



US 2 Traffic Safety Corridor – Collision Data



US 2 Traffic Safety Corridor



US 2 Corridor Overview

- One of only three year-round highways across the Cascade Mountains
- Serves as both a major freight route and as “main street” to many communities
- Scenic highway with substantial tourism traffic adjoining communities rely on for economic sustenance
- Alternate route when I-90 is closed as a result of avalanche control or rock slides



US 2 Collision Data

US 2 Traffic Safety Corridor

(mileposts 0.00 to 64.63)

- Total collisions: 4,698
- Total disabling/fatal collisions: 157

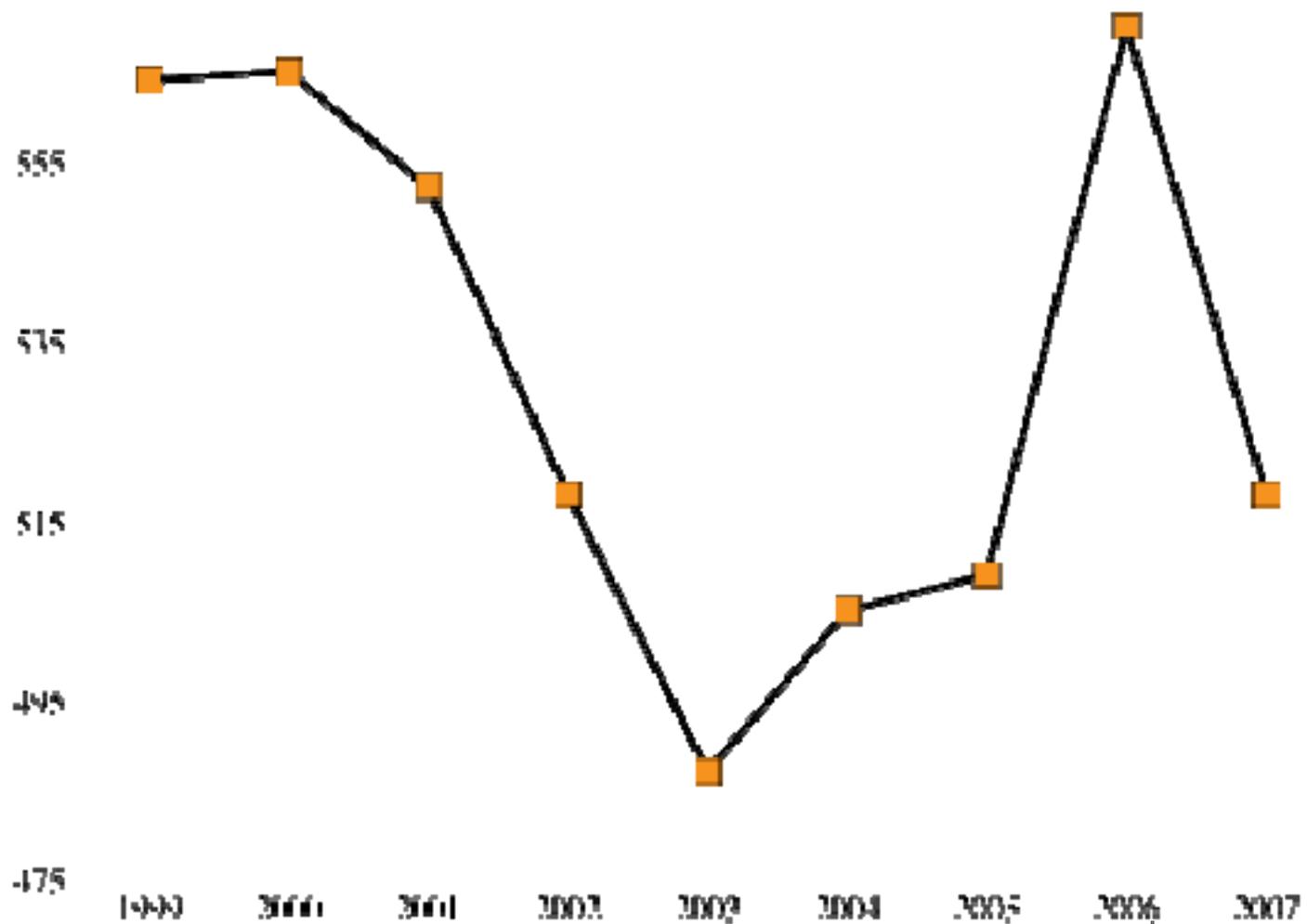
Collision data information

- Time period: Jan. 1, 1999 – Dec. 31, 2007
- Data provided by WSDOT Collision Data and Analysis Branch

Under 23 United States Code – Section 409, this data cannot be used in discovery or as evidence at trial in any action for damages against the WSDOT or the State of Washington.

US 2 Corridor Collision Trends

number of collisions



Understanding Collision Data

Collision types:

- **Fixed object:** includes run-off-the-road and crossovers that do not involve a second vehicle in the primary collision
- **Entering at angle:** vehicle turning onto the highway from a side street
- **Driveway:** vehicle entering or exiting a business or residential driveway
- **Sideswipe:** Both vehicles moving in the same direction
- **Opposite direction:** includes head-on, sideswipe, and collisions involving one vehicle turning off of the state route

Understanding Collision Data

Contributing circumstances:

- **Exceeding reasonable safe speed:** for given conditions or the stated speed limit
- **Over centerline:** at least one vehicle crosses the centerline of the road
- **Did not grant right of way:** one vehicle does not grant right of way to a vehicle with legal right of way; can include not yielding, not waiting for an adequate gap in traffic before turning
- **“Other”:** not a standard contributing circumstance; collision is described by officer in narrative. Also includes hit and run collisions

NOTE: Up to three contributing circumstances are possible per driver. Each graph shows the total number of contributing circumstances associated with all the drivers, *not* the total number of collisions.

