



Oregon's Safety Corridor Program

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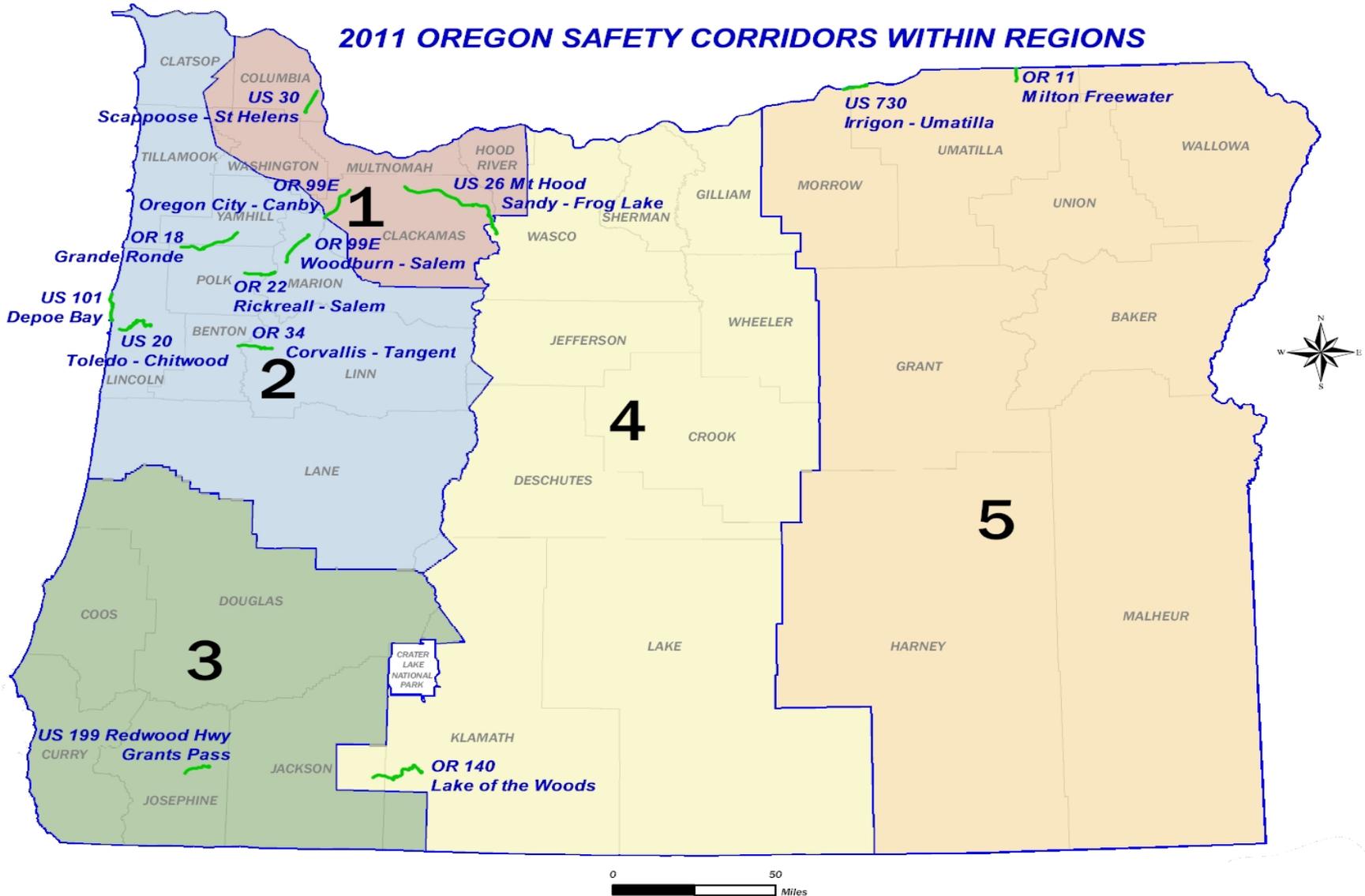
Region Representatives

Oregon Department of Transportation

Safety Corridor Program



2011 OREGON SAFETY CORRIDORS WITHIN REGIONS





ODOT Safety Corridor Program

- ❑ First ODOT safety corridor was established in 1989 on Oregon Route 62 in Medford.
- ❑ 10 mile stretch between I-5 and Eagle Point.
- ❑ 13 deaths in a 16-month period.
- ❑ Local roadway council asked ODOT for help.
- ❑ Safety corridor concept was focused & had a multi-disciplinary approach.



ODOT Safety Corridor Program

- ❑ In 1990 the Federal Highway Administration (FHWA) held a national workshop to create a list of the five most promising short-term traffic crash countermeasures and the safety corridor concept was one of those five.
- ❑ FHWA Office of Safety's mission:
“ . . .to reduce highway fatalities by making our roads safer through a data-driven, systematic approach and addressing all “4-Es” of safety: engineering, education, enforcement and emergency medical services.”
- ❑ The ODOT Safety Corridor Program was the first known ODOT program to bring a “4 -E” approach to traffic safety.



