

DECEMBER 2006

Oregon Safety Corridor Program Guidelines



ODOT TRANSPORTATION SAFETY DIVISION



Oregon Safety Corridor Program Guidelines

(Revised and adopted by TOLT 12/7/2006)

Background

Purpose of the guidelines

These guidelines have been established to explain the safety corridor program in Oregon – the concept, selection, implementation, administration and decommissioning.

They will set a framework for determining who should be involved and how the various stakeholders interact to make a lifesaving difference in the short term on a problem stretch of roadway.



These principles, procedures and practices can be applied to both state and local highways with equal potential for success. These Oregon Department of Transportation (ODOT) guidelines have been developed for use within ODOT's Safety Corridor Program.

What is a safety corridor?

Safety Corridors are stretches of state highway with an incidence of fatal and serious-injury traffic crashes higher than the statewide average for a similar type of roadway.

Typical actions taken in these corridors to increase safety include more frequent enforcement, low-cost engineering improvements, education efforts such as media events, brochures and poster distribution, and emergency medical services enhancements such as enhancing coordination between local agencies. These efforts are referred to as the "4E" multi disciplinary approach to traffic safety e.g. Education, Enforcement, Engineering, and Emergency Medical Services. Drivers are asked to pay extra attention and carefully obey all traffic laws when driving in these corridors.

One distinct advantage to the safety corridor concept is the ability to react to an identified crash problem in a short period of time. The implementation is relatively inexpensive and has been shown to have dramatic impacts on crash rates. In many cases, this concept is an intermediate step while progress is made toward more permanent safety infrastructure improvements.

How did the safety corridor program start?

The Federal Highway Administration (FHWA) held a national workshop in June 1990 to create a list of the five most promising short-term traffic crash countermeasures. The safety corridor concept was one of those five.

Oregon's first safety corridor was designated about the same time on Oregon Route 62 in Medford. In the late 1980s, the 10-mile stretch from Interstate 5 to the town of Eagle Point experienced 13 traffic deaths in a 16-month period. The local roadway planning council asked ODOT for help in solving the problem. The safety corridor concept with its focused, multi-disciplinary approach was deemed to have the most potential for impacting this serious crash problem.

Who manages the program and what tasks do they perform?

The following ODOT staff provide these general tasks:

ODOT Safety Corridor Program Manager:

- Manages the statewide program including drafting of program guidelines that are approved by the Traffic Operations Leadership Team (TOLT) including the State Traffic Engineer,
- Assures ODOT compliance with guidelines,
- Analyzes data and makes safety corridor recommendations,
- Participates on initial designation and decommissioning teams,
- Provides guidance on countermeasures, annual plans, etc.,
- Provides limited TSD Funds as available for enforcement, education and minor engineering including management of statewide grants, and
- Reviews and maintains completed Annual Safety Corridor Plans, Stakeholder Lists and end-of-year Annual Plan Review documents.

ODOT Traffic Roadway Engineering Section (TRS):

- Analyzes data and makes safety corridor recommendations,
- Participates on initial designation and decommissioning teams, and
- Provides engineering judgment and analysis.

ODOT Crash Analysis and Reporting Section (CARS):

- Provides annual safety corridor data for use in the Annual Safety Corridor Data, Summary and Recommendations report, and
- Provides special data runs as requested.

Five ODOT geographic Regions:

- Take ownership of the local safety corridors,
- Administer and take the lead on local safety corridor program including application and implementation of guidelines,
- Coordinate and develop Annual Safety Corridor Plans and Annual Plan Review documents including Stakeholder Lists,
- Coordinate initialization and participation of stakeholder group including meetings, etc.,
- Analyze data and makes safety corridor recommendations,
- Participate on initial designation and decommissioning teams,
- Provide engineering judgment and analysis,
- Are ultimately responsible for the 4E approach to traffic safety for the reduction of fatal and serious-injury crashes within its safety corridors,
- Provide region funding, as possible, for additional enforcement, education, minor engineering, and emergency medical services enhancements, and
- Provide annual review and upgrading of traffic control devices including safety corridor signing at Region/District cost as funds are available.