US 2 Segment 1: I-5 to Monroe

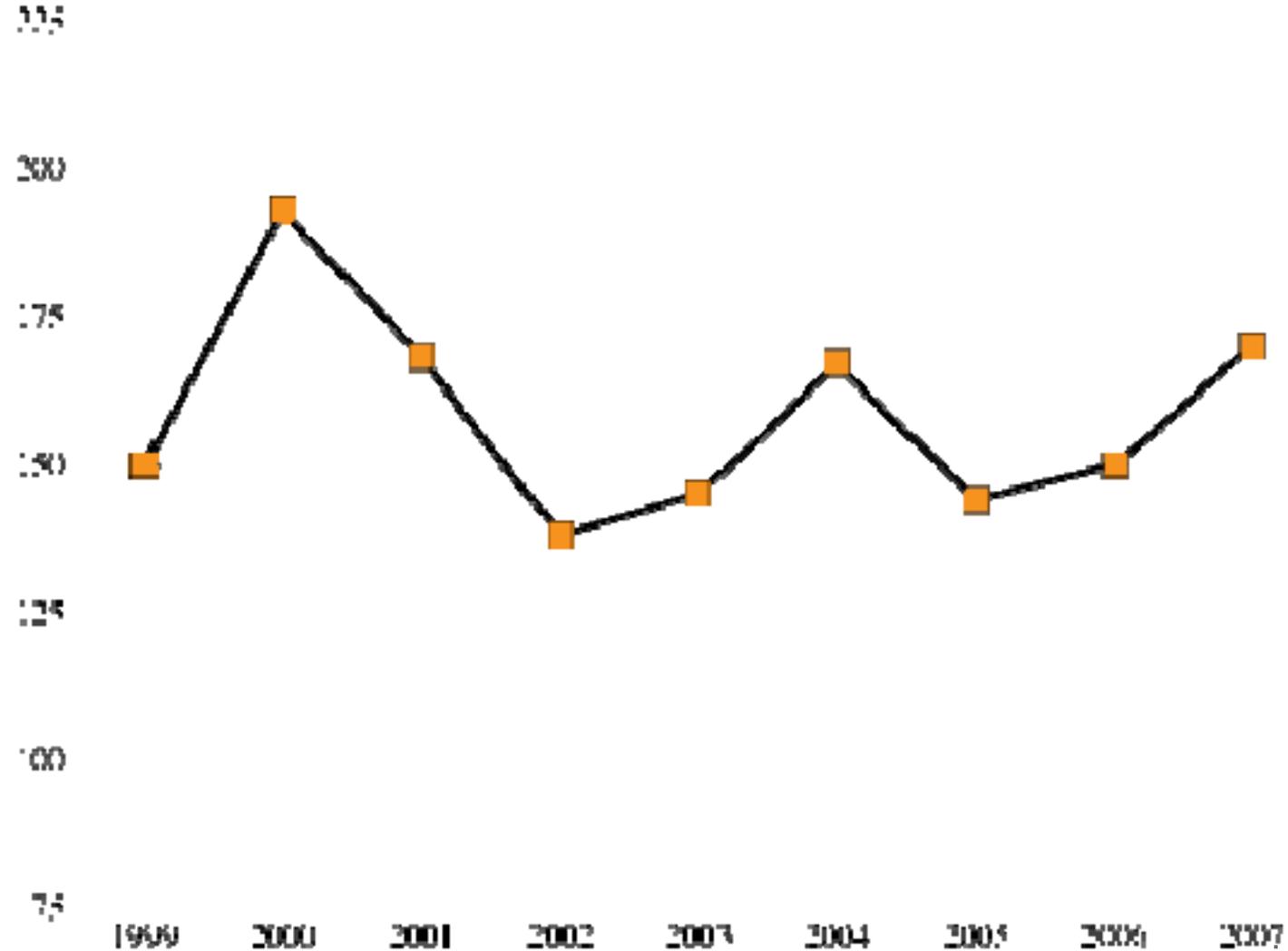
(mileposts 0.00 to 12.70)

- Freeway-like segment with high traffic volumes and congestion
- Segment includes the Ebey Slough trestle and travels through mostly undeveloped wetlands and farmland
- Primary commuter route for many residents in growing communities to the east and south of Snohomish
- Average daily traffic in 2006: 31,000



Segment 1 Collision Trends

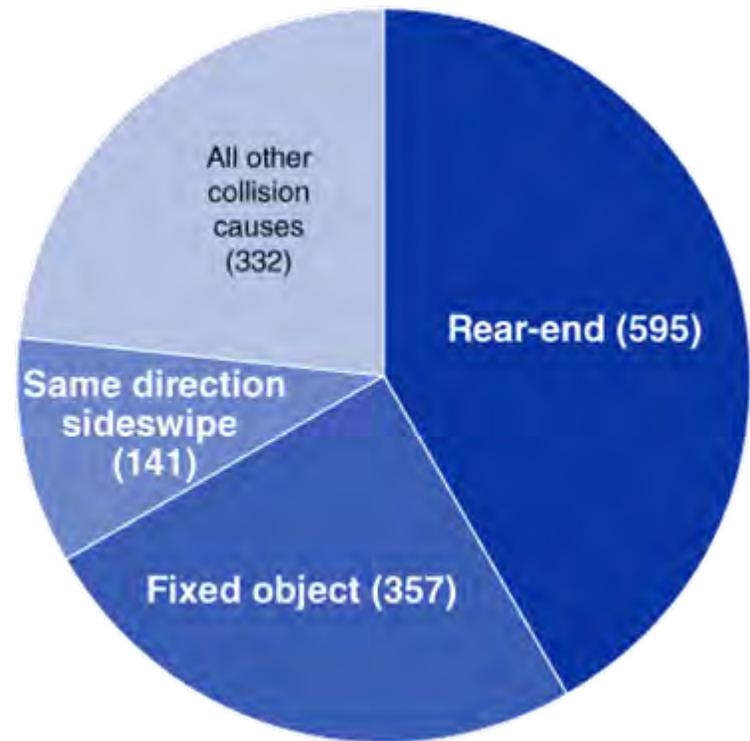
number of collisions



Segment 1: Top 3 Collision Types

All Collisions

1. Rear-end
2. Fixed object
3. Same direction sideswipe

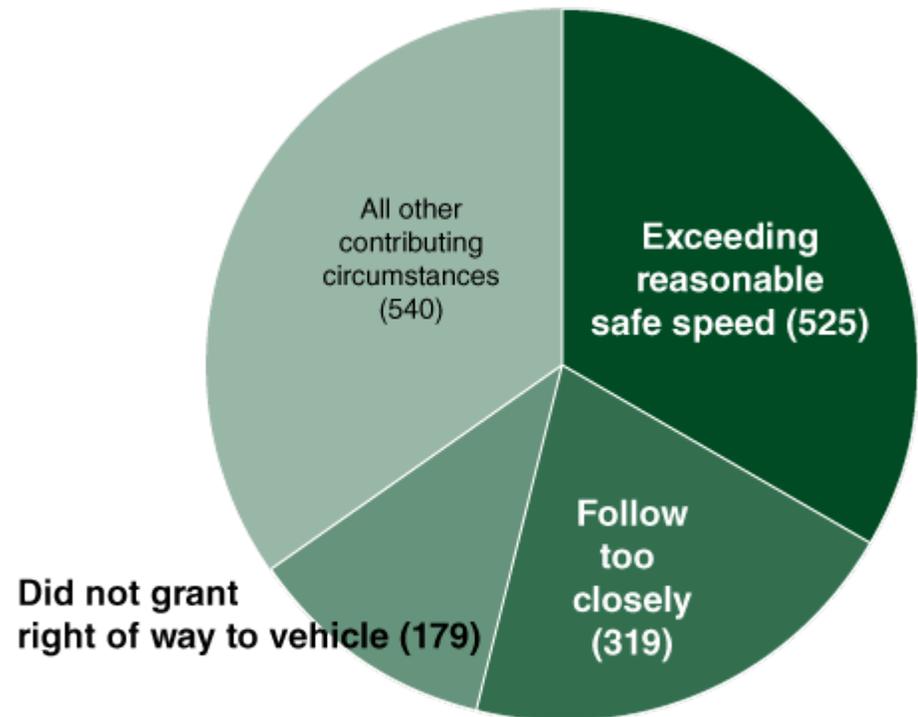


Total: 1425

Segment 1: Top 3 Contributing Circumstances

All Collisions

1. Exceeding reasonable safe speed
2. Following too closely
3. Did not grant right of way to vehicle



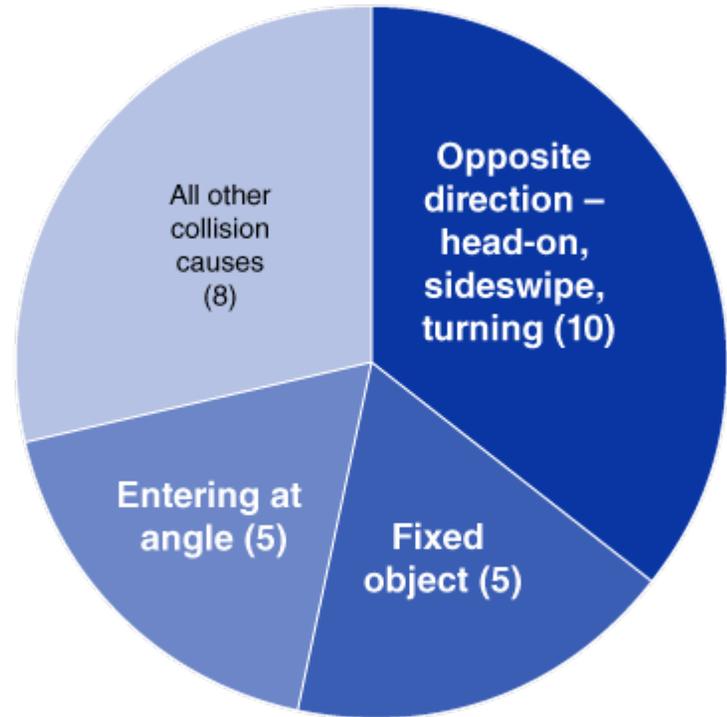
Total: 1563

NOTE: Up to three contributing circumstances are possible per driver. Each graph shows the total number of contributing circumstances associated with all the drivers, *not* the total number of collisions.

