

# Cornelius Pass CAC

## 11-13-13 Agenda

- 5:40 Sign-in, light supper for CAC
- 6:00 Welcome and introductions
- 6:15 CAC chartering
- 6:30 Project background and update
- 7:10 Public comment
- 7:20 Project needs and purpose
- 8:00 Next steps and adjourn

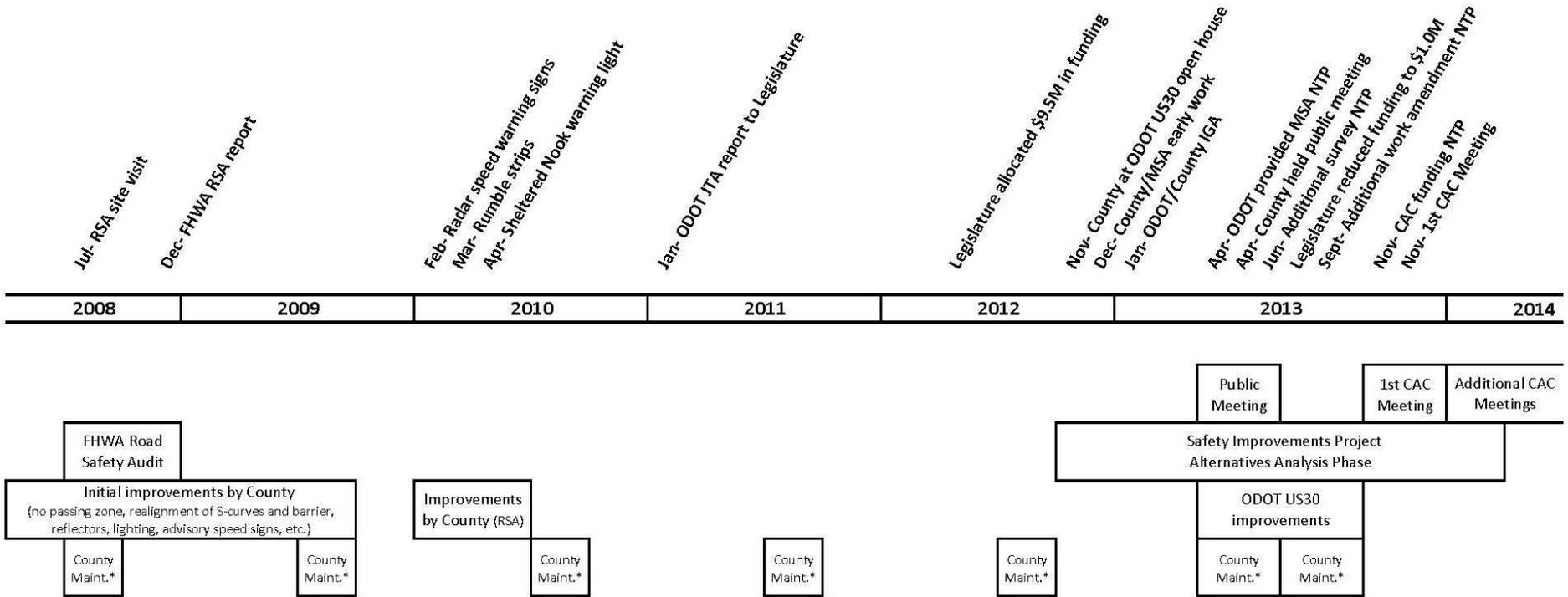
# Cornelius Pass Road Safety Improvements



