



TRAFFIC
SAFETY
CORRIDOR

THE MAKING OF A CORRIDOR

Traffic Safety Corridor projects are conducted on roadways that have a higher than average number of motor vehicle crashes when compared to similar roadways within the region. These projects embrace near term, low cost solutions designed to reduce the number and severity of crashes - thus saving lives, preventing injuries and reducing property damage.

DESCRIPTION OF THE 9 TO 5 TRAFFIC SAFETY CORRIDOR

This Corridor project consists of County Roads located from Cook Road North to the Skagit/Whatcom County line and between State Route 9 and Interstate 5. The County roads that make up this project include:

Alger Cain Lake Road	Dahlstedt Road	Grip Road	Parson Creek Road
Bow Hill Road	District Line Road	Hoogdal Road	Prairie Road
Butler Creek Road	Echo Hill Road	Kelleher Road	Ratchford Road
Collins Road	Friday Creek Road	Lake Samish Road	Skaarup Road
Colony Road	F&S Grade Road	Mosier Road	State Route 9
Cook Road	Green Road	Old Highway 99	Upper Samish Road

During a three year period from January 1, 2005 through December 31, 2007, there were 434 motor vehicle crashes on County roads within this Corridor. The leading causes of crashes were exceeding safe speed, following too closely, failing to yield the right-of-way, and driving under the influence of alcohol. There were 20 crashes during this period resulting in either death or serious injuries. The most common causes for these crashes were drinking and driving, failing to yield, and exceeding safe speed.

Corridor projects involve the four "E's" of traffic safety - Engineering, Enforcement, Education, and Emergency Medical Services. A corridor team identifies specific problems and then determines which one of these categories can best solve the problem. Then they create an action plan.

MISSION STATEMENT

The mission of the 9 to 5 Traffic Safety Corridor Task Force is to develop a program that will improve traffic safety by reducing the number and severity of crashes and collisions within the Corridor. This will be accomplished through a cooperative program involving the components of engineering, enforcement, education, and emergency medical services, with input from both the public and private sectors.

ACRONYMS – CONTACT INFORMATION

- WTSC** Washington Traffic Safety Commission
- WSDOT** Washington State Department of Transportation
- WSLCB** Washington State Liquor Control Board
- WSP** Washington State Patrol
- SCPW** Skagit County Public Works
- SCSO** Skagit County Sheriff's Office
- SWPD** Sedro-Woolley Police Department
- SWPW** Sedro-Woolley Public Works

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ENGINEERING

<u>Corridor Problems Identified</u>	<u>Planned Actions</u>	<u>Organization</u>	<u>Desired Impacts</u>	<u>Implemented</u>
<p>Corridor Boundaries: The boundaries need to be identified for the traveling public.</p>	<p>Install Traffic Safety Corridor signs.</p>	<p>SCPW/WSDOT</p>	<p>Identify Traffic Safety Corridor area.</p>	<p>Completed</p>
<p>Intersection of Alger Cain Lake Road and Butler Creek Road: Northbound traffic turning eastbound (right) onto Butler Creek Road cuts corner too sharply. Gravel on shoulder is carried onto the road surface. Also, both roadway edges are difficult to see at night.</p>	<ol style="list-style-type: none"> At the northeast quadrant, pave 2' - 3' of shoulder from the edge of road to the ditch. Delineate intersection returns with white reflective post. 	<p>SCPW</p>	<p>Improve turning radius and eliminate gravel on the roadway.</p>	<p>TBD</p>
<p>Intersection of Parson Creek Road and Skaarup Road: Restricted sight distance at intersection. High bank restricts southbound drivers on Skaarup Road from being able to see westbound traffic on Parson Creek Road.</p>	<p>Improve sight triangle in the northwest quadrant by cutting back the bank on the west side</p>	<p>SCPW</p>	<p>Improve sight distance and reduce collisions.</p>	<p>Completed</p>
<p>Alger-Cain Lake Road from the Whatcom County border to MP 0.64: The speed limit is set too high for conditions.</p>	<p>Reduce the speed limit from 50 mph to 45 mph to obtain speed consistency from Whatcom Co. to Skagit Co.</p>	<p>SCPW</p>	<p>Reduce the risk of speed related collisions.</p>	<p>Pending</p>
<p>Intersection of Alger-Cain Lake Road, Lake Samish Road and Old Highway 99: Size and location of driveways and high traffic volumes contribute to enter-at-angle collisions.</p>	<ol style="list-style-type: none"> Survey, design, and realign the intersection. Restrict access. Revise traffic control at the Intersection and update the signing. 	<p>SCPW</p>	<p>Reduce the risk of enter-at-angle collisions.</p>	<p>Pending TBD TBD</p>

