SKATS METROPOLITAN SAFETY ACTION PLAN
STEERING COMMITTEE MEETING
March 20, 2024 | 5:00 PM-6:00 PM
MWVCOG OFFICES + VIRTUAL OPTION

Microsoft Teams meeting
Click here to join the meeting
Meeting ID: 249 825 855 507
Passcode: fMPrhP

1. Introductions 5 minutes

2. Project Update 10 minutes
   - Summary from Public Input from Open House #1
   - Solutions memo / Case Studies

3. Discuss Possible MTSAP Goal Statement 15 minutes
   - Examples from other Transportation Safety Action Plans

4. Emphasis Areas and Draft Strategies 15 minutes
   - Review the final list of Emphasis Areas selected at previous meeting
   - Project Management Team reviewing and prioritizing strategies by Emphasis areas

5. Draft Schedule 5 minutes
   - Review attached schedule

6. Next Steps 5 minutes
   - Next Steering Committee meeting April 2024

MTSAP Steering Committee Meeting
March 20, 2024

Agenda

1. Introductions

2. Project Update

3. MTSAP Vision and Goal Statement

4. Emphasis Areas and Draft Strategies

5. Draft Schedule

6. Next Steps

Online Open House #1

OUTREACH

- 30,000 postcards (English and Spanish, + oversampling)
- Newspaper stories and ads, + radio, + community newsletters
- Eight 1-minute videos (English and Spanish), posted on social media
- Drawing for $25 gift cards

- **PARTICIPATION**
  - **796 people did the online survey, 245 shared their stories**
  - **1,166 comments on the online map**
  - **3 small focus groups**

Online Open House #1 - Survey Results

People feel safe

- Driving or riding in a vehicle
- Riding the bus

Split responses for

- walking/rolling

People feel unsafe

- Riding a bicycle
- Crossing a busy intersection when walking, biking, rolling
- Traveling through intersections
- Traveling at night
- During bad weather

Online Open House #1 - Survey Results

Most important focus areas

1. Safety at intersections.
2. Speeding.
3. People who are distracted while travelling.
4. Safety while walking, rolling (i.e., using a wheelchair or other mobility device).

Online Open House #1 - Takeaways

What Strategies should be prioritized?

(Top 4 answers)

- Provide sidewalks on streets where they are missing
- Provide more enhanced crosswalks
- Make intersections safe for everyone
- Provide more bicycle lanes or separated bike paths

Online Open House #1 - Takeaways

Anything Else to Add" entries

(293 responses categorized in groups)

- Half the comments: **unsafe behaviors** (unsafe behavior of drivers and non-drivers), calls for better education, desire for increased traffic **enforcement** and supporting automated enforcement (red-light cameras, speed feedback signs)

- Other half ask for **better infrastructure and design** of streets and communities.

Online Open House #1 - "Anything Else"