ODOT Safety Corridor Program

Guidance on Safety Corridors comes from:

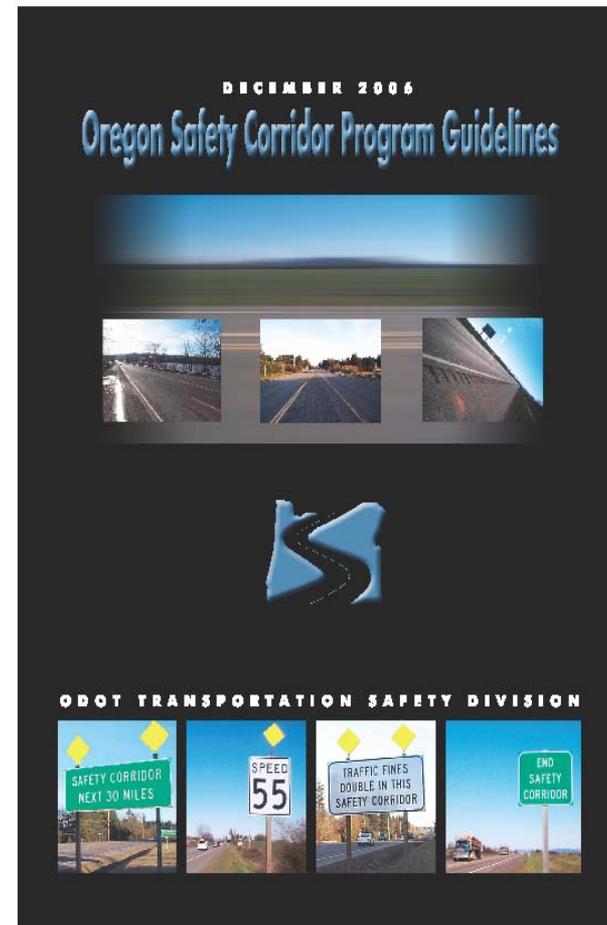
1. ORS 811.483

The Department of Transportation shall post signs in safety corridors chosen by the department indicating that fines for traffic offenses committed in those safety corridors will be doubled.



Guidance continued:

**2. Oregon Safety
Corridor Guidelines
adopted by the
Traffic Operations
Leadership Team
(TOLT) December
2006**





What qualifies as an ODOT safety corridor?

SHORT ANSWER:

A segment of state highway that has a fatal and serious injury crash rate that's at or above 110 percent of the statewide average for a similar type of roadway.



Long Answer: Current Commissioning Criteria

1. Three year average of the local fatal and serious injury crash rate, as determined by CARS, is at or above 110% of the latest statewide three-year average for a similar type of roadway.
2. The state or local police agencies commit to making the proposed corridor a patrol priority.
3. The length of the corridor is manageable.
4. Ability to develop a multi-disciplinary Stakeholder Group.



Initial Safety corridor Activities:

- Identify multi-disciplinary stakeholder group.
- Engage enforcement.
- Conduct Press or Kick-Off Event
- Post typical safety corridor signing per ODOT Sign Design Unit.
- Provide a detailed safety review of available data and conduct site safety investigation or **Road Safety Audit**.
- Conduct traffic control device review and implement upgrades.
- Identify EMS responders and related response issues.
- Identify Educational opportunities.
- Develop an **Annual Safety Corridor Plan**.



Recurring Safety Corridor Activities:

- Hold periodic stakeholder group meetings.
- Review available data and provide **Region Response** to the **Annual Safety Corridor Data Summary and Recommendations** document.
- Identify and implement “4-E” countermeasures.
- Develop an **Annual Safety Corridor Plan**.
- Conduct an annual traffic control device review and implement upgrades.



Decommissioning Criteria:

1. Three year average of the local fatal and serious injury crash rate, as determined by CARS, is at or below 100% of the three-year average statewide fatal and serious injury crash rate for similar type of roadways.
2. Inability for the state or local police agencies to commit to making the corridor a patrol priority.
3. Inactive Stakeholder Group.
4. If the minimum requirements for maintaining a safety corridor are not performed, such as annual review and enhancement of traffic control devices, development of an Annual Safety Corridor Plan, or other lack of activity or investment.

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Safety Corridor Program Task Group

Role: Identify elements of the program that aren't working or that need attention and identify necessary program enhancements.

Task Group membership:

Various representatives from the Traffic Operations Leadership Team including:

Region Traffic Managers/Engineers

Traffic and Roadway Engineering Section Management and Investigators

Region Investigators

Region Transportation Safety Coordinators

Transportation Safety Division Program Manager

FHWA Safety Engineer



Resources and Enforcement Funding are Not Enough to be Effective

Key Recommendations:

- Identify additional funding sources. Quick Fix Funds, and
- Look at what other states are doing with their programs
- Statewide maximum of 15 corridors at any time.



Decommissioning a Corridor is Difficult

Key Recommendations:

- Elevate decommissioning decisions if necessary to the State Traffic Engineer, Transportation Safety Administrator and Deputy Director of Operations.
- Run decommissioned data several years in a row after decommissioning for Region review and monitoring.
- Keep Area Commission on Traffic Safety (ACTS) and other political stakeholders up to date annually on their safety corridors.
- Provide a step-down approach to decommissioning e.g. Remove double fine signs within 1 year and all signs 6 months later.
- Add requirement for “active” not “re-active” multi-disciplinary stakeholder group to be mandatory.



