

Agenda
Mid-Willamette Valley Area
Commission on Transportation
(MWACT)

At the MWVCOG, we are taking extra precautions to protect against the COVID-19 by implementing additional cleaning protocols and social distancing practices. In addition, no outside guests, members, or visitors are permitted inside the COG office without a pre-arranged appointment. For meetings at the COG, **we are requesting all MWACT members, local staff, and the public to participate by teleconferencing rather than attending in person**. If participating by phone is not an option, please contact our offices (at 503-588-6177) **24 hours before the meeting begins**.

For MWACT members – Please RVSP (e-mail to lomoore@mwvcog.org), so we can best prepare for the MWACT meeting.

Join Zoom Meeting
<https://zoom.us/j/96840838274>

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Trouble Connecting? Contact Karen Odenthal at 503-798-5584 or
Mike Jaffe at 503-540-1606

Date: Thursday, May 6, 2021
Time: 3:30 p.m.
Place: Online meeting of MWACT

Times listed below are approximate. Agenda items may be considered at any time or in any order per discretion of the MWACT Chair and/or member of the Commission, in order for the Commission to conduct the business of the Commission efficiently. Persons wishing to be present for a particular item are advised to arrive prior to the scheduled beginning of the meeting in order to avoid missing the presentation of items of interest.

The Mid-Willamette Valley Area Commission on Transportation is pleased to comply with the Americans with Disabilities Act (ADA). If you need special accommodations including a sign language interpreter to attend this meeting, a complete agenda packet, or additional information, please contact Lori Moore at (503) 540-1609 or send e-mail to lomoore@mwvcog.org at least 72 hours prior to the meeting. Alternate formats available upon request. Thank you.

3:30 p.m. Item 1. Call MWACT Meeting To Order Chair Ken Woods, Jr.

Welcome and Introductions
Introduction of New Representatives
Approval of February 4, 2021 Meeting Summary
Public Comment
Comments from the Legislative Delegation
OTC Comments
Commission Discussion/Area Updates

3:40 p.m. Item 2. Fort Hill / Grand Ronde Project.....Brennan Burbank, ODOT

ODOT is doing a facility plan update for the interchange at Fort Hill / Grand Ronde. This project is preparing public outreach open houses about the interchange concepts. ODOT wanted to brief MWACT members so they can view the concepts and provide comments.

Action: Information item.

**4:15 p.m. Item 3. Oregon Bicycle Pedestrian Advisory Committee
(OBPAC) - ACT Meeting Casey Kulla, Yamhill County Commissioner
Mike Jaffe, MWVCOG Staff**

On February 26, 2021, the Oregon Bicycle Pedestrian Advisory Committee (OBPAC) had its first meeting with representatives from ACTs across the state. MWACT member Casey Kulla (Yamhill County Board of Commissioners) and MWVCOG staff Mike Jaffe attended the meeting. Notes from that meeting are ***attached***.

Action: Information item.

**4:30 p.m. Item 4. Safety on Highway 99E..... John Huestis, ODOT
Amanda Salyer, ODOT
Keith Blair, ODOT**

MWACT members requested a presentation from ODOT about safety plans and projects for Highway 99E, specifically, between Salem and Canby.

For this item, the following materials are available:

- May 6, 2021 memo from John Huestis, ODOT Area 3 Manager (1-page)
- Meeting Summary from the May 3, 2001 MWACT meeting that summarized the 2001 draft ODOT Highway 99E Corridor Safety Report (7-pages)

- July 2001 **Highway 99E Corridor Safety Report (Final Version)** Comprehensive corridor safety analysis with recommendations of potential projects (infrastructure, operations, education, and enforcement. – (86 pages.) Posted at:

<http://www.mwvcog.org/event/may-6-2021-mwact-meeting/>
- August 12, 2002 **Implementation Plan, Executive Summary, and Recommendation Summary for the Oregon Route 99E Corridor Safety Report.** Discussion of implementation actions and funding limitations; Executive Summary of crash analysis from 2001 Hwy 99E Safety Report, and tables of implementation projects in the categories of Capital Improvements, Maintenance Projects, and Transportation Safety: Enforcement/Education projects. Tables include hand-written notes from ODOT staff. (24 pages)
- May 16, 2014 **ODOT News Release** regarding the decommissioning of the designation of the OR99E corridor as a safety corridor. Note: the route was designated as a safety corridor in 2002. (2-pages)

Action: Informational item.

- 5:15 p.m. Item 5. Other Business..... Chair Ken Woods, Jr.**
- Next MWACT Meeting
- 5:30 p.m. Item 6. Adjournment Chair Ken Woods, Jr.**

Draft **Summary** **Draft**

Mid-Willamette Valley Area Commission on Transportation (MWACT)
MWVCOG Conference Room
100 High St. SE, Suite 200
Salem, OR 97301
Thursday, February 4, 2021

**This meeting was a call-in meeting with people attending via Zoom.
Attendance is listed as follows:**

MWACT Members Present

Cathy Clark, 2021 Vice Chair, Keizer Mayor
Ian Davidson, SAMTD Board of Directors
Kathy Hadley, Polk County Private Sector
Scott Hill, 99W/18/47 Corridor, McMinnville Mayor
John Huestis, ODOT Area 3 Manager
Casey Kulla, Yamhill County Board of Commissioners
Michael Langley, Confederated Tribes of the Grand Ronde
Jim Lewis, Salem City Council
Lyle Mordhorst, Polk County Board of Commissioners
Walt Perry, I-5 Corridor, Jefferson City Council
Stan Primozech, Yamhill County Private Sector
Jim Sears, 99E/213 Corridor, Silverton City Council
Della Seney, Hwy. 22E Corridor, Aumsville City Council
Mitch Teal, Marion County Private Sector
Cynthia Thompson, YCTA
Ken Woods, Jr., 2021 Chair, Dallas City Council

MWACT Members Absent

Danielle Bethell, Marion County Board of Commissioners

Others Present

Jerri Bohard, ODOT
Colleen Busch, SAMTD Board of Directors
Steve Dickey, SAMTD
Dan Fricke, ODOT Region 2
Mike Jaffe, MWVCOG-MWACT/SKATS Staff
Lori Moore, MWVCOG-MWACT/SKATS Staff
Karen Odenthal, MWVCOG/SKATS Staff
Timothy Wilson, ODOT

Agenda Item 1. Call to Order – 3:30 p.m. – Introductions

Chair Ken Woods, Jr., called the meeting to order at 3:31 p.m. New members were introduced.

Summary of January 7, 2021: The summary of the January 7, 2021, meeting was approved as submitted by consensus of the members present online.

Public Comment: There were no comments from the public.

Comments from the Legislative Delegation: There were no comments from the legislative delegation.

OTC Comments: There were no comments from the Oregon Transportation Commission (OTC) members.

Commission Discussion/Area Updates: Ian Davidson, SAMTD Board of Directors, reported a fatal crash between a car and a bus that occurred last night on Highway 99E near Boones Ferry Road. As crashes in that corridor appear to be increasing, Mr. Davidson requested that safety issues in that corridor be a discussion for a future MWACT meeting.¹

Discussion focused on a previous study/facility plan for the Highway 99E corridor. MWACT members expressed considerable interest in a safety study being conducted in that corridor. Members conferred on potential funding for a study. Chair Ken Woods suggested that this issue be added to the next MWACT agenda. Vice Chair Cathy Clark suggested potential sources of problems in the corridor including increased population/travel, alcohol, and insufficient line of sight, among others. John Huestis volunteered to work with MWACT staff on this issue.

Mitch Teal commented that a new source of transportation funding will be vital in the near

¹ Cynthia Thompson, YCTA, expressed sympathy for the people injured/killed in the accident via the Zoom Chat feature.

future due to the increasing number of electric cars on the roads.

Agenda Item 2. MWACT Letter to OTC (Aurora-Donald Interchange)

Vice Chair Cathy Clark reminded MWACT members they discussed and approved a letter of support to the Oregon Transportation Commission (OTC) for combining the two phases of the Aurora-Donald Interchange project into one project. Along with approximately \$5 million in cost savings, traffic interruptions to the interchange area would be reduced.

Vice Chair Clark reported that the OTC received testimony during their January 21, 2021 meeting from several people in support of combining the project phases. OTC members did not respond directly to the testimony provided. The OTC chair gave a general response, noting that the OTC has a lot on their plate, it is an enormous range of things they are looking at statewide, a lot of deferred work, and a lot of work with no funding to do it. Prioritization is challenging especially without the funding to do the needed work.

Agenda Item 3. ODOT Strategic Action Plan

Jerri Bohard, ODOT, noted that there are several reasons for ODOT to have a Strategic Action Plan (SAP) including the need to make trips safer, more reliable, and better for the environment. The three strategic priorities are:

- Equity
- Modern Transportation System
- Sufficient and Reliable Funding

Ms. Bohard highlighted the goals associated with each of the strategic priorities. Strategic outcomes for 2021-2023 include reduction of our carbon footprint, implementation of a social equity framework, implementation of transformative technologies, and achieving sufficient funding. Priorities, goals, strategic outcomes and metrics, and implementing action comprise the components and tools of the SAP. There will be periodic progress reports.

Ms. Bohard provided a link address to an ODOT survey related to the SAP.² She encouraged MWACT members to participate in the survey. Mitch Teal commented on the need to consider alternative funding streams.

² [SurveyMonkey.com/r/SAPMessageSurvey](https://www.surveymonkey.com/r/SAPMessageSurvey)

Agenda Item 4. Resetting OTC/ACT Engagement

This topic was introduced during the January MWACT meeting. OTC members are considering ways to interact and engage with Area Commissions on Transportation (ACTs). Jerri Bohard, ODOT, provided an overview related to ACT history. The first ACT was formed in 1996. The OTC established the ACTs in their advisory role to address all forms of transportation, primarily, related to the state transportation system.

Chair Ken Woods commented that originally ACTs prioritized projects within their area. They then met with the other ACTs to discuss each area's priorities in order to recommend funding at least one project in each ACT. He added that an OTC Commissioner was associated with each ACT so that more direct interaction occurred. Of the recent changes in the ACTs advisory role, Chair Woods noted that the ACTs are often asked to determine priorities for dissimilar projects in very short timeframes.

Commission discussion continued related to equity issues. It was noted that MWACT representation is by transportation corridors rather than by local jurisdiction. MWACT members are generally aware of the variety of needs and priorities within their corridors. Ian Davidson, SAMTD, suggested that it might be prudent to include a pedestrian/bicycle representative in the MWACT membership. Chair Ken Woods cautioned against a radical increase in the membership of the commission to where it becomes difficult for consensus decisions to be reached. Mayor Scott Hill remarked that he feels that the group as a whole represent the varied interests within their corridors and engage with the people in their communities. It is important to communicate both locally and regionally. Mr. Davidson suggested that a dedicated staff person could be a virtual liaison with the individual ACTs. He also recommended that some sort of inter-city representation could be beneficial.

It was suggested that MWACT members could re-evaluate their membership to consider potential gaps in representation. Chair Woods commented that the MWACT agenda contains a line item for comments from the OTC. Those comments are rare and usually made by an ODOT staff person. Polk County Commissioner Lyle Mordhorst voiced approval of the cooperation among the MWACT representatives to address issues beyond their individual jurisdiction/corridor. Chair Woods responded that the MWACT region is centrally located in the state. Major north/south and east/west connections are made through the MWACT area.

Ms. Bohard noted that each ACT is unique in some manner. She thanked members for their feedback. She requested that additional comments be forwarded to John Huestis or other ODOT staff. Due to Ms. Bohard's forthcoming retirement, Chair Woods thanked Ms. Bohard on behalf of MWACT members for her service.