Segment 1: Top 3 Collision Types

Disabling/Fatal Collisions

1. Opposite direction
2. Fixed object
3. Entering at angle

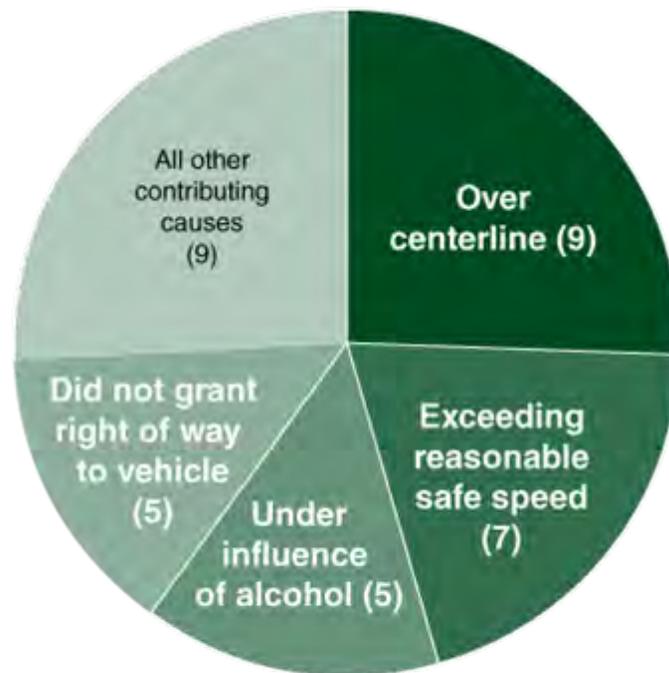


Total: 28

Segment 1: Top 3 Contributing Circumstances

Disabling/Fatal Collisions

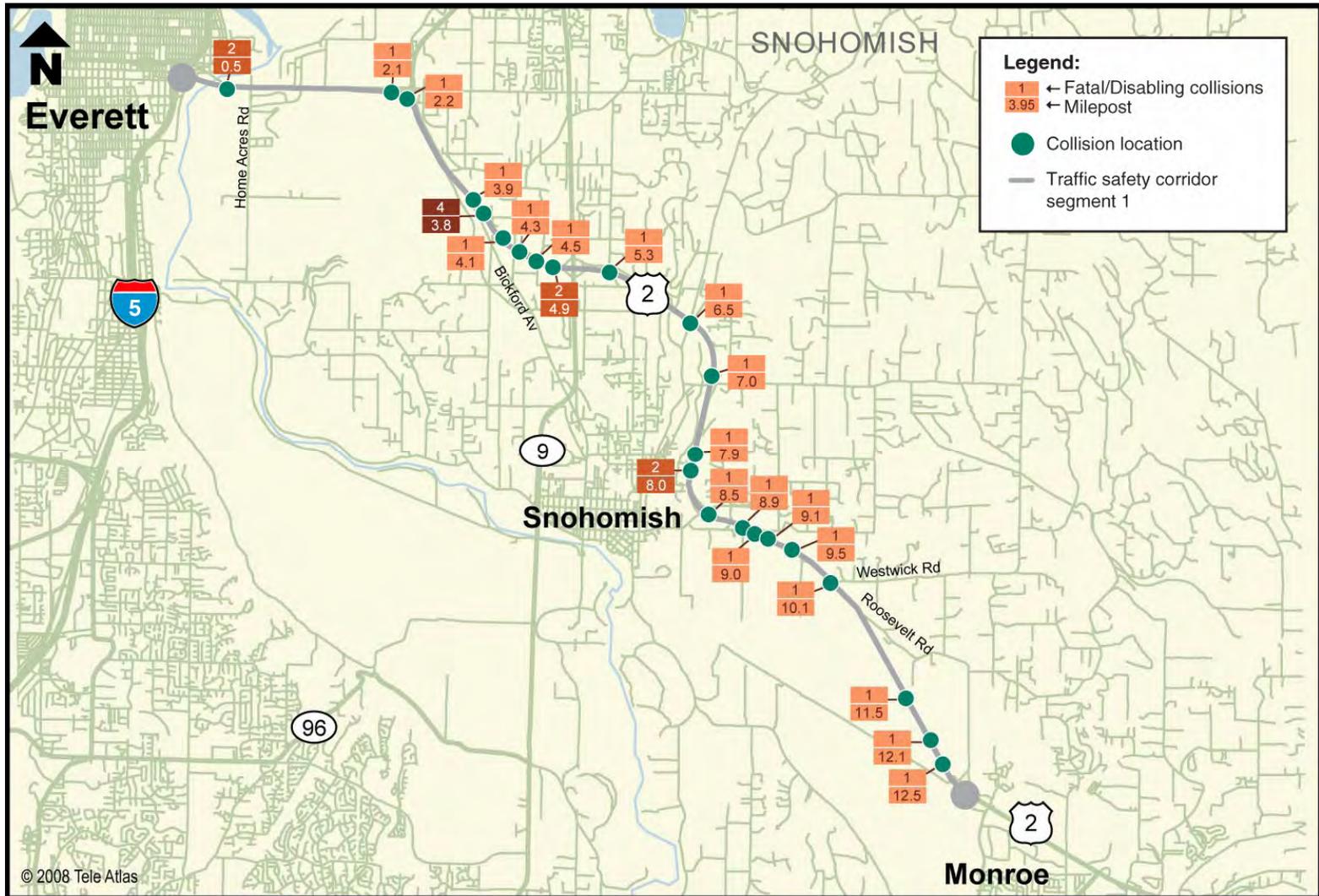
1. Over centerline
2. Exceeding reasonable safe speed
3. (tie) Under influence of alcohol
3. (tie) Did not grant right of way to vehicle



Total: 35

NOTE: Up to three contributing circumstances are possible per driver. Each graph shows the total number of contributing circumstances associated with all the drivers, *not* the total number of collisions.

