

What's next for the US 2 Traffic Safety Corridor?

While it's too early to determine the full effects of the improvements we've made as part of the two-year project, we expect to have initial results by fall 2010. We will also continue to monitor collision rates along the corridor over the coming years. Our goal is that the rate of serious collisions on US 2 continues to decrease. Our ultimate target is zero collisions on the corridor.

Upcoming safety projects on US 2

- **US 2 - Safety Improvements - Monroe to Gold Bar:** In 2010 we will begin work on safety improvements at key locations on US 2 between Monroe and Gold Bar. We worked with the community to prioritize needed safety improvements that could be constructed as part of this \$10 million project.
- **SR 522/US 2 interchange:** In 2010 we will begin work on a project to improve the SR 522/US 2 interchange in Monroe. As part of this project we will build a new flyover ramp from eastbound SR 522 to eastbound US 2 and widen US 2 near the interchange.
- **US 2 at Bickford Avenue:** We are designing a project to improve safety at the intersection of US 2 and Bickford Avenue near Snohomish.



For more information

www.us2drivesafe.org

Meghan Soptich Pembroke
WSDOT Communications
206-440-4704
pembrom@wsdot.wa.gov

Angie Ward
Washington Traffic Safety Commission
360-753-0877
award@wtsc.wa.gov

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We installed memorial signs for victims of US 2 collisions.



We'll invest \$10 million to make key improvements between Monroe and Gold Bar.



In 2010, we'll improve traffic flow and safety at the US 2/SR 522 interchange in Monro..



US 2 Traffic Safety Corridor

Fall 2009

US 2 Traffic Safety Corridor



The US 2 traffic safety corridor stretches nearly 65 miles from I-5 in Everett to Stevens Pass. US 2 is one of only three year-round highways across the Cascade Mountains. It serves as both a major freight route and as "main street" to many communities.

The goal of the traffic safety corridor project is to reduce fatal and disabling collisions on US 2. Roadways chosen to become safety corridors must have local support and a history of significant collision problems that can be addressed with low-cost, short-term solutions. More than 30 community members have helped develop and lead targeted education, engineering and enforcement efforts on US 2 as part of the safety corridor project.

Project highlights

- Oct. 8, 2007** Gov. Gregoire announced that US 2 had been designated a traffic safety corridor
- March 18, 2008** Unveiling event for new traffic safety corridor signs (at River Park in Sultan)
- March 25, 2008** Public kickoff meeting (Monroe City Library, Monroe)
- Nov. 10, 2008** Memorial sign unveiling for Dick O. Withee (near Westwick Rd west of Monroe)
- May 19, 2009** Click it And Ticket campaign at Snohomish, Monroe and Sultan high schools
- May 27, 2009** First electronic collision sign unveiled on eastbound US 2 (near Monroe)
- Aug. 4, 2009** Second electronic collision sign unveiled on westbound US 2 (just east of Gold Bar)
- Sept. 28, 2009** Memorial sign unveiling for Aaron "Beez" W. Aiken, Jr. (just west of Skykomish)

Education and outreach

- **Community outreach:** Corridor group members put on three wintertime "coffee stops" at a park in Gold Bar, where they talked with drivers about staying safe on US 2. The corridor project was also represented at a variety of community events, including the Sultan Shindig, National Night Out Against Crime in Gold Bar, Bike Rodeo in Sultan, and Gold Dust Days in Gold Bar.
- We earned more than 25 media hits in daily and weekly papers and TV and radio stations.
- To raise awareness about the corridor, group members distributed informational materials and promotional items at events and businesses along the corridor. We distributed 10,000 information cards, 150,000 napkins, 3,000 lip balms, 7,000 pens, 2,500 air fresheners, 3,000 litter bags and 60,000 mints.



Governor Gregoire speaks with a reporter following the safety corridor announcement.



Monroe students Breeanna Sebastian and Delaney Davis helped with the Click it And Ticket event.

Click it And Ticket:

More than 2,500 students at Snohomish, Monroe and Sultan high schools participated in Click it And Ticket on May 19, 2009. Students

spotted driving onto school ground wearing seat belts were given a "ticket."

All ticketed students were entered into a drawing for a debit card in the amount of \$124 - the same amount they would pay if they received a seat belt citation.

Between 1999 and 2007, drivers between the ages of 16 and 20 years old were involved in more disabling and deadly crashes on the US 2 corridor than any other age group.

Leadership students conducted seat belt use surveys prior to the event and found usage rates as low as 84 percent, compared with the statewide usage rate of 96.4 percent. Studies conducted two weeks after the event showed a 2 – 3 percent increase in seat belt usage at the schools.



Near-term engineering solutions

As part of the safety corridor project, we:

- Synchronized signals on US 2 in Monroe, Sultan and Gold Bar and connected them to our central system to improve operational efficiency *(in progress)*
- Improved pavement markings and signing for westbound US 2 at SR 522 interchange *(in progress)*
- Added "Right turn on red yields to u-turn" signs at key intersections in Monroe to improve safety
- Modified eastbound left-turn lane at Sultan-Basin Rd. to improve traffic flow
- Added additional warning signs for curve near Fern Bluff Road
- Improve striping at Fern Bluff Road intersection
- Improved signing throughout the corridor
- Removed vegetation to improve sight distance and added guide posts to improve visibility at 245th Avenue SE and Fern Bluff Road intersections
- Restriped the eastbound US 2 trestle to allow drivers to use the right shoulder lane during the peak afternoon commute



Enforcement efforts

The Washington State Patrol (WSP) have worked over 1,000 hours of overtime as part of the safety corridor project. These overtime hours produced the following activity on US 2:

- 22,803 violator contacts
- 14,364 total citations, including:
 - 2635 aggressive driving citations
 - 9948 speeding citations
 - 487 DUIs
 - 1245 seat belt citations

In addition, the Snohomish County Sheriff's Office, the Monroe Police Department, and local Liquor Control Board agents have worked an additional 1,000 hours of overtime on the road and in drinking establishments adjacent to US 2.



Electronic collision signs:

We installed two electronic collision signs on US 2 that automatically count the number of days since the last fatal or serious injury collision on the corridor. When a serious collision occurs, the signs are reset by the Washington State Patrol.

We unveiled the eastbound sign, located near Westwick Road just west of Monroe, on May 27. The westbound sign, located just east of Gold Bar, was unveiled on Aug. 4. We also added an online version of the sign to our corridor Web page.