Agenda Item 5. Other Business

Dan Fricke announced that according to his research, MWACT members discussed safety issues in the Highway 99E corridor during their May 2001 meeting. The discussion was

based on an ODOT report on safety in a segment of Highway 99E from Canby to Salem. He will research the issue further and report back the search results to MWACT members.³

Chair Woods adjourned the meeting at 4:52 p.m.

³ Mr. Fricke located MWACT material from the May 2001 meeting.

Agenda Item 3.

Oregon Bicycle Pedestrian Advisory Committee (OBPAC) - ACT Meeting

**Mid-Willamette Valley Area
Commission on Transportation
(MWACT)**

May 6, 2021

OBPAC – ACT collaboration meeting #1
February 26, 2021

Emma Newman (OBPAC vice-chair) went over the agenda.

Hau Hagedorn, Associate Director, TREC at Portland State University, reviewed OBPAC for the benefit of ACT representatives

- OBPAC – established by state statute, 8 members, appointed by Governor.
- Public input to bring forward to ODOT
- Mission includes stewards of the Oregon Bicycle and Pedestrian Plan and its implementation.
- See OBPAC Google drive and OBPAC webpage with their documents, such as their work plan.

Jeff Monson- Summary of pre-meeting calls with ACT representatives:

- ACT members had a range of familiarity with OBPAC
- Not much happening with bike/ped discussions at the ACTs
- Responses from ACTs noted the need for bike/ped maintenance, path lighting, and safety funding
- Desire to know more about resources (i.e. ODOT's "Blueprint for Urban Design")
- Interested in collaboration opportunities
 - Share resources and tools
 - Desire to coordinate statewide
 - Interest in legislation
 - E-bike rules and regulations – (for example, regulations on e-bike riding in parks)

Jessica Horning, ODOT Statewide Pedestrian and Bicycle Program Manager

- Resources
 - Oregon Bike/Ped Plan (2016) –
 - Key initiatives: defining the network, performance measures, and data
 - **Blueprint for Urban Design (BUD)** (January 2020): 2 volumes
 - Why - The Highway Design Manual has not been updated for bike/ped in many years
 - The BUD looks at context, speeds and volumes, and what are the appropriate designs that serve all modes
 - Also includes crossing-spacing guidelines, for crossing the highway to removing barriers. ODOT is the first state DOT to adopt these crossing-spacing guidelines.
- Active Transportation Inventory
 - New map app will be available soon.
- Working on updating their performance measures.
 - There is a new count database software for ODOT, including non-auto counts module
- Working on Communications to public and other agencies
 - www.oregonwalkbike.org

Hau Hagedorn – State Legislation

- See Google doc list (link at end of this summary)
- Oregon Bike Bill turns 50 this year.
- SB 395 will increase required expenditures on footpaths and bicycle trails from 1% to 5%, among other changes.
 - March 4 in front of Joint Committee on Transportation
- Federal bills
 - Bicycle Commuter Act (HR 384) Blumenauer - commuter tax benefits, including for bike
 - Electric Bicycle Incentive Kickstart for the Environment (EBIKE) Act (HR 1019) Panetta – Relieve 30% of the cost of an e-bike, up to \$1500.

General Discussion – How could OBPAC and ACTs collaborate
(use of jamboard on google – see image on last page)

Discussion of how to collaborate (between ACTs and OBPAC), primarily how often to meet: variety of answers from 1 to 3 times per year

Two Breakout rooms:

1. Mapping and planning (Kulla and Jaffe joined this one) –

- Casey Kulla: Parks districts may map their trails, but other jurisdictions do not, so we don't have a full picture of the bike/trail system. Would like to see them all mapped, so we can see the gaps.
- Adam Brown of the Southeast ACT displayed Oregon Parkland Map Application (on arcgis.com)
- More coordinated plans
- Planning that can be shared throughout the state, so locals don't have to reinvent the wheel, including more case studies.

2. Funding

- Some shovel-ready projects
- Cross-jurisdictional support

Pat Malone of Benton Commission also would like MPO involvement in these discussions.

Links:

OBPAC Google doc of 2021 Legislative bills related to bike/ped issues

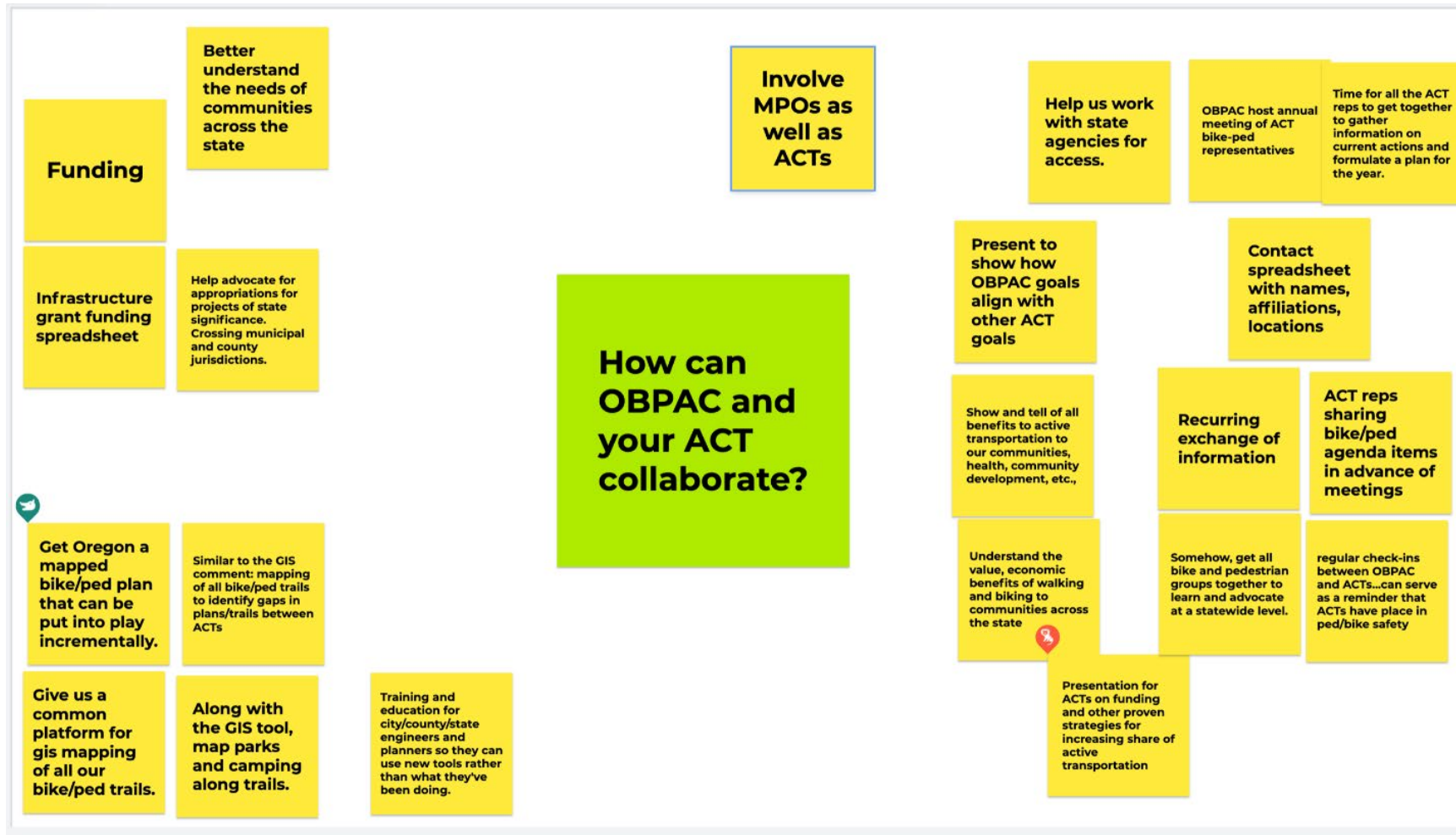
<https://docs.google.com/spreadsheets/d/1NjCSm20VsHGEtP9kKrNCBIMuXqrdMwVdDO8IMw18gh0/edit#gid=620684317>

Oregon Parkland Map Application

<https://www.arcgis.com/apps/webappviewer/index.html?id=d15b063126e247979d8c78d8a26adca6>

ODOT Active Transportation Network Inventory (draft)

<https://kai.maps.arcgis.com/apps/MapSeries/index.html?appid=fd738594718a403aa58d5faa033fc044>



Agenda Item 4.

Safety on Highway 99E

**Mid-Willamette Valley Area
Commission on Transportation
(MWACT)**

May 6, 2021

MEMORANDUM

DATE: May 6, 2021

TO: Mid-Willamette Valley Area Commission on Transportation

FROM: John Huestis, ODOT Area 3 Manager

SUBJECT: OR 99E Safety

At the last Commission meeting, several members raised issues pertaining to safety on OR 99E, especially the portion of highway between Salem and Woodburn. Due to significant safety issues on the highway in the late 1990s, ODOT (at the request of MWACT) prepared an analysis of safety issues in the corridor that was completed in 2001. That report analyzed the cause of crashes in the area and recommended a number of measures that could be implemented to improve safety. Many of those measures were implemented over time, including designation of the highway as a safety corridor. The safety corridor was decommissioned in 2014 due to the significant reduction in crashes during the time the corridor was in place (crashes in the corridor were reduced to 32% below the statewide average in the period from 2008 to 2014).

ODOT staff will attend the May MWACT meeting to discuss recent safety issues on OR 99E between Salem and Woodburn. The 2001 Safety report on OR 99E is attached for your information. Also attached is the May 2014 announcement of the decommissioning of the safety corridor.

May 3, 2001

Page 1 of 1

MEMORANDUM

DATE: May 3, 2001

TO: Mid-Willamette Valley Area Commission on Transportation

FROM: Dave Bishop, Mid-Willamette Valley Area Manager
ODOT Region 2

Bill Geibel, Investigations Specialist
ODOT Region 2

SUBJECT: OR 99E Corridor Safety Report

ODOT Region 2 staff has prepared the OR 99E Corridor Safety Report identify safety issues on OR 99E between Canby and Salem and recommend short- and long-term solutions to those problems. Attached for you information is a brief summary of the report. The completed draft report will be distributed at your meeting.

The purpose of this item is to receive your comments and recommendations on the report. Based on the comments received, ODOT staff will revise the report as necessary and return to you for final endorsement.