Improvements to Safety Corridor Program and Reducing F/A Crashes

Key Recommendations:

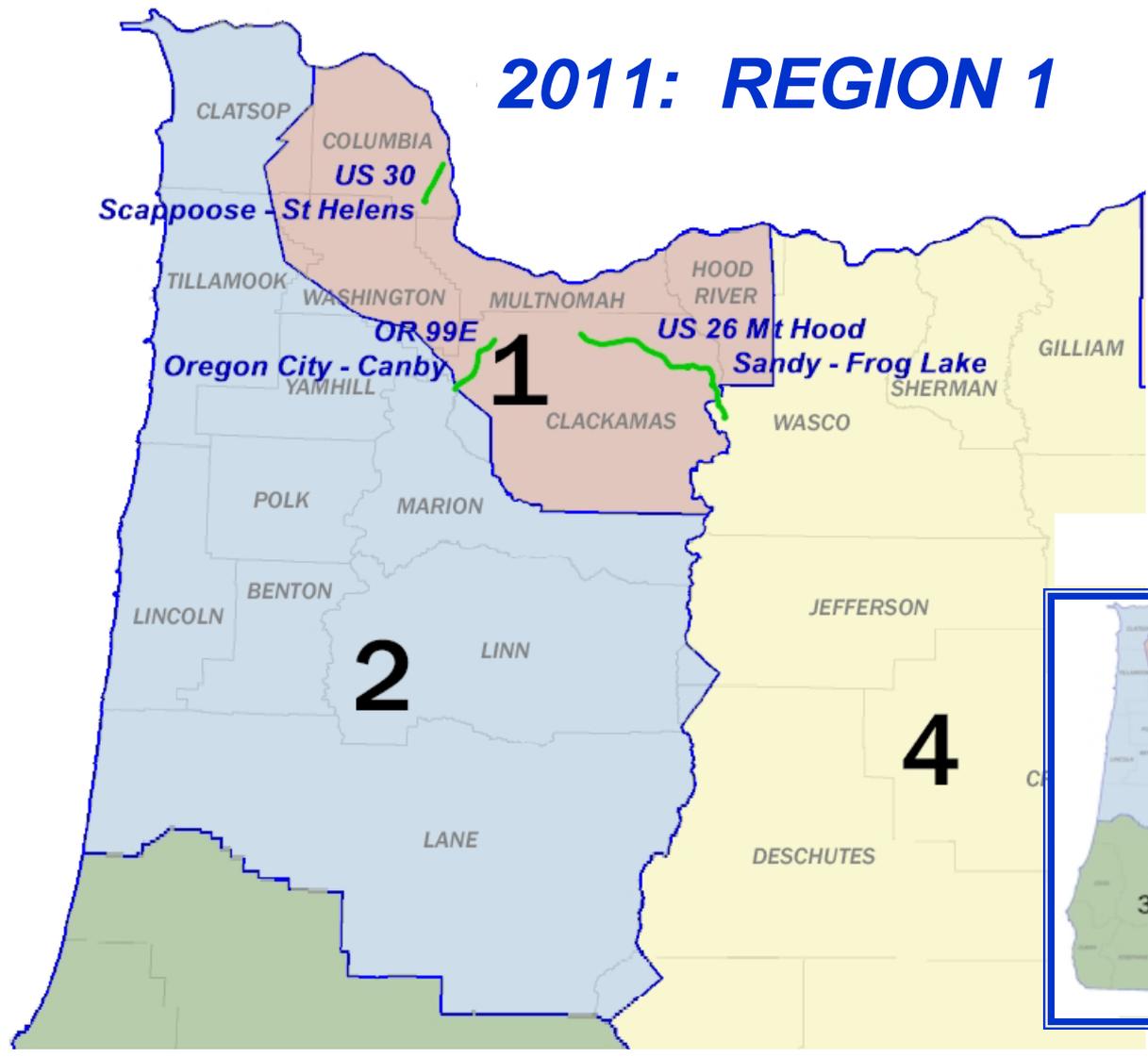
- Add requirement for “4-E” approach.
- Make Road Safety Audits a requirement for all “new” corridors.
- Use five year data average instead of three.
- Incorporate HSM methods and review statistically valid reduction rate. (TRS is looking into this.)
- Add requirement for “active” not “re-active” multi-disciplinary stakeholder group to be mandatory.

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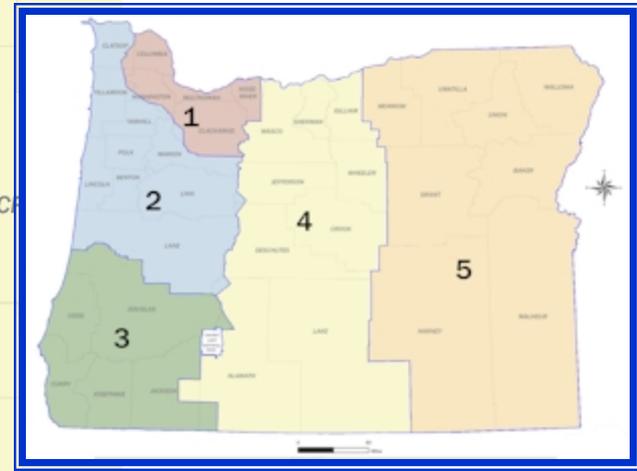
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2011: REGION 1



Regions



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Region 1 Active Safety Corridors:

*US 26 Mt. Hood, MP 25.20 – MP 57.00,
Length: 30.04 mi.
Commissioned: Nov. 1996*

2007 - 2009 Full Corridor Weighted Avg F&A Rates			
	Local	State	% Diff.
F&A Rate	5.28	5.64	-6%

2007 - 2009 Most Common Collision Types	
Fixed Object	94
Turning Movements	39
Rear-End	29

Region Proposed Action:

Plan decommissioning ceremony during calendar year 2011. Local partners are in agreement. Continue designation and evaluate in one year. Local partners are in agreement.

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US 26, Mt. Hood



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Region 1 Active Safety Corridors:

US 30 Near Scappoose (Hwy No.: 92) MP 21.30 – MP 26.36

Length: 5.06 mi.

