

US-2 Enforcement, Safety Corridor Project, and Project Update



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The Statewide Corridor Safety Program Saves Lives

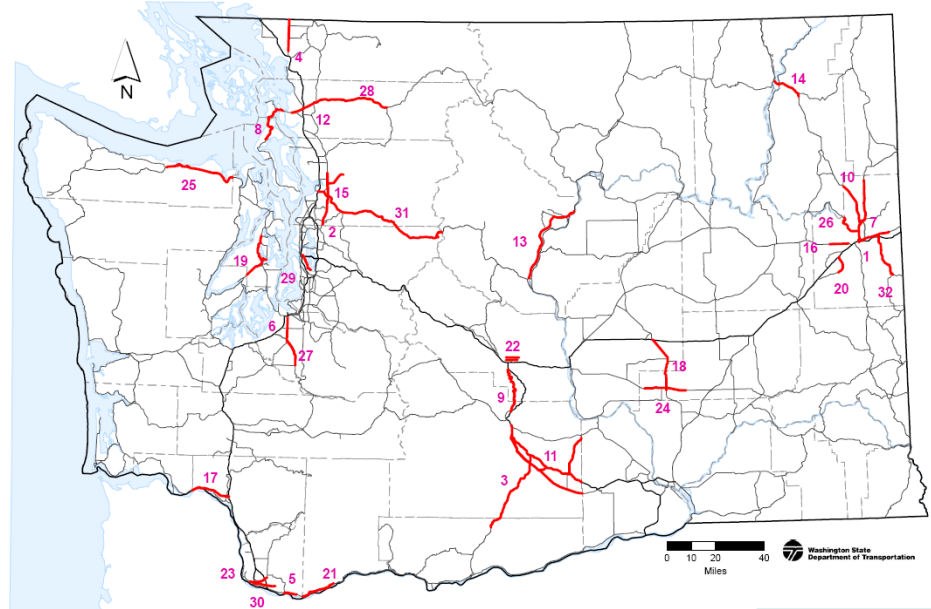
Program Goals and Partners: Improve overall safety along some of Washington State's most hazardous corridors.

- Joint effort between WSDOT and WTSC. Partner agencies include WSP, county and city governments and sheriff's offices.
- Requires local involvement. Other local involvement includes interested citizens, businesses, schools, and any other interested agencies.
- Locally coordinated, and includes local leaders chairing meetings of the steering committee.

Corridor Safety Improvement Process

- Roadway with significant crash history is identified by either the state or locals.
- Collect/prepare collision data and organize/advertise initial meeting (1-3 months).
- Initial meeting
- Action Plan development (6-12 months).
- Public kickoff.
- Implement engineering, enforcement, education, and emergency services solutions (18-24 months).
- Project completion (measure results).

Statewide Corridor Safety Program



- | | | | |
|---------------------------|------------------------------|-------------------------------|---------------------|
| 1. East Trent | 11. Lower Yakima Valley | 21. Cape Horn | 31. US 2 Drive Safe |
| 2. Snohomish County | 12. Burlington/Sedro Woolley | 22. Kittitas/Vantage Highways | 32. Spokane Valley |
| 3. US 97 | 13. 97A | 23. Fourth Plain | |
| 4. Guide Meridian | 14. Columbia Gateway | 24. Othello | |
| 5. SR 14 | 15. Lake Stevens | 25. Driving 101 | |
| 6. Mountain Highway | 16. Airway Heights | 26. Francis to Nine Mile | |
| 7. D-Zone | 17. SR 4 | 27. Mountain Highway 2 | |
| 8. Island/Skagit Counties | 18. Moses Lake | 28. Upper Skagit Valley | |
| 9. Yakima River Canyon | 19. Cross-Kitsap | 29. Rainier Ave. S. | |
| 10. Y-Zone | 20. Memorial Highway | 30. Mill Plain | |

Currently in progress

Above: The Corridor Safety Program began in 1991 on state routes in Washington. In 2003 the program expanded to include projects on city streets and county roads. Above is a map showing project locations around the state since the program began, from the earliest (1) to the most recent (32).