Recommended Action: Receive report/comments/questions

DLF:
Attachment

DRAFT

Highway 99E Corridor Safety Report

Summary

Study Period:	1994 through 1999 (6 years)
Study Limits:	Salem North City Limits (NCL) to Canby NCL
Segments:	Salem NCL to Woodburn South City Limits (SCL)
	City of Woodburn
	Woodburn NCL to Canby SCL
	City of Canby

Scope of Study:	Review of crash diagrams/maps
	Review of crash data
	Review of selected police and individual crash reports
	Field Review
	Safety Problem Identification
	Short and Long Term Engineering Recommendations
	Education and Enforcement Recommendations

Overall Corridor Data:	25 Fatal Crashes (29 including year 2000)
	27 Fatalities (32 including year 2000)
	Highest fatal crash rate of Region 2 corridors studied to date
	Second highest fatality (persons) rate of Region 2 corridors studied to date, Hwy 18 is highest
	High overall crash rate
	Very high serious injury (Injury A) rate – highest known to date in Region 2
	Very high overall injury rate

Salem NCL to Woodburn SCL:	Findings
	Lack of left turn refuges
	High number of fatal crashes (15 – including year 2000)
	Above average alcohol involved fatal and non-fatal crashes
	Two locations with high concentration of cross-over crashes
	Recommendations
	Construct more left turn refuges {Only two on Draft STIP (Boones Ferry and Howell Prairie Road intersections)}
	More enforcement – driver education
	Two candidates for police “launch pads” and rumble strip treatments
	Provide no pass striping at Howell Prairie Rd. - Done

	Aurora NCL to Canby SCL: Findings Pedestrian fatalities at "Top O' Hill" area High accident problem at Barlow Road Intersection – many violations Recommendations Improve signing at "Top O' Hill" Reconstruct Barlow Road intersection Provide "launch pads" at Barlow
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City of Canby	Findings
	High number of crashes at three SPIS site Intersections: Elm Street Intersection Ivy Street Intersection Pine Street Intersection
	Too many accesses
	Lack of illumination at signals
	Recommendations / Recent Improvements
	Better signal progression has been recently installed (3/2000)
	Signal improvements recently made at Pine Street
	Implement access management program
	Provide more street lights, especially at signals

**MID-WILLAMETTE VALLEY AREA
COMMISSION ON TRANSPORTATION
SUMMARY NOTES
MAY 3, 2001**

CALL TO ORDER: 3:30 PM

MEMBERS PRESENT

- Mike Gotterba, MWACT
Chair, Mitsubishi Silicon America
- Leslie Lewis, Yamhill County, Vice
Chair, Commissioner
- Val Adamson, Sheridan City
Councilor (Hwy. 18-47 Rep.)
- Dave Bishop, ODOT Area Manager
- Stan Christensen, Yamhill
SWCD, Private Industry Rep.
- Richard Bjelland, (I-5 Corridor Rep.)
- Anna Braun, Salem City Councilor
- Marcia Kelley, Salem Area Transit
District Board
- Butch LaBonte, Confederated Tribes
of Grand Ronde, Councilor
- Patty Milne, Marion County Councilor
- Glenn Pennebaker, Turner City
Councilor (Hwy. 22E)
- Tom Ritchey for Mike Propes, Polk
County Commissioner
- Judy Smith, Keizer City Councilor
- Don Thwing, Mayor of Hubbard
(Hwy 99E Corridor Rep.)
- Ken Woods, Dallas City
Councilor (Hwy. 22W Corridor)
- Gene Stevens, Willamette
Industries, Private Sector Rep.

MEMBERS ABSENT

EX-OFFICIO MEMBERS PRESENT

STAFF

- Dan Fricke, ODOT Region 2
- Vicki Noriega, ODOT Region 2
- Richard Schmid, MWVCOG

GUESTS

- Claudia Howells, ODOT Rail Division
- Ed Immel, ODOT Rail Division
- Kelly Walther, City of Keizer
- Don Schut, City of McMinnville
- Chester Bridges, City of Aumsville
- Bob Melbo, ODOT Rail Division
- Dan Hoynacki, OSU Extension
- Kathy Lehtola, Washington County
- Bill Geibel, ODOT Region 2 Traffic
- Jeff Hamm, SAMTD
- Anne Holder, ODOT Region 2 Traffic
Safety
- Don Jordan, ODOT District 3
- Rich McSwain, ODOT Region 2
Traffic

ITEM 1 – Introductions, etc.

April 5 Meeting Summary Notes: Approved with revision to pp.4

Public Comment: None.

Comments From The Legislative Delegation:
None.

OTC Comments: Dave Bishop received a phone call from John Russell regarding his interest in the Newberg-Dundee (NDTIP) project. Mr. Russell plans to begin attending MWACT meetings.

Commission Discussion:

Butch Labonte – Questioned the status of the market in Grand Ronde with refined plan improvements. An expressway designation would eliminate the store.

Dave Bishop – Would discuss the issue after the meeting.

The July 5, 2001 MWACT meeting held consensus agreement to be move next meeting (scheduled for July 5,2001) to July 12, 2001.

Stan Christenen – Received a phone call from the Yamhill County Commission office regarding whether SCWD killed the bridge at Lambert Bend. Stan stated that they did not, but was related to historical information.

Area Updates:

Steering Committee agenda priorities for the region were discussed. There was a discussion of group 2 items and additional new work for the next biennium. Transportation priorities for planning projects will be discussed in the next meeting.

Don Thwing –Discussed the start for Mt. Angel by-pass.

Dan Fricke – Discussed TGM Grants Planning Project fixes needed Hawthorne to Cordon Rd. and requested other items suggested as being needed. Formal applications may require larger budget than being currently requested.

ITEM 2 – ODOT Rail Division/Rail Issues in the Willamette Valley

Claudia Howells – Discussed the history of the Rail Division as being one of the oldest in state government with some activities dating back to late 1800's .She spoke of the consolidation of Railroad functions in Oregon; Oregon funds two round-trip trains while AMTRAK runs a third. Ridership is growing significantly and there is the need to expand the infrastructure (with Union Pacific) to run more passenger trains.A draft of combined passenger rail freight plan was discussed. Over half of rail route-miles are in short-line operations, which is nationally unique.

Ed Immel – Discussed traffic densities and the update of the Rail Plan (data collection) and changes noted in the system. Rail freight tonnage in 1999 equates to 1.8 million 18-wheeler's on the road. The rail system carried about 85% of total freight tonnage in 1999.

Kathy Latolla – Wilsonville to Beaverton Washington County commuter rail-light rail and commuter rail was discussed. Suburb to suburb rather than suburb to CBD will connect directly to Tri-Met and Max at Beaverton Transit Center to revitalize city areas. The line is 15 miles and has five stations, creating a seamless system with Tri-Met (fares). The operation schedule projected start date is the year 2004 with local, state, and federal funding funds at \$84million. This includes rolling stock and system upgrades. It will take about 1million peak hour trips per year off impacted freeways.

Bob Melbo – Discussed the excursion train from Woodburn to Silverton (West Stayton Line). The original idea came from the need to provide an alternative service to Oregon Garden; 31 miles from Woodburn through Mt. Angel and Silverton, south through Macleay to Aumsville and Stayton. A possible passenger service is being considered to the Oregon Garden as a possible dinner train, which could have value as a commuter line or use as a "lab" for operations training possibly with a curriculum at Chemeketa. It would be the first of its kind in the west so far.

Claudia Howells – Discussed the planning study to begin this summer involving rail-crossing needs for HSR on the Union Pacific mainline. The Salem Walkway project has a projected \$1.5million in federal dollars plus city, ODOT, state and Safeway funds for pedestrian safety improvements on the UP mainline. The first phase will be in front of the Safeway store to 12th at Center Street. The study is a hopeful prototype which should contribute well with the revitalization of the community. An endorsement letter was requested for Washington County commuter rail.

ITEM 3 – 99E Safety Study

Bill Geibel/Dave Bishop – The Safety Management System showed significant safety issues in 99E corridor from Salem to Canby attributing to fatalities and severe injuries. Data collected from 1994 through 1999 concluded that 25% of fatalities are pedestrian-related. The report looks more at identifying the basic problem in the corridor opposed to solutions or a cost-benefit analysis. The fatal crash rate is slightly higher and a percentage of fatalities is higher on OR 18. Highway 99E has one of the highest fatality/injury "A" rates in the Region.

The report addresses educational needs for the public, public awareness and the two common threads: the number of pedestrian crashes and alcohol-related crashes. Alcohol-related accidents and the lack of left-turn opportunities are the biggest issues between Salem and Woodburn. STIP projects for left-turn refuges were discussed for Howell Prairie and Boones Ferry Road for the year 2005. Some potential locations were identified in the report for police and sheriff launch pads and rumble strips.

The crash history in the corridor area may have something to do with the ethnic make-up of the population there but this was not established by the research. Another contribution discussed was roadside culture, possibly attributed to by the six taverns in the corridor.

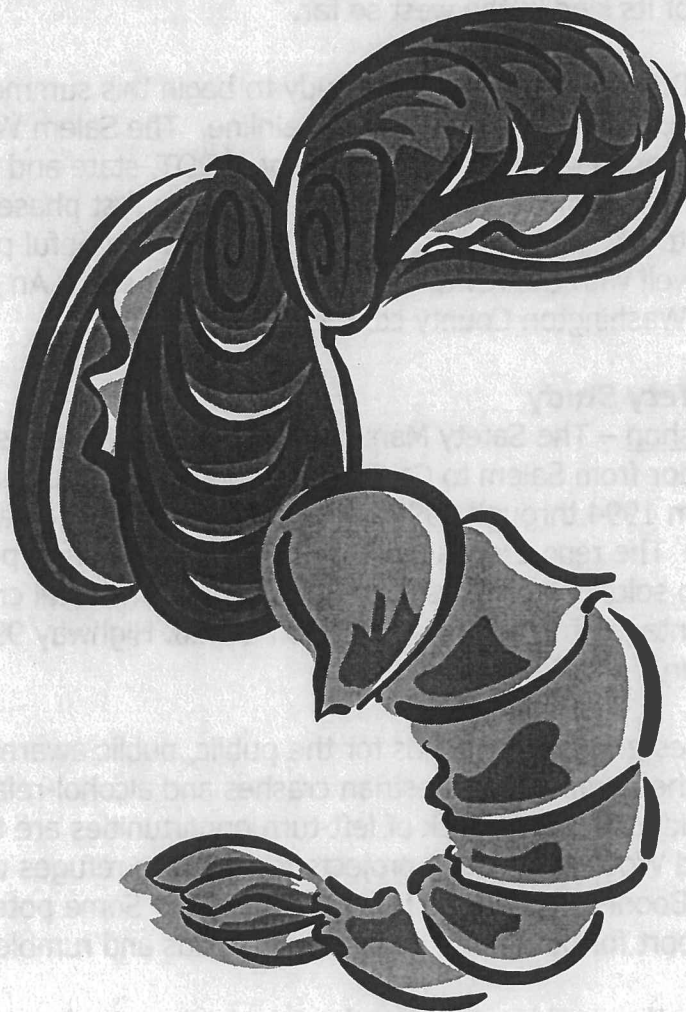
ITEM 5 – Other Business

April 30th letter, May 2 property owners technical field people.

Bruce Warner reception Wednesday, May 9, at 2:00.

MEETING ADJOURNED AT 6:15 PM

***THE NEXT MEETING OF MWACT WILL BE HELD ON June 7, 2001
STARTING AT 3:30 PM IN ROOM 122 OF THE TRANSPORTATION BUILDING,
355 CAPITOL STREET NE, SALEM, OREGON.***



T-1E/B1-1

XT- " -2

XT- " -3

XT- " -4

XT- " -5

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XT- " -7

XT- " -8

Final

Implementation Plan,

Executive Summary,

and

Recommendation Summary

of

Oregon Route 99E Corridor Safety Report

Dated August 12, 2002

Implementation Plan

Oregon Route 99E Corridor Safety Report Dated July 2001

Salem North City Limits – Canby North City Limits

The Oregon Route 99E Safety Report dated July 2001 was prepared at the request of the Mid-Willamette Area Commission on Transportation (MWACT).

The Oregon Department of Transportation (ODOT) currently does not have the funds needed to put the report recommendations into action. ODOT is encouraging MWACT to propose specific projects along this corridor for the Statewide Transportation Improvement Program (STIP.) Those projects would have to compete with all other projects proposed for Region 2.

In some cases, more study could change or eliminate some of the report recommendations

The MWACT will get regular briefings on the progress made to develop the report recommendations into safety improvements.

Available funding, benefit-to-cost calculations and cooperation among state, local and community organizations will help set priorities for the report recommendations compared to other region projects.

The report recommendations are organized into the same general categories as other region projects:

- Capital improvements.
- Maintenance improvements.
- Transportation safety public information, education and enforcement efforts.

