the influence of drugs, alcohol, or medications. (45%)
- Suicide
- Distracted **driving**.
- Way Finding Devices/**Driver** Confusion
- **Drivers** unfamiliar with the roadways in that area.
- Elderly
- Ramps not marked clearly.
- Signs not placed clearly or lost reflectivity.
- Ramp design.
- Lack of signs or required signs missing.
- Lack of visibility due to vegetation, buildings or other objects.

Stay Informed:

California Department of Transportation
Division of Safety Programs
1120 N Street | Sacramento, CA 95819



Traffic@dot.ca.gov



http://dot.ca.gov/contact_us





WRONG WAY DRIVER PREVENTION

Division of Safety Programs



Why can't spike strips be installed on each exit ramp to prevent motorists from entering the highway in the wrong direction?

Spike strips were tested by Caltrans in 1965. The spike strips did not deflate vehicle tires quick enough and the vehicles ended up on the freeway facing the wrong direction, spikes would break causing damage to right way driver tires, and they were maintenance intensive.

What pilot projects have we deployed and where?

- District 3 and District 11 initiated pilot projects to test the following:
 - Red on backside pavement markers on freeway and expressway lane lines,
- LED Illuminated WRONG WAY signs placed on dawn/dusk or 24-hour flash mode
- Enhanced marking details by placing reflective markers with closer spacing
- In-pavement red LED systems (lights) placed across limit lines

What is the outcome of these pilot projects?

- Developed standard plans to place red retroreflective pavement markings on all freeway and expressway lane lines and ramps, as well as outlining the Type V arrows and placing across limit lines at the end of an exit ramp.
- Determined that in some cases LED illuminated signs placed on dawn/dusk or 24-hour flash had success in reducing wrong way driver entries

What other sustainable and economical countermeasures are being looked at?

- Bidirectional pavement markings
- LED Illuminated WRONG WAY signs placed on dawn/dusk or 24-hour flash

When did Caltrans begin a Wrong Way Monitoring Program?

The Wrong Way Monitoring Program began in 1985

How effective has the Wrong Way Monitoring Program?

Since 2008, Caltrans has completed 295 plus Wrong Way Driver investigations. Those investigations resulted in 193 plus recommended countermeasures or improvements, or 65% of all investigations resulted in a recommended improvement.

Stay Informed:

California Department of Transportation
Division of Safety Programs
1120 N Street | Sacramento, CA 95819



Traffic@dot.ca.gov



<http://dot.ca.gov/contact-us>

July 1, 2020