

Meeting Summary

Salem-Keizer Area Transportation Study (SKATS)
Metropolitan Transportation Safety Action Plan (MTSAP)

Steering Committee

MWVCOG Hybrid Meeting
100 High St. SE, Suite 200
Salem, OR 97301
Wednesday, April 12, 2023

Steering Committee Members Present

Kevin Cameron, Marion County Board of Commissioners & SKATS MPO Policy Committee
Virginia Stapleton, Salem City Councilor
Ryan Crowther, Marion County Public Works-Capital Projects Manager
Tami Kunz, Northeast Keizer Neighborhood Association-President
Nicole Charlson, ODOT Region 2-Public Safety
Nick Fortey, FHWA & West Salem Neighborhood Association-Transportation Chair
Trevor Phillips, Salem City Council & SKATS MPO Policy Committee – via Zoom
Sadie Carney, Cherriots Board & SKATS MPO Policy Committee – via Zoom

Others Present

Jacqueline Green, Northeast Keizer Neighborhood Association-Vice President
Lacy Brown, DKS-Consultant
Mike Jaffe, MWVCOG-SKATS
Kindra Martinenko, MWVCOG-SKATS
Theresa Whisenhunt, MWVCOG-SKATS

Agenda Item 1. Call to Order – 4:03pm - Introductions

Mike Jaffe called the hybrid meeting to order at 4:03 p.m. This is the inaugural Steering Committee (SC) meeting and introductions were made and why they are interested in being on the Safety Steering Committee.

Agenda Item 2. Project Overview

Lacy Brown, DKS presented.

The Metropolitan Transportation Safety Action Plan (MTSAP) will include goals, strategies, actions, and projects that:

- guide investments by SKATS and local agencies.
- are eligible for state and federal grants.
- saves lives.

Project Oversight will consist of the Project Management Team (PMT), the SC, and the SKATS Policy Committee. PMT: Mike Jaffe & Kindra Martinenko-SKATS; Dan Fricke, Brandon Williams & Amanda Salyer-ODOT; Anthony Gamallao-City of Salem; Bill Lawyer-City of Keizer; Janelle

Shanahan-Marion County; Ted Stonecliffe-Cherriots; Nicole Metildi, Camile Pearce, & Jessica Pickul-JLA; and Lacy Brown, Jenna Bogert, & Brian Chandler-DKS Associates.

Role of the SC is to share individual perspectives and insights throughout the project, develop the MTSAP goal and selection of focus areas, participate in the SC meetings, and encourage public engagement. Involvement in the SC will help the groups develop a plan that is useful and meaningful.

Key tasks for the Scope of Work are:

- ❖ Robust Community Engagement through the project website, online open houses (2) and focus group meetings (4).
- ❖ Safety Analysis: <https://tinyurl.com/skatsquickfacts> 2007-2020 SKATS Crash QuickFacts can be filtered for specific data points and crash data analysis. The dashboard will generate plotted maps for visual aids and can be filtered for specific data. Mike offered to schedule a training session for SC members on how to use the dashboard to filter the data. The crash data is from ODOT.
 - Nicole Charlson noted that the data, by law, does not show crashes on private property, parking lots, and when no vehicle is involved. ODOT does not collect this data. There is a concern that this will result in an undercount for pedestrians and bike crashes not involving a vehicle and therefore not reported, i.e. a pedestrian is hit by a bicyclist or a bicyclist crashes in the bike lane due to debris.
 - Nicole Charlson also noted that Marion County is #1 for child (0-9yrs) injury in vehicle crashes in the state even though the county ranks #5 in size. This is due to incorrect use of car seats and booster seats, which could be approached with education. Another is a direct correlation between the age of driver and rate of crashes. The data analysis shows access to driver education results in a lower number of crashes. The SC will be dependent on communicating with the community about where safety issues are.
 - There was general discussion that the crash data doesn't provide us with data about where there are risks to travelers. Input from the community can help to identify these risks.
 - The crash maps that were shared can be filtered to show fatalities and serious injury crashes.
 - There was also an interest in identifying crashes by street type (local, collectors, arterials) or by posted speed. Kindra pointed out those attributes are part of the crash data, although for some crashes those attributes may be blank.
- ❖ Safety Analysis Tasks:
 - Compare statewide and SKATS crash trends to:
 - focus on fatal and serious injury crashes.
 - select up to 8 focus (emphasis) areas.
 - identify high-risk locations and crash trends.
 - Develop 10 unique safety solutions at crash hotspots.