For a copy of the Annual Safety Corridor Data Summary and Recommendations report, contact the ODOT Transportation Safety Division at 1-800-922-2022.

Designation

Where do requests originate?

Requests for designation of a stretch of state highway as a safety corridor can come from many sources. Examples include:

- ◆ Concerned citizens,
- ◆ Legislators,
- ◆ Neighborhood groups,
- ◆ Local traffic safety committees, and
- ◆ School safety groups.



How and to whom are the requests made?

Safety Corridor designation is a serious investment of scarce resources. All requests are taken seriously. Interested parties should first discuss their requests with the local city or county public works agency, administration and police department to obtain support for the request locally. The city/county organization and/or individual should then obtain crash data to assist in verifying the problem exists to the extent perceived. Finally, once data is substantiated, as possible, any office of ODOT may be contacted and a request

made for a safety corridor to be forwarded to the Transportation Safety Division for consideration through the ODOT Safety Corridor Program Manager.

What makes a corridor a good candidate for designation?

There are three key elements to designation of a successful safety corridor:

- 1) Is there a fatal and serious-injury crash problem that has been sustained over a reasonable period of time?
- 2) Are there significant enforcement resources available?
- 3) The stretch is a reasonable length – two to ten miles is preferable.

What are the designation criteria?

Designation Criteria

Criterion (1) is met when the three-year average of the local fatal and serious-injury crash rate, as determined by CARS, is at or above 110% of the latest statewide three-year average for a similar type of roadway.

Criterion (2) is met if state and/or local law enforcement agencies will commit to making the corridor a patrol priority.

- ◆ There is no hard and fast definition of “patrol priority” in this case. This is a subjective call on the part of the designation team.

Criterion (3) is met if the initial designation team agrees that the length is manageable from an enforcement and education (media coverage) standpoint. Rural sections may be substantially longer than urban sections.

Who makes the final designation decision?

All requests for safety corridor designation status are forwarded to the ODOT Transportation Safety Division for consideration through the ODOT Safety Corridor Program Manager.

Upon receipt of the initial request the ODOT Safety Corridor Program Manager contacts the Region to identify the most practical milepost start and end points. Then initial safety corridor data is requested from CARS. Upon receipt of the data the data is forwarded for quick review and analysis to members of the initial designation team.

The initial designation team is comprised of:

- ◆ ODOT Safety Corridor Program Manager,
- ◆ Traffic Roadway Engineering Section (TRS) representative ,
- ◆ Region Transportation Safety Coordinator (RTSC),

- ◆ Region Traffic Manager/Engineer,
- ◆ Appropriate District Manager or designee, and
- ◆ Region Public Information Officer.

If the road segment submitted for review meets the three designation criteria, the initial designation review team may officially agree to designate the corridor.

Development, Implementation and Minimum Requirements

What happens next?

The degree of complexity of the implementation process is largely at the discretion of the RTSC, Region Traffic Manager/Engineer and respective District Manager or designee. At a minimum the Region must:

- ◆ Identify a multi-disciplinary stakeholder group. Stakeholders are defined as those individuals, groups and agencies that have expressed an interest in the safety corridor in the past and/or are considered to be valuable for the current discussion. Development of a Stakeholder List, which includes stakeholder names/entity, addresses, and telephone numbers.
- ◆ Provide a detailed review of the Annual Safety Corridor Data Summary and Recommendations report along with any other data available in order to identify problems and potential countermeasures using the 4E approach to traffic safety. Present appropriate information to the stakeholders possibly through a stakeholder meeting.
- ◆ Develop and share with the stakeholders an Annual Safety Corridor Plan. The plan consists of the following:
 - Updated Stakeholder List with stakeholder names/entity, addresses, telephone numbers and a designated stakeholder representative,
 - A set of data elements to be tracked representing the corridors problem identification,
 - Activities planned for the year,
 - Parties responsible for actions and time lines,
 - Funding sources and amounts (if any), and
 - Identification of any projects, infrastructure or otherwise, scheduled in the safety corridor.