Commissioned: December 2010

2007 - 2009 Full Corridor Weighted Avg F&A Rates			
	Local	State	% Diff.
F&A Rate	6.50	5.66	15%

2007 - 2009 Most Common Collision Types

Rear-End	2
Fixed Object	1

Region Proposed Action:

Region to designate corridor, hold public meeting, develop Annual Plan, install signs etc.



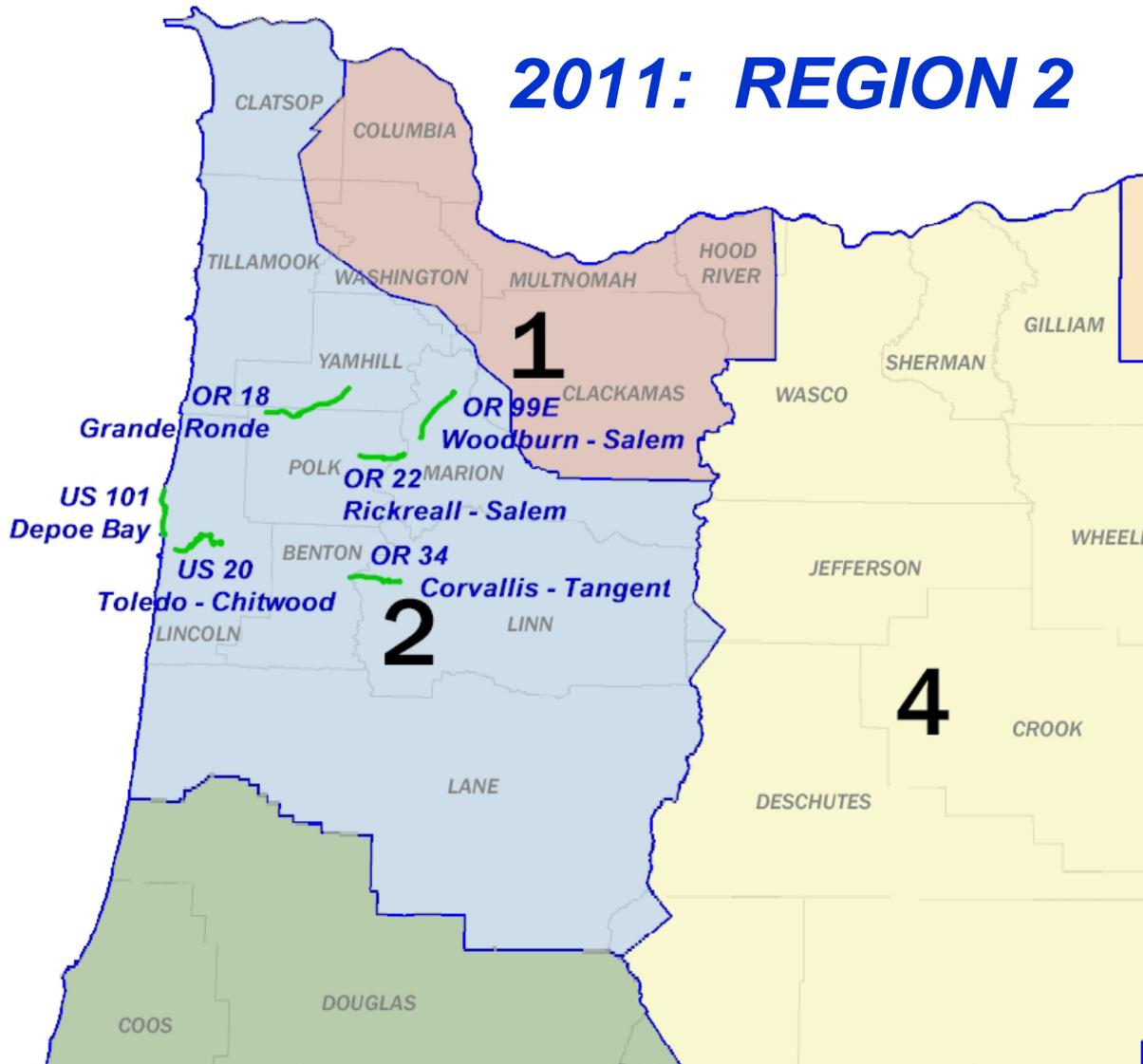
US 30, Near Scappoose



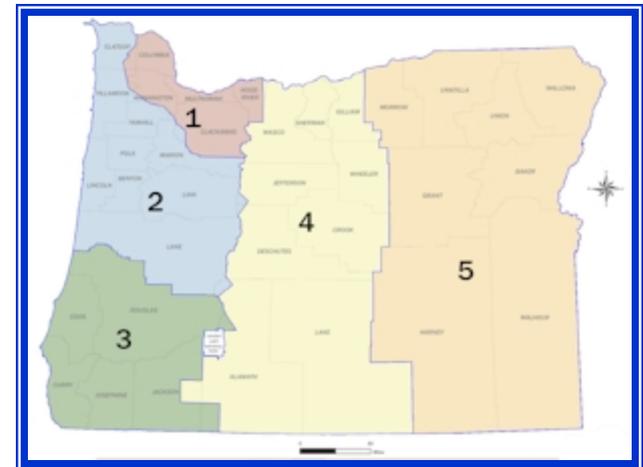
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2011: REGION 2



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Region 2 Active Safety Corridors:

OR 99E Woodburn to Salem (Hwy No.: 81) MP 33.20 – MP 44.46

Length: 11.26 mi.