Segment 1: Disabling/Fatal Collision Locations



US 2 Segment 2: Monroe

(mileposts 12.71-15.64)

- Segment is lined by urban development with multiple traffic signals at city intersections
- Traffic signals permit access from side streets but cause backups on US 2
- SR 522 and SR 203 intersect US 2 within this segment
- Average daily traffic in 2006: 25,500



Segment 2 Collision Trends

total # of collisions

225

200

175

150

125

100

75

1999

2000

2001

2002

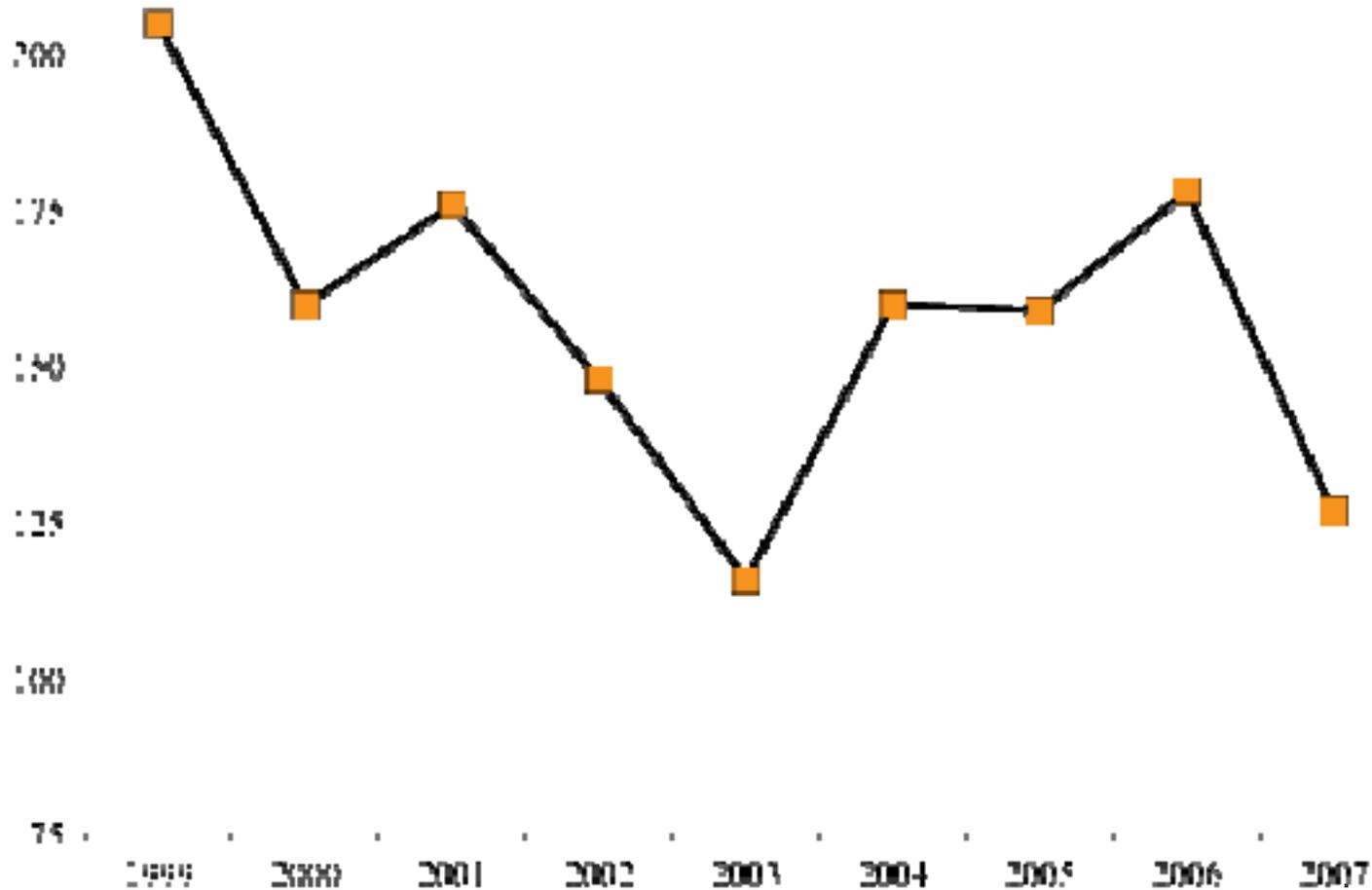
2003

2004

2005

2006

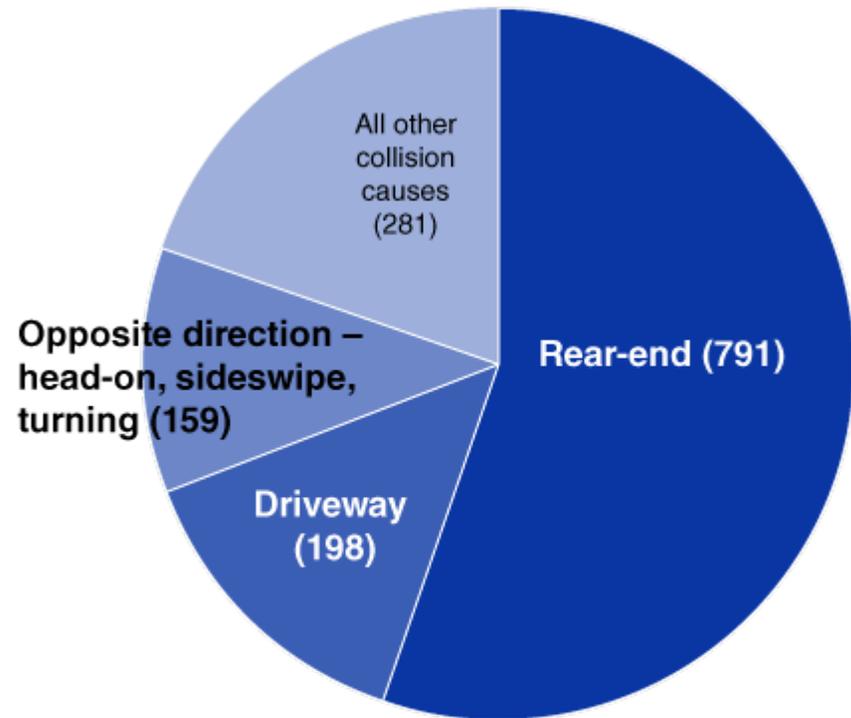
2007



Segment 2: Top 3 Collision Types

All Collisions

1. Rear-end
2. Driveway
3. Opposite direction

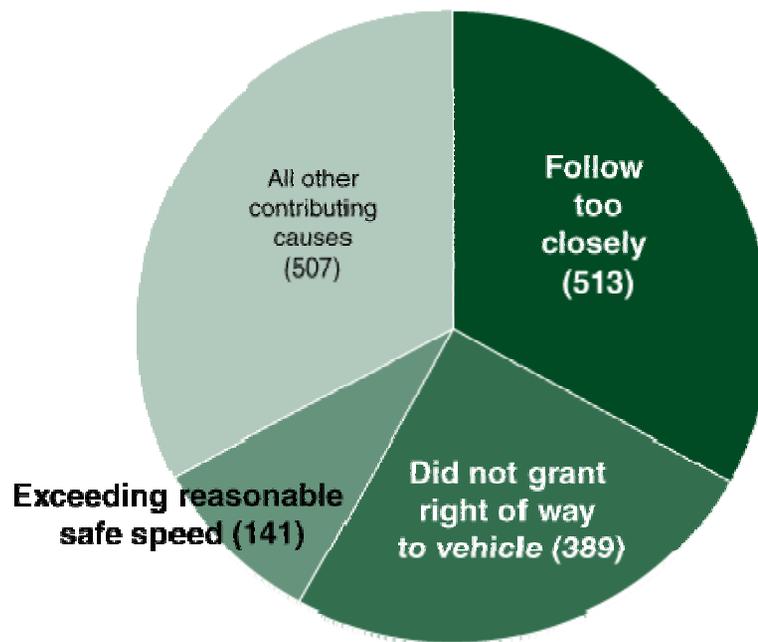


Total: 1429

Segment 2: Top 3 Contributing Circumstances

All Collisions

1. Following too closely
2. Did not grant right of way to vehicle
3. Exceeding reasonable safe speed