# Overview

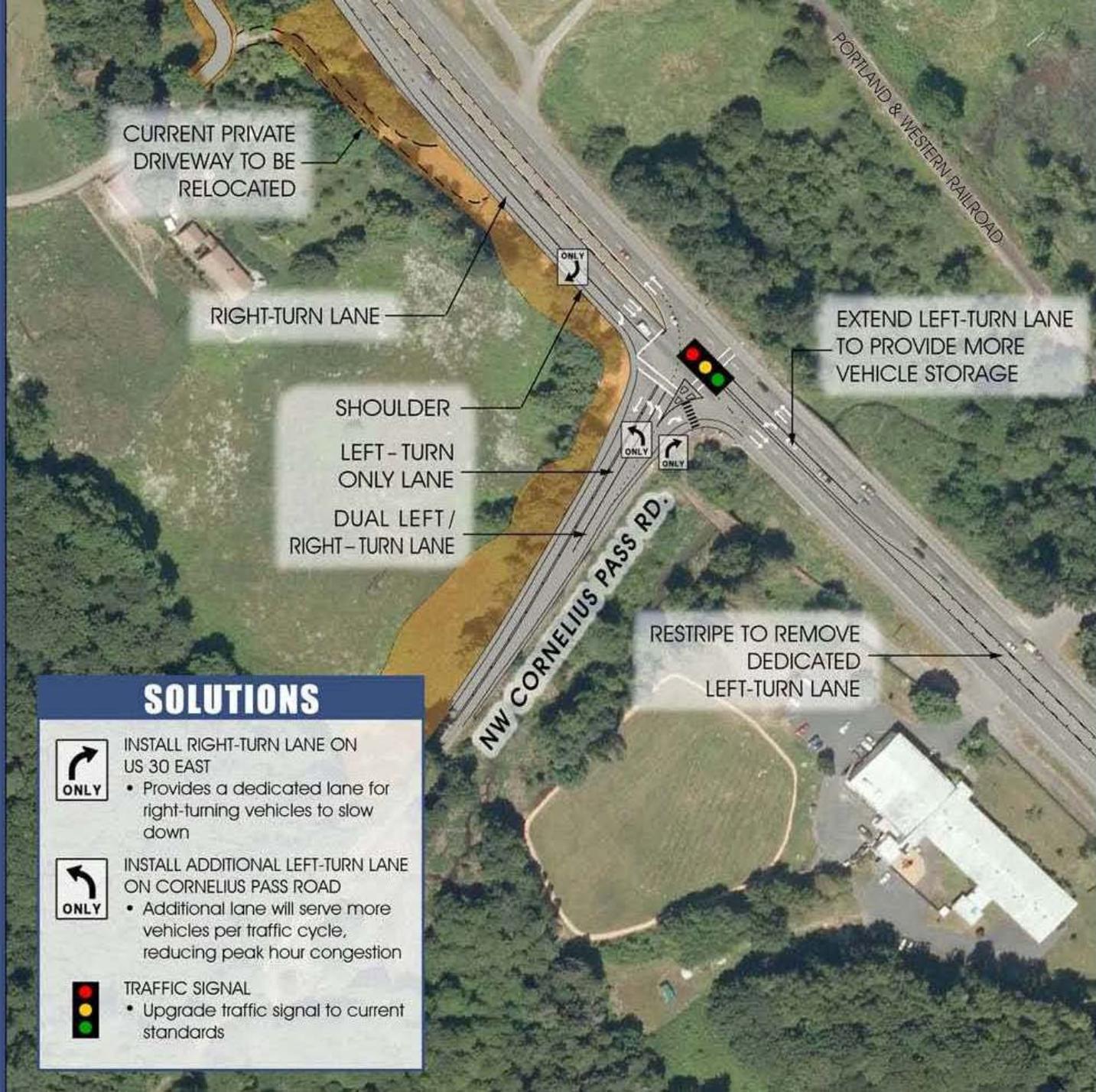
- Project Background
- Schedule
- Work since April 2013 public meeting

# Project Background



\* Increased annual maintenance by County, including vegetation removal, cleaning signs and reflectors, and striping

# 2013 ODOT US30 & Corn Pass Project



## SOLUTIONS



- INSTALL RIGHT-TURN LANE ON US 30 EAST
- Provides a dedicated lane for right-turning vehicles to slow down



- INSTALL ADDITIONAL LEFT-TURN LANE ON CORNELIUS PASS ROAD
- Additional lane will serve more vehicles per traffic cycle, reducing peak hour congestion