Commissioned: December 2002

2007 - 2009 Full Corridor Weighted Avg F&A Rates		
Local	State	% Diff.
F&A Rate 5.27	7.93	-34%

2007 - 2009 Most Common Collision Types

Rear-End	13
Fixed Object	6
Turning Movements	6

Region Proposed Action: *Continue designation and re-evaluate in FFY 2012. Projects are continuing on this corridor. Will meet in FFY 2011 with Region partners to discuss decommissioning.*

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OR 99E: Urban Other Principal Arterial (Labish Village)



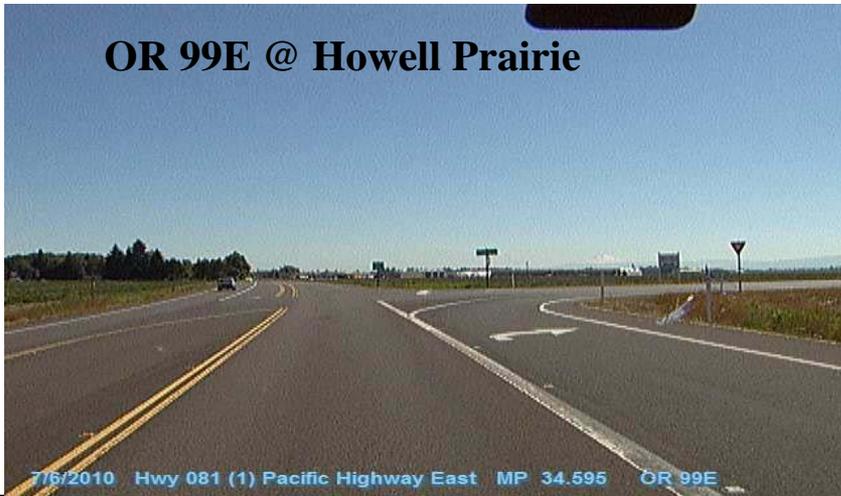
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OR 99E: Rural Minor Arterial (Boones Ferry and Howell Prairie Roads)

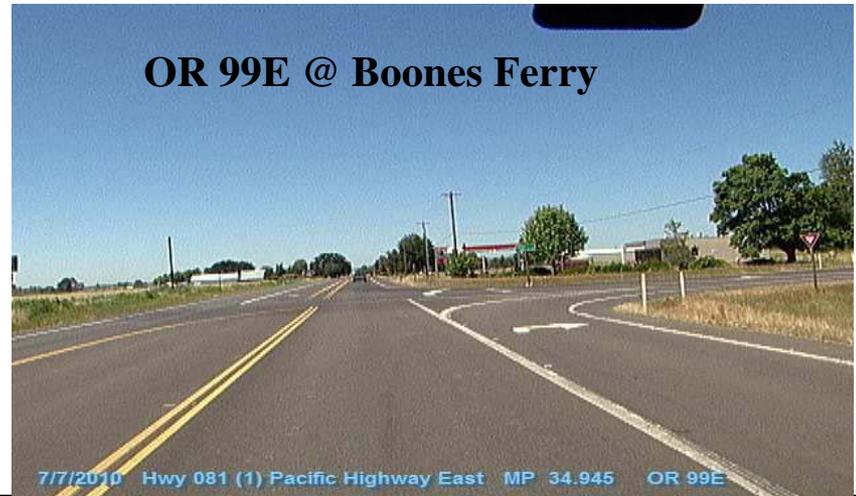


OR 99E @ Howell Prairie



7/6/2010 Hwy 081 (1) Pacific Highway East MP 34.595 OR 99E

OR 99E @ Boones Ferry



7/7/2010 Hwy 081 (1) Pacific Highway East MP 34.945 OR 99E

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Region 2 Active Safety Corridors:

OR 22 Rickreall (Hwy No.: 30) MP 16.15 – MP 25.20

Length: 8.86 mi.

Commissioned: March 1993

2007 - 2009 Full Corridor Weighted Avg F&A Rates		
Local	State	% Diff.
F&A Rate 3.69	4.52	-18%

2007 - 2009 Most Common Collision Types

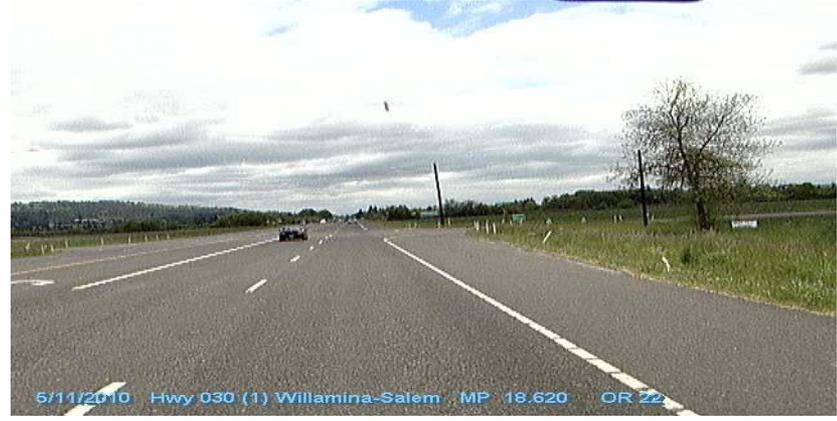
Fixed Object	15
Turning Movements	10
Rear-End	7

Region Proposed Action: Decommissioned Corridor November 1, 2010. Double fine signs have been removed, may replace Safety Corridor signs with approved safety signs in May of 2011.