The following 4E elements must be addressed in the following manner with the appropriate “Key Players”:

Enforcement: Annual commitment from the enforcement agencies noting that the corridor remains an active patrol priority for the jurisdiction.

Education: A minimum of four quarterly public information efforts planned and accomplished paid or volunteer efforts for the corridor. This may be a combination of print, radio, TV, cable, billboards theater ads, presentations to local schools, civic groups, etc., in an effort to provide awareness of the corridor or provision of traffic safety messages/information.

Engineering: Annual review of traffic control devices (signing, striping, pavement markings and delineation) on the corridor for compliance with current standards. Region Traffic and the applicable District will determine the viability of upgrading these items, based on budget and labor considerations annually.

Emergency Medical Services: Identification should be made of all medical service providers and their contact staff name and telephone numbers within the corridor area including ODOT, OSP, local agencies, ambulance services, fire, hospitals, etc. Specific EMS communication or vehicle access issues should be identified and documented.

The Annual Safety Corridor Plan should include “key players” signature blocks for assurance of participation and understanding of roles. Once fully developed and signed by all necessary parties a copy of the Annual Safety Corridor Plan and Stakeholder List must be forwarded to the ODOT Safety Corridor Program Manager.

- ◆ Install typical signing, per ODOT Sign Design Unit typically at District and/or Region expense.
- ◆ Develop press releases announcing the designation of the safety corridor or showcasing the event in which they reveal the corridor sign(s). Interested stakeholders, including enforcement representatives, may wish to participate in the press event. Other press releases should be coordinated during corridor events etc. or at decommissioning.
- ◆ Develop at the end of the Annual Safety Corridor Plan year an Annual Safety Corridor Plan Review that addresses all the accomplishments of the Annual Safety Corridor Plan and any other successes or problems identified for the corridor. The Annual Safety Corridor Plan Review should be sent to the ODOT Safety Corridor Program Manager with an updated Stakeholder List if it’s been modified since the Annual Safety Corridor Plan was submitted.

The annual planning process

The purpose of the Annual Safety Corridor Plans are to assure that the Safety Corridor program remains a “living” program and not static. In general, the purpose of the planning process is to provide a framework for “revitalization” of those corridors that are not showing progress as expected, or removal of corridors that have shown sufficient “success” in reducing fatal and serious-injury crashes. The goal for existing corridors remaining on the designation list is to re-focus efforts and identify progress on at least an annual basis. See Appendix for sample planning/administration process documents.



Who are the stakeholders?

The list of stakeholders will vary by Region and safety corridor. Typical participants may include:

- ◆ Region Traffic Manager/Engineer,
- ◆ Region Transportation Safety Coordinator (RTSC),
- ◆ District Manager or designee,
- ◆ State and/or local law enforcement,
- ◆ Local business(es),
- ◆ Local traffic safety committee/Safe Community,
- ◆ Emergency response representatives,
- ◆ School or school district staff,
- ◆ Local Mothers’ Against Drunk Drivers (MADD) Chapter,
- ◆ City/County public works representatives,
- ◆ Interested citizens,
- ◆ Civic Groups,
- ◆ Tribes, and/or
- ◆ Neighborhood Associations.

What improvements are made?

Improvements are again ultimately realized through developing a 4E approach to traffic safety including:

- Multi-disciplinary teams,
- Short-term countermeasures,
- Low cost projects,
- Data analysis and mapping tools,
- Roadway Safety Audits/Analysis,

- Minor engineering repairs or upgrades,
- Planned enforcement efforts,
- Timed educational events or campaigns, and
- Emergency Medical Service enhancements.