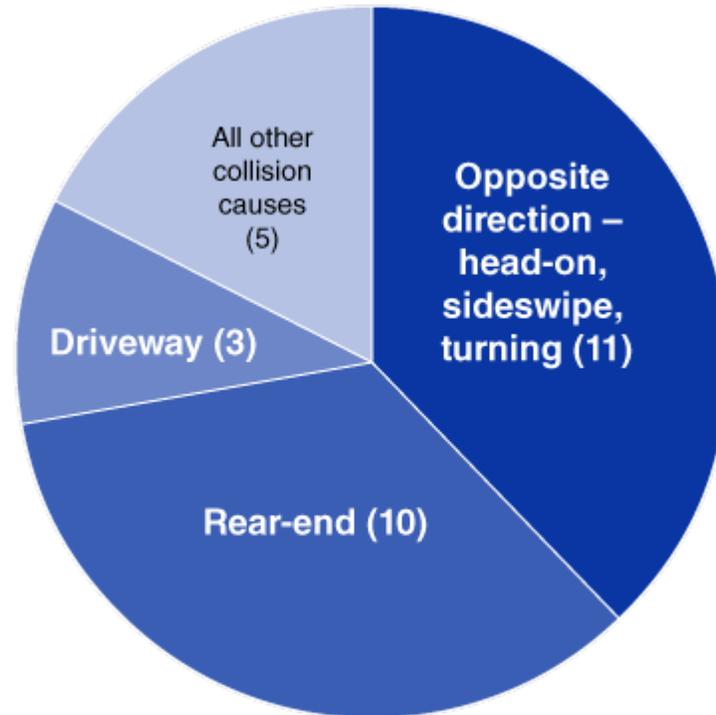
Total: 1550

NOTE: Up to three contributing circumstances are possible per driver. Each graph shows the total number of contributing circumstances associated with all the drivers, *not* the total number of collisions.

Segment 2: Top 3 Collision Types

Disabling/Fatal Collisions

1. Opposite direction
2. Rear-end
3. Driveway

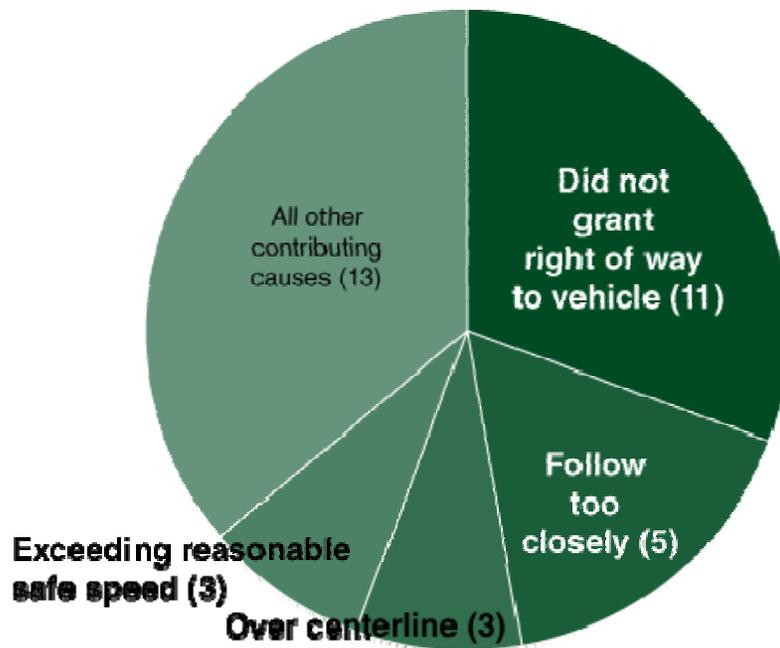


Total: 29

Segment 2: Top 3 Contributing Circumstances

Disabling/Fatal Collisions

1. Did not grant right of way to vehicle
2. Following too closely
3. (tie) Over centerline
3. (tie) Exceeding reasonable safe speed



Total: 36

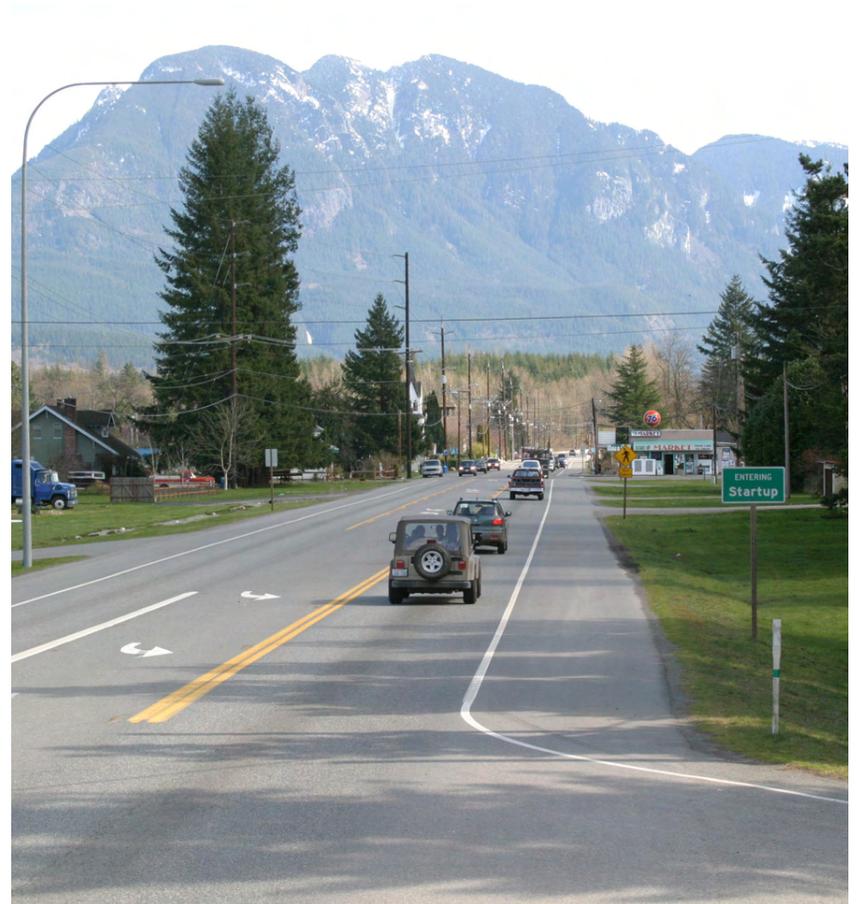
NOTE: Up to three contributing circumstances are possible per driver. Each graph shows the total number of contributing circumstances associated with all the drivers, *not* the total number of collisions.

