

From: Keith.P.BLAIR@odot.state.or.us,

To: rmat24@aol.com,

Cc: Ask.ODOT@odot.state.or.us, Brian.T.MOREY@odot.state.or.us, Holly.EILERTSON2@odot.state.or.us, Dorothy.J.UPTON@odot.state.or.us, David.M.SUTKOWSKI@odot.state.or.us, Ricardo.LOVE@odot.state.or.us, Kendal.J.WEEKS@odot.state.or.us, mayor@yachatsmail.org, Amanda.SALYER@odot.state.or.us, James.FELDMANN@odot.state.or.us,

Subject: RE: Ask ODOT inquiry by email < Ronald S. Matthias - DUE 11/11 >

Date: Fri, Nov 6, 2020 12:31 pm

Attachments:

Mr. Matthias:

I appreciate your follow-up communication as I failed to fully explain our safety funding program in my first response and you have given me a second chance to provide further and clarifying information.

The All Roads Transportation Safety (ARTS) jurisdictionally-blind and data-driven process is intended to identify, select, and fund only the projects that will yield the greatest safety benefit with a focus on reducing fatal and serious injury crashes as well as those involving vulnerable users, such as pedestrians and bicyclists. The ARTS program has two elements. The first element is “hot-spot” which can be described as more reactive and programs projects based on a history of at least one fatal or serious injury crash. I addressed this first element in my previous response when I provided the crash history which does not qualify the location for a “hot spot” safety project.

The second element of the ARTS program is “systemic” which can be described as more proactive and programs projects based on corridors and/or specific locations that exhibit a specific identified risk, especially those to vulnerable users, which we can mitigate through use of a specific crash countermeasure. An example of such countermeasure and project is that our Region applied for rumble strips along several sections of US-101 for inclusion within the 2021-2024 Statewide Transportation Improvement Program (STIP) <https://www.oregon.gov/odot/STIP/Pages/About.aspx>. Unfortunately, the project was not funded due to other project needs which produced higher benefit-to-cost ratios. However, our Region is currently in the process of reapplying for various sections of rumble strips along US-101 for inclusion within the 2024-2027 STIP and we are optimistic the project will compete well for funding this time around. If funded, the project scoping and design phases will determine which sections of US-101 will include centerline and/or edge line rumble strips, both of which address lane departure crashes.

Further, your concerns and points about the spread-out nature of the city and competing needs of through and local vehicular and bicyclist traffic as well as local pedestrians are valid and very much part of the wider conversation the City and ODOT will to continue to have regarding the City’s transportation system plan and need for appropriate facilities for all users. As such, I have copied this area’s ODOT transportation planner to this response and he will be aware (if he isn’t already) of this bigger conversation to continue having with the City throughout ongoing and future transportation planning efforts.

Again, I appreciate your concern and contact. It's hopeful to know members of the traveling public like you feel the same concern for safety as we do.

Keith Blair

Region 2 Traffic Unit Manager

(503) 986-2656

From: rmat24@aol.com <rmat24@aol.com>

Sent: Tuesday, November 3, 2020 3:28 PM

To: BLAIR Keith P <Keith.P.BLAIR@odot.state.or.us>

Cc: Ask ODOT <Ask.ODOT@odot.state.or.us>; MOREY Brian T <Brian.T.MOREY@odot.state.or.us>;

EILERTSON Holly J <Holly.EILERTSON2@odot.state.or.us>; UPTON Dorothy J

<Dorothy.J.UPTON@odot.state.or.us>; SUTKOWSKI David M

<David.M.SUTKOWSKI@odot.state.or.us>; LOVE Ricardo <Ricardo.LOVE@odot.state.or.us>; WEEKS

Kendal J <Kendal.J.WEEKS@odot.state.or.us>; mayor@yachatsmail.org

Subject: Re: Ask ODOT inquiry by email < Ronald S. Matthias - DUE 11/11 >

This message was sent from outside the organization. Treat attachments, links and requests with caution. Be conscious of the information you share if you respond.

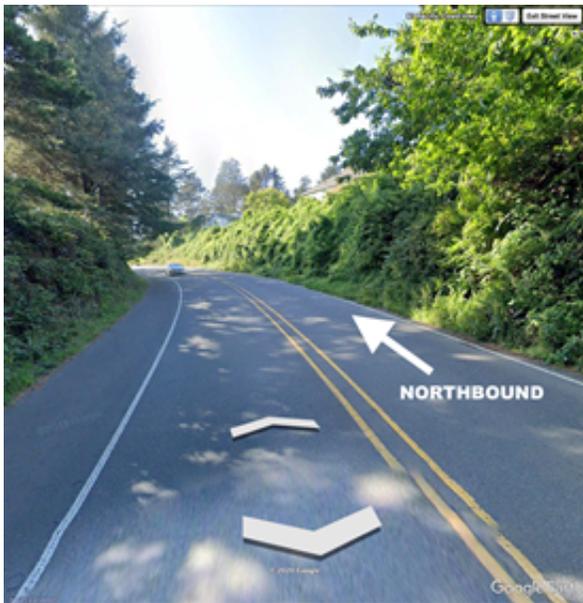
Dear Mr. Blair:

Thank you for your prompt response to my effort to call ODOT's attention to the dangerous condition that exists along the shoulder of the short stretch of southbound US-101 directly north of the location where the highway crosses the Yachats River.

Although I appreciate that the data accumulated over the last several years would suggest that the likelihood of vehicular crashes occurring at the location I described is relatively low, I am hopeful that the analysis ODOT uses to assess safety risks and to establish its safety priorities extends beyond that single calculation. More specifically, I hope ODOT will take into account other factors of equal or greater importance, such as (1) the gravity of harm that will result when an event, however unlikely, finally does occur, and (2) the relative cost associated with taking measures that will reduce the likelihood of any harm occurring to nearly zero.

Approximately one-third of the area within Yachats' city limits lies south of the bridge, and a not insignificant portion of its population resides within that area. The only feasible pedestrian corridor between the south end of

town and the public buildings (post office, city hall, etc.) and retail establishments (C&K Market, hardware store, restaurants, etc.) to the north is along US 101. There is no continuous shoulder of any sort along the east edge of the single northbound lane of traffic, and only a very narrow one along the west edge of the single southbound lane. This curved stretch has been carved into steep terrain, a circumstance that places the road bed into what amounts to a trench formed by high earthen walls, nearly perpendicular to the pavement, along both sides of the highway, affording a pedestrian essentially no opportunity to avert contact with any vehicle that might veer over the fog line and onto the shoulder by even just a few feet. (See Fig. 1, 2.)



I'm delighted to know that no incident like the one I have hypothesized has yet to occur, but when it does, the consequences will likely prove fatal or, at the very least, very seriously injurious to one or more vulnerable pedestrian-victims who find themselves pinned between a veering vehicle and the adjacent wall. (See Fig. 3.)



The evident dangers I have described can be mitigated—indeed, eliminated for most practical purposes—by installing (replacing, actually) a little bit of relatively inexpensive hardware (see <https://www.alibaba.com/showroom/botts-dots.html> & e.g., Fig. 4)



Plastic **Botts Dots** Red Reflective
Raised Pavement Marker

US \$0.45-\$0.80 / Piece

50 Pieces (Min. Order)

12 YRS Beijing Roadsafe Tech...

👤 💰 ⭐⭐⭐⭐⭐ (13) | ↗ 93.1%

"Customer service" (3)

or other hardscape features that will alert motorists to their unsafe positioning within the shoulder. I sincerely trust ODOT will not miss the opportunity to effectively address a condition that poses a palpable hazard to scores of townspeople every day at a cost that, in the grand scheme of things, can only be characterized as trivial.

Very truly yours,

Ronald S. Matthias

-----Original Message-----

From: BLAIR Keith P <Keith.P.BLAIR@odot.state.or.us>

To: rmat24@aol.com <rmat24@aol.com>

Cc: Ask ODOT <Ask.ODOT@odot.state.or.us>; MOREY Brian T <Brian.T.MOREY@odot.state.or.us>; EILERTSON Holly J <Holly.EILERTSON2@odot.state.or.us>; UPTON Dorothy J <Dorothy.J.UPTON@odot.state.or.us>; SUTKOWSKI David M <David.M.SUTKOWSKI@odot.state.or.us>; LOVE Ricardo <Ricardo.LOVE@odot.state.or.us>; WEEKS Kendal J <Kendal.J.WEEKS@odot.state.or.us>

Sent: Mon, Nov 2, 2020 3:57 pm

Subject: RE: Ask ODOT inquiry by email < Ronald S. Matthias - DUE 11/11 >

Mr. Matthias:

Your question and request regarding the Oregon Coast Highway (US-101) north of the Yachats River at approximately MP 164.53 – 164.64 in Yachats was forwarded to my office for review and response. You report witnessing pedestrian traffic on the shoulder, southbound vehicles leaving Yachats often exceeding the posted 25 MPH speed limit, and vehicles crossing over the edge line onto the shoulder.

I wish I could say this location is especially different than other similar locations in relation to poor driving behaviors but unfortunately, aggressive driving on highways in Oregon is not an uncommon occurrence in our current culture and on the rise. People are in a big hurry and it's very much a cultural shift in Oregon and America, and not a good thing. In addition, one of the best tools we have available to combat aggressive driving is police enforcement and Oregon is one of the least funded states for law enforcement per capita in the entire nation. Back in 1980, the state police agency was authorized to have 624 troopers and sergeants patrolling Oregon roads and, today, there are only 309 statewide and our population has increased substantially since then.

It does appear from the remnant circles of adhesive this location had round pavement markers, also known as traffic buttons, at one time. However, our maintenance staff have confirmed that ODOT does not stock or use such items. They may have been installed as part of a project (city, county, or ODOT) some time ago with no identified sponsor, funding, or agreement in place to maintain them. As a standard, ODOT does not typically install reflectors on edge lines. While we do make use of other various delineation treatments, they have specific characteristics to serve specific needs at high crash locations.