To date within the Region there are:

- Two Capital Improvement "Safety" projects (left turn lanes) at two hazardous intersections: Howell Prairie Road and Boones Ferry Road that are scheduled for construction in the Summer 2005.
- Work currently being identified with a developer to provide funding for a median at the intersection of Oregon Route 99E and Oregon Routes 211 and 214.
- A Capital Improvement "Preservation" project from Salem to Woodburn that will be considered for inclusion in the 2004-2007 STIP.

Attached hereto are the Executive Summary and a complete list of the report recommendations by category.

If you have questions or concerns please contact Dave Bishop, Area 3 Manager at (503) 986-2884.

Executive Summary

Oregon Route 99E Corridor Safety Report Dated July 2001

Salem North City Limits – Canby North City Limits

The Oregon Route 99E Corridor Safety Report is a report that was initiated at the request of the Oregon Department of Transportation (ODOT) Area 3 Manager in response to concerns about the apparent high crash and fatality rates in the Oregon Route 99E corridor. The key indicators of crash experience produced annually for the ODOT Safety Investment Program (SIP) supported this concern. The ODOT SIP was developed to guide decisions about safety projects to be included in the State Transportation Improvement Program (STIP).

The report provides results of a comprehensive analysis of the crash data on this corridor, and provides *preliminary recommendations* for reducing crashes. There are many recommended actions, which vary considerably in cost, responsible party for implementation, and the time frame available or necessary to implement. The recommendations were made with the information available *and may be subject to change* as they are further studied. In some cases, major changes in the proposed action/recommendation may be necessary, or the action/recommendation may not be possible at all due to unforeseen circumstances. The budgets and resources of the agencies and organizations that would take the implementation actions/recommendations are limited as well. It will not be possible to advance very many of the recommendations at once. Some actions/recommendations may have to be delayed for several years.

The focus of the effort is on smaller-scale, short- and long-term spot improvements. The information provided is intended to be used (1) as a resource for managers and local officials for identifying and ranking possible improvement projects for the STIP; (2) to provide supporting data for transportation safety public information, education and police enforcement programs; and (3) to advise police agencies of enforcement needs.

The period studied for the report was for the six years from January 1, 1994 to December 31, 1999. The boundaries of this report cover Oregon Route 99E from the Salem north city limit, at the Chemawa/Hazel Green Road intersection, to Canby north city limit, a distance of 24 miles.

Methodology

The analysis for this report began with review of the SIP and Safety Priority Index System (SPIS) results during the report period for this corridor. The SIP identifies predetermined 5-mile sections with the highest number of fatal and serious injury crashes. The SPIS identifies sites with crash problems from a formula based on crash rate, frequency and severity. This corridor has three SIP segments that are at the 5th-level ratings (highest respectively). There are 10 SPIS sites identified that are among the worst 10 percent in the state.

Crash diagram maps based on state crash data were developed for the entire corridor. All reported crashes during the report period were diagrammed on these maps by the department's Crash Analysis and Reporting Section. These maps show location, date, time, crash type, and the number of injuries and fatalities at each crash.

Computer runs giving more detail of each crash were generated. Using these data, the crash maps were color coded with other information such as causality, injury severity etc. Field notes, SPIS sites, SIP rankings, previous and future STIP projects, landmarks and photos were also placed on the crash maps. "Hot spots" such as high crash locations or similarities in causality were noted and given special attention.

Some police reports were obtained for the more severe crashes. All fatal and most pedestrian/bicycle crash data were pulled to obtain more detailed information. Pedestrian/bicycle crash reports were pulled due to the apparent high number of pedestrian/bicycle crashes along this corridor.

Many field trips were made to investigate areas of concern. Conditions such as signing, striping, sight distance, illumination, signal operation, pedestrian movements, traffic movements, traffic behavior and pavement markings were reviewed. Video logs also were used. Conditions at the time of crashes were noted as well, such as day/night, weather and surface conditions.

Data was gathered and crash rates were developed. In several cases, data was compared with other Region 2 corridors where similar data has been gathered by the investigator in the past.

Crash Overview

For the six-year corridor report period there have been 25 fatal crashes, resulting in 27 fatalities. (There have been an additional four fatal crashes identified in the corridor for 2000).

Crash Summary

Total Crashes	1,248
Total Fatal Crashes	25 (29 including year 2000)
Total Fatalities	27 (31 including year 2000)
Total Injury A Crashes	59
Total Injury Crashes	618
Total Injuries	1,143
Total Pedestrian Crashes	23 (7 Fatal)
Total Bicycle Crashes	10 (1 Fatal)

While traffic has been growing at an approximate rate of 4.5% per year (during the report period), the fatal crashes and total crashes have gone down since a peak in 1997. This is favorable, but does not necessarily indicate a trend in view of the high degree of fluctuation from year to year.

Yearly Fatal Crashes

Year	1994	1995	1996	1997	1998	1999	2000
Fatal Crashes	5	6	1	9	1	3	4

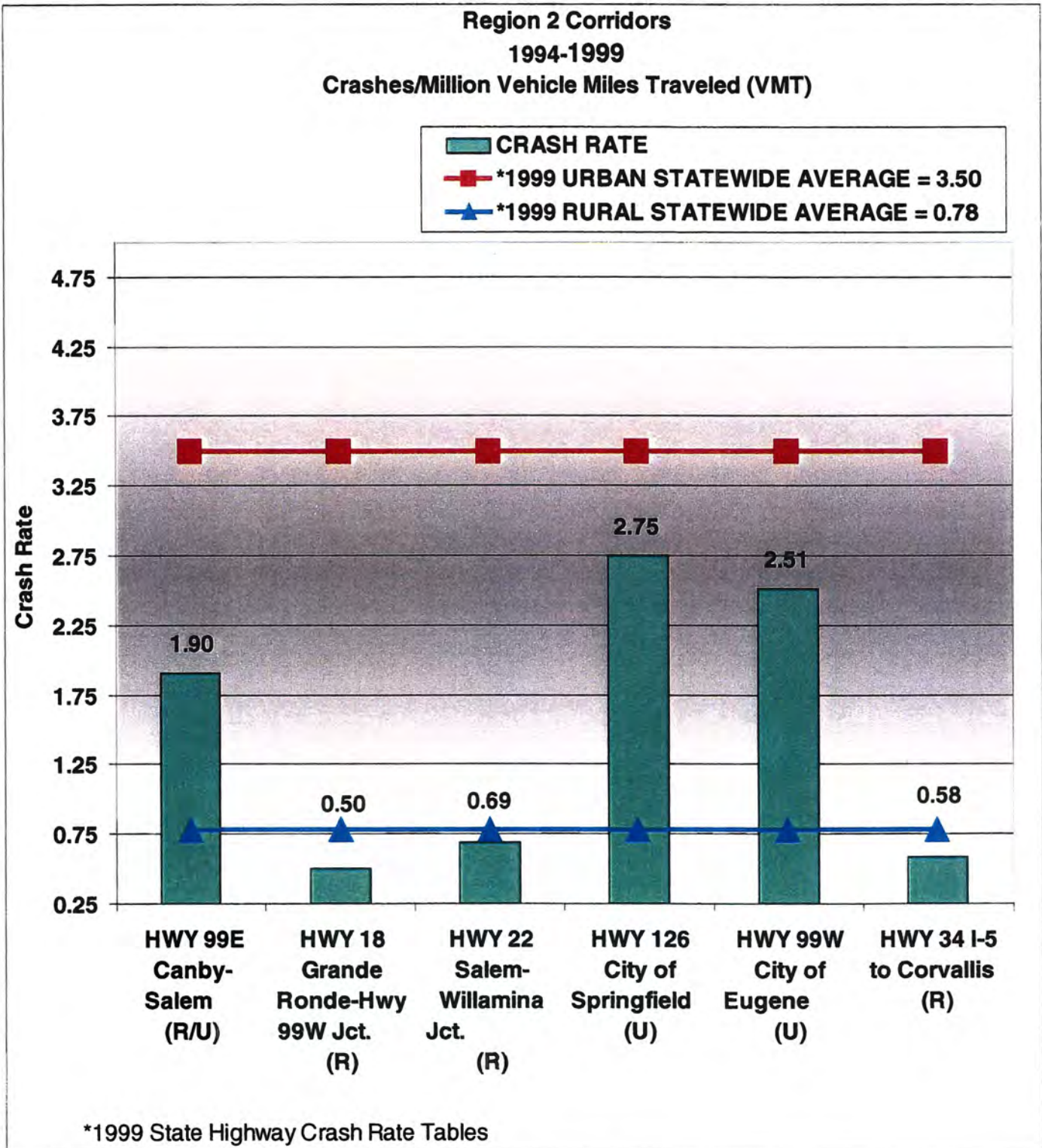
Comparison with Other Region 2 Corridors

Crash rates have been calculated for the Oregon Route 99E corridor, but they need to be compared to other corridors to determine the relative seriousness of the problem. With some data, there are statewide averages available, but for other data, there are none readily available. Charts have been prepared showing other high crash corridors in Region 2 as of July 2001. These corridors are as follows:

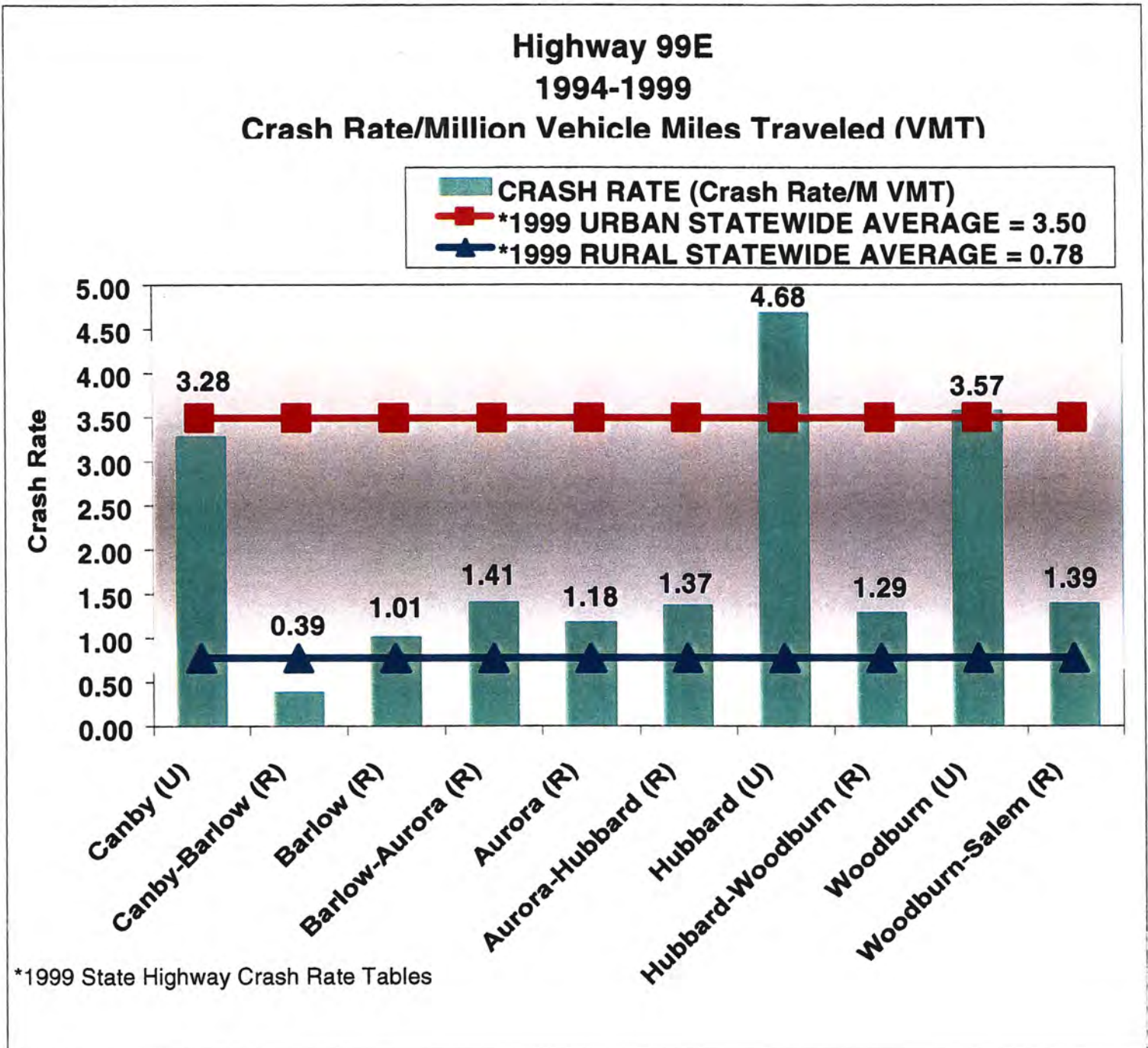
Highway	Location	Length	Description	Mileposts
Highway 18	Grand Ronde to McDougall Jct. (99W)	31.5 miles	Rural	MP 21.1 – MP 52.6
Highway 22	Willamina Jct. to Willamette River Bridge	25.6 miles	Rural and suburban	MP 0.0 – MP 25.6
Highway 34	I-5 to Corvallis Bypass Jct.	9.6 miles	Rural and suburban	MP 0.34 – MP 9.90
Highway 126	City of Springfield	10 miles	Urban and suburban	MP 0.00 – MP 10.00
Highway 99W	City of Eugene	6.4 miles	Urban	MP 120.0 – 126.37
Highway 99E	Chemawa Road/Hazel Green Road, Salem to Canby NCL	24 miles	Rural , suburban, and urban	MP 20.48 – MP 44.50