- Recommend 3 system-wide safety solutions.
- Safe system toolbox – non-infrastructure safety solutions.
- ❖ Draft and Final MTSAP
 - Strategic Framework
 - Performance Measures
- ❖ Contingency Tasks
 - Implementation Plan
 - Comparison with other MPOs
 - Funding Considerations

The draft schedule shows the SC in the Public Engagement phase March through April of this year. Safety Analysis, Showing Emphasis Areas, and High Crash Locations is projected for June 2023 with Safety Analysis Solutions projected for August 2023 and Strategic Framework in September 2023. The SC plans to hold the second phase of Public Engagement and Community Meetings also in September 2023. Performance Measures are projected for December 2023, the Draft TSAP ready to start the review process in February 2024 and the Final TSAP in April 2024.

Agenda Item 3. Recent Activities and Discussions

Community Engagement Phase

- ❖ Online Open House
 - Advertised via:
 - social media.
 - interested parties lists.
 - SKATS and local agency websites.
 - Newspaper articles.
 - 30,000 postcard mailers.
 - Survey
 - 797 responses
 - 6 in Spanish and 791 in English
 - Interactive Comment Map – over 1000 comments:
 - 39% -walking/rolling related.
 - 26%-driving related.
 - 22%-bicycling related.
 - 1%-transit related.
 - 12%-general safety concerns related.
- ❖ Key Takeaways So Far From the Survey
 - Modal Safety
 - Most who ride a bike feel unsafe.
 - Most who drive a car feel safe.

- Mixed feelings for those who walk (33% feel safe, 42% feel unsafe).
 - Suggest Strategies (Community was asked to pick top 4 choices)
 - 18%-Provide sidewalks where missing.
 - 18%-Provide enhanced crosswalks.
 - 16%-Make intersections safer for everyone.
 - 13%-Provide more bike lanes/paths.
 - 12%-Reduce vehicle speeds.
 - 11%-Increase education and enforcement of risky behaviors.
 - 10%-Use speed/red light cameras.
 - 3%-Other.
 - A selection of Personal Stories from the survey were shared with SC, and some of these stories will be put in the final plan to recognize the impacts to individuals. SC members shared stories of crashes to people they know.
- ❖ Safety Focus (Emphasis) Areas – What is a focus area?
- Describes a safety priority.
 - Based on data and community engagement.
 - Reflects a common characteristic of crashes:
 - ✓ Road Users - Bicyclists or Pedestrians.
 - ✓ Risky Behaviors - Speeding or Impairment.
 - ✓ Locations - Intersections of Multi-Lane Roadways.
 - Becomes the framework for the MTSAP.
 - Goals
 - Strategies
 - Solutions
 - Lacy Brown showed an analysis comparing of crash trends by crash attributes (e.g. intersections, speeding, distraction, and 10 other attributes) as potential focus areas. The data shows if those attributes are more common in SKATS than Oregon overall, and if the crashes by these attributes are more likely to be fatal or severe in the SKATS area than Oregon overall.
 - Focus area interests from the public were asked as part of the online open house survey (the community asked to pick top 4 out of 8 choices)
 - 18% - Intersections
 - 17% - Speeding
 - 17% - Distractions
 - 16% - Walking/Rolling
 - 12% - Bicycling
 - 10% - Impairment
 - 5% - Aging Adults
 - 5% - Motorcyclists
- ❖ It was noted distracted driving is difficult to analyze; sometimes the cause of the distraction is reported in a police report and sometimes it is not. Also relevant to know is

that distracted driving is generally thought to be greatly under-reported. Oregon is a self-reporting state.

❖ Other comments from SC members:

- “wide-open” streets encourage speeding or distracted driving; if you make those lanes narrower or add painted bike lanes, it gets drivers’ attention.
- One SC member was interested in enhancing the toolbox of strategies.
- We have latent capacity for making improvements on many of our streets, and we can do more trials of changing streets using paint.
- We should look at age of drivers and passengers and motorcycle drivers in the crash data.
- