



U.S. Department of Energy Hanford Site

19-HOC-0037

DEC 02 2019

Ms. Susan Leckband, Chair
Hanford Advisory Board
ProSidian Hanford Project Office
713 Jadwin Avenue, Suites 3 & 4
Richland, Washington 99352

Dear Ms. Leckband:

HANFORD ADISORY BOARD SEPTEMBER 19, 2019, CONSENSUS ADVICE #301,
TRAFFIC SAFETY ADVICE

Thank you for your September 19, 2019, advice regarding the Hanford Advisory Board (HAB) advice on traffic safety on the Hanford Site. The U.S. Department of Energy (DOE) appreciates the HAB's input regarding traffic flow on and off the Hanford Site and the possible safety implications.

DOE and its contractors are committed to resolving traffic issues and to working with outside entities in alignment with roles and responsibilities to ensure that reasonable and technically sound resolutions are developed.

In January 2019, the department kicked off the Hanford Site Traffic Safety Initiative in an effort to reduce vehicle accidents, increase safety on the Hanford Site and improve driving behaviors on our roadways. We and the Hanford Contractors are reinforcing the importance of safe driving on our roads through education, engineering and enforcement activities.

The majority of the efforts have focused on educating the workforce on our traffic safety expectations. We are working closely with the Benton County Sheriff's Office (BCSO) to provide enhanced enforcement opportunities on the Hanford Site. We have asked contractor Mission Support Alliance, LLC (MSA) to communicate with the BCSO on a daily basis to pinpoint areas that require additional enforcement activities. We have opened new channels of communication to Hanford workers and have established a new 376-SAFE phone number and a Traffic Safety Committee email. These communication lines are proving to be of value and are opportunities for employees to provide feedback on the initiative, and also give us an opportunity to provide feedback. We are currently moving into the engineering leg of the initiative, which is creating opportunities to work with the surrounding communities and agencies on local traffic studies that are beginning to take shape in and around the site.

Evaluations are underway for site roadway and intersection improvements and an analysis on parking areas in the 200 East Area. Improved tracking of metrics analyzing vehicle safety, accidents and animal strikes, is also in the works. We are seeing positive effects from our efforts. With the increased tailored presence of the BCSO and employee and contractor involvement, there has been a reduction in speeding incidents and aggressive driving issues across the site.

Below are the responses to the advice in your letter:

Advice Point 1: 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.

Response: MSA, DOE's contractor responsible for managing both roads and the Hanford Fire Department, has evaluated an acceleration lane for Hanford Fire Station 93 and determined that adequate response times can be achieved through the current configuration, along with using Cypress Street for acceleration on to Route 4 South during peak travel times. In addition, DOE and MSA are currently in the process of designing and building a new fire station, and plan to vacate Hanford Fire Station 93. DOE will not pursue a cost estimate to complete an acceleration lane coming out of Alger Street for the reasons above.

Advice Point 2: 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.

Response: DOE will involve the BCSO on the evaluation of additional areas to safely execute traffic stops (pull-off areas/lanes or shoulders) and, if needed, will add such areas to allow effective enforcement activities.

When considering whether or not construction of new traffic lanes is necessary, DOE uses the Washington State Department of Transportation (WSDOT) congestion thresholds as identified in the *WSDOT Handbook for Corridor Capacity Evaluation*. The threshold values are based upon a posted speed limit of 60 mph, which is the posted speed limit on Route 4 South.

Based on 2015 traffic data, the average northbound speed with the most traffic slowdown each day was 48.5 mph, which is approaching the WSDOT "congested" threshold value but is above the "severe congestion" threshold of 36 mph. DOE and MSA plan to update the data and evaluation to ensure a current understanding of traffic congestion.

Advice Point 3: The Board advises DOE to continue the relocation of streetlights to the 300 Area Stevens Drive and Cypress Intersection.

Response: DOE and MSA are currently designing a streetlight configuration for the intersection of Stevens Drive and Cypress Street, with the intent of installing lights previously used at the 618-10 area, which is a cost-saving reuse of equipment.

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Advice Point 4: The Board advises DOE to explore and engage 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.

Response: DOE and MSA are currently working with the WSDOT through advisory committees regarding intersection improvements at State Route 240 and Route 10, in order to increase traffic mobility and reduce travel times, which in turn will improve traffic safety. DOE and MSA will continue to advocate for Hanford Site intersection improvements, with the understanding that decisions will be ultimately made by WSDOT and local government entities.

Advice Point 5: 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.

Response: DOE and MSA are currently working with the WSDOT, the City of Richland, and other local government entities through advisory committees regarding improvements to State Route 240, in order to increase traffic mobility and reduce travel times, which in turn will improve traffic safety. DOE and MSA recently participated in the Regional North-South Travel Capacity Study and the State Route 240 Corridor Study. Both DOE and MSA will continue to advocate for improvements affecting the Hanford Site, with the understanding that decisions will be ultimately made by WSDOT and local government entities.

If you should have any questions, please contact me, or you may also contact JoLynn M. Garcia on (509) 376-6244, or Jim Lynch, HAB Deputy Designated Federal Official, on (509) 376-4170.

Sincerely,



Brian T. Vance
Manager

HOC:JMG

cc: D. A. Borak, EM-4.32
Ben Franklin Transit
Benton County Sheriff's Office
D. R. Einan, EPA
P. Larsen, City of Richland
A. K. Smith, Ecology
Washington State Department of
Transportation
Washington State Patrol
D. M. Wellman, Benton-Franklin
Council of Governments