All Crashes

The Oregon Route 99E corridor has an overall crash rate of 1.90 crashes per million vehicle miles traveled (VMT) for the six year report period. The 1999 statewide average for rural primary state highways is 0.78. The statewide average for urban state highways is 3.50. See figure below.

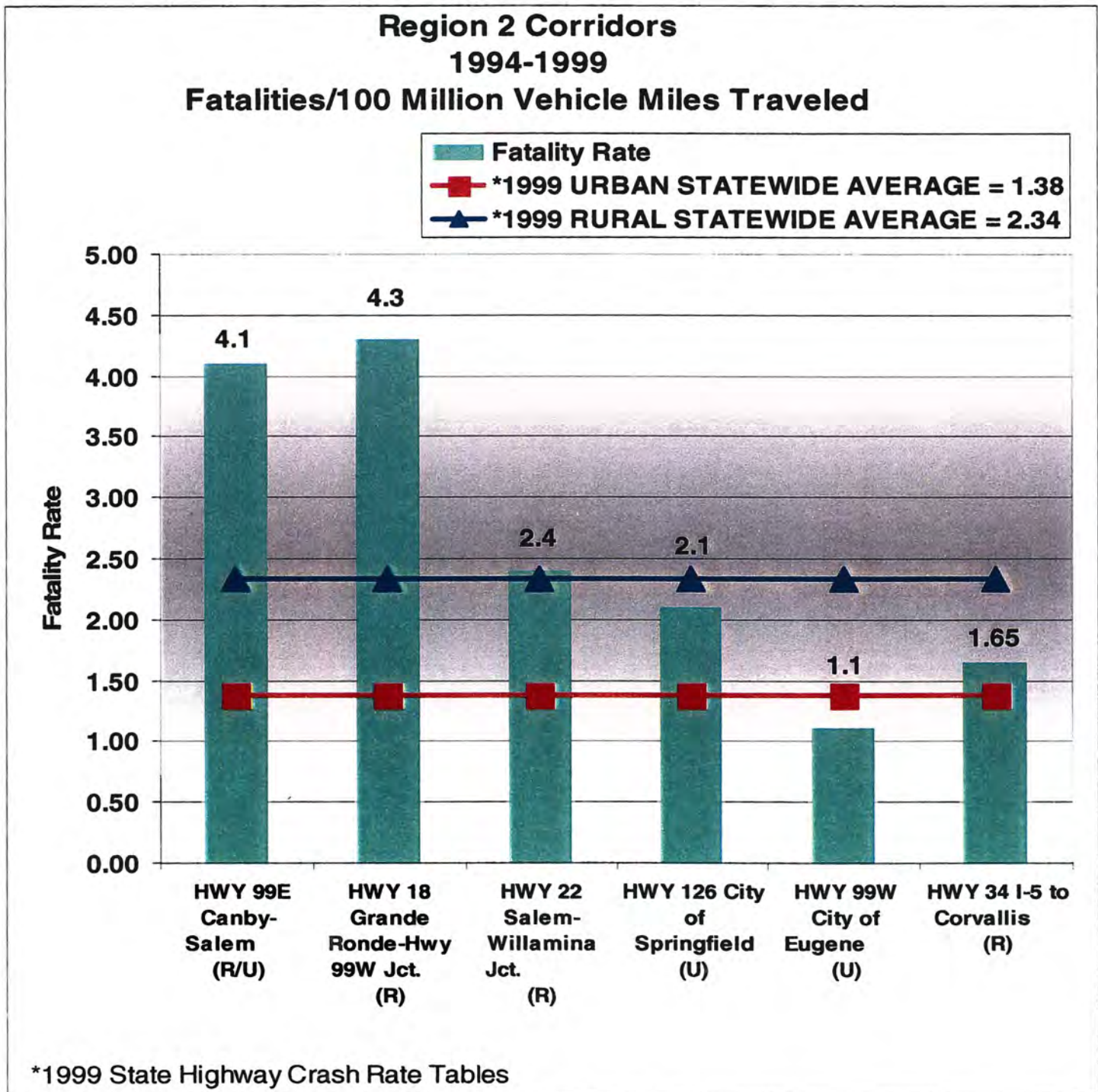


The figure below shows the overall crash rates by the Oregon Route 99E-corridor segment. Almost all-rural segments are above the statewide average. Hubbard is substantially above the statewide average for urban highways.



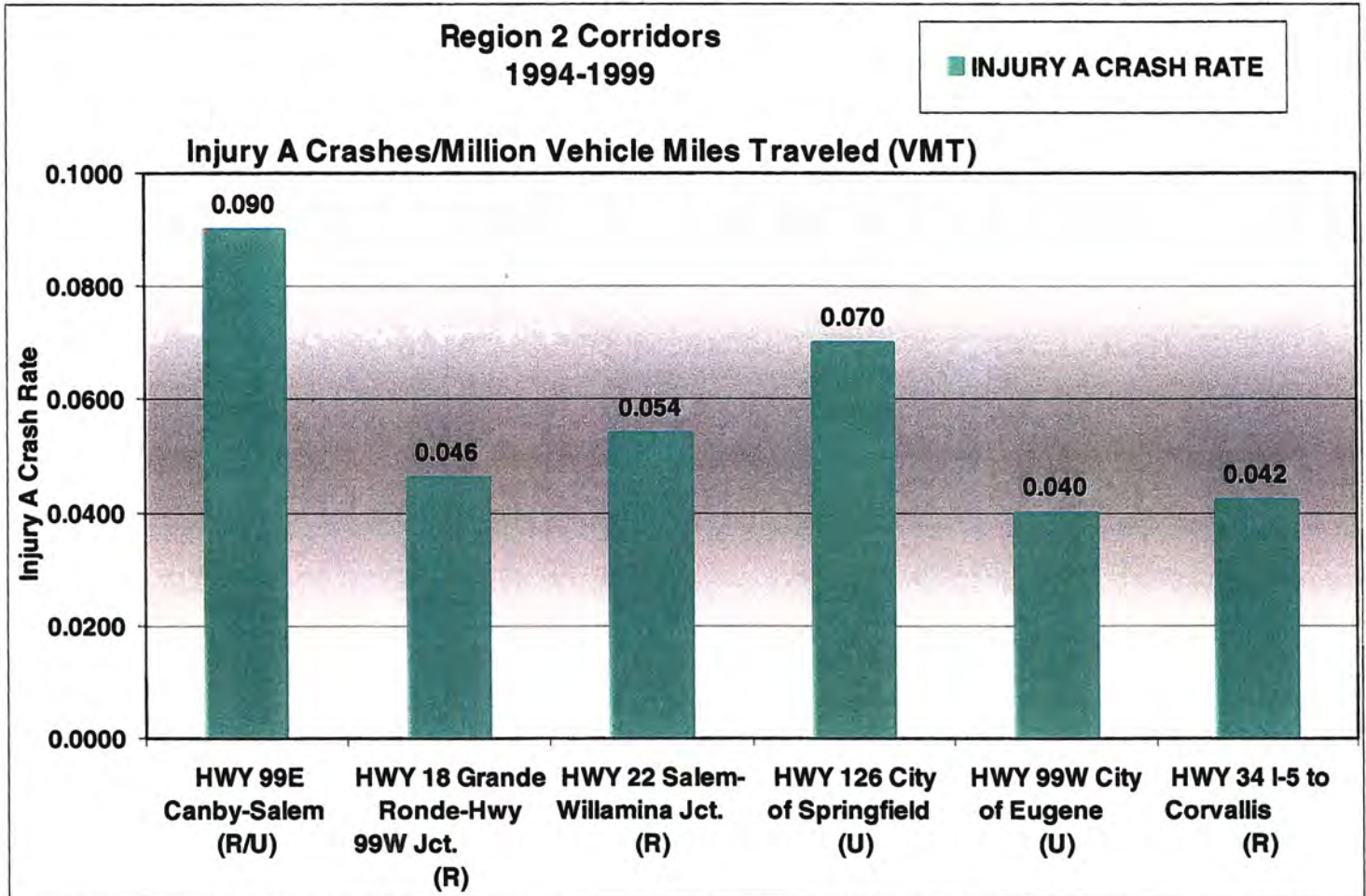
Fatalities

The fatality rate (number of persons killed) for the Oregon Route 99E corridor is 4.1 per 100 million VMT. The statewide average for rural primary state highways is 1.10. The statewide average for urban primary state highways is 2.42. Only Highway 18 has a higher rate in the six comparison corridors. This is due to the higher number of multiple fatality crashes on Highway 18. See below.



Injury A Crashes

The number of injury A crashes is high and the corresponding rate is very high for the Oregon Route 99E corridor. See figure below.



It is not known why the rate is so high, but looking at the total number of crashes, it is suspected that it may be due to the high number of crashes at somewhat lower speeds than in the more rural Highway 22 and 18 corridors. These crashes may have resulted in severe injuries rather than fatalities. A lower rate of seatbelt usage could also be a reason for more severe injuries, but it is not known and we have no data to verify this.

Summary of Observations

General

Pedestrian and Bicycle Fatalities - Eleven percent of all highway fatal crashes on state highways in 1999 were pedestrian crashes. The Oregon Route 99E corridor had 7 out of 25 or 28% pedestrian fatal crashes for the report period. This appears to be a high number and is of concern.

Crashes Involving Alcohol - During research of the data, it became clear that alcohol and other drugs are a major factor in the causality of fatal crashes in this corridor, especially in the Woodburn and Woodburn to Salem segments. While crash reports seldom mention alcohol and other drugs, for non-fatal crashes, the numbers suggest this is also a problem for all crashes, when compared to statewide data.

Hit and Run Crashes - There were 75 crashes where a driver left the scene. This is 6% of the total crashes. The statewide average for hit and run crashes during the report period was approximately 3.5%.