Additionally, ODOT TSD provides limited funds annually to the five, or so, worst problem safety corridors, as determined by the annual crash data within the Annual Safety Corridor Data and Recommendations report and at the discretion of the ODOT Safety Corridor Program Manager. The funds can be used at the region’s discretion typically for enforcement or education efforts.

Who Develops the Corridor Plan?

The RTSC/Region has responsibility for developing/administering the local safety corridor program.

Approaches will vary by region, but generally, consensus is sought among the stakeholders as to an acceptable minimum investment of enforcement, education, minor engineering and emergency medical service enhancements.

Who monitors the plan’s progress?

The intention of the Annual Safety Corridor Plan is to ensure at least a minimum investment of resources in the corridor. The plan is not binding. The minimum levels of investment are suggested in the “Development, Implementation and Minimum Requirements.” However, a continued lack of activity and investment in the corridor by state and local stakeholders may result in loss of funds, if applicable or recommendation for decommissioning by the initial designation team.

Decommissioning

When is it not a safety corridor any more?

The safety corridor concept has proven to be successful in reducing traffic crashes on problem stretches of highway.

Once in operation, when a safety corridor has an ongoing record of reducing fatal and serious injury crashes, it may be time to decommission that corridor. Annual safety corridor data is provided by CARS and



incorporated into the Annual Safety Corridor Data Summary and Recommendations report.

Annually the ODOT Safety Corridor Program Manager and a representative from TRS complete an analysis of the data. During this data analysis the fatal and serious-injury crash rate is a priority. The Status, Recommendation and Funding proposals are then developed jointly. Next, regions review and provide the final response to these recommendations within the Region Proposed Action. Finally the Annual Safety Corridor Summary and Recommendations report is published.

There are several categories of recommendations and funding in general. Here are a few examples:

- ◆ Decommission.
- ◆ Continue designation.
- ◆ Continue with TSD funding.
- ◆ Continue without TSD funding.

Who makes the final decommissioning decision?

A safety corridor will be recommended for decommissioning if any one of the following decommissioning criteria is met.

- ◆ The three-year average of the local fatal and serious-injury crash rate as determined by CARS is at or below 100% compared to the three-year average of the statewide fatal and serious injury crash rate for similar type of roadways.
- ◆ If any of the remaining designation criteria doesn't continue to be met.
- ◆ If the minimum requirements within the "What happens next" section are not being performed.
- ◆ And finally, if there is a continued lack of activity or investment.

The corridor will be decommissioned unless a local stakeholder group "adopts" the corridor. If a corridor is to continue to be designated through a local stakeholder group there should be meaningful local investment of resources and the guidelines followed as if ODOT was administering the effort. This is to be at the locals expense as this is one method of ensuring continued investment of these resources, where warranted.

Recommendations for decommissioning are just that – recommendations. Agreement for decommissioning must be reached among:

- ◆ ODOT Safety Corridor Program Manager,
- ◆ Traffic Roadway Engineering Section (TRS) representative ,
- ◆ Region Transportation Safety Coordinator (RTSC),
- ◆ Region Traffic Manager/Engineer,
- ◆ Appropriate District Manager or designee,
- ◆ Region Public Information Officer and,
- ◆ Stakeholder Group designee.

If agreement cannot be reached, the RTSC, Region Traffic Manager/Engineer, TRS representative and the ODOT Safety Corridor Program Manager will make a final decision.

As stated above, if continuation of safety corridor status is sought, there must be a commitment by state and/or local stakeholders group to make the minimum investments listed in these guidelines.