- TRAFFIC SIGNAL
- Upgrade traffic signal to current standards

# ODOT's JTA Report

- Requested by Legislature
- Evaluated safety of CP Rd. in MultCo
- Identified list of recommended safety improvements
- Provided to Legislature in 2011
- Report available on ODOT website (link via [www.multco.us.roads](http://www.multco.us.roads))

# JTA Report Findings

## Collision Analysis

- Looked at various conditions
- Closer look for specific areas or specific conditions



*Overtuned  
truck in 2013*

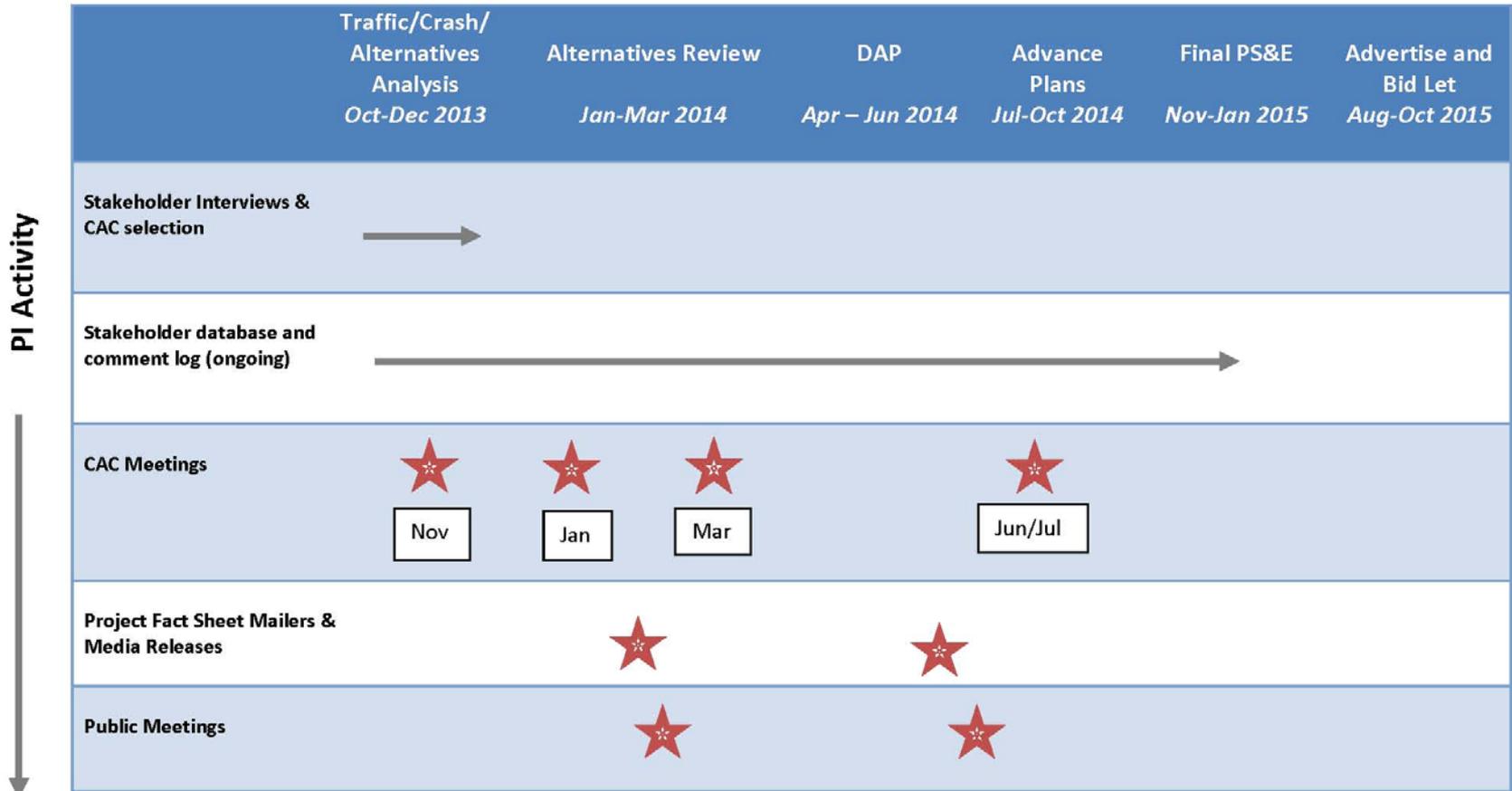
## 2013 Update

- ODOT confirms project funds can be used for improvements not on JTA report's top ranked projects list
- Based on project schedule, Legislature shifted \$8.5M in project construction funds to other projects. Funds to be restored.
- \$1M available towards design and right-of-way

# Schedule

- Alternatives Analysis: 2013 - 14
  - Involve community stakeholders
  - Select project elements & phases
- Design: 2014
- Construction:
  - Fall 2015 – Fall 2016