Corridor Safety Program: Strategies and Program Results

Identifying Corridors:

Selection is based on data and community support:

- Fatal and serious injury crashes per mile and per million vehicle miles traveled must rank high compared to similar roadways statewide.
- Local community support for a project must be present.

Corridor Safety Program Strategies and Partner Organizations Work Collaboratively to Improve Safety

Education: WTSC and local partners seek to inform the public of projects and not surprise them with extra enforcement.

Generated awareness with target audiences by participating in and organizing events and distributing educational/promotional materials.

Engineering: WSDOT and local partners use small, low cost projects that improve safety and/or reduce congestion on state highways. Typical projects include:

- ✓Traffic control signing improvements;
- ✓Roadway striping or other road marking improvements;
- ✓Installation or improvement of traffic signals or other electronic devices;
- ✓Roadway access control through channelization or lane reconfiguration.

Enforcement: WSP and local law enforcement agencies utilize Problem Oriented Policing– an approach that promotes public, government, and police partnerships and coactive problem solving to address safety issues. WTSC funds overtime focused on major crash causes

Results of the Program Show Substantial Safety Benefits

- The Corridor Safety Program has increased road safety and enhanced community relationships.
- Costs to society (based on collisions) have dropped from \$16.0 Million per year to \$11.8 Million per year, a savings of over \$4 Million per year per project. Benefit/Cost ratio is estimated at \$35/\$1.
- In 28 completed corridors around the state (measuring the average of 3 years before a project versus 2 years after a project) the collision reductions are shown compared to statewide crash information for 2001 to 2006 (shown in parentheses)
 - ✓Fatal and serious injury collisions are down 34% (statewide down 10%).
 - ✓Total collisions are down 5% (statewide up 4%).
 - ✓Total injuries are down 11% (statewide down 11%).
 - ✓Alcohol-related collisions are down 15% (statewide up 8%).

Before and After Results for Corridor Safety Projects to Date (Per Year)

	Before	After
Total Collisions	199	188
Total Injuries	145	129
Alcohol-Related Collisions	20	17
Fatal/Serious Collisions	10	7

U.S. 2 Corridor Safety Project



Road Conditions

- ✓ Major highway from Everett to Stevens Pass
- ✓ 4 distinct sections within 64-mile stretch

Drivers

- ✓ Primary causes of incidents: Crossing centerline, speed, DUI, and right of way violations

Project Goals

- ✓ Reduce fatal and serious injury collisions
- ✓ Change driver behaviors

Work underway

- ✓ Overtime enforcement began May 19
- ✓ Public education efforts – road signs, rack cards, restaurant napkins, key chains, pens.
- ✓ Six traffic safety projects (three underway) to improve driver safety and preserve the roadway. Other near-term improvements, such as clearing vegetation, improving lighting and upgrading signs, will begin this summer.

Crash History

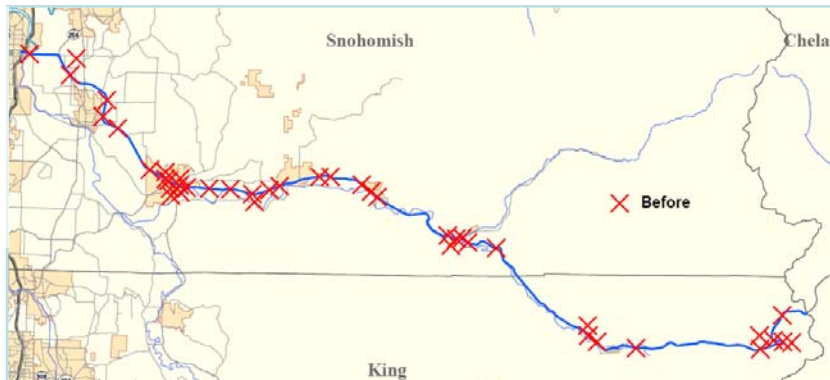
- ✓ 43 fatal / serious injury collisions in 3 years
- ✓ Daily volumes of 5,000 – 70,000 vehicles
- ✓ Top collision types: rearend (650), hit fixed object (326), same direction sideswipe (124)
- ✓ Top contributing causes: exceeding safe speed (444), following too close (374), failing to yield (247)