Segment 2: Disabling/Fatal Collision Locations



US 2 Segment 3: Monroe to East Gold Bar (mileposts 15.65 - 30.27)

- Segment is less developed and lined by forests in many locations
- Main access route for Sultan and Gold Bar
- Homes and businesses along this segment often built directly adjacent to highway
- Average daily traffic in 2006: 15,500



Segment 3 Collision Trends

number of collisions

225

200

175

150

125

100

75

1999

2000

2001

2002

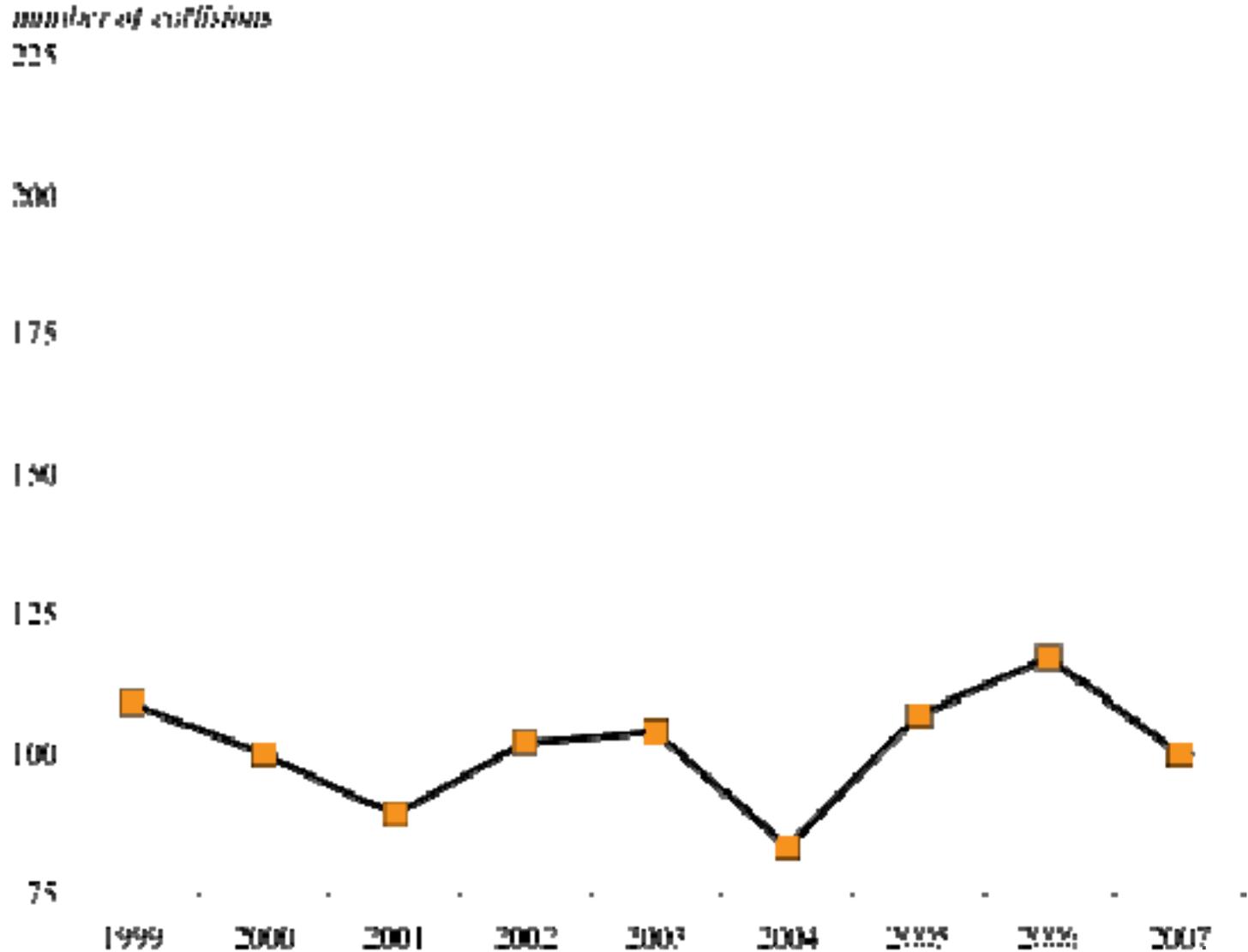
2003

2004

2005

2006

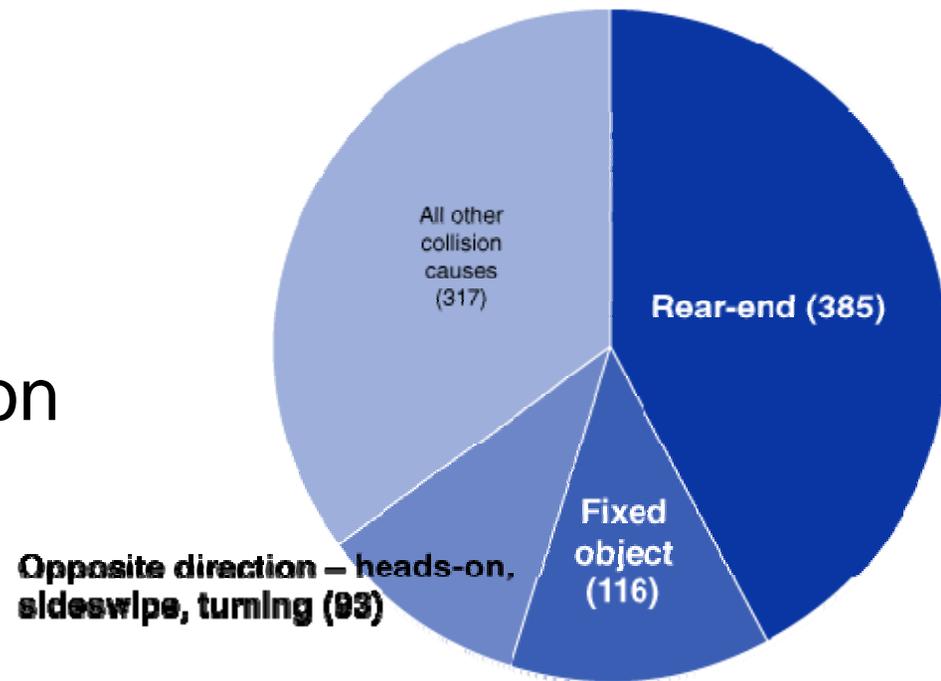
2007



Segment 3: Top 3 Collision Types

All Collisions

1. Rear-end
2. Fixed object
3. Opposite direction

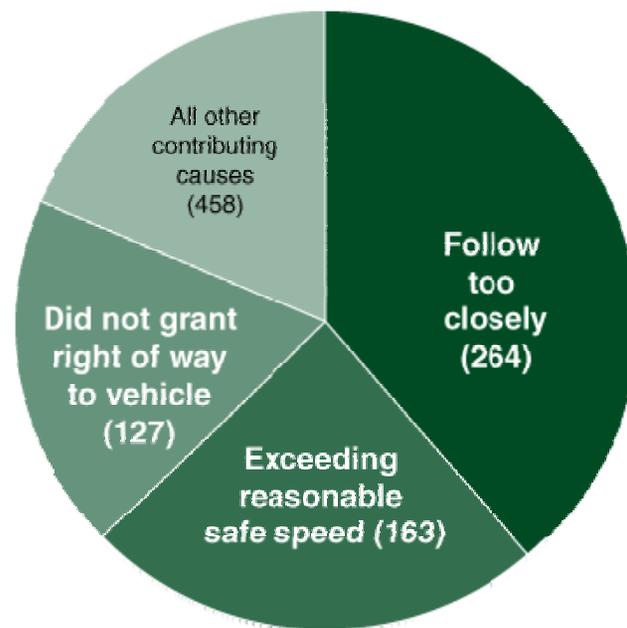


Total: 911

Segment 3: Top 3 Contributing Circumstances

All Collisions

1. Following too closely
2. Exceeding reasonable safe speed
3. Did not grant right of way to vehicle



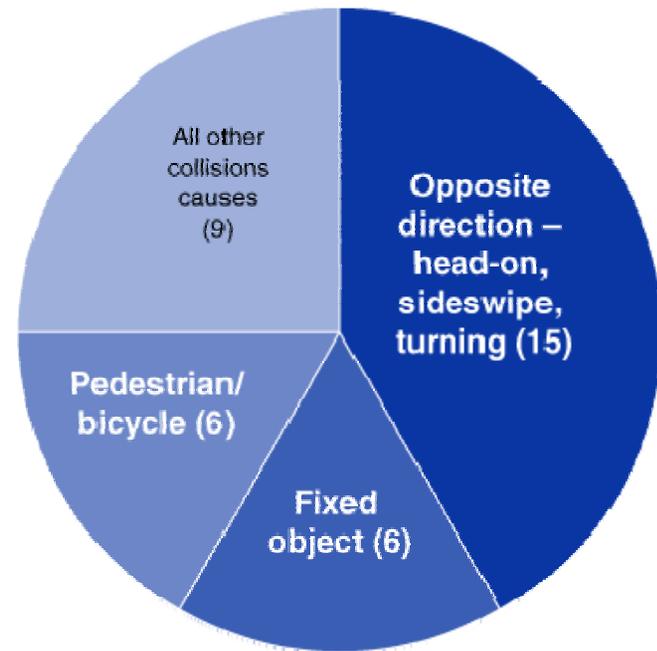
Total: 1012

NOTE: Up to three contributing circumstances are possible per driver. Each graph shows the total number of contributing circumstances associated with all the drivers, *not* the total number of collisions.