If you have any questions, please contact:

ODOT Safety Corridor Program Manager

Ph: 503-986-4195

FAX: 503-986-4341

235 Union Street, NE

Salem, OR 97301-1054

Visit the TranSafety Internet Home Page:

<http://www.odot.state.or.us/transafety/>

Appendices

→ **Sample Safety Corridor Annual Plan Stakeholder Involvement Memo**

→ **Sample Stakeholder Participation Form**

→ **Sample Safety Corridor Plan Stakeholder Meeting Agenda**

→ **Sample Annual Safety Corridor Plan**

→ **Sample Stakeholder List (to be added)**

→ **Sample Annual Safety Corridor Plan Review (to be added)**

Safety Corridor Annual Plan Stakeholder Involvement Memo

Date:
Time:
Place:
Safety Corridor:

Dear Traffic Safety Stakeholder

November 1, 2001

RE: 2001-2002 Safety Corridor Action Plan for Oregon Route 34 (Interstate 5 – Corvallis)
Milepost 0.34 – Milepost 10.12

Dear Traffic Safety Stakeholder:

You've been identified as a potential stakeholder for the above noted "Safety Corridor." Safety Corridors are stretches of state and local highway with an incidence of traffic crashes or fatalities higher than the statewide average for that type of roadway. This Safety Corridor was established in November 1993. It has remained a Safety Corridor due to the fatality rate being higher than the statewide four of the seven years that data is available.

Safety Corridors are addressed using a "4E" approach. The "4E" approach is defined as Education, Enforcement, Engineering and Emergency Medical Services. Additional information about the Statewide Safety Corridor Program is available at the following Oregon Department of Transportation, Transportation Safety Division website:

http://www.odot.state.or.us/transafety/Roadway_Safety/Roadway_Safety_Main_Page.htm.

During 2001 the Oregon Department of Transportation, Region Traffic Managers/Engineers adopted guidelines to enhance the ODOT Safety Corridor Program. The purpose was to ensure sustained success through continued state and local participation through a unified approach. The guidelines include the requirement for an annual "Safety Action Plan."

Please review the elements of the proposed "Safety Action Plan" on the attached "**Participation Form,**" provide comment and return by **November 20, 2001**. Completion of the "**Participation Form**" signifies your interest, commitment and desire to participate in whatever way possible and to be included in future mailings/updates. If you would like additional information or have questions, please feel free to contact me.

Sincerely,

Anne Holder, Transportation Safety Coordinator
ODOT Region 2, Traffic Section
455 Airport Road, Building B
Salem, Oregon 97301-5395
(503) 986-2763 Telephone
(503) 986-2840 Facsimile
anne.p.holder@state.or.us

SAMPLE

Oregon Route 34, Milepost 0.34 – Milepost 10.12(Interstate 5 - Corvallis) 2001-2002 Safety Corridor Action Plan

Stakeholder Participation Form

Completion of this “**Participation Form**” signifies your interest, support, and commitment to this safety corridor effort and desire to be included in future mailings/updates.

Category 1: Enforcement

State Police has been contacted and their interest, support and commitment have been secured that the safety corridor will receive patrol priority. All other police agencies are encouraged to participate in this manner, otherwise please consider participating in Category 2: Education.

Police Agency: _____

Contact: _____ Telephone Number: _____

Email Address: _____

Category 2: Education

Public information/education may be deployed in various forms and by any transportation safety advocate, public or private agency. Examples would be safety fairs, county fair presentations, newspaper/community paper articles, traffic safety presentations, billboards, theater slides, flyers, school presentations, brochures, and outreach etc.

If you know of, are willing to lead, or would be willing to participate in a public information and education effort, please complete as much of this section as possible.

Upon completion of efforts please let me know so that the effort can be documented. (Feel free to telephone me for transportation safety materials, information, coordination assistance etc.)

Individual/Agency: _____

Address: _____

Interested in: Coordinating/Leading or Volunteering/Participating

Telephone #: _____ Electronic mail address: _____

Category 3: Engineering

Traffic control device reviews will be addressed by the local ODOT District Maintenance office. Coordination with cities/counties will be conducted if necessary.

Category 4: Emergency Medical Services

Emergency Medical Service providers in the safety corridor have been contacted and are willing to participate in discussions and projects to further these efforts.