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OR 22E: Rural Other Principal Arterial (Greenwood Rd)



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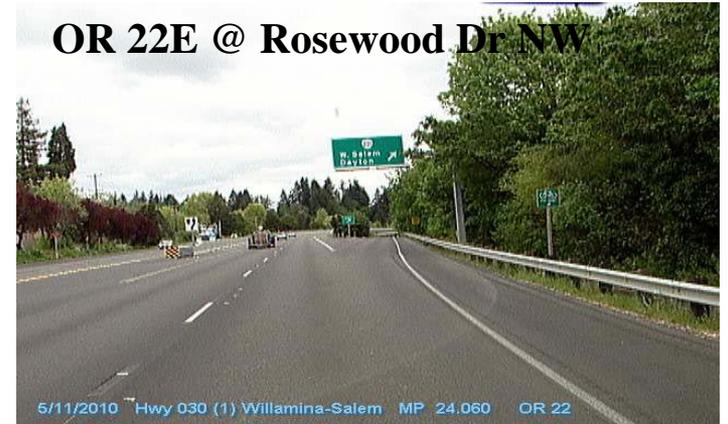
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OR 22E: Urban Other Freeway/Expressway (College Dr to West Salem)



OR 22E @ College Drive



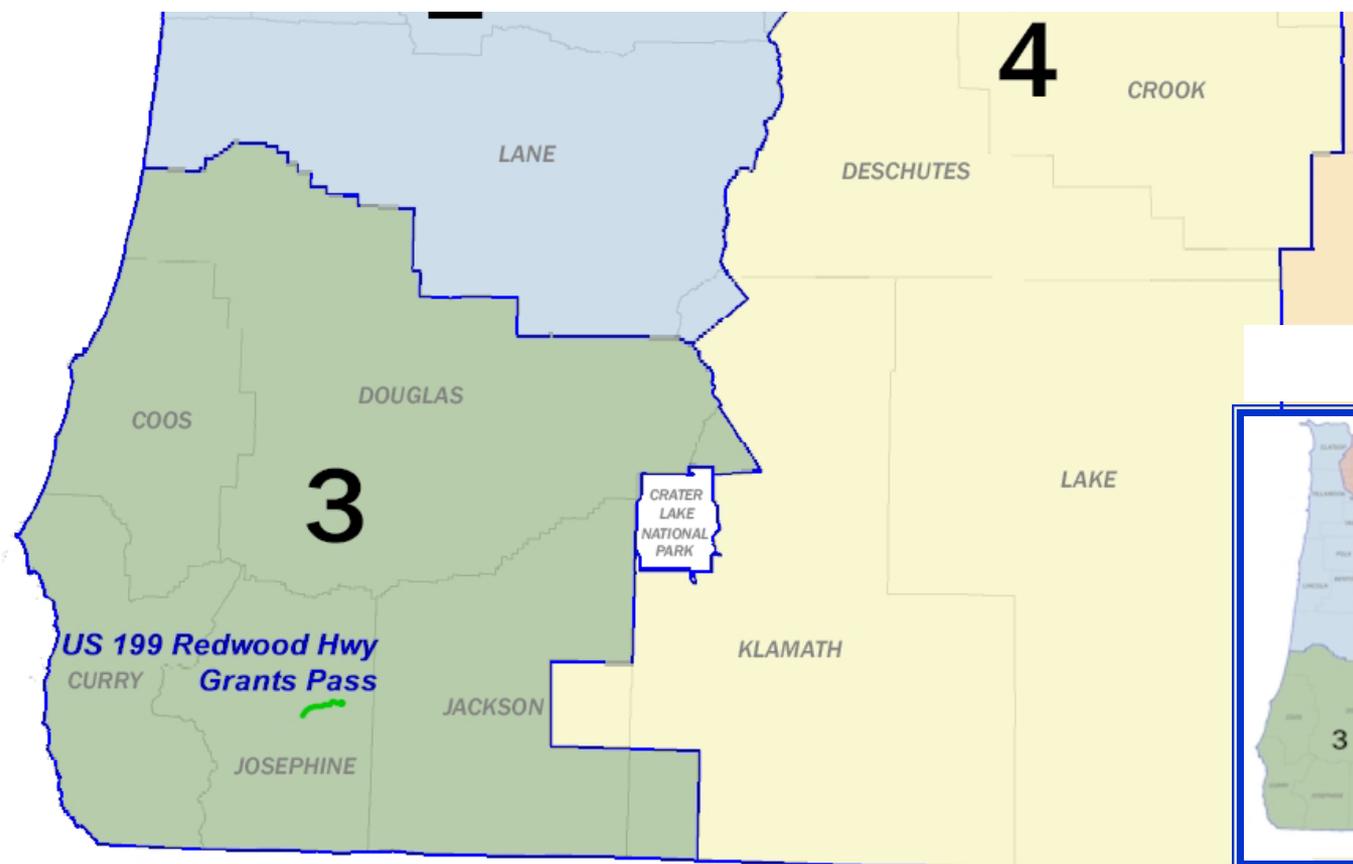
OR 22E @ Rosewood Dr NW

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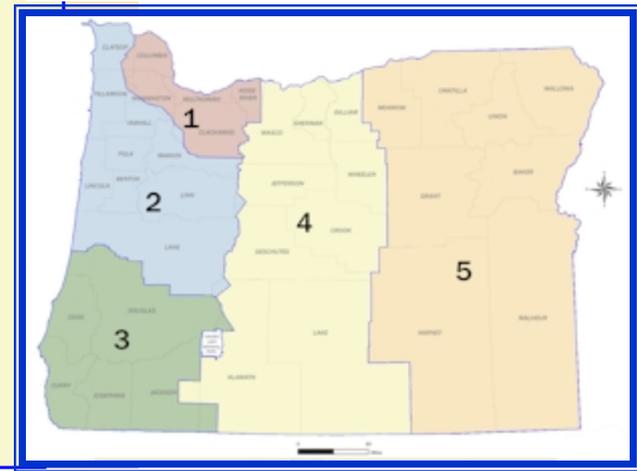
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2011: REGION 3



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Region 3 Active Safety Corridors:

US 199 Grants Pass (Hwy No.: 25) MP 0.55 – MP 7.75

Length: 7.20 mi.

