



AGENDA

SKATS METROPOLITAN SAFETY ACTION PLAN

STEERING COMMITTEE MEETING

JULY 13, 2023 | 3:30 PM-5:00 PM

MWVCOG OFFICES + VIRTUAL OPTION

1. INTRODUCTIONS

5 MINS

2. PROJECT UPDATE

10 MINS

- Key project tasks and schedule
- Steering Committee role

3. EMPHASIS AREAS

10 MINS

- Review Emphasis Areas selected at previous meeting

4. MTSAP VISION AND GOALS

30 MINS

- Types of Goals
- Suggested Vision and Goal from Project Management Team

5. TOP CRASH LOCATIONS

30 MINS

- Narrow down list of high-crash locations to 10 locations

6. NEXT STEPS

5 MINS

- Next Steering Committee meeting
- Action items (if any)

SKATS METROPOLITAN TRANSPORTATION SAFETY ACTION PLAN (MTSAP)

STEERING COMMITTEE MEETING #2

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AGENDA

1 / INTRODUCTIONS

2 / PROJECT UPDATE

- Recent Progress
- Open House #1 Summary
- Schedule

3 / EMPHASIS AREAS

- Final list

4 / OVERARCHING MTSAP GOAL

5 / HIGH-CRASH LOCATIONS

- Map of locations
- Narrow down to 10 locations

6 / NEXT STEPS

- Next SC Meeting
- Action Items



INTRODUCTIONS



PROJECT UPDATE

PROGRESS SINCE LAST MEETING

- Detailed review of public feedback
- PMT developed Final Emphasis Areas
- Screened network for high-crash locations

OPEN HOUSE #1 UPDATE



OPEN HOUSE #1

- Survey ended in April. Initial “High-level take-aways” of the responses presented at Steering Meeting #1 in April.
- Draft report is being edited and will be shared when completed.
- Staff are doing a deeper dive to summarize the open-ended comments and “stories” from the public.

OPEN HOUSE #1

- On the “Anything Else to add” open-ended question (293 responses), generally reflect these two categories:
 1. **Asking for infrastructure improvements:** more sidewalks, safe/enhanced crossings, protected and maintained bike lanes, more time for pedestrians to cross streets.
 2. **Calling for behavior changes, education and enforcement:** reduced speeding, law enforcement, driver/bicycle/pedestrian education on safety

OPEN HOUSE #1

- On the “Sharing your story”, we provided a sample of 252 stories at the April Steering Committee.
- We are categorizing these stories

Aggressive Drivers	11
Almost hit	3
Crash reported	7
Distracted Driving	9
Dangerous location	21
Drivers disregarding traffic signs/light, not yielding to bikes and ped	54
Education and Enforcement needed.	9
General comment for increased safety	11
Need bike lanes/paths, sidewalks, signal, stop sign, maintenance, etc.	70
speeding comment	39
not a safety issue	18
total	252

SCHEDULE

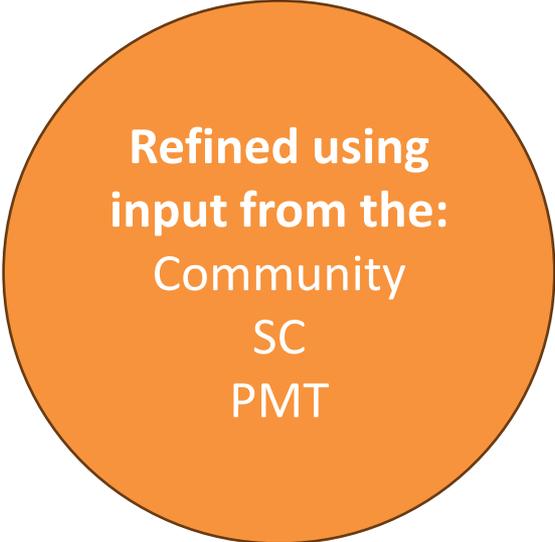
TASK #	TASK DESCRIPTION	DUE DATE
0	Project Kick-Off	September 2022
3	Consistency with Local Plans	November 2022
2	Project Website	December 2022
2	Public Engagement (OH #1, Community Meetings)	March-April 2023
4	Safety Analysis - Emphasis Areas + High Crash Locations	June-July 2023
5	Safety Analysis - Solutions	August 2023
5	Strategic Framework	September 2023
2	Public Engagement (OH #2, Community Meetings)	September 2023
6	Performance Measures	December 2023
7	Draft TSAP	February 2023
7	Final TSAP	April 2024



EMPHASIS AREAS

DRAFT LIST OF EMPHASIS AREAS

- Safety at intersections
- Speeding
- Safety while driving a motorcycle or vehicle
- Safety while riding a bicycle
- Safety while walking/rolling
- Impairment
- Safety of aging adults
- Distraction



Refined using
input from the:
Community
SC
PMT

FINAL LIST OF EMPHASIS AREAS

- Intersections
- Pedestrians
- Bicyclists
- Speeding
- Impairment/Distracted*
- Road User Age*

*First four areas are used to screen for high-risk locations; last two will be emphasis areas of the plan, but not used in screening



4

**OVERARCHING MTSAP
GOAL**

MTSAP GOAL

Why is the goal important?