# Cornelius Pass Road Safety Improvements Project Public Involvement Schedule



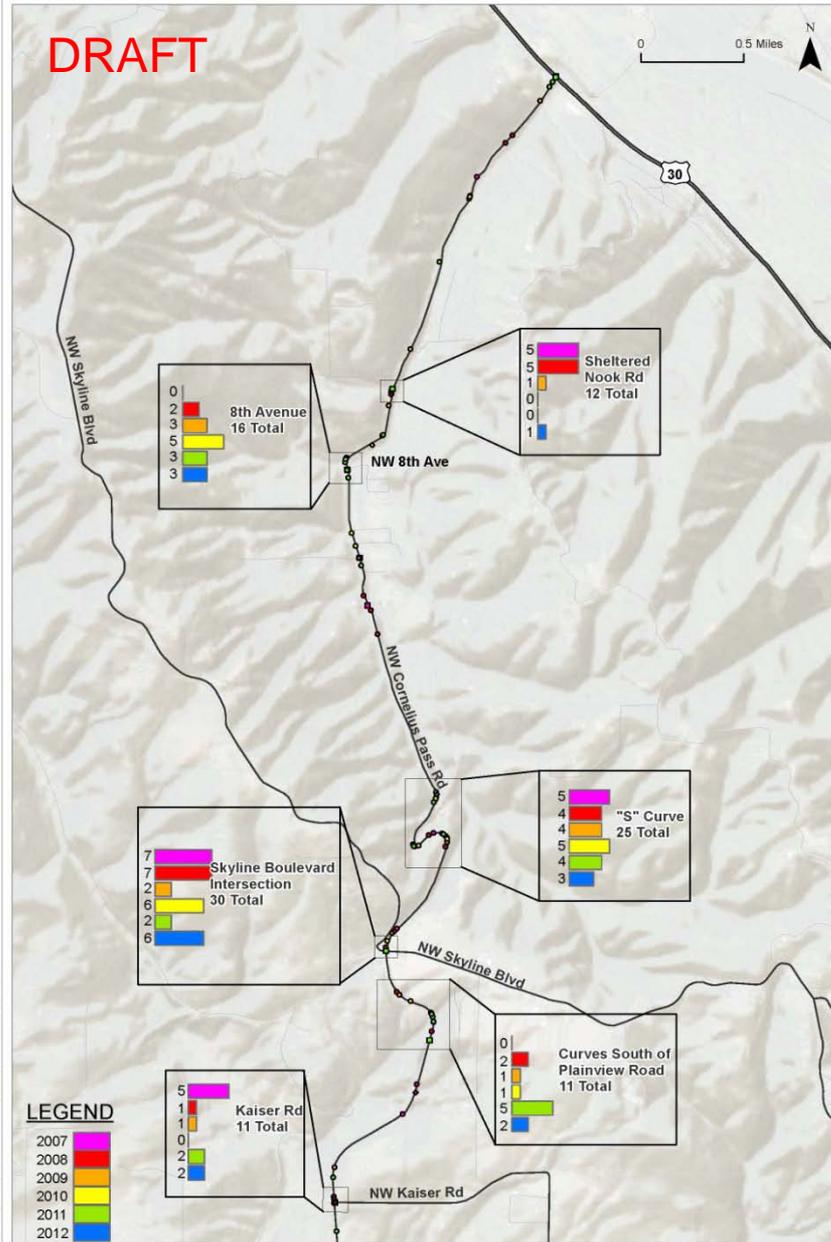
# Key Information - Crash Data

- Several comments noted the need to review and update the crash data
- Project team has collected additional crash data from ODOT, the County Sheriff's Office, and Tualatin Valley Fire & Rescue from 2007 – 2012
- New data allows team to determine how crash patterns may have changed as a result of safety improvement measures installed in 2010

# Key Information - Crash Data

- New ODOT data includes geographic coordinates that allows team to more precisely identify crash locations
- TVF&R and County Sheriff's data is being used to confirm and supplement ODOT data
- Preliminary analysis shows a total of 143 crashes during the study period (100 from ODOT, 26 additional from County Sheriff's reports, 17 additional from TVF&R reports)

# Overview - Crash Clusters: 2007 - 2012



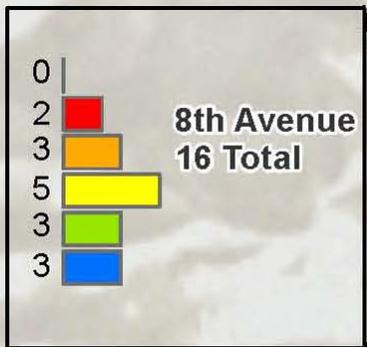
Crash Locations (2007 - 2012)  
Multnomah County, Oregon

Figure  
3

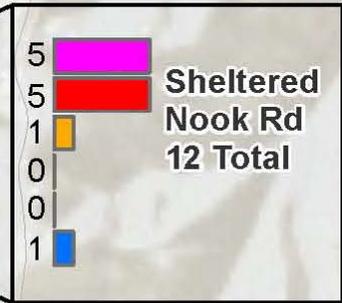
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NW Skyline Blvd