Commissioned: March 1996

2007 - 2009 Full Corridor Weighted Avg F&A Rates			
	Local	State	% Diff.
F&A Rate	4.60	6.04	-24%

2007 - 2009 Most Common Collision Types

Fixed Object	7
Rear-end	6
Miscellaneous	4
Sideswipe-Meeting	3
Turning Movements	3

Region Proposed Action: Continue designation in 2011, as Phase 2 of the construction project in the corridor gets underway, and re-evaluate the data after the completion.



US 199 @ Fairgrounds Signal

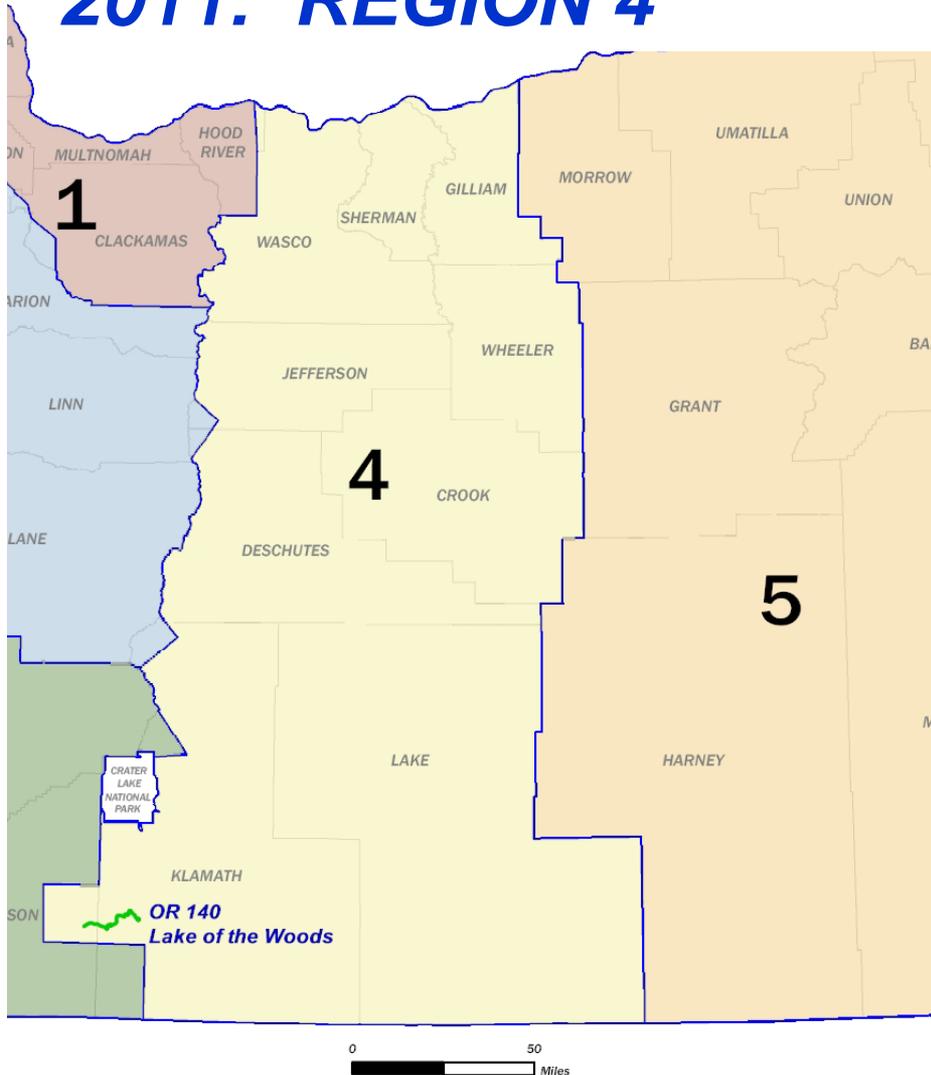


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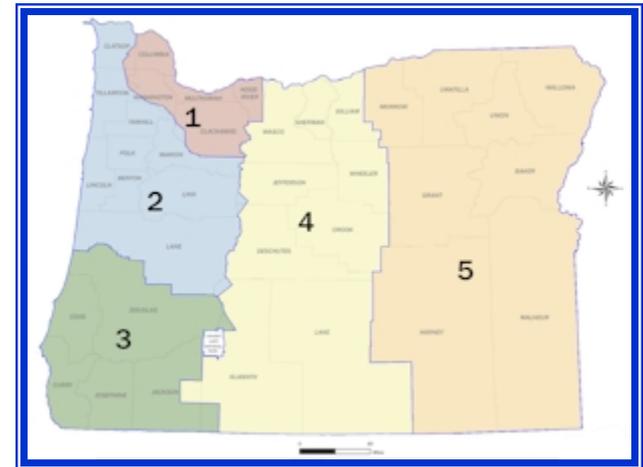
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2011: REGION 4



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Region 4 Active Safety Corridors:

OR 140 Lake of the Woods (Hwy No.: 270) MP 29.00 – MP 47.00

Length: 18.00 mi.

