US30 Annual Safety Corridor Plan December, 2010

PROBLEM IDENTIFICATION

US30, milepoints 21.30 to 26.36, covers a segment from just north of Scappoose-Vernonia Road on the north side of Scappoose about 5 miles northbound to Achilles Road on the south side of St. Helens. This is the safety corridor area. Following is a summary of 5 years of crash data.

Total crashes in the segment were 102 from 2005-2009, with 2008 being the worst year (30 crashes, 29% of total). 16% of total crashes involved a fatality or serious "A" injury, higher than a typical state highway section. Primary causes of all crashes (in order) were turning (32%), rear end (23%) and striking fixed object (15%). Weekends (Friday through Sunday) accounted for 38% of all crashes. 17% happened off road, and 34% at intersections along the segment. By far the worst location is Bennett Road near the north border of the safety corridor.

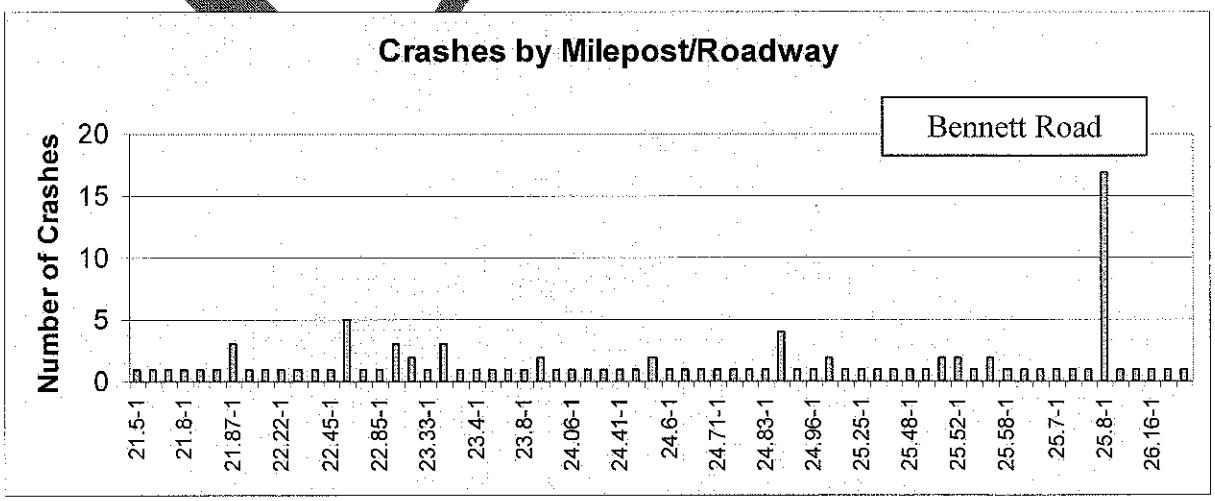
We also looked at just fatal and injury "A" crashes as a sub-group. There were 16 of these 2005-2009, with 2005, 2006 and 2008 each having 4 (25%). Primary causes of these crashes were angle, rear end and head-on (each 20%). Weekends (Friday through Sunday) accounted for 50% of these more serious crashes. 13% happened off road, and 50% at intersections along the segment. Again, the worst location is Bennett Road near the north border of the safety corridor.

Within the segment, Bennett Road (mp 25.71-25.89) and just north of Church Road (mp 25.48-25.67) are both listed in the 2010 state SPIS report (Safety Priority Index System) as top 5% high crash locations. South of Church road is a top 15% location, and West Lane / Wickstrom Road is a top 20% location.

Local resources for policing, engineering and education are adequate but lower than desired due to local and state budgets and the current economy. There is a lot of citizen and business interest in this area due to the serious crashes and media attention in the last few years.

A local US30 Advisory Commission has been formed to study and guide improvements to the entire highway, including a focus on this safety corridor.

