

5th House District
Columbiana County

Vern Riffe Center
77 S. High Street, 13th Floor
Columbus, Ohio 43215
(614) 466-8022
Rep05@ohiohouse.gov

Committees

Vice Chair, State and Local
Government

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Tim Ginter
Ohio House of Representatives
133rd General Assembly

Sponsor Testimony for House Bill 51
Senate Transportation, Commerce, and Workforce Committee
October 22, 2019

Chairman McColley, Ranking Member Antonio and members of the Senate Transportation, Commerce, and Workforce Committee, thank you for allowing me to come before you today and present sponsor testimony on House Bill 51.

HB 51 is legislation that would require Center Line Rumble Strips (CLRS) to be gradually installed on all undivided, multi-lane highways on which traffic exceeds 45 miles per hour, at times in which the road is under construction, reconstruction, improvement, or resurfacing.

According to information provided to us by the Ohio Department of Public Safety, in 2018 there were 1,385 reported collisions on undivided U.S. and State Routes in Ohio as a result of a vehicle crossing the center line. Of those-78 were fatal. The charts on the following pages show a breakdown of centerline crashes by county across the state. This problem effects each of our districts and is a danger to all Ohioans.

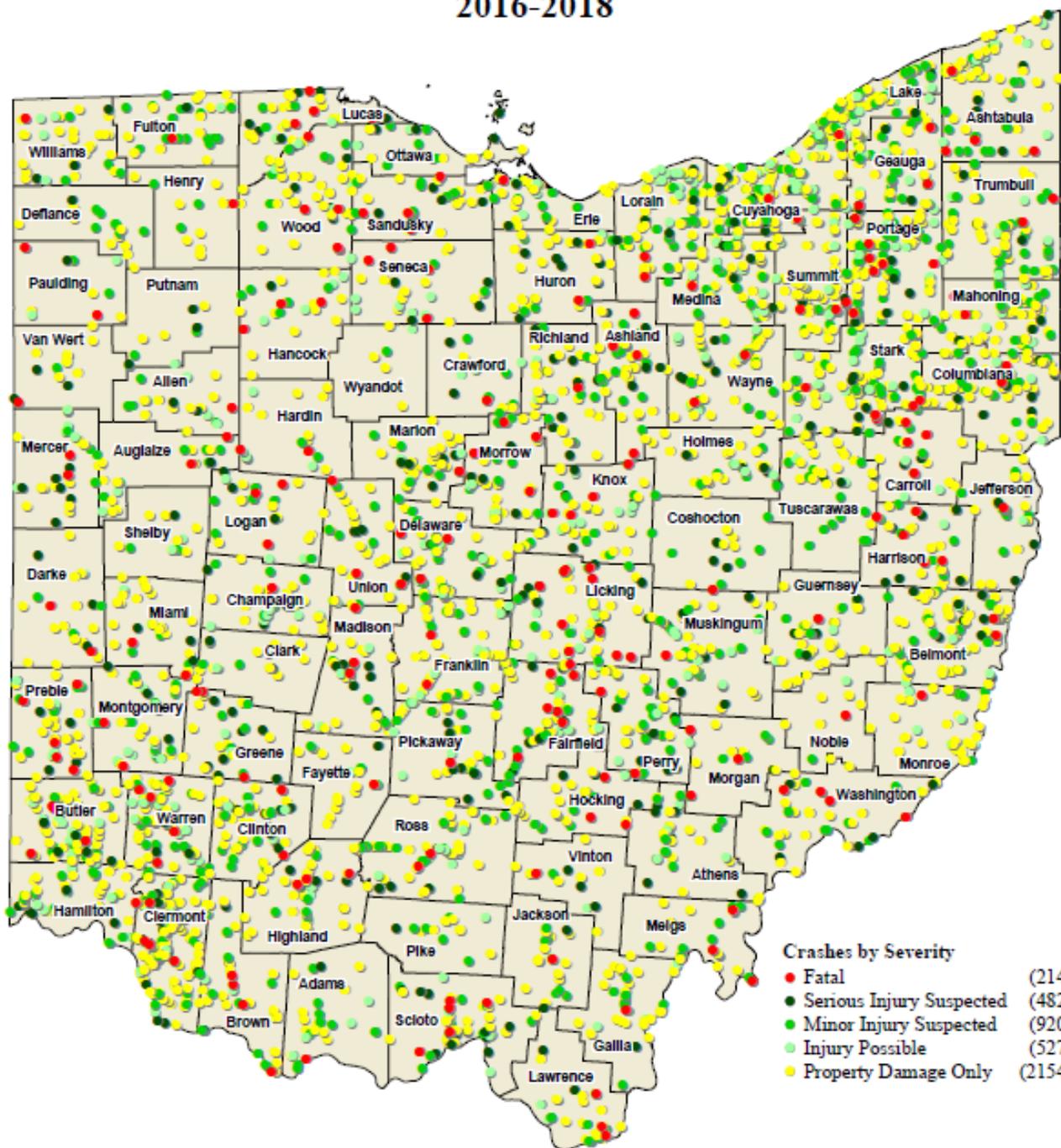
Center Line Rumble Strips can aid in a number of driving situations. Whether a driver is struggling to see in the dark, fog, or rain, or whether a driver has crossed the center line due to drowsiness or distraction – in many cases CLRS are the alert a driver needs to assist them in staying on course.

A 2015 report from the United States Department of Transportation shows that eleven states and one national study have analyzed the effectiveness of center line rumble strips in reducing crashes. These studies conclude that crossover crashes were reduced 18 to 64 percent, with most studies showing 40 to 60 percent reductions after implementing CLRS. A report published by the Georgia Department of Transportation just last year indicated a 42% reduction in crashes involving center line crossings associated with the installation of centerline rumble strips.

In my district, we have a very personal reason why Center Line Rumble Strips are needed. Emily Ludwig, a constituent of mine, lost two sisters in two separate accidents on two different roads in Columbiana County. In both incidents, head on collisions occurred after the driver crossed the centerline. In a day of increasingly distracted drivers, the time for CLRS in Ohio has arrived.

Once again, Chairman McColley and members of the Senate Transportation, Commerce, and Workforce Committee, thank you for the opportunity to offer sponsor testimony on behalf of HB 51. I would be happy to answer any questions at this time.

Ohio Left of Center Crashes on Undivided US and State Routes 2016-2018



Data Source: ODPS Electronic Crash System
 Map Design and Layout: OSHP Statistical Analysis Unit
 Ohio State Highway Patrol
 February 7, 2019

