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US Dept. of Energy

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ProSidian Consulting

Richland Office
713 Jadwin, Suite 3
Richland, WA 99352
Phone: (509) 588-7010

September 19, 2019

Brian Vance, Manager
U.S. Department of Energy, Office of River Protection
P.O. Box 450 (46-60)
Richland, WA 99352

Brian Vance, Acting Manager
U.S. Department of Energy, Richland Operations Office
P.O. Box 450 (46-60)
Richland, WA 99352

Re: Traffic Safety Advice (HAB Consensus Advice #301)

Dear Mr. Vance,

Background

The Hanford Advisory Board (HAB/Board) understands that the U.S. Department of Energy (DOE) is currently focusing on updates to the Hanford Site infrastructure, including water sewer, data, utilities, roads and traffic safety. In 2010, Transportations Solutions Incorporated, at the request of Mission Support Alliance (MSA), prepared a Hanford vehicle safety assessment to evaluate the increasing site traffic issues. The study found that many two-lane arterial roads on Site were operating over capacity and congested during the high-peak traffic periods. The Board subsequently issued advice (#286) regarding Transportation Infrastructure Updates and Safety Considerations in February 2016. Since the issuance of this advice, the Hanford Site-Wide Traffic Safety committee was formed.

MSA was tasked by DOE to work with Hanford contractors to facilitate and implement a Hanford Site-Wide Traffic Safety committee. The Board commends DOE for getting greater worker involvement in this important safety issue. On May 15, 2019, this committee made a presentation to the Board's Health, Safety and Environmental Protection committee. This presentation focused on recommendations that will bolster and sustain an enduring change for improving vehicle and employee safety at the Hanford Site. The items below are a brief description of the presentation.

The Hanford Fire Department is restricted from using the merge lane leaving the 300 area and must travel through an area with vehicles and pedestrians with lights and sirens going. This has caused increased response time as well as a potential for pedestrian and or vehicle accidents. An acceleration lane should be constructed and tied into the existing deceleration lane at the abandoned Apple Street. This would create a substantial acceleration lane for Hanford Fire Department apparatus leaving Station 93.

A lack of turnouts on Route 4 South hinders the Benton County Sheriff when pulling vehicles over. This also poses a problem in an emergency when a vehicle needs to exit traffic. Additional Route 4S lanes and additional turnout lanes should be constructed to

alleviate congestion and aid in exiting the roadway in case of emergency.

The temporary light plant illuminating the turn off from Stevens Drive to the 300 Area has been problematic in that it does not function a majority of the time. This is very unsafe during foggy and dark or rainy conditions. This issue exists primarily during winter months. Relocation of streetlights that are no longer needed on completed projects is recommended.

Motorists crossing SR240 from SR225 to Route 10 do not know the intentions of drivers traveling westbound on SR240. Several accidents have taken place at this intersection over the years. A deceleration lane on Westbound SR240 could be lengthened. Resurrection of an abandoned cutoff road from SR240 to Route 10 would alleviate some of the traffic at the SR225 intersection. Additionally, a turn lane should be installed on westbound SR240 for motorists turning left onto SR225. This will give SR225 motorists a better indication of westbound SR240 intentions.

Advice

The Board advises DOE to pursue cost estimate to complete an acceleration lane coming out of Alger Street. The initial engineering concept has been completed.

The Board advises DOE to pursue an engineering study and cost estimate to add additional pull off areas/lanes on Route 4S Northbound and Southbound.

The Board advises DOE to continue the relocation of streetlights to the 300 Area Stevens Drive and Cypress Intersection.

The Board advises DOE to explore and engage Washington State Department of Transportation (WSDOT) in potential intersection improvements at SR240 and RT10 in order to facilitate a safer and more timely commute and consider the Board's suggestions as outlined above. This should be the first phase towards an overall evaluation to explore potential intersection improvements bordering the site.

The Board advises DOE to engage with the City of Richland and the Washington State Department of Transportation to work together to secure improvements to SR240 as this route is vital to routine operations and emergency response on the Hanford Site.

Sincerely,



Susan Leckband, Chair
Hanford Advisory Board

Enclosure

cc: Dawn Wellman, Executive Director, Benton-Franklin Council of Governments, David Borak, Designated Federal Officer, U.S. Department of Energy, Headquarters
Alexandra Smith, Manager, Washington State Department of Ecology
David Einan, Manager, U.S. Environmental Protection Agency, Region 10, Pam Larsen, National Liaison, City of Richland
James Lynch, Deputy Directed Federal Officer, U.S. Department of Energy Office of River Protection & Richland Operations Officer, JoLynn Garcia, U.S. Department of Energy Office of River Protection & Richland Operations
Oregon & Washington Delegations, Congressional Delegations, WSDOT, Good Roads
Ben Franklin Transit, State Patrol, Benton County Sheriff Office