Salem North City Limit to Woodburn South City Limit Segment

This segment of the report corridor has a high crash rate. There have been 343 crashes during the report period, which equates to a rate of 1.39 crashes per million vehicle miles traveled. The statewide average for rural primary highways was 0.78 for the calendar year 1999.

Twelve fatal crashes occurred during the 6-year report period. There were three more fatal crashes in the calendar year 2000.

Fatal crashes in this segment have been primarily alcohol related. Other factors include speed, inappropriate attempts to pass, and driver inattention.

Fifty three percent (53%) of the 15 fatal crashes in this segment involved drinking drivers or pedestrians. This includes the fatal crashes for year 2000. This figure is above the statewide average.

City of Woodburn Segment

The overall crash rate was 3.57 crashes per million vehicle miles traveled (VMT) for the report period. This is just slightly above the statewide average for similar state highways in urban areas.

There have been 14 pedestrian crashes and six bicycle crashes on the Oregon Route 99E corridor during the report period. Three of the pedestrian crashes were fatal and four of the crashes resulted in severe injuries.

The percentage of fatal pedestrian crashes to all fatal crashes in this segment of the corridor is much higher than the statewide average for communities of this size.

The ratio of all pedestrian crashes to the total of all crashes in this segment is also above the statewide average for communities of this size.

There is a significant pedestrian and bicycle issue on the Oregon Route 99E corridor based solely on the number of fatal crashes. The distances between signals are significant, ranging from about 1/5 to almost 1/2 mile.

Pedestrians cross the highway between these signals. But even crossing at intersections legally is difficult at best. During the day the traffic volumes are too high to find adequate gaps to cross the entire distance. At night, illumination is poor or non-existent. Bicyclists who approach the highway and want to ride in the correct bike lane (with traffic) cannot easily cross the highway to do that, until they get to a signal.

There are only 16 streetlights on the Oregon Route 99E corridor within the city. Almost all of these are in the southern, unimproved section, approximately a third of the segment length. Most illumination comes from ambient lighting from adjacent businesses. On dark, rainy nights, it can be especially difficult to see crossing pedestrians.

Access management is poor, particularly in the southerly unimproved section. This contributes to driver confusion and too many conflict points. There were 74 crashes involving vehicles entering and exiting driveways.

Woodburn to Canby Segment

Overall crash rates are generally higher than the statewide average in the rural sections from Barlow to Woodburn. Hubbard has a crash rate considerably higher than the statewide average due mainly to the high traffic volumes for the number of available lanes. Long queues at the D street signal contribute to rear end accidents, and make it difficult for side street traffic to find gaps. There are inadequate pedestrian facilities within Hubbard.

Other problems in the section involve pedestrians trying to cross at rural locations, a SPIS site at the intersection at Barlow Rd., poor access management and adverse conditions for pedestrians in Canby.

Summary of Recommendations

This report provides many recommendations ranging from significant roadway improvements such as rebuilding an intersection to increased police enforcement, to community outreach. Some of the recommendations could be quite expensive, but many should be reasonably affordable. In some cases, the recommendation is very low cost, and work may already be underway. Several sight distance issues were noted throughout the corridor. These include vegetation, illegal vehicle parking, and other encroachments that block sight distance at intersections. A list was prepared and sent to the District Manager for action. These issues are currently being addressed.

Capital improvements that would go through the ODOT STIP include rebuilding the Barlow Rd intersection, left turn lanes at Oregon Route 99E and Perkins Rd. Oregon Route 99E and 54th, Oregon Route 99E and Waconda Rd. and other locations, widening the highway in Brooks and in Hubbard to 3 Lanes, and extending lanes, building sidewalks and bike paths in other locations.

There are other small scale improvements such as increasing turn radii, installing pedestrian medians, lighting, and installing rumble strips that may be done through maintenance forces, city or county crews, or through a small contract process.

Many of the recommendations call for increased community outreach and education, particularly about the amount of drunk driving occurring along the corridor. The proposal is to reach people through their community leaders, schools, local organizations, businesses, and churches. This effort would be conducted primarily through the Region Transportation Safety Division representative with help from the Region Public Information person. They will work through local officials and groups.

Other recommendations recognize the need for increased enforcement and, correspondingly, needed assistance to law enforcement agencies along the corridor. Actions include enforcement grants and the building of locations (launch pads) placed strategically to allow police to patrol an area safely, and effectively pursue violators when necessary.

Also included are recommendations on removing and consolidating access points, improving signing, adjusting signal timing, providing a radar speed reader board to advise motorists of their speed, parking removal, and establishing no-pass zones. While for the most part, these actions should be relatively low cost, some, like reducing access points, could be politically volatile and will require patience and care to develop properly.

Some recommendations either have been *completed or are underway*. A speed zone study was done for a portion of the Highway in Woodburn. A speed of 35 mph was approved and signs have been ordered. The signal at Mt Hood Avenue in Woodburn has been modified to include a protected left turn phase. An extension of a no-pass zone near Howell Prairie Rd has been approved by the State Traffic Engineer, and the section should be restriped accordingly soon.

Next Steps

Region and Area staff has developed an implementation plan. This will identify all the recommendations, categorize them by method of implementing (outreach, education or enforcement efforts, capital improvement projects for inclusion in future STIP's, and actions by District Maintenance or local agencies. The plan will assist ODOT to identify possible resources and funding to make the action happen.

As said earlier, the Report provides preliminary recommendations. There are *not enough resources* to implement all the improvements or fund all the projects. Further study in some cases may change or eliminate some of the recommendations due to unforeseen circumstances. The political realities may also make some proposals just too difficult to pursue.

MWACT is encouraged to play a direct role in selecting STIP projects along this corridor, as they will be competing with all other possible Region projects. MWACT should be briefed periodically on progress along the other fronts.

Recommendation Summary

Oregon Route 99E Corridor Safety Report Dated July 2001 Salem North City Limits – Canby North City Limits

2013 notes

2017 Notes

CAPITAL IMPROVEMENTS		
CATEGORY AND RECOMMENDATION #	RECOMMENDATION SUMMARY	COMMENTS/ COMPLETION?
SLM-WDBRN 6 - Chemawa/Hazel Green Road to Labish Garden Road	Long Term: Extend the two northbound lanes at Chemawa Road to the north to at least 1000 feet beyond Labish Garden Road.	not completed ... 3 ss-0 crashes between 2007-2015 no FIA
SLM-WDBRN 7 - Barbara Way Intersection	Long Term: If a surface preservation job is done in this area, consideration should be given to lowering the grade a foot or more for several hundred feet in order to provide better vertical sight distance.	? not sure would have to be 3A, more likely to happen if we build a TWTLC section
SLM-WDBRN 10 - Perkins Road	Long Term: Construct left turn refuge.	not completed put on potential ARTS project list
SLM-WDBRN 14 - Brooklake Road to 54th Street (Brooks)	Long Term: Construct a three lane, curb and sidewalk section, from approximately 1000 feet south of Brooklake Road, to 54th Street.	LTL's @ Brooklake nothing from Rockdale to 54th II
SLM-WDBRN 16 - Topaz Street Intersection	Long Term: Continue to monitor the crash experience.	Always doing w/ SPIES between 2007-2015 only 1 crash w/ 0
SLM-WDBRN 18 - Waconda Road Intersection	Long term: Install left turn refuge, but retain the flashing beacon.	On the Region safety list for 2004/2005. 2006 completed
SLM-WDBRN 22 - Keene Road/Duck Inn Road Intersection to Checkerboard Road Intersection	Long term: Relocate the Checkerboard Road entrance to the north side of the tavern. This would provide better sight distance and operations.	2010 completed
SLM-WDBRN 23 - Keene Road/Duck Inn Road Intersection to Checkerboard Road Intersection	Long term: Widen and install a left turn refuge for the Checkerboard Road and Keene/Duck Inn Road intersections.	only checkerboard NO FIA 2007-2015 put on potential ARTS project list
WDBRN 3 - CITY OF WOODBURN	Long Term: Construct island near the Alexandra Street intersection (McDonalds). Any development of the parcel directly across from Alexandra would affect this proposal. ODOT and the City should work closely with the developer to see if pedestrians can be better accommodated. If the development requires a signal at this intersection, then the island isn't needed.	The scope of this would include WDBRN16 and WDBRN5 and pedestrian island of WDBRN 4. not done it's on my long term plan to make a ped plan w/ woodburn for 99E - ped enhancements KN 20093 installing enhanced ped crossing 2017 ped safety study completed

CATEGORY AND RECOMMENDATION #	RECOMMENDATION SUMMARY	COMMENTS/ COMPLETION?
WDBRN 4 - CITY OF WOODBURN	Long Term: Construct a pedestrian island at or near the Aztec Street intersection. This would require some access removal and/or realignment of the Aztec Street approach angle.	This will be added as a safety fix within the FY '06-'07 Hwy 99E preservation project. not done, see earlier note
WDBRN 14 - CITY OF WOODBURN	Long Term: There are very good and specific access management proposals in Woodburn's Transportation Systems Plan (TSP). ODOT and the City need to work closely to implement this plan, either during reconstruction of the unimproved portion or when considering redevelopment proposals.	FY '06-'07 Hwy 99E preservation project access management sub-team will review within its scope and funding. Most of these sites do not qualify for separate STIP Funding. ? not sure about this one
WDBRN 15 - Lincoln Street to Woodburn SCL	Long Term: This section needs to be widened, bike lanes and sidewalks added, and accesses eliminated or combined. The median left turn lane needs to be extended to the South City Limits. This should be considered during the STIP process.	Scope and cost indicates this would need to be prioritized by the MWACT as a STIP modernization project. not done
WDBRN 17 - Lincoln Street Intersection	Long Term: The city should install a sidewalk on the south side of Lincoln Street. This is identified in their TSP.	City could research funding internally or through other grants. not done
WDBRN 18 - Lincoln Street Intersection	Long Term: Reconstruct SE radius and close driveway.	not done
WDBRN 23 - Existing Safeway Driveways	Long Term: A raised median needs to be placed on 99E as a part of a strategy to deal with future development of the parcel in the east side of 99E.	Being constructed at this time. done 2003
WDBRN-CAN 2 - Construct three-lane section	Long Term: Construct three-lane section with shoulder bikeways and sidewalks from D Street to the junction of the Wilsonville-Hubbard Highway.	2016-18 STIP 3 lane section "D" to Parkway the rest, not done
WDBRN-CAN 8 - Widen the east leg of D Street	Long term: Widen the east leg of D Street to accommodate a WB through and right turn lane, a left turn lane, and an eastbound lane.	done 2010 intersection rebuilt

See earlier note here too

TSP being updated 2017/2018

FW 20093 may be adding sidewalks consider SWIP addition

did not make two back on proposed/potential ARTS list

CATEGORY AND RECOMMENDATION #	RECOMMENDATION SUMMARY	COMMENTS/ COMPLETION?
WDBRN-CAN 9 – A more comprehensive study needs to be made for the A, D, G, and J Street intersections with 99E.	<p>Long term: A more comprehensive study needs to be made for the A, D, G, and J Street intersections with 99E. These need to be evaluated as a system, as recommended in Hubbard's TSP. The purpose of the study would be how to improve the efficiency and safety of east-west traffic, across 99E in Hubbard.</p> <p>Issues to be addressed would include:</p> <p>Possible additional signal/ability to efficiently interconnect. A possible future railroad crossing at J Street. More efficient use of local streets. Possibility of 5-laning 99E</p>	Hubbard TSP completed 2012
WDBRN-CAN 17 – The intersection needs rebuilt	<p>Long term: The intersection needs to be rebuilt. Barlow Road needs to approach the highway at right angles. The east approach can be done easily as there is available right of way. The railroad crossing needs to be widened for three lanes and shoulders. The easterly Barlow Road approach needs to be widened for left turn lanes and shoulders. Separate left turn phases for Barlow Road may be necessary to prevent the many left turn conflicts that are occurring.</p>	not done <u>Region 1</u>

NOTE:

- Two Capital Improvement "Safety" projects (left turn lanes) at two hazardous intersections: Howell Prairie Road and Boones Ferry Road that are scheduled for construction in the Summer 2005.
- Work currently being identified with a developer to provide funding for a median at the intersection of Oregon Route 99E and Oregon Routes 211 and 214.
- A Capital Improvement "Preservation" project from Salem to Woodburn will be considered for the 2004-2007 STIP.
- Region 1 headquarters is in Portland.



MAINTENANCE IMPROVEMENTS

CATEGORY AND RECOMMENDATION #	RECOMMENDATION SUMMARY	COMMENTS/ COMPLETION?
SLM-WDBRN 5 - Chemawa/Hazel Green Road to Labish Garden Road	Short Term: Close the 99E access to the tavern. It's too close to the Labish Garden Road intersection. Relocate the Labish Garden Road tavern access further to the east.	FY '06-'07 Hwy 99E preservation project access management sub-team will review within its scope and funding. <i>Done w/ checker board</i> Most of these sites do not qualify for separate STIP Funding.
SLM-WDBRN 8 - Barbara Way to Perkins Road	Short Term: Install centerline and shoulder milled-in rumble strips. See Keene/Duck Inn Road to Geshwill Lane rumble strip discussion on page 20.	FY '06-'07 Hwy 99E preservation project will review within its scope and funding. <i>on '16-'18 STIP for RPI</i> Most of these sites do not qualify for separate STIP Funding. Milled in rumble strips are currently experimental and need State Traffic Engineer approval. This site may/may not be a good candidate.
SLM-WDBRN 11 - Brooklake Road to 54th Street (Brooks)	Short Term: Install left turn refuge and bring 54th into the highway at a right angle.	No funding identified as of July 2002. <i>not done</i> <i>TWLT on potential ARTS list</i>
SLM-WDBRN 12 - Brooklake Road to 54th Street (Brooks)	Short Term: Widen radii at the Ramp Street (former SPIS site) intersection	No funding identified as of July 2002. <i>not done</i> <i>would be included w/</i>
SLM-WDBRN 13 - Brooklake Road to 54th Street (Brooks)	Short Term: Combine the two road approaches to the Brooks Assembly of God Church to make one safer two-way driveway.	FY '06-'07 Hwy 99E preservation project access management sub-team will review within its scope and funding. <i>not done</i> Most of these sites do not qualify for separate STIP Funding. <i>would be included w/</i>
SLM-WDBRN 15 - Topaz Street Intersection	Short Term: Extend the NB no pass stripe to the north, through the intersection.	"No pass" striping extensions should be reviewed on a case by case basis for compliance with ODOT Policy. <i>Not done</i> <i>OK w/ current rules</i>
SLM-WDBRN 17 - Waconda Road Intersection	Short term: Continue to monitor crash experience. If passing accidents continue, consider seeking approval for no-passing stripe near the intersection.	"No pass" striping extensions should be reviewed on a case by case basis for compliance with ODOT Policy. <i>always reviewing w/ SPIS</i> <i>has no pass striping w/ LTLS</i>

CATEGORY AND RECOMMENDATION #	RECOMMENDATION SUMMARY	COMMENTS/ COMPLETION?
SLM-WDBRN 19 - Keene Road/Duck Inn Road to Geshwill Lane	Short Term: Install milled-in rumble strips on the centerline to reduce crossover crashes. If enough funds can be found to widen the shoulders, the rumbles should also be placed just outside the fog line. This treatment is still experimental. Milled-in centerline rumbles were installed in 2000 at several locations in the Highway 18 corridor and east of Sandy on Highway 26. To date there have been no head-on fatalities in these sections since the rumbles were installed.	FY '06-'07 Hwy 99E preservation project will review within its scope and funding. Most of these sites do not qualify for separate STIP Funding. Milled in rumble strips are currently experimental and need State Traffic Engineer approval. This site may/may not be a good candidate. <i>on '16-'18 STIP</i>
SLM-WDBRN 21 - Keene Road/Duck Inn Road Intersection to Checkerboard Road Intersection	Short Term: Realign the Checkerboard Road entrance to provide at least one car length storage at right angles to 99E. There is probably adequate existing right of way to accomplish this. Cost would be minimal.	FY '06-'07 Hwy 99E preservation project access management sub-team will review within its scope and funding. <i>Done 2010-11</i> Most of these sites do not qualify for separate STIP Funding.
SLM-WDBRN 25 - Gervais Road – Mt Angel Intersection (Gervais)	Short Term: Install flashers or high intensity "diamonds" on the proposed "Signal Ahead" signs.	High intensity diamonds were installed August, 2001. <i>not there anymore</i>
SLM-WDBRN 27 - Boones Ferry Road Intersection	Short Term: Install milled-in rumble strips on the east (NB) shoulder to warn and slow drivers passing on the right.	Recent crash history shows consistent reduction in crashes. Continue to monitor. <i>not done</i> FY '05 STIP Safety Project. <i>on '16-'18 STIP</i>
SLM-WDBRN 28 - Howell Prairie Road – Woodburn SCL	Short Term: Install no-passing stripe in advance of the intersection, both directions. Connect the stripe with the existing no-passing stripes in the curve immediately north of Geshwill Lane. A request to do this has been forwarded to the State Traffic Engineer and has been approved. The striping should be installed shortly.	Done – Summer 2001
SLM-WDBRN 29 - Howell Prairie Road – Woodburn SCL	Short Term: Relocate the SB advance intersection warning sign closer to Howell Prairie Road.	Done – Fall 2002

*KN 1787
installed
LL rumble*

*KN 1782
installed
CL rumble
18 STIP*

CATEGORY AND RECOMMENDATION #	RECOMMENDATION SUMMARY	COMMENTS/ COMPLETION?
SLM-WDBRN 30 - Howell Prairie Road – Woodburn SCL	Short Term: Provide better delineation and tactile warning along the westerly shoulder near these trees. This could include such options as profiled (raised - rumble) striping, milled-in rumble strips, sight posts, and reflectorized paddles. <i>delineators (concomitantly, Keene, BF & HP in 2009)</i>	FY '06-'07 Hwy 99E preservation project will review within its scope and funding. Most of these sites do not qualify for separate STIP Funding. Milled in rumble strips are currently experimental and need State Traffic Engineer approval. This site may/may not be a good candidate.
SLM-WDBRN 31 - Howell Prairie Road – Woodburn SCL	Short Term: Remove the trees with community support.	ODOT Maintenance will review and consult with Region ? <i>some trees removed w/ Belle Passi project?</i>
WDBRN 2 - CITY OF WOODBURN	Short Term: Construct pedestrian island immediately north of the Mt. Jefferson Street intersection. A short island could be done now without affecting existing turning movements. Many pedestrians cross today in this area, especially to get to the Burger King and other businesses in the area.	Current Safeway project and Jefferson – Hardcastle project will address pedestrian issues. <i>not done</i> <i>KN 20093 installing enhanced ped crossings in Woodburn</i>
WDBRN 5 - CITY OF WOODBURN	Short Term: Attach luminaries to at least two signal poles at Lincoln, Hardcastle, and Young.	This will be added as a safety fix within the FY '06-'07 Hwy 99E preservation project. <i>done</i> Young Street will be addressed in a separate traffic signal project. <i>constructed</i> <i>14-15</i>
WDBRN 9 - CITY OF WOODBURN	Develop strategy with the City to install better linear illumination. Rental of luminaries on existing power poles is one strategy, but these are located on one side of the highway only. It would be better to have illumination on both sides of 99E.	This doesn't fall within ODOT illumination policy. City could partner with PGE. <i>?</i> <i>review is part of ped study portion of KN 20093</i>
WDBRN-CAN 10 - HUBBARD NCL TO AURORA SCL	Short Term: As volumes continue to grow, this area would be a candidate for centerline rumble treatment and more enforcement. This would have a somewhat lesser priority than the two other zones mentioned earlier in this report (Salem - Woodburn).	No current funding identified. <i>consider for RPI now @</i> <i>KN 17821 installed CL rumbles</i>
WDBRN 13 - CITY OF WOODBURN	Short Term: A speed zone reduction to 35 mph has been approved and signs will be installed soon.	Done – Spring 2001.

CATEGORY AND RECOMMENDATION #	RECOMMENDATION SUMMARY	COMMENTS/ COMPLETION?
WDBRN 16 - Lincoln Street Intersection	Short Term: Install luminaries on at least two of the signal poles.	This will be added as a safety fix within the FY '06-'07 Hwy 99E preservation project. <i>done</i> Young Street will be addressed in a separate traffic signal project. <i>→ see previous note</i>
WDBRN 19 - Mount Hood Avenue (Hwy 214/211) Intersection	Short term: A protected left turn phase (green arrow) for Highway 214/211 legs was added a few months ago to mitigate this problem.	Done – Summer, 2001.
WDBRN 20 - Proposed Safeway Relocation	Short term: Add illumination to the proposed signal poles for better nighttime visibility. There are no luminaries on the existing signal poles.	Constructed July, 2002.
WDBRN 21 - Proposed Safeway Relocation	Short term: Retain and improve existing raised signal pole islands for pedestrian landings, in order to reduce the crossing distances.	Constructed July, 2002.
WDBRN 22 - Existing Safeway Driveways	Short Term: Additional signs and legends need to be placed at the restricted access to comply with conditions of Safeway road permit.	Constructed July, 2002.
WBRN-CAN 1 - Chevron Gas Station/Mini-Mart/UHaul	Short term: Construct left turn refuge at the Chevron Station.	? <i>likely needed to be part of a dev proj.</i>
WBRN-CAN 3 - Junction of Wilsonville-Hubbard Highway to D Street	Short Term: Construct a sidewalk or footpath from the NCL to D Street. <i>parkway</i>	Done 2012
WBRN-CAN 4 - Junction of Wilsonville-Hubbard Highway to D Street	Short Term: Increase green time for 99E traffic at the D Street signal. (10 seconds was recently added. ODOT will continue to monitor operation of this signal in order to optimize its efficiency)	signal rebuild 2010
WBRN-CAN 5 - D Street Intersection	Short Term: Conduct a speed zone investigation to see if a lower speed limit is warranted.	? <i>speed checked in 2009; 2015 deemed everything ok</i>
WBRN-CAN 6 - D Street Intersection	Short Term: Install pavement legends in the west leg of the D Street intersection to clarify lane use. Install overhead lane-use signs on the signal span wires.	done w/ signal rebuild
WBRN-CAN 7 - D Street Intersection	Short Term: Install pavement "dots" across the intersection to direct cross traffic to their proper lane.	? <i>probably not b/c no dual turns</i>

CATEGORY AND RECOMMENDATION #	RECOMMENDATION SUMMARY	COMMENTS/ COMPLETION?
WBRN-CAN 12 - "Top O' Hill" Area	Short Term: Change the existing "Congestion" advance sign to a pedestrian warning sign. Add high intensity diamond "flags" to the sides of the sign.	Under jurisdiction of <u>Region 1</u> and may be updated later.
WBRN-CAN 13 - "Top O' Hill" Area	Move the "Safety Corridor" signing, which is less than one-tenth of a mile (0.1-mile) north of the restaurant, to a site just north of the Pudding River Bridge. There was also a fatal crash at Lone Elder Road, just north of the bridge.	Under jurisdiction of <u>Region 1</u> and may be updated later.
WBRN-CAN 15 - Barlow Road Intersection	Short Term: Replace Yield sign in the NW quadrant with a Stop sign.	Under jurisdiction of <u>Region 1</u> and may be updated later.
WBRN-CAN 16 - Barlow Road Intersection	Short Term: Install Yield sign in the SE quadrant for the NB to EB right turn.	Under jurisdiction of <u>Region 1</u> and may be updated later.
CANBY 1 – Install luminaries	Short Term: Install luminaires on at least two signal poles at each signal installation.	
CANBY 3 - Elm Street Intersection	Short Term: Monitor the crash experience after the progressive timing was installed to evaluate its effectiveness.	Under jurisdiction of <u>Region 1</u> and may be updated later.
CANBY 4 - Ivy Street Intersection	Short Term: Monitor the crash experience after the progressive timing was installed to evaluate its effectiveness.	Under jurisdiction of <u>Region 1</u> and may be updated later.
CANBY 5 - Ivy Street Intersection	Short Term: Construct a narrow, raised traffic separator to prohibit left turns in and out of the accesses on the private accesses. This will require partnering with the City to seek agreement on the issues and agreement on the solution.	Under jurisdiction of <u>Region 1</u> and may be updated later.
CANBY 6 - Pine Street Intersection	Long Term: Monitor the effectiveness of this change to see if accidents are reduced. Crash data should be monitored for at least two more years.	Under jurisdiction of <u>Region 1</u> and may be updated later.