Segment 3: Top 3 Collision Types

Disabling/Fatal Collisions

1. Opposite direction
2. Fixed object
3. Pedestrian/bicycle

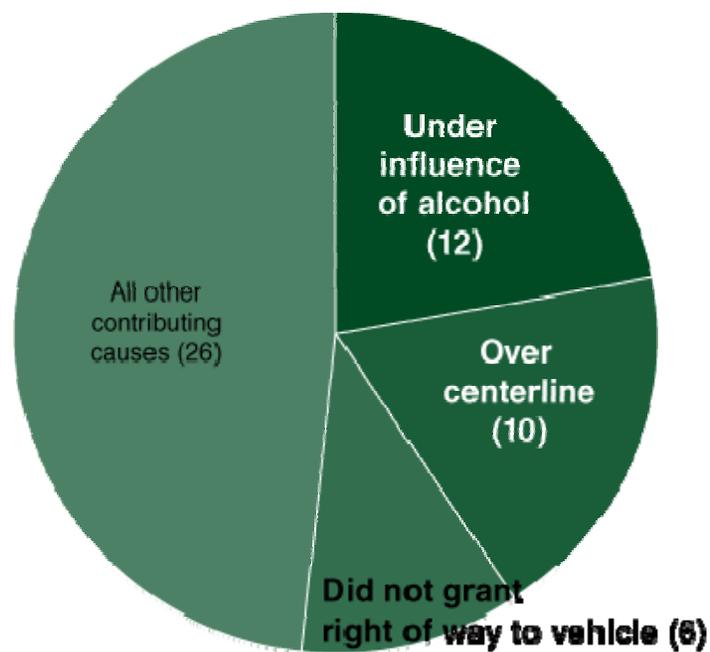


Total: 36

Segment 3: Top 3 Contributing Circumstances

Disabling/Fatal Collisions

1. Under the influence of alcohol
2. Over centerline
3. Did not grant right of way to vehicle



Total: 54

NOTE: Up to three contributing circumstances are possible per driver. Each graph shows the total number of contributing circumstances associated with all the drivers, *not* the total number of collisions.

Segment 3: Disabling/Fatal Collision Locations



US 2 Segment 4: East Gold Bar to Stevens Pass (mileposts 30.29 – 64.63)

- Final segment climbs into Cascades, ending at Stevens Pass
- Communities in this segment are not directly adjacent to corridor
- Primarily rural with sharp curves and reduced sight distance
- Average daily traffic in 2006: 5,000
- Only about 30% of collisions in this segment occur in dry conditions. About 45% of collisions in this segment occur during the winter.