Individual/Agency: _____

Address: _____

Interested in: Coordinating/Leading or Volunteering/Participating

Telephone #: _____ Electronic mail address: _____

Return the completed “Participation Form” to me by November 20, 2001:

Anne Holder, Transportation Safety Coordinator

ODOT Region 2, Traffic Section

455 Airport Road, Building B

Salem, Oregon 97301-5395

(503) 986-2763 Telephone

(503) 986-2840 Facsimile

anne.p.holder@state.or.us



Safety Corridor Plan Stakeholder Meeting

Date
Place
Time

Agenda Topics

- Introductions
- Data review
- Development of plan elements
 - 1) Enforcement
 - ◆ Level of enforcement/agency
 - ◆ Equipment -RRBs/radars
 - ◆ Reporting
 - 2) Education
 - ◆ Media elements and timelines
 - 3) Engineering
 - ◆ Traffic control device review
 - ◆ Equipment -RRBs; VMSs, etc., to be used in corridor
 - 4) Emergency Medical Services
- Responsibilities
 1. Enforcement
 2. Education
 3. Engineering
 4. Emergency Medical Services

SAMPLE

Safety Corridor Annual Plan

October 2002 - September 2003

Local – State Safety Partnership

Administered by

**Region Transportation Safety
Coordinator**



Oregon Safety Corridor Program

SAMPLE

Planning and Evaluation Annual Safety Corridor Plan

Safety Corridor	Designated	Limits	Miles	MP
OR Route 22 (Salem)	Mar-93	Willamette River Bridges to 99W	9	16.15-25.2

Planning Period July 1, 2001 through June 30, 2002

Note: This planning document follows the format of the “Oregon Safety Corridor Planning and Evaluation” guidelines adopted by ODOT Region Traffic Engineers and Managers January 2001.

Problem Identification

The data identifies the problem consists of sporadic increases and decreases in the fatality rates since the safety corridors designation in March 1993. The anticipated calendar year 2000 fatality rate may be the highest fatality rate on record to date. The crash rate has consistently been below the statewide average for similar types of Oregon roadways.

Statistics to track in addition to crash and fatality rate against statewide rates are the number of head-on, turning movement, and rear end type crashes due to the severity of these crash types when they have occurred on this corridor.

Since there is currently several efforts underway to further define the safety problems on this corridor continuation of the safety corridor and safety issues will be reviewed on the next Plan or sooner if additional information is identified. Currently, there is an ODOT Refinement Plan underway and an active Hwy 22 citizen group who is partnering with Polk County in its “Project 22” along with ODOT Safety Corridor efforts.

Activities

- ◆ **Enforcement:** Police agency committed that the corridor would be a patrol priority.

Agency	Oregon State Police
Contact	_____

Agency	Polk County Sheriff’s Office
Contact	<u>Sgt. J. VanLaanen, Polk County ((503) 623-9251)</u>

SAMPLE

- ◆ **Education:** A minimum of four quarterly public information efforts. This may be a combination of print, radio, TV, cable, billboards theater ads, presentations to local schools, civic groups, etc.

Educational activity	<u>Press release of Safety Corridor Plan Implementation</u>
Date	<u>Early 2002</u>
Responsible Party:	<u>ODOT Region 2/ODOT Trans Safety</u>
Completion Date:	_____

Educational activity	_____
Date	_____

Educational activity	_____
Date	_____

Educational activity	_____
Date	_____

- ◆ **Engineering:** Annual review of traffic control devices (signing, striping, delineation, illumination) on the corridor for compliance with current standards. Bring TCDs into compliance using the following provisions:

POTENTIAL TRAFFIC CONTROL DEVICE IMPROVEMENTS

- *A) Improvements may be staged over a period of more than one year if costs exceed current available funds. Staging and priorities reviewed and approved by Traffic Management Section.*

TCD	_____	Location	_____
Cost to bring into compliance	\$ _____		
Estimated completion date	_____		
Comments on funding plan and completion	_____		

- ◆ **Emergency Medical Services:** Emergency Medical Service providers in the safety corridor have been contacted and are willing to participate in discussions and projects to further these efforts.

Agency	_____
Contact	_____

Agency	_____
Contact	_____