Commissioned: April 2005

Latest 3-Yr Avg Rates		
Local	State	% Diff.
F&A Rate 10.76	5.60	92%

2007 - 2009 Most Common Collision Types

Fixed Object	72
Non-collision	14
Miscellaneous	10

Region Proposed Action: *Continue designation with special emphasis on chain up requirements and providing enforcement when the automated ice warning system is activated. Engineering review of traffic control devices is scheduled for Spring 2011. Possible tree thinning project in 2011 (not confirmed yet). Work with Rocky Point, Community Action Team to evaluate ideas for outreach and education.*



OR 140, Lake of the Woods



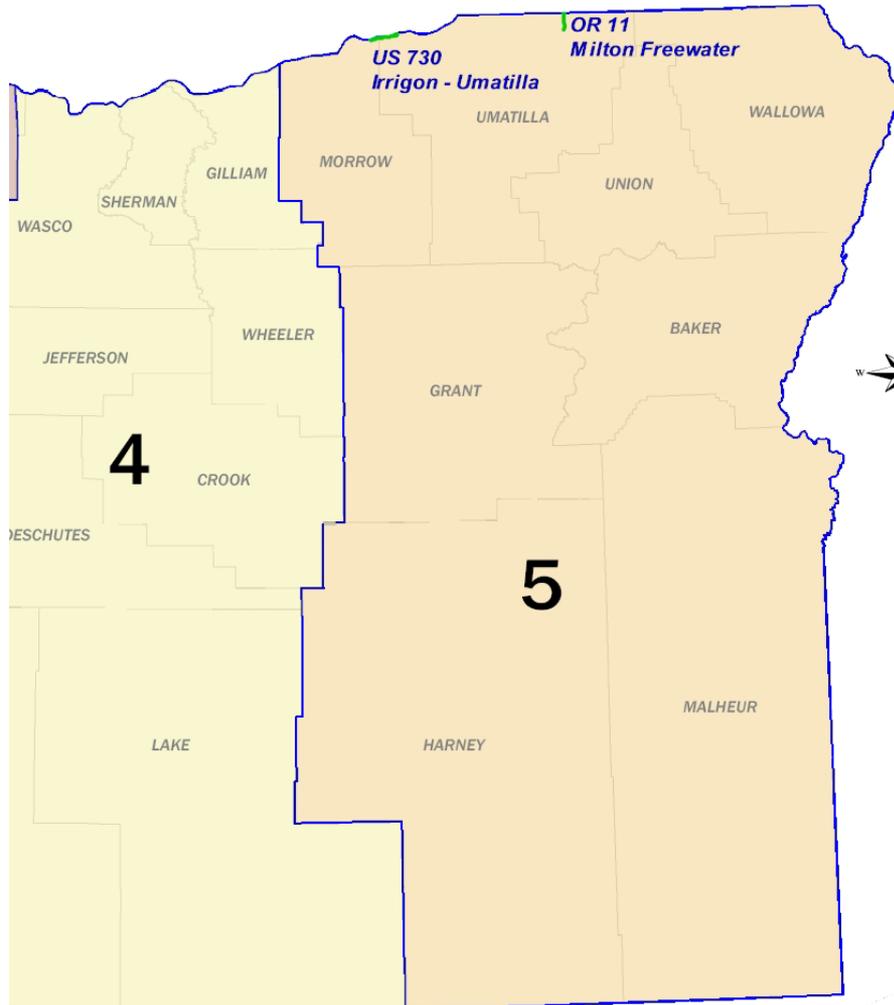
9/1/2010 Hwy 270 (1) Lake Of The Woods MP 46.785 OR 140

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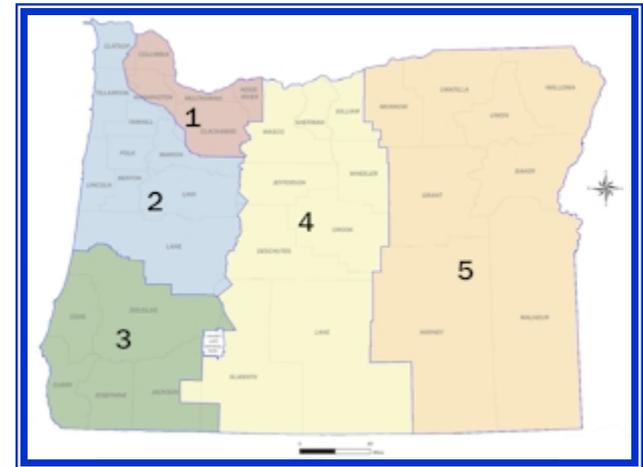
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2011: REGION 5



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Region 5 Active Safety Corridors:

OR 11 Milton-Freewater (Hwy No.: 8) MP 31.50 – MP 35.32

Length: 3.82 mi.

Commissioned: Jan. 1995

2007 - 2009 Full Corridor Weighted Avg F&A Rates			
	Local	State	% Diff.
F&A Rate	3.37	6.02	-44%

2007 - 2009 Most Common Collision Types

Turning Movement	9
Rear-End	5
Sideswipe-Overtaking	4
Fixed Object	3
Angle	2

Region Proposed Action: Continue designation for 2011. ODOT will continue to monitor and consider decommissioning if 2010 data continues to show a decline. ODOT will hold a meeting with Stakeholder Group to work toward decommissioning if this happens.



OR 11, Milton-Freewater





THANK YOU!!!