Segment 4 Collision Trends

number of collisions
325

300

175

150

125

100

75

1999

2000

2001

2002

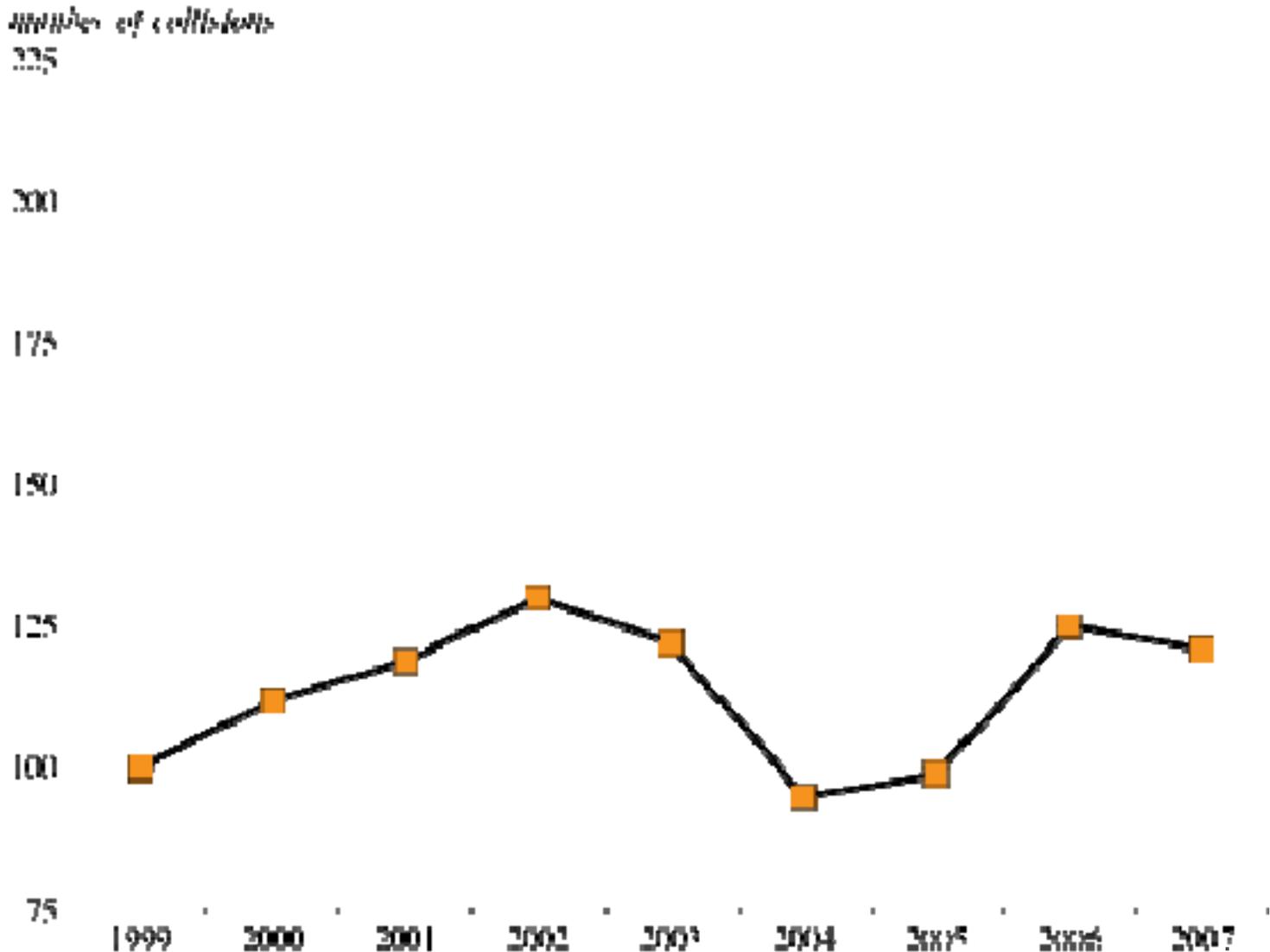
2003

2004

2005

2006

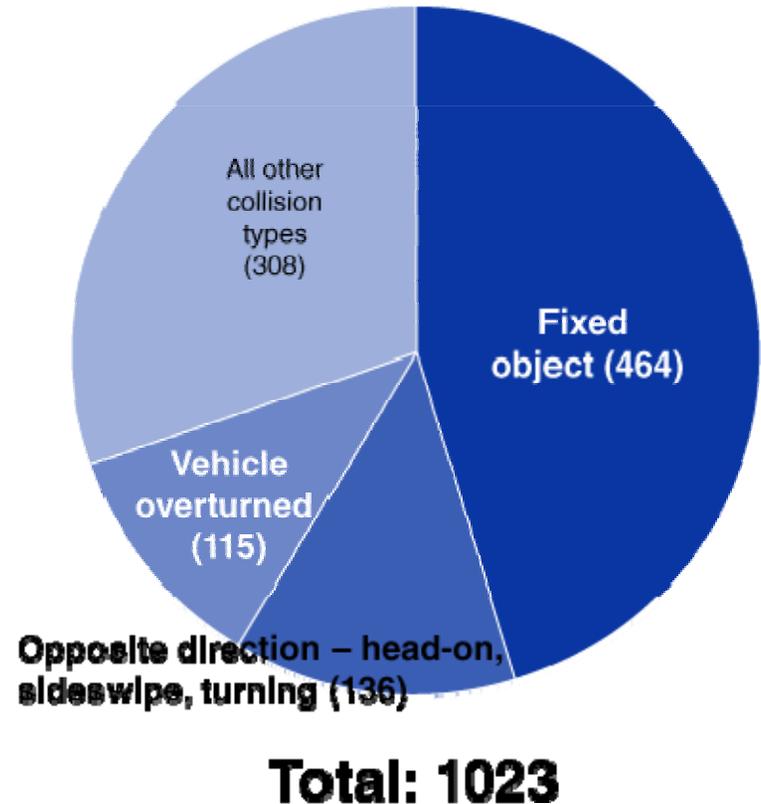
2007



Segment 4: Top 3 Collision Types

All Collisions

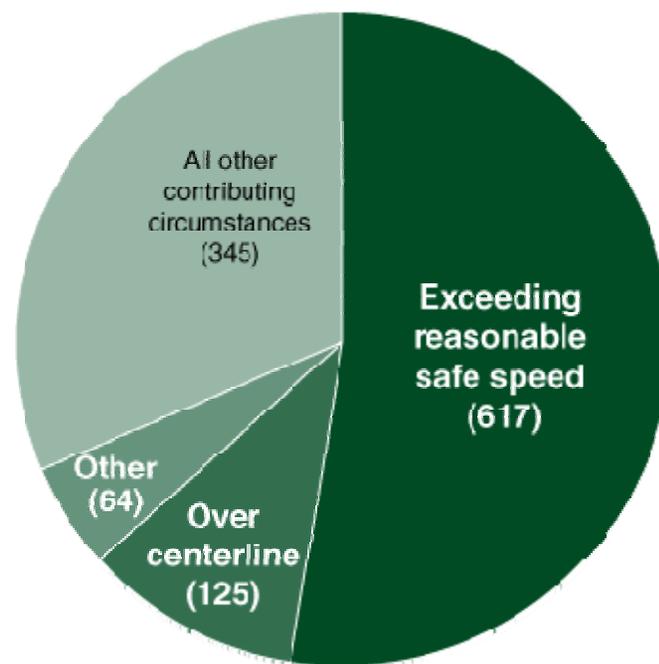
1. Fixed object
2. Opposite direction
3. Vehicle overturned



Segment 4: Top 3 Contributing Circumstances

All Collisions

1. Exceeding reasonable safe speed
2. Over centerline
3. Other (not a standard contributing circumstance)



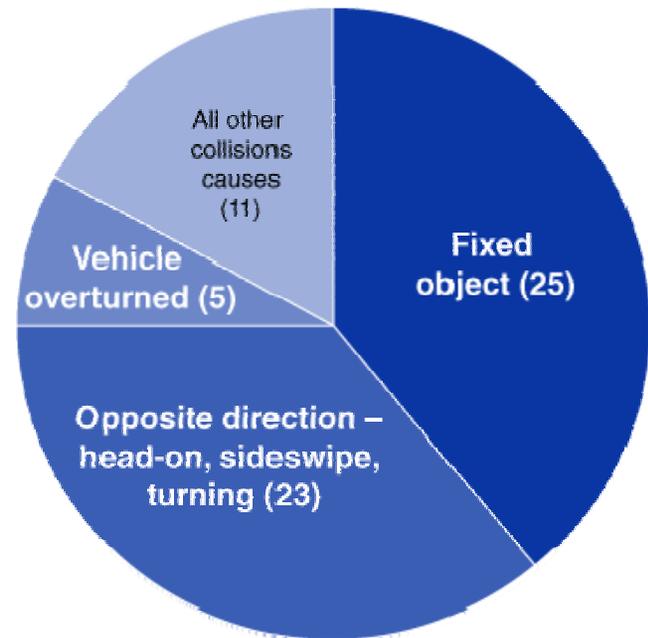
Total: 1151

NOTE: Up to three contributing circumstances are possible per driver. Each graph shows the total number of contributing circumstances associated with all the drivers, *not* the total number of collisions.

Segment 4: Top 3 Collision Types

Disabling/Fatal Collisions

1. Fixed object
2. Opposite direction
3. Vehicle overturned

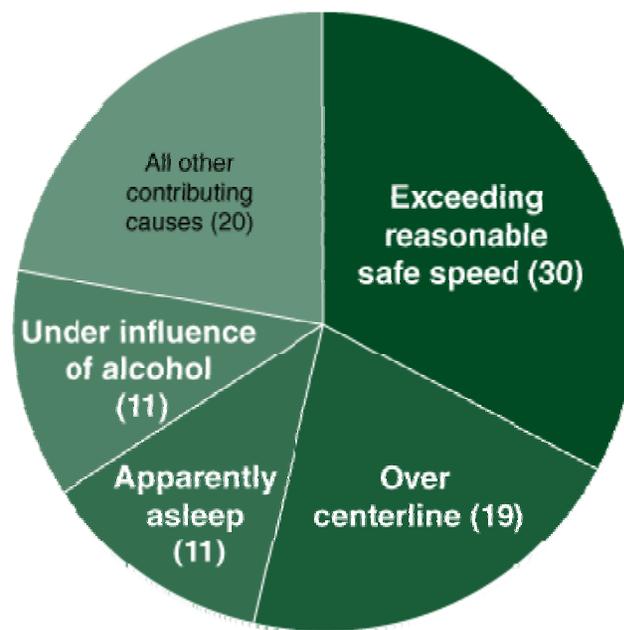


Total: 64

Segment 4: Top 3 Contributing Circumstances

Disabling/Fatal Collisions

1. Exceeding reasonable safe speed
2. Over centerline
3. (tie) Apparently asleep
3. (tie) Under influence of alcohol



Total: 91

NOTE: Up to three contributing circumstances are possible per driver. Each graph shows the total number of contributing circumstances associated with all the drivers, *not* the total number of collisions.

Segment 4: Disabling/Fatal Collision Locations