- > A shared vision
- > Establishing safety culture
- > Funding implications
 - Safe Streets For All

<https://youtu.be/XFo60aDOGSc>

Possible Goals

- **Eliminate fatal and serious injury crashes**
- **Reduce fatal and serious injury crashes**
- **Reduce all crashes**

SUGGESTED GOALS

Overall Plan Goal

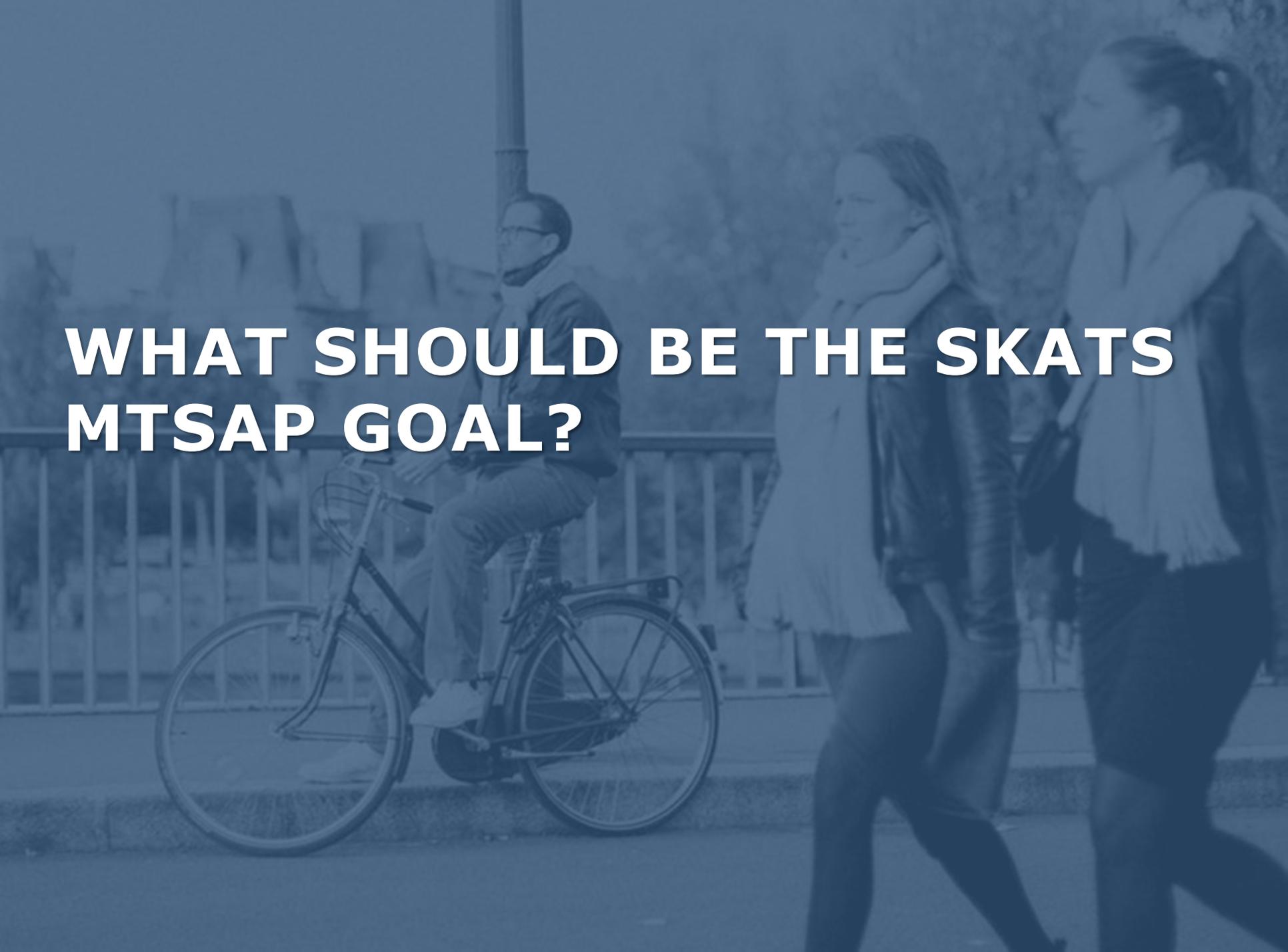
- City of Salem supports a Vision Zero goal (zero fatalities)
- Oregon statewide TSAP goal is no deaths or life-changing injuries by 2035

Interim Goals

- Smaller quantitative goals
- Examples:
 - > By 2030, reduce fatal and serious injury crashes by 30%
 - > By 2035, reduce fatalities involving pedestrians by 50%.