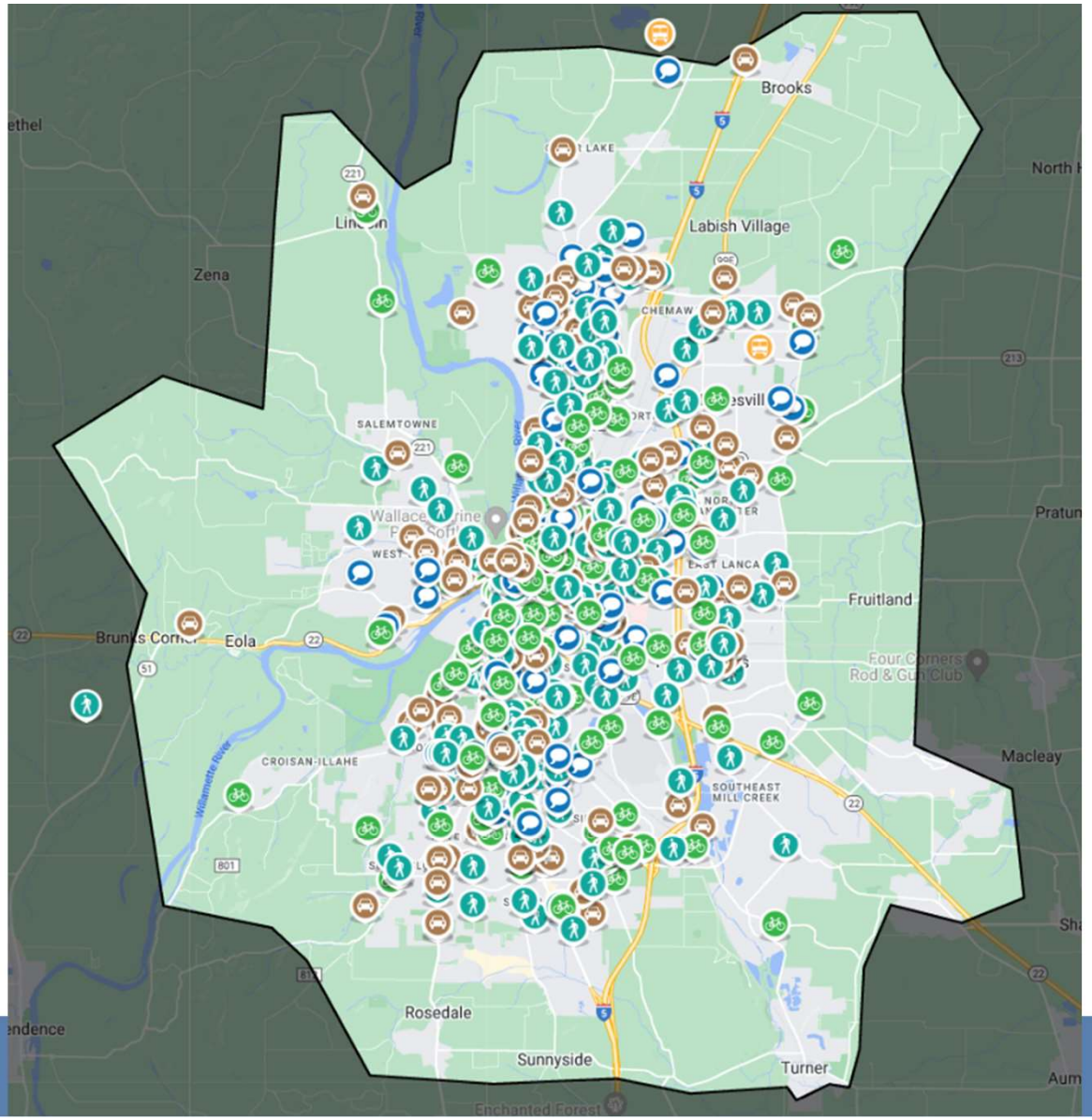
Grouped Comment Categories	Number of Comments
Bike/Pedestrian	6
Crossings	13
Design (of streets or the city)	20
Education (driver education)	11
Education (pedestrian/bicycle education)	10
Enforcement – running red lights, red light cameras, and speed cameras	12
Enforcement – increase police enforcement of traffic laws	35
Infrastructure – better and more streetlights	8
Infrastructure – build missing sidewalks	4
Infrastructure – install speed bumps	5
Infrastructure – more bike lanes / protected bike lanes	10
Infrastructure – other comments	24

Grouped Comment Categories	Number of Comments
Maintain bike lanes and sidewalks (to improve safety)	7
Named improvement (safety comment or recommendation for a specific street)	22
Reduce speeding and speeding comments	9
Unsafe Driving (aggressive drivers, reckless driving, etc.)	12
Unsafe Driving (distracted driving or impatient drivers)	6
Unsafe Driving (red light running and speeding)	7
Unsafe Driving (danger to bike/ped, traffic turning across crosswalks and endangering pedestrians)	16
"Other" safety comments (a unique comment that it didn't fit well with other the categories)	57
Other – Comments not related to safety	29