NOTE:

- Two Capital Improvement "Safety" projects (left turn lanes) at two hazardous intersections: Howell Prairie Road and Boones Ferry Road that are scheduled for construction in the Summer 2005.
- Work currently being identified with a developer to provide funding for a median at the intersection of Oregon Route 99E and Oregon Routes 211 and 214.

- A Capital Improvement "Preservation" project from Salem to Woodburn that will be considered for inclusion in the 2004-2007 STIP.
- Region 1 headquarters is in Portland.

TRANSPORTATION SAFETY (PUBLIC INFORMATION, EDUCATION AND ENFORCEMENT) EFFORTS

CATEGORY AND RECOMMENDATION #	RECOMMENDATION SUMMARY	COMMENTS/ COMPLETION?
SLM-WDBRN 1 - SALEM NCL TO WOODBURN SCL	Short term: More community awareness is needed about the drinking and driving problem in the corridor. ODOT managers and Transportation Safety staff should work in cooperation with other state and local officials, community leaders, school districts, local organizations, and business owners who serve or sell alcohol, to (1) further identify the at risk offenders, (2) raise the awareness level of the problem and (3) develop engineering, enforcement and education strategies to reduce it.	Continuous.
SLM-WDBRN 2 - SALEM NCL TO WOODBURN SCL	Short Term: Identify existing community organizations, churches, etc. that currently or potentially would be interested in the promotion of transportation safety issues within the communities. Efforts could include education and awareness on Driving Under the Influence of Intoxicants (DUI), correct usage and use of seatbelts/child safety seats, and driving laws in general. Unify efforts wherever possible.	Continuous.
SLM-WDBRN 3 - SALEM NCL TO WOODBURN SCL	Short Term: Increase police presence and visibility in the corridor. Install police launch pads to heighten enforcement awareness. Seek increase in enforcement levels through existing resources and/or additional funding.	As of February, 2002 State Police identified launch pads are not needed in the area. Potential for overtime enforcement continues to be researched.
SLM-WDBRN 4 - SALEM NCL TO WOODBURN SCL	Short Term: Use speed radar-reader boards to be deployed during high crash times of the day and days of the week. (Including evening hours)	
SLM-WDBRN 9 - Barbara Way to Perkins Road	Short Term: Install police "launch pads" in this section.	As of February, 2002 State Police identified launch pads are not needed in the area. Potential for overtime enforcement continues to be researched.

CATEGORY AND RECOMMENDATION #	RECOMMENDATION SUMMARY	COMMENTS/ COMPLETION?
SLM-WDBRN 20 - Keene Road/Duck Inn Road to Geshwill Lane	Short Term: Install at least two police "launch pads)" in this section. At least one should be near the Boones Ferry Road intersection. See Boones Ferry Road intersection discussion below.	As of February, 2002 State Police identified launch pads are not needed in the area. Potential for overtime enforcement continues to be researched.
SLM-WDBRN 24 - Gervais Road – Mt Angel Intersection (Gervais)	Long Term: Monitor closely to assure traffic is adjusting to the new signal. If deemed necessary provide clear and concise, multi-lingual signal educational materials as inserts in local electric bills, local business payroll distributions etc.	
SLM-WDBRN 26 - Boones Ferry Road Intersection	Short Term: Site a police "launch pads)" near this intersection, preferably on the east side of the highway.	As of February 2002 State Police identified launch pads are not needed in the area. Potential for overtime enforcement continues to be researched.
WDBRN 1 - CITY OF WOODBURN	Short Term: If they don't already, local police should concentrate enforcement on these three intersections. Fifty nine percent of the crashes are a significant portion of the accident problem.	As of Summer, 2001 a copy of the report was provided to State Police, Marion County Sheriff's Office and the City of Woodburn. Continuous enforcement efforts are conducted at identified problem areas.
WDBRN 6 - CITY OF WOODBURN	Short Term: Use existing resources and/or seek additional resources to provide increased police enforcement and monitoring of high accident locations, including implementation of a Targeted Pedestrian Enforcement "sting." Alert the community of increased enforcement efforts.	As of Summer, 2001 the City of Woodburn received a Transportation Safety Division grant for Targeted Pedestrian Enforcement. Woodburn put forth a high effort in conducting that enforcement and continues to conduct enforcement as resources allow.
WDBRN 7 - CITY OF WOODBURN	Short Term: Assure that the recently developed pedestrian safety education and awareness program is embraced and implemented throughout the community to its potential.	Continuous. April 2002 "Day of The Child" event at French Prairie School provided the opportunity for Region 2 Transportation Safety to meet with 250 plus children/parents and provided various transportation safety materials.

CATEGORY AND RECOMMENDATION #	RECOMMENDATION SUMMARY	COMMENTS/ COMPLETION?
WDBRN 8 - CITY OF WOODBURN	Short Term: Identify existing community organizations, churches, etc. that currently or potentially would be interested in the promotion of transportation safety issues within the communities. Efforts could include education and awareness on Driving Under the Influence of Intoxicants (DUI), correct usage and use of seatbelts/child safety seats, and driving laws in general. Unify efforts wherever possible.	Continuous. April 2002 "Day of The Child" event at French Prairie School provided the opportunity for Region 2 Transportation Safety to meet with 250 plus children/parents and provided various transportation safety materials. Marion County wide Child Passenger Safety Planning Meeting to be held by Region 2, June 2002.
WDBRN 10 - CITY OF WOODBURN	Short Term: More community awareness is needed about the drinking and driving problem in the corridor. Transportation Safety personnel and ODOT managers should work in cooperation with state and local officials, community leaders, school districts, local organizations, and business owners who serve or sell alcohol, to (1) identify the problem and at risk individuals, (2) raise the awareness level of the problem and (3) develop strategies to reduce the problem.	Continuous.
WDBRN 11 - CITY OF WOODBURN	Short Term: Identify existing community organizations, churches, etc. that currently or potentially would be interested in the promotion of transportation safety issues within the communities. Efforts could include education and awareness on Driving Under the Influence of Intoxicants (DUI), correct usage and use of seatbelts/child safety seats, and driving laws in general. Unify efforts wherever possible.	Continuous.
WDBRN 12 - CITY OF WOODBURN	Short Term: Increase police presence and visibility. Seek increase in police enforcement levels through existing resources and/or additional funding.	As of Summer, 2001 a copy of the report was provided to State Police, Marion County Sheriff's Office and the City of Woodburn. Continuous enforcement efforts are currently being conducted at identified problem areas with resources available.

CATEGORY AND RECOMMENDATION #	RECOMMENDATION SUMMARY	COMMENTS/ COMPLETION?
WBRN-CAN 11 - HUBBARD NCL TO AURORA SCL	Short Term: Coordinate and promote, potentially through the Hubbard local traffic safety committee, transportation safety public information and education programs, focusing on drowsy driving, speed, and DUII.	
WBRN-CAN 14 - Barlow Road Intersection	Short Term: More police enforcement. Construct police "launch pads" in the NE quadrant of the intersection.	Under jurisdiction of Region 1 and may be updated later.
CANBY 2 - CITY OF CANBY	Short Term: Increase enforcement at the signalized intersections, not only for vehicle violations, but also for vehicles failing to yield to pedestrians. If failing to yield to pedestrians persists, work with local police agency on possible Targeted Pedestrian Enforcement program.	<p>As of Summer, 2001 a copy of the report was provided to State Police, Clackamas County Sheriff's Office, the City of Aurora and Canby.</p> <p>Continuous enforcement efforts are currently being conducted at identified problem areas with resources available.</p> <p>Clackamas County and the Cities of Aurora and Canby have recently received Transportation Safety Division, Targeted Pedestrian Enforcement grants to be conducted Spring/Summer and early Fall 2002.</p> <p>Under jurisdiction of Region 1 and may be updated later.</p>



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OR 99E Safety Corridor to be decommissioned

Highway crash rates decline to 32% below statewide average

SALEM – With the crash rates for fatal and serious injuries dropping significantly, the Oregon Department of Transportation (ODOT) is decommissioning the 11-mile OR 99E Safety Corridor between Salem and Woodburn. Since 2008, the average crash rate for the entire corridor is now 32 percent below the statewide average for similar roads. The route was designated a safety corridor in 2002.

As of May 30, all safety corridors signs including the double fines signs will be taken down and doubling fines based on the safety corridor designation will no longer be in effect.

The safety corridor was one of 10 statewide and was located in Marion County from just north of Salem near Chemawa Road to just south of Woodburn. It becomes the 10th safety corridor to be decommissioned since the program began in 1990. Safety corridors are decommissioned when the fatal and serious injury crash rate is reduced to at or below the statewide average for similar roadways.

“This is good news for motorists. Traffic safety has improved significantly on that stretch of highway,” said Nicole Charlson, Traffic Safety Coordinator for ODOT. “Also, it has been our experience that fatal and serious injury crash rates do not increase after a safety corridor is decommissioned.”

ODOT has worked closely with Marion County, Oregon State Police, a local traffic safety committee and other local jurisdictions to take actions to make the corridor safer. Actions to increase safety have included: increased police enforcement; engineering and construction improvements to the highway; and increased public awareness (education).

Some key safety additions to the corridor included: construction of a left turn refuge from OR 99E turning onto Brooklake Road; intersection improvements at Waconda, Checkerboard,

Keene and Duck Inn Roads; adding delineators (light retroreflecting devices) around the intersection with Concomly Road and at Keene Road; realigning Checkerboard, Howell Prairie and Boones Ferry Roads to the highway in a “T” fashion; a new traffic signal with updated left and right turn lanes at the intersection with Mt. Angel-Gervais Road; and adding a center turn lane and widening of the highway at Belle Passi Road. A public awareness education campaign and increased police patrols also helped make the difference.

“The community’s commitment to safety is really what has made the difference and has turned this into a success story,” said Charlson. “But we aren’t finished. We will continue to monitor crashes, patrol the highway, encourage safe driving behavior and work with the community on other ways to further improve safety in that area.”

A long range action that ODOT is planning is adding shoulder rumble strips from Chemawa Road to Woodburn to reduce lane departure crashes.

“ODOT would like to thank all of our partners for making this safety corridor such a success. It is communities working together that make such a difference and save lives,” Charlson said.

For more information on transportation safety and the safety corridor program, visit ODOT’s web site at <http://www.oregon.gov/ODOT/TS/safetyprograms.shtml>.

ODOT