30

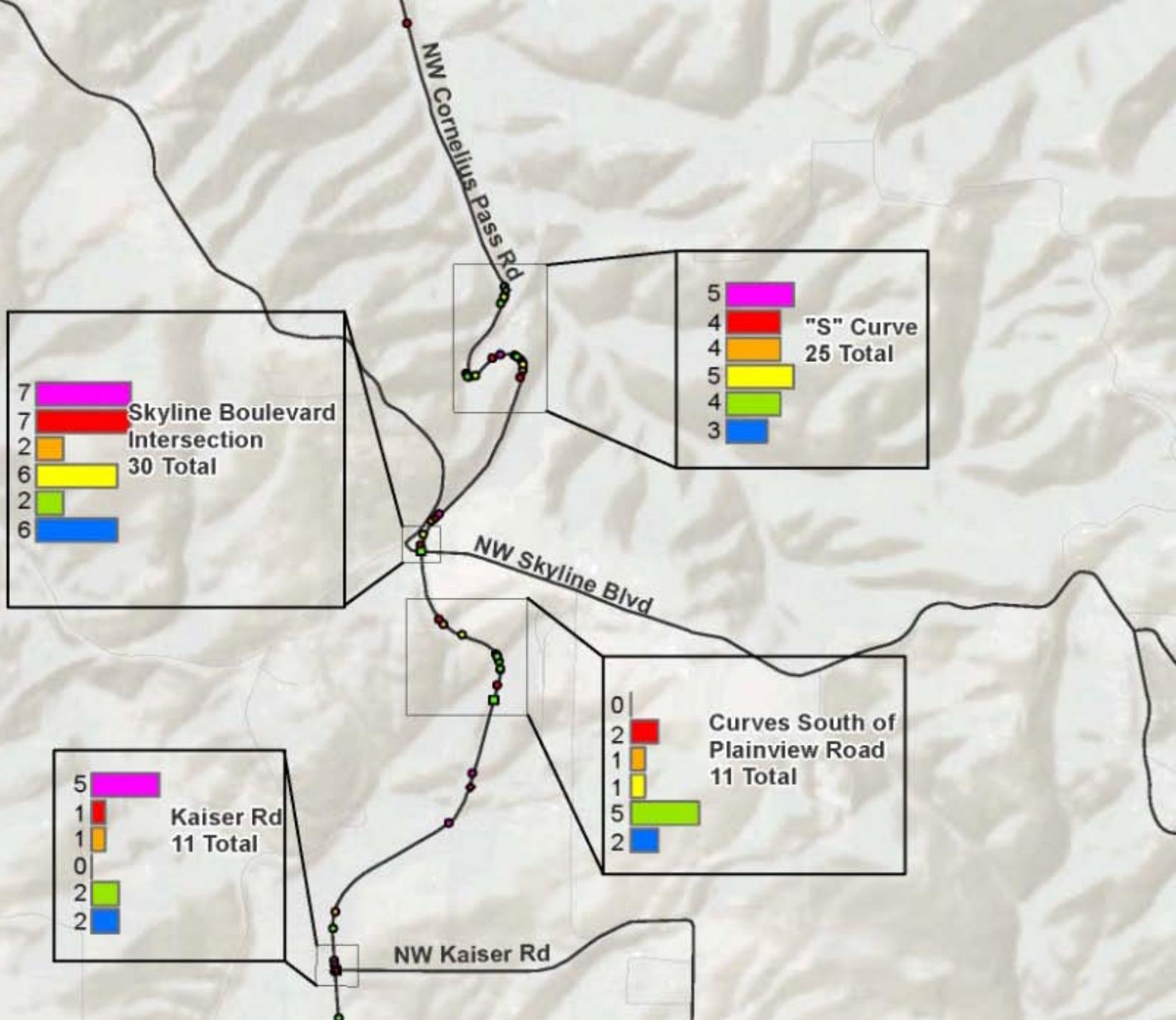


NW 8th Ave



NW

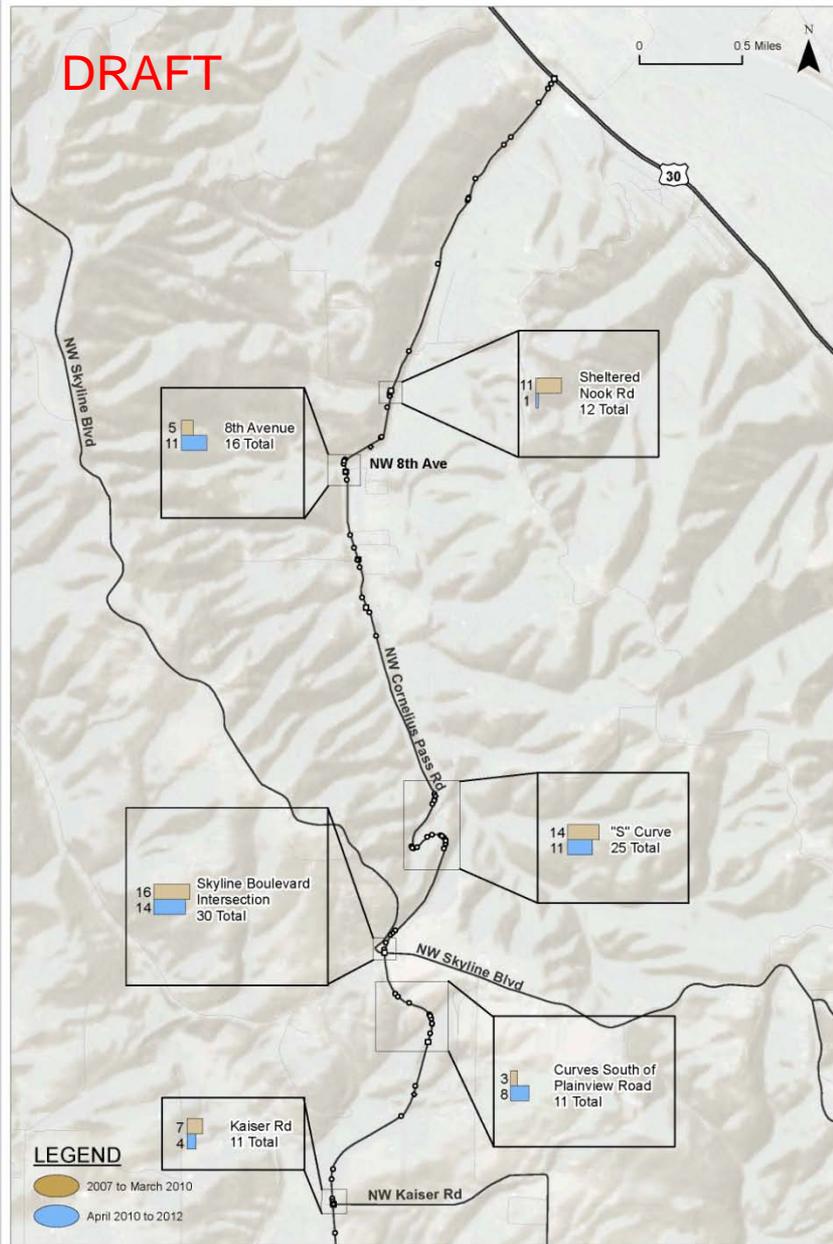
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**LEGEND**