U.S. 2 Drive Safe Partners:



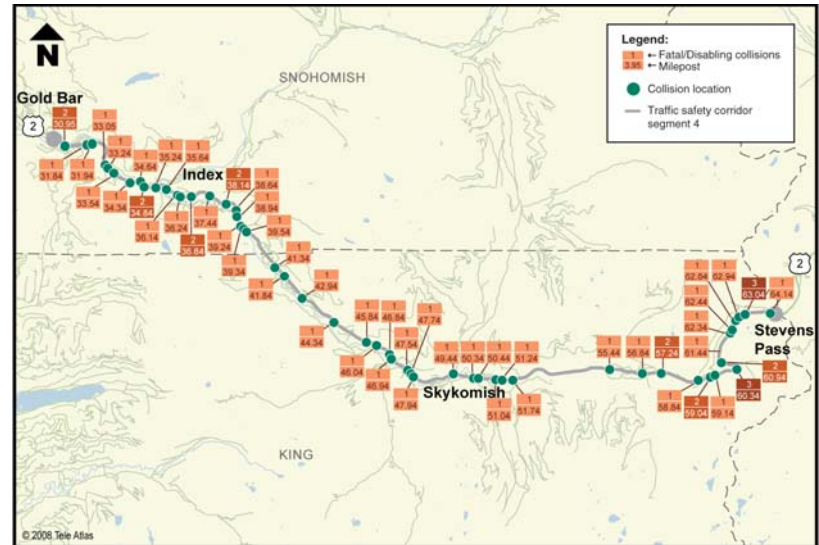
Milepost 0.00
to 64.63

Kickoff Date
3/18/08





US 2 Corridor





Summer 2008 Safety Projects



- Centerline and shoulder rumble strips – Monroe to Stevens Pass
- Roadside safety improvement – Gold Bar to Skykomish
- New westbound bus pullout – Sultan



Washington State
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Additional safety projects: Monroe to Gold Bar

- \$10 million provided by 2008 supplemental budget
- Working with US 2 Safety Coalition to finalize scope
- Near-term improvements begin this fall





Next steps

- Complete 2008 safety projects: fall 2008
- Begin designing \$10 mill project: late summer 2008
- Make near-term improvements: fall 2008 – spring 2009
- Work with US 2 Traffic Safety Corridor project: ongoing





US-2 Resources



- Two Detachments
- Six additional troopers



Community Activity and Partnerships

- Traffic Safety Corridor formed as a result of citizens concerns over SR 2 fatal collisions
- Partnership with the Education / Public Information group in the safety corridor work group
- Countdown sign ready to be installed: (i.e. ___# of days since the last serious collision), WSP will be responsible for updating it
- WSP continued involvement in US-2 coalition and safety corridor meetings to share information and hear citizen comments

*Next meeting is 1:30 September 9, 2008
at the Monroe YMCA*



Public safety kickoff meeting on March 25, 2008 at the Monroe City Library. More than 45 community members, local officials and agency representatives participated in the meeting.

WSP Recent Enforcement Activity on US-2



- Six additional troopers assigned by Legislators to US-2 Corridor
- Emphasis patrols conducted surrounding events such as Kla-Ha-Ya days, Memorial Day weekend, high school graduations, etc.
- August 5th, 2008 random day of high visibility all along the 64 mile corridor



- Enforcement tactics utilized: marked and unmarked vehicles, motorcycles, commercial motor vehicle troopers, nighttime enforcement team (DUI), and ongoing public information opportunities.
- Tactical analysis conducted through the aid of computerized mapping technology to enhance deployment activities and identify causal factors



WSP Enforcement Activity on US-2 (April to June)

- Total Contacts: 3,543
- Total Violator Contacts: 2,767
- Speed Citations: 1,262 (11 warnings)
- Seat Belt Citations: 199 (0 warnings)
- DUI Arrests: 45
- Aggressive Driving Citations: 254
- Equipment Violations: 321



**Overtime enforcement
began May 19**