Safety Corridor crash locations



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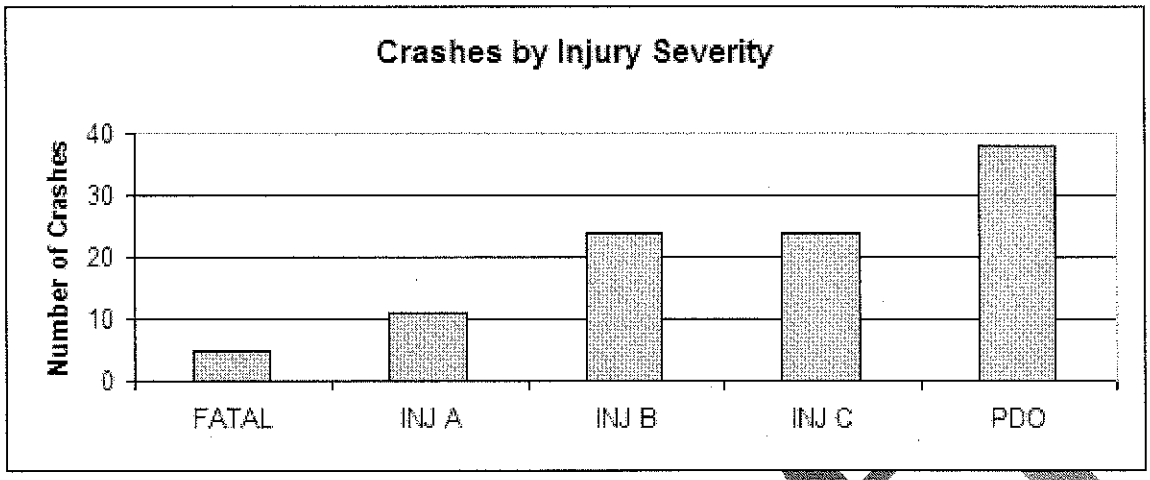
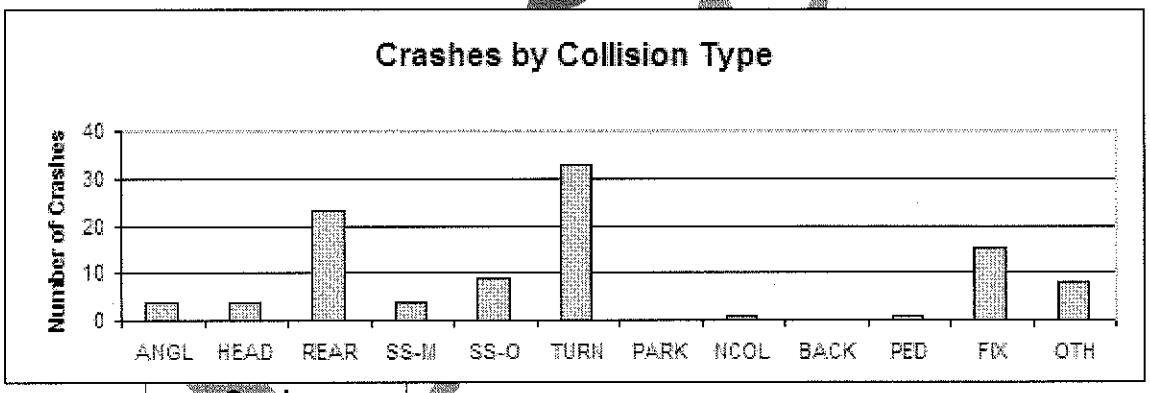


Severity	People	Crashes	Percent
FATAL	6	5	5%
INJ A	14	11	11%
INJ B	37	24	24%
INJ C	69	24	24%
PDO		38	37%
Total	126	102	



	Crashes		
Collision	Fat+Inj A	All	Percent
ANGL	3	4	4%
HEAD	3	4	4%
REAR	3	23	23%
SS-M	1	4	4%
SS-O		9	9%
TURN	3	33	32%
NCOL		1	1%
PED	1	1	1%
FIX	1	15	15%
OTH	1	8	8%
Total	16	102	

GOAL STATEMENT

After the third year of operation (January, 2014), reduce the crash rate on the safety corridor from the original 115% of state average to 90% of state average crash rate for roads of similar character. This is the simplest expression of success for the safety corridor as a whole.

This would be roughly similar to 16-17 total crashes per year, with a reduction in severity to 2.8 fatal or "A" crashes per year. Regardless of statistics, we will strive for 0 fatals and 0 A injuries.

ACTIVITIES

ENFORCEMENT

By 12/1/10, all local enforcement agencies that have traffic patrols in the safety corridor will be invited to participate in the safety corridor planning and management.

1 Oregon State Police

OSP has already committed to making this area a patrol priority (10/18/10). In addition, ODOT may have limited grant funds available for overtime targeted enforcement. By 1/1/11, OSP will check with Headquarters to determine how much of these grant funds they will be able to apply for.

2 Columbia County Sheriff's Office

ODOT may have limited grant funds available for overtime targeted enforcement. By 1/1/11, the Sheriff's Office will determine how much of these grant funds they will be able to apply for, and how much of the safety corridor they would be able to patrol effectively...