- 2007
- 2008
- 2009
- 2010
- 2011
- 2012

# Overview - Crashes: Pre March 2010 vs. Post April 2010



Pre March 2010 and Post April 2010  
Multnomah County, Oregon

Figure  
**5**

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NW Skyline Blvd

30



8th Avenue  
16 Total

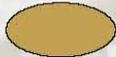
NW 8th Ave



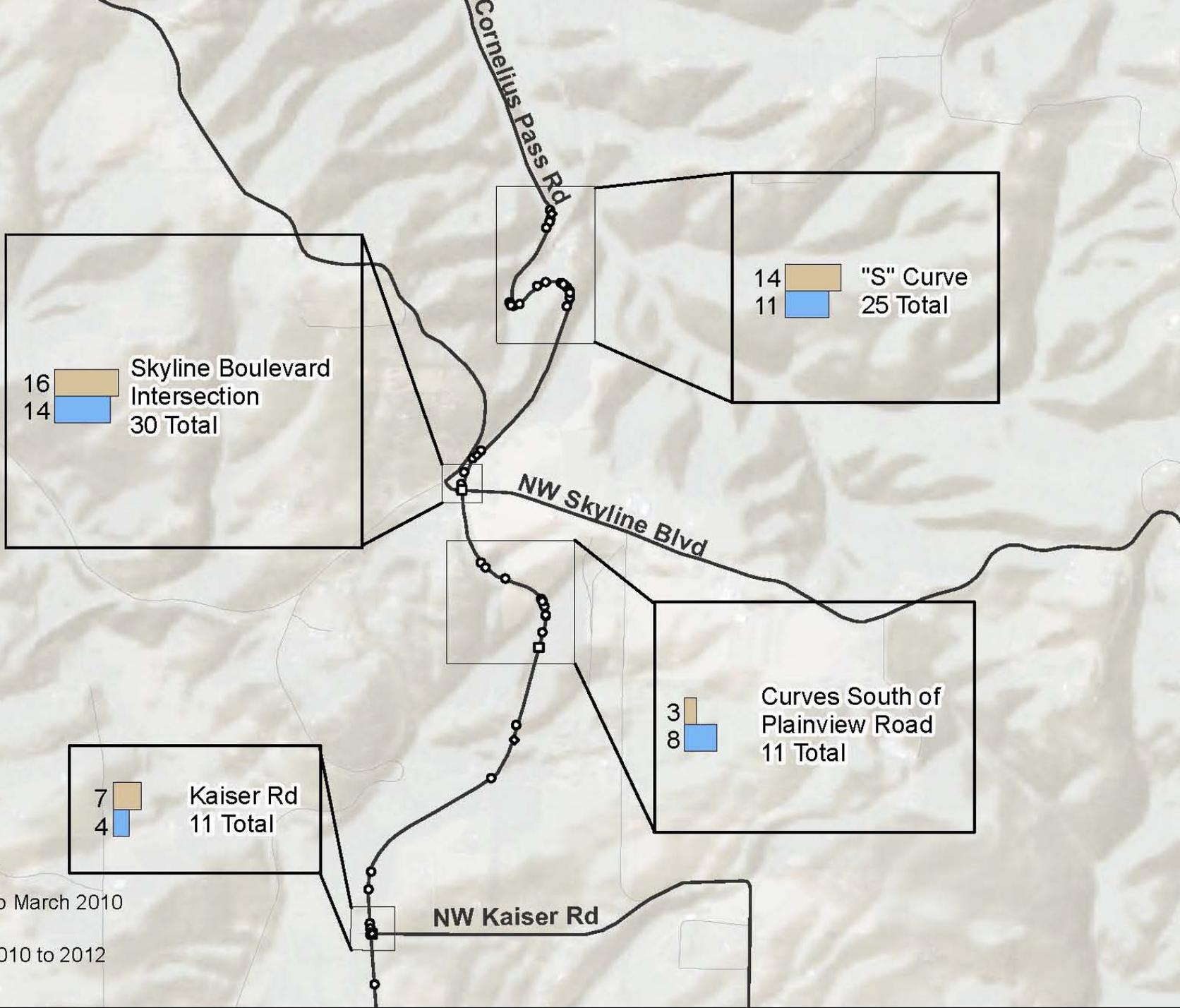
Sheltered  
Nook Rd  
12 Total

NW

**LEGEND**

-  2007 to March 2010
-  April 2010 to 2012

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**LEGEND**

-  2007 to March 2010
-  April 2010 to 2012

# Key Information – Preliminary Crash Analysis

- **Severity** - 1 fatal, 57 injury, 80 PDO, 5 unknown
- **Type** - Over half of the crashes are "fixed object" or "non-crash" - indicates likelihood of losing control and running off the road
- **Type** - Skyline Blvd saw a higher number of intersection related crash types (angle, turning movement) when compared to other locations

# Key Information – Preliminary Crash Analysis

- **Contributing factors** - Based on ODOT data 38% of the crashes were attributable to "Speed too fast for conditions (not exceeding limit)"
- **Trucks** - Based on ODOT data truck crashes appear to be clustered at 8<sup>th</sup> Ave (MP 1.5), "S" curves and Skyline Blvd
- **Lighting Conditions** - Based on ODOT data 56% of crashes occurred in daylight and 43% during darkness, dawn, or dusk. 8<sup>th</sup> Ave (MP 1.5) had higher proportions of darkness crashes when compared to other locations

# Key Information - Safety Alternatives: Cluster locations

- **Sheltered Nook** - may no longer be a high priority
- **Kaiser Road** - right turn lane may no longer be a high priority
- **8<sup>th</sup> Ave (MP 1.5)** - re-alignment, paved shoulder widening, guardrail upgrades, sight distance, signing/striping options
- **"S" curves** - drainage improvement, cross slope paving, shoulder widening, guardrail upgrades, sight distance, signing/striping options
- **Curves South of Plainview (MP 3.8)** - re-alignment, paved shoulder widening, guardrail upgrades, sight distance, signing/striping options
- **Skyline** - both roundabout and signalized intersection options are being evaluated

# Key Information – Safety Alternatives: Corridor

- Corridor wide signage improvements
- Police / Safety pullouts
- Climbing lane(s)
- Roadway delineation
- Improve pavement friction
- Corridor wide guardrail upgrades
- Illumination (corridor wide vs. key conflict locations)

# Questions & Discussion