ENGINEERING CONT'D

<u>Corridor Problems Identified</u>	<u>Planned Actions</u>	<u>Organization</u>	<u>Desired Impacts</u>	<u>Implemented</u>
<p>Old Highway 99: Some crashes involve hitting fixed objects.</p>	<p>Review crash data for spot locations, review the clear zone, and provide solutions. Solutions could include installing flexible guideposts or guardrail or regrading side slopes.</p>	<p>SCPW</p>	<p>Reduce potential off-road collisions.</p>	<p>TBD</p>
<p>Intersection of Old Highway 99 and Cook Road: Improve turn radii to reduce potential conflicts between turning trucks and other vehicles.</p>	<p>1. Relocate Left Turn Stop Bar on the north leg further back to accommodate east to north turning trucks. May require video detection.</p>	<p>SCPW</p>	<p>Reduce conflicts between turning trucks and other vehicles.</p>	<p>Scheduled for 7/25/09</p>
	<p>Long Range Planning: Install truck apron adjacent to the inner southbound lane, allowing westbound trucks room to navigate a right hand turn onto Cook Road.</p>	<p>SCPW/WSDOT</p>		
<p>Intersection of Bow Hill Road and Old Highway 99: Speeding drivers, coupled with curve north of intersection creates a potential conflict at intersection with drivers entering from Prairie and Bow Hill Roads.</p>	<p>1. Relocate intersection warning sign for southbound 99 traffic further north, and install a sensed beacon to warning motorist of intersection traffic. 2. Install an additional speed limit signs for northbound and southbound traffic.</p>	<p>SCPW</p>	<p>Reduce potential conflicts at intersection.</p>	<p>TBD</p>
<p>Kelleher Road: Run off the road crashes happen at various locations.</p>	<p>Review crash data for spot locations and improve signing and delineation to provide better guidance.</p>	<p>SCPW</p>	<p>Keep vehicles from running off the road.</p>	<p>TBD</p>
<p>SR 9: "School Bus Stop Ahead" warning signs are not posted where school bus stops are loc.</p>	<p>Determine which locations are not signed, and update signage where necessary.</p>	<p>WSDOT</p>	<p>Alert drivers to locations where students are boarding or leaving the busses in order to provide increased personal protection.</p>	<p>TBD</p>

LAW ENFORCEMENT

<u>Corridor Problems Identified</u>	<u>Planned Actions</u>	<u>Organization</u>	<u>Desired Impacts</u>	<u>Implemented</u>
<p>Of the 434 crashes on County roads, 261 (60%) were caused by four specific traffic violations... 97 Exceeding Safe Speed; 67 Following Too Closely; 59 Failure to Yield the Right-of-Way; 52 Driving Under the Influence of Alcohol. While Driving Under the Influence resulted in almost half as many crashes as Exceeding Safe Speed, it is the number one reason for death and serious injury in motor vehicle crashes.</p> <p>Large trucks often use County roads within the Corridor to avoid the WSP scale house on Interstate 5. Overloaded trucks cause damage to bridges and roadway surfaces - resulting in costly repairs to roadways and bridges.</p>	<p>Increased law enforcement activity, targeting areas where the majority of violations occur. In addition to regularly scheduled patrols, funding is available for officer overtime to work the Corridor. At specific times of the year, additional funding is available for officers to participate in the "Drive Hammered, Get Nailed" and X-52 Sustained Enforcement campaigns.</p> <p>Among specific roadways targeted for increased enforcement are SR-9, Cook Road, Old Highway 99, Alger Cain Lake Road, Kelleher Road, F&S Grade Road</p> <p>SCPW has budgeted the purchase of portable truck scales that can be used on the Corridor. In addition to enforcement by the WSP, the SCSO is planning to train Deputies in overweight truck enforcement. The SCSO Traffic Unit will work in concert with the WSP to address this problem.</p>	<p>WSP, SCSO, SWPD. Other area Police Departments may also be participation in some of the emphasis efforts.</p> <p>Additional enforcement will be supplied by the WSLCB, which will conduct undercover checks at licensed establishments within the Corridor, as well as the surrounding area, in order to assure that all establishments are complying with laws regarding the serving of alcoholic beverages.</p> <p>WSP, SCSO</p>	<p>Change driver behavior through sustained enforcement efforts. Target impaired driving and speeding – the two areas responsible for the greatest number of deaths and serious injuries.</p> <p>Continue enforcement of all traffic violations.</p> <p>Overall impact of enforcement efforts will be to reduce the numbers and severity of motor vehicle crashes and collisions.</p>	<p>Enforcement will begin after Corridor signs are posted.</p>

EDUCATION

Ongoing education is an important component a Corridor Traffic Safety Project. The following actions are planned as part of this process:

- Prepare and distribute periodic news releases to the local media regarding progress on the Corridor project.
- Use the Skagit County website for updated information on the Corridor project.
- Install twelve 9 to 5 Corridor road signs at designated locations within the Corridor.
- Create and print a 9 to 5 Corridor rack sized card for distribution
- Modify, print and distribute existing rack sized card relating to law regarding emergency vehicles. Wording on back side of piece needs to be revised in order to provide specific information regarding problems when drivers stop on curves, in roundabouts, and why drivers need to be alert to more than one vehicle responding to an emergency.