That said, I did look into the safety performance of the location in question to assess whether it would qualify for any safety countermeasures. Over the most recent five years of available complete crash data (January 1, 2014 – December 31, 2018), the segment between Yachats River Road and the Yachats River bridge experienced only two crashes. One was a rear-end crash as a northbound vehicle struck another stopped on US-101 waiting to make a left-turn onto Bayview Trail which resulted in property damage only (no injuries) on a clear September afternoon. The other occurred on a foggy July night when a southbound vehicle exceeded the basic speed rule (too fast for conditions, not necessarily speeding) and ran off the road before striking a fixed object, possibly injuring the driver. Further, we use an ODOT tool called the Safety Priority Index System (SPIS) to flag high crash locations in the state and potential projects for our safety program. SPIS scores every 0.1 mile segment of our state highways and local roads based on number of crashes, severity of crashes, and roadway volume. Every year, ODOT offices investigate the top 5-10% of these state highway sites across the state to determine if there are mitigations available to improve safety. This evaluation does look at highway crash locations to determine whether there may be appropriate engineering fixes that should be applied. The location in question has not been flagged as a high crash location anytime within the past five years, based on reported crash data.

To maintain good stewardship with our limited federal safety funding, any identified safety projects compete within the All Roads Transportation Safety (ARTS) jurisdictionally-blind and data-driven process intended to identify, select, and fund only the projects that will yield the greatest safety benefit with a focus on reducing fatal and serious injury crashes. We have already identified safety projects that are to be constructed within the 2021-2024 Statewide Transportation Improvement Program (STIP) <https://www.oregon.gov/odot/STIP/Pages/About.aspx>. That said, we will have our traffic safety staff evaluate this location for any appropriate safety improvements when we look to program the next budget round of safety project based on its qualification. However, as detailed above, it does not appear this location will qualify or compete well for any improvements.

Please be assured that we actively and regularly monitor the safety of all of our highways and actively assess opportunities to implement appropriate safety solutions to address high-crash and high-risk locations. Thank you for taking the time to contact us with your concerns and intent to improve the safety of our highways. We do appreciate it when our everyday users take the time to share information about how our highway system functions.

Keith P. Blair, P.E.

Region Traffic Unit Manager | ODOT Region 2
455 Airport Rd SE, Bldg. A | Salem, Oregon 97301
(503) 986-2656 | Keith.P.Blair@odot.state.or.us

ODOT's mission is to provide a safe and reliable multimodal transportation system that connects people and helps Oregon's communities and economy thrive.

From: Ask ODOT <Ask.ODOT@odot.state.or.us>
Sent: Wednesday, October 28, 2020 2:31 PM
To: MOREY Brian T <Brian.T.MOREY@odot.state.or.us>
Cc: SUTKOWSKI David M <David.M.SUTKOWSKI@odot.state.or.us>; LOVE Ricardo <Ricardo.LOVE@odot.state.or.us>; EILERTSON Holly J <Holly.EILERTSON2@odot.state.or.us>; WEEKS Kendal J <Kendal.J.WEEKS@odot.state.or.us>
Subject: Ask ODOT inquiry by email < Ronald S. Matthias - DUE 11/11 >

Good afternoon Brian,

Believe these are stick and stomp?

Please respond directly to the customer's inquiry within ten business days or forward to the appropriate person upon receipt. Also, provide a copy of the response by e-mail to AskODOT@odot.state.or.us or provide confirmation that the citizen has been contacted by phone, for our records. All referrals from ASKODOT are monitored under agency performance measures with the standard response of ten business days.

RESPONSE IS DUE: November 11, 2020

Thank you, BeckySue, Ask ODOT

From: rmat24@aol.com <rmat24@aol.com>
Sent: Wednesday, October 28, 2020 2:21 PM
To: Ask ODOT <Ask.ODOT@odot.state.or.us>
Subject: Chronic Safety Hazard along US 101 South of Yachats

Kind folks:

I don't know when the "turtles"/Botts' dots (aka "buttons") along the fog line at SB 101 just north of the Yachats River Bridge cracked away, crumbled into bits, or got pinched, but what can be done about getting something in their place?

The westside shoulder at this low-visibility curve sees a lot of pedestrian traffic, and southbound vehicles leaving Yachats often tend both to exceed the posted 25 mph speed limit and cut their turn over the fog line onto the shoulder by as much as 2-3 feet, leaving dangerously little space in some stretches for pedestrians to negotiate. This short run of the freeway desperately needs some more robust pavement marking, preferably something with a raised profile that gives drivers tactile feedback when they "cheat" the turn onto the paved shoulder. If there is a stretch of 101 anywhere between Reedsport and Newport more treacherous for pedestrians than the one I've identified, I can't imagine what it might be.



Please let me know if and when this condition might be addressed.

Very truly yours,

Ronald S. Matthias
PO Box 154
Yachats, OR 97498

(415) 254-2472