Online Comment Map

<u>1,166 comments from 384 persons</u>

- Do not feel safe when biking or walking due to high speeds
- Aggressive drivers
- Poor conditions
- Overall lack of infrastructure
- (report has summary and quotes)



Online Open House #1 - Stories

Table B-1 – Grouped Categories used in this appendix to organize similar comments

Code	Story Categories	Count
A	Aggressive Drivers	12
AH	Almost hit	3
C	Crash reported	7
DD	Distracted Driving	9
DL	Dangerous location	21
DRIVERS	Drivers disregarding traffic signs/lights, not yielding to bikes and ped	54
E	Education and Enforcement needed.	9
G	General comment for increase safety is needed	11
NEED	Need bike lanes/paths, sidewalks, signal, stop sign, maintenance, etc.	70
SPEED	Speeding Comment	38
	Total	**234**

Online Open House #1 - Stories

Almost being hit

I've nearly been hit in a crosswalk by cars multiple times with vehicles coming within inches of me. I'm not sure what can be done except for speed cameras and increased enforcement and high fines. In a small community, word will get out that fines for speeding and not yielding in a school zone or crosswalk is expensive. Drivers do not yield to pedestrians and can be very aggressive in assuming the road is theirs and that pedestrians should yield to them.

Solutions memo / Case Studies

- Framework for MTSAP will reflect the **Safe Systems Approach**, used by FHWA and ODOT

- **Safer people** – encourage safe and responsible behaviors
- **Safer roads** – design to mitigate for human mistakes, and facilitate safe travel of vulnerable road users
- **Safer speeds** – promote safer speeds in all roadway environments through design, speed limit setting, education, outreach, and enforcement
- **Safer vehicles** – enhance vehicle design and features to prevent crashes and minimize impact forces
- **Post crash care** – enhance the quality and timeliness of emergency services

Solutions memo / Case Studies

Last summer we determined the **Emphasis Areas** and selected 10 case studies locations

Consultant studies crash data, road characteristics, and public comments

Developed sets of potential safety solutions that might be used for the case study and similar locations throughout the region.

TABLE 1. CASE STUDY LOCATIONS FOR SKATS EMPHASIS AREAS

SAFETY CASE STUDY LOCATION	INTERSECTION OR SEGMENT	EMPHASIS AREA	SELECTION CRITERIA
GLENN CREEK ROAD FROM BURLEY HILL TO WALLACE ROAD	Segment	Bicyclists	Selected based on bicycle-involved crash history
SILVERTON ROAD FROM PORTLAND ROAD TO I-5	Segment	Bicyclists	Selected based on bicycle-involved crash history
COMMERCIAL STREET FROM HILFIKER LANE TO FABRY ROAD	Segment	Pedestrians	Selected based on pedestrian-related crash history
LIBERTY STREET AT FERRY STREET	Intersection	Pedestrians	Selected based on pedestrian-related crash history
LIBERTY STREET FROM SKYLINE ROAD TO COMMERCIAL STREET	Segment	Speeding	Selected based on public comments
HIGH STREET FROM PRINGLE CREEK TO LEFFELLE STREET	Segment	Speeding	Selected based on public comments
COMMERCIAL STREET AT MARION STREET	Intersection	Intersections	Selected based on intersection crash history
LOCKHAVEN DRIVE AT RIVER ROAD	Intersection	Intersections	Selected based on intersection crash history and location in Keizer
LANCASTER DRIVE FROM SUNNYVIEW ROAD TO MARKET STREET	Segment	All Crashes	Selected based on crash history
LANCASTER DRIVE AT SILVERTON ROAD	Intersection	All Crashes	Selected based on public comments

Emphasis Area: SPEEDING

Case Study 1: Liberty Road Segment

EMPHASIS AREA: SPEEDING

Unsafe speeds were noted in approximately 7.5% of crashes, but contributed to just over 16% of fatal and serious injury crashes in the SKATS region. Speeding was one of the most common safety concerns shared by the public during community engagement activities.

CASE STUDY 1: Liberty Road Segment (Commercial Street to Skyline Road)

This segment of Liberty Road is a four-lane roadway that serves high-density residential, commercial, office, and restaurant land uses. Two elementary schools are also located within the vicinity of this section of Liberty Road. Liberty Road is classified as an urban minor arterial with a posted speed limit of 35 mph. There are sidewalks on both sides of the road with bicycle lanes present south of Browning Avenue. On the north end of the corridor, there is no center median. South of Browning Avenue, there is a center two-way left turn lane median with some raised medians spaced intermittently throughout. Most of the signalized intersections have permissive left-turn phasing and about half of the intersections provide left turn lane pockets.

FIGURE 5. NORTH END OF LIBERTY ROAD SEGMENT

- 181 total crashes, including 4 serious injury crashes
- 44% of all crashes involved a turning movement, most of which were attributed to drivers that failed to yield to oncoming traffic at both signalized and stop-controlled intersections
- 34% of all crashes were rear ends, most of which were attributed to drivers who failed to avoid vehicles that were slowed or stopped to turn at side-streets and driveways
- 2 crashes involved a bicyclist (one resulted in serious injury) and 6 involved a pedestrian (one resulted in serious injury)
- Approximately 25% of all crashes occurred during dark, dawn, or dusk conditions
- Speed was officially noted as a contributing factor in just six crashes; However, speeds were mentioned as a concern in numerous public comments on this roadway segment

Safety Improvement Considerations

The following table summarizes the key crash patterns identified in this case study, as well as the toolbox of potential safety treatments that could be considered to address similar challenges at this or other locations. The application of safety treatments requires a site specific evaluation to determine feasibility. The potential safety treatments listed below have not been evaluated for feasibility at this specific location. Treatments noted with an asterisk (*) are already present at this case study location.

SAFETY CHALLENGES	TREATMENTS THAT MAY ADDRESS THESE CHALLENGES
Conflicts between through traffic and turning vehicles (includes driveways and intersections)	• Install left-turn lanes at key intersections • Provide protected left-turn phasing at signalized intersections (would require dedicated turn lanes) • Install intersection warning signs • Install raised medians to restrict turning movements • Install a 4-to-3 lane conversion (road diet) and provide turn lanes and bicycle lanes • Install dynamic turn restriction signs (can be tied to traffic volumes or time of day) *
Crashes at night (dark, dawn, or dusk lighting conditions)	• Upgrade or install intersection and segment lighting* • Upgrade to high-visibility signs and markings • Install raised or recessed pavement markers (RPMs)
Speeding concerns	• Install speed feedback signs • Implement speed enforcement • Install traffic calming measures appropriate for the roadway functional classification

Solutions memo / Systemic Crashes

SYSTEMIC CRASH PATTERNS

Systemic crash trends are those that are repeatedly contributing to fatal and serious injury crashes in the SKATS region. These trends often highlight underlying risk factors that can be treated by implementing low-cost safety solutions on a broad scale. The following four systemic trends were identified using a combination of crash data and input gathered during the first round of public engagement. The systemic trends are listed below and described in the following sections.

1. Pedestrian Crashes in Dark/Dusk/Dawn Conditions on Road Segments
2. Fixed Object Crashes on Two-Lane Roads
3. Head-On Crashes on Urban Arterials
4. Left Turn Crashes on Urban Arterials

Systemic Trend 4 – Left Turn Crashes & Solutions

Percent of all SKATS crashes: 11.1%

Percent of fatal and serious injury SKATS crashes: 14.1%

Solutions

- *Safer People*: Create an educational campaign targeting prevention of risky driver behaviors such as speeding, impaired driving, and drowsy driving
- *Safer Speeds*: Implement traffic calming measures such as lane narrowing or medians to encourage lower speeds
- *Safer Roads*: Install two-way left turn lanes and turn lanes to reduce conflicts between through and turning (slowed or stopped) vehicles;
- *Safer Roads*: Provide protected left-turn phasing at signalized intersections;
- *Safer Roads*: Prohibit left-turns when pedestrian calls are present at signalized intersections
- *Safer Roads*: Improve visibility of traffic control devices (stop signs, signals, pavement markings, and warning signs)
- *Safer Roads*: Install medians to restrict left-turns at driveways and low-volume public streets

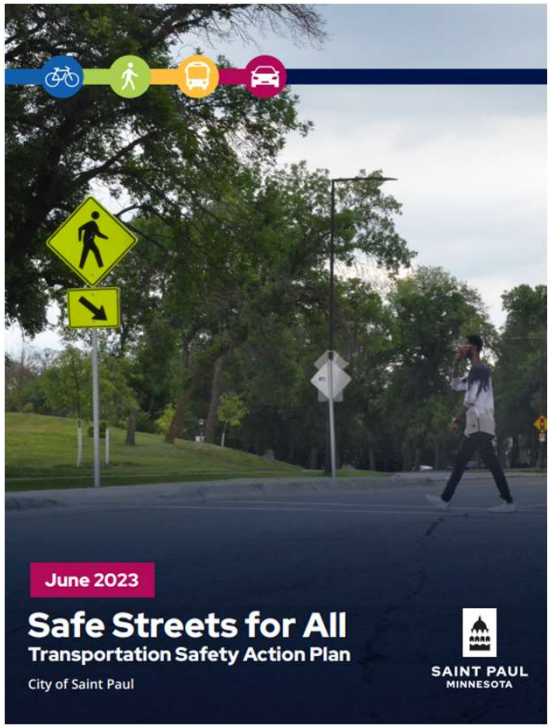
Staff collected Goal statements from 26 plans

1. Seattle Vision Zero Action Plan
2. Portland Metro Regional Transportation Safety Plan (TSAP)
3. Regional Transportation Safety Strategy (Metro)
4. CITY OF BEND, Bend Area Transportation Safety Action Plan (TSAP)
5. Lane County TSAP
6. DESCHUTES COUNTY TRANSPORTATION SAFETY ACTION PLAN (TSAP)
7. Safe Streets Boulder Report Toward Vision Zero
8. Central Lane Metropolitan Organization Safety Transportation Action Plan
9. Eugene Vision Zero
10. City of Hillsboro Transportation Safety Action Plan
11. Clackamas County, DRIVE TO ZERO SAFETY ACTION PLAN
12. District of Columbia Strategic Highway Safety Plan
13. Washington County Transportation Safety Action Plan
14. Chico Local Road Safety Plan
15. Multnomah County REACH Transportation Crash and Safety Report
16. MRMPO Regional Transportation Safety Action Plan (RTSAP)
17. PBOT Vision Zero
18. Solano Travel Safety Plan
19. Houston-Galveston Regional Safety Plan
20. Vision Zero Strategic Plan, One City towards safe streets, City of Bellevue
21. San Luis Obispo, 2015 Annual Traffic Safety Report
22. Safe Streets for All, Transportation Safety Action Plan, St. Paul
23. City of Springfield, MA, Safety Action Plan
24. Safety Action Plan, Town of Mount Pleasant, South Carolina
25. Safe Streets and Roads for All, Safety Action Plan, INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION
26. MID-SOUTH Safety Action Plan (SAP), Memphis MPO

Sample Goal Statements

1. **The city's ultimate goal is to strive toward zero serious injuries and fatalities for all modes of travel.** (Boulder, Colorado)
2. **The goal of the Washington County Transportation Safety Action Plan (TSAP) is to strive toward zero transportation-related serious injury and fatality crashes.** (Washington County)
3. **Destination Safe Coalition partners are working together to create the safest transportation system possible, a region with zero crash-related deaths and a culture of safety where every life counts and one death is too many.** (Kansas City)
4. **The county has set a goal to eliminate fatal and serious injury crashes by 2035.** (Clackamas County)
5. **PBOT aims to make our transportation system the safest possible and to move toward zero traffic-related fatalities and serious injuries in the next 10 years.** (City of Portland)
6. **Oregon envisions no deaths or life-changing injuries on Oregon's transportation system by 2035** (Oregon Transportation Safety Action Plan (TSAP)

Reviewed Strategies from other Safety Plans



2018 Regional Transportation Plan

Regional Transportation Safety Strategy

A strategy to achieve Vision Zero in the greater Portland region

List of Emphasis Areas

- Intersections
- Pedestrians
- Bicyclists
- Speeding
- Impairment/Distraction*
- 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

Draft Strategies by Emphasis Area

	A	B	C	D	E	F	G	H	I
1	Strategies - Cross Cutting	MPO	Transit District	Salem	Keizer	Marion	ODOT	Intersections	Pedestri
2	Regularly inspect and maintain signs, markings, and traffic control devices to ensure proper placement, visibility (retroreflectivity), and compliance with standards			x			x	x	x
3	Develop regional guidance on best practices for applying established and emerging safety solutions							x	x
4	Establish a regional traffic data collection program, including vehicle, bicycle, and pedestrian traffic counts and roadway travel speeds	x		x			x	x	x
5	Establish a regional asset management program for inventory and maintenance of signs, signals, guardrail, and street lights			X			x	x	x
6	Invest in before-and-after evaluations of safety projects to determine the effectiveness of specific treatments.			X			x	x	x
7	Maintain and refine the SKATS Safety Dashboards and **High Injury Network Mapping** that are available to the public and member agencies	x						x	x
8	Maintain and upgrade assets (signs, signals, and markings) to allow for self-driving vehicle recognition			A			x	x	x
9	Revise agency policies and procedures to ensure safety is a criterion for the prioritization and selection of all capital projects.			X			x	x	x
10	Hold community walk audits to learn about safety needs from those who live, work, and play in local areas			A				x	x

Draft Schedule:

April 2024	Project Management Team meeting #11
Late April/May 2024	**Steering Committee Meeting #4**
June/July 2024	Project Management Team meeting #12
June/July 2024	**Steering Committee Meeting #5**
Mid-summer	Draft Plan & Open House #2
Late summer	Project Management Team meeting #13
Late summer	**Steering Committee Meeting #6 (Final Plan)**

Remaining Schedule for SKATS MTSAP

Subject to change

Group	Date	Content
PMT # 10	Feb 22, 2024	• SKATS research on other TSAP's strategies • DKS list of strategies in Excel – post in OneDrive for PMT members to mark-up • Share final reports from Open House #1 (also post on website)
Steering Committee #3 – "catch-up of plan progress" **(consultant not present)**	March 20th	• final reports from Open House #1 (also post on website) • Solutions memo (case studies by emphasis area) • The strategies that the PMT are reviewing, plus other TSAPs' strategies • More discussion about goals
PMT # 11	April 4th	• Recommend list of strategies for the plan, plus develop draft priority strategies • Discussion and/or recommendation on Performance Measures
SC # 4	Late April or early May	• Review strategies (full list and priorities) • Decide on draft goal(s) • Decide on Performance Measures
		• DKS drafts plan • SKATS review and comment on draft plan
PMT #12	June or July	• Review and comment on draft plan
SC #5	June or July	• Review and comment on draft plan – send out for public review
	Mid- Summer	• Online Open House
PMT #13		Review public comments, make final edits to draft MTSAP
SC #6	Late summer	Review comments, make decision on any changes to include in Final Plan, recommendation to SKATS Policy Committee

March 18, 2024