3 Scappoose Police

ODOT may have limited grant funds available for overtime targeted enforcement. By 1/1/11, the Scappoose Police will determine how much of these grant funds they will be able to apply for, and how much of the safety corridor they would be able to patrol effectively...

4 St Helens Police

ODOT may have limited grant funds available for overtime targeted enforcement. By 1/1/11, the St Helens Police will determine how much of these grant funds they will be able to apply for, and how much of the safety corridor they would be able to patrol effectively...

EDUCATION

By 2/1/11, all local educational agencies that have connections to educating drivers or families who use the safety corridor will be invited to participate in the safety corridor planning and management.

In addition, quarterly media events to publicize and support the safety corridors are planned as follows. ODOT Public Affairs will take the lead in preparing news releases and public events based on direction from the US 30 Advisory Commission.

1 December, 2010 (Date TBD)

Kick off event for new safety corridor. Pubic event (public ribbon cutting), news release, press packet and planted news stories in local press.

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2 March, 2011 (Date TBD)

"Together we are making progress." Based on probable positive early results on corridor for reducing speeds and crashes. News release and planted news stories in local press.

3 June, 2011 (Date TBD)

"School's out – more vacationers on the road." Possible public meeting. Update on safety corridor results. News release and planted news stories in local press.

4 September, 2011 (Date TBD)

"Back to school – watch for kids." Update on safety corridor results. News release and planted news stories in local press.

5 December, 2011 (Date TBD)

One year anniversary of new safety corridor. Pubic event (Q and A, planning session), hosted by Advisory Commission to evaluate first year and plan second year. News release and planted news stories in local press.

ENGINEERING

By 2/1/11, in addition to ODOT engineering staff, all local engineering agencies that have expertise in roadway engineering will be invited to participate in the safety corridor planning and management.

1 By 3/1/11, ODOT District will review all TCD (traffic control devices) on the corridor – including signs, striping, delineation, illumination, signals, temporary devices, etc. A "punch list" of needed upgrades or repairs will be created and prioritized.

2 By 4/1/11, gather STIP (State Transportation Improvement Plan) planning, scheduling and funding of one or more safety projects in the corridor. A project at Bennett Road is already in progress. Additional projects are possible since Church Road is also a high ranking SPIS site.

3 By 6/1/11, coordinate staff responsible for engineering and transportation plans among ODOT, County and City planning agencies. We need to see that safety on this corridor is recognized and planned for.

EMERGENCY MEDICAL SERVICES

By 2/1/11, all local medical agencies that have experiences dealing with trauma or injuries on the safety corridor will be invited to participate in the safety corridor planning and management.

1 By 2/1/11, identify 911 center, ambulance, hospital, first responder and other EMS personnel who may be interested in the safety corridor and its operation.

2 By 2/1/11, invite identified publics (above) to Advisory Commission meetings and Safety Corridor Technical Committee.

3 By 4/1/11, identify opportunities hosted by EMS agencies (safety fairs, child safety seat clinics, general health checks, etc) as potential educational opportunities for the safety corridor.

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EVALUATION

Evaluation data elements will include the following:

- Crashes
- Fatal and Injury A crashes (more detail)
- Speeds
- Traffic Citations, Arrests, Warnings
- Engineering "punch list" improvements
- Education events, other public meetings
- News releases, other printed media
- Public complaints and compliments

Data will be tracked on a monthly basis and used for news reporting and updates to the Advisory Commission. Summaries and evaluation reports will be prepared annually and published.

STAKEHOLDER LIST

Senator Betsy Johnson (Co-Chair)
Columbia County Commissioner Earl Fisher (Co-Chair)
Representative Brad Witt
Oregon Trucking Association – Bob Russell
Columbia County Traffic Safety Commission – Lynn Chiotti
Portland & Western Railroad – Craig Ashenfelter
Columbia County Sheriff's Office – Jeff Dickerson
Oregon State Police – Sgt. Larry Lucas
Columbia County Road Dept. – Lonny Welter
Citizen Member – Teri Stoffer
Business #1 – Wauna Mill (Georgia Pacific) – Kristi Ward
Citizen Member – Dwayne "Mac" McEvoy
Business #2 – Knife River – Jim Jackson
Northwest Area Commission on Transportation (NWACT) – Dave True
Oregon Department of Transportation – David Kim
Citizen Member #3 – TBD
Citizen Member #4 – TBD

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