EXAMPLE EMPHASIS AREA GOALS

EMPHASIS AREA	GOALS	STRATEGIES
	<ul style="list-style-type: none"> • Reduce the proportion of fatal and serious injury crashes involving pedestrians by 17% by 2035. • Eliminate fatal and serious injury crashes involving pedestrians by 2040. 	<p style="text-align: center;">Safe Roads</p> <ul style="list-style-type: none"> • Install engineering countermeasures focused on increasing driver awareness of pedestrians and reducing conflict zones between vehicles and pedestrians • Develop and implement a Construction Accessibility Policy to maintain accessibility during construction and maintenance projects <p style="text-align: center;">Safe Road Users</p> <ul style="list-style-type: none"> • Improve infrastructure connectivity for pedestrians, especially along safe routes to school, and gap closure within the sidewalk and trail network • Expand safe routes to school programming • Pair education with key engineering and enforcement countermeasures
	<ul style="list-style-type: none"> • Reduce the proportion of fatal and serious injury crashes involving bicyclists equivalent to the current proportion (13%) by 2035. • Eliminate fatal and serious injury crashes involving bicyclists by 2040. 	<p style="text-align: center;">Safe Roads</p> <ul style="list-style-type: none"> • Install engineering countermeasures focused on increasing driver awareness of bicyclists and reducing conflicts between vehicles and bicyclists • Develop and implement a Construction Accessibility Policy to maintain accessibility during construction and maintenance projects <p style="text-align: center;">Safe Road Users</p> <ul style="list-style-type: none"> • Improve infrastructure connectivity for bicyclists, especially along safe routes to school • Expand safe routes to school programming • Pair education with key engineering and enforcement countermeasures • Develop a Vision Zero policy to modify LOS standards and parking along preferred bicycle corridors



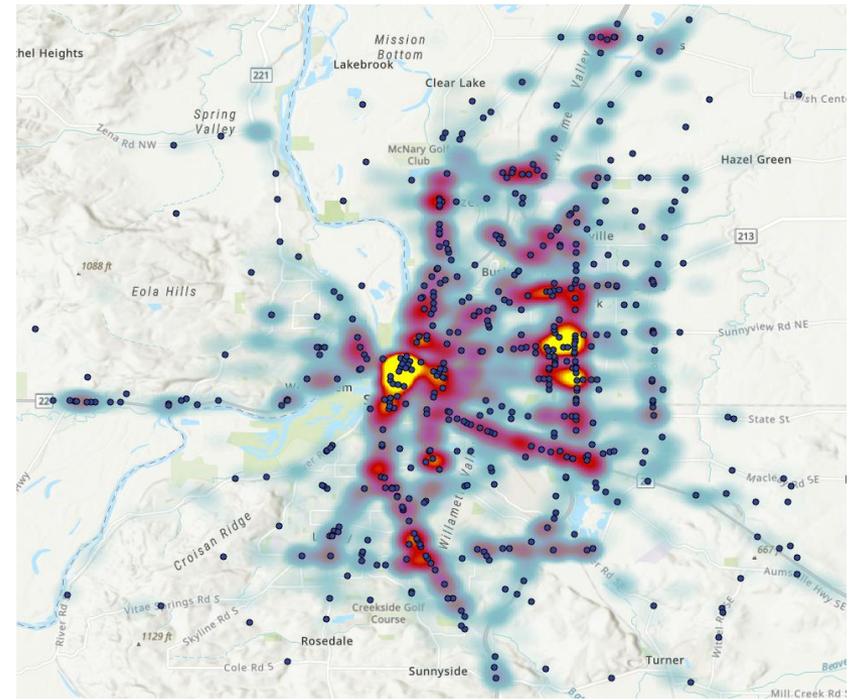
**WHAT SHOULD BE THE SKATS
MTSAP GOAL?**



HIGH-CRASH LOCATIONS

IDENTIFYING HIGH-CRASH LOCATIONS

- Created a heat map of the crash data in GIS to visually identify locations with concentrations of crashes
 - > Weighted by crash frequency AND severity
- Selected “hottest” segments and intersections with at least one F&A crash
- Conducted this process for five sets of crash data
 - > 4 Emphasis Areas
 - > All crashes combined



MAP OF POTENTIAL LOCATIONS

- [Map of High Crash Locations](#)
- Need to narrow list down to 10 locations
 - > Ensure that each emphasis area is reflected in at least one of the 10 locations selected
 - > 10 locations should be geographically balanced across the SKATS area.
- Unique safety solutions will be developed at 10 locations



NEXT STEPS

NEXT STEPS

- PMT Meeting to finalize the 10 locations that will be detailed in the MTSAP
- Next Steering Committee Meeting
 - September
 - Preview initial safety solutions and countermeasures
- Recap Action Items (if any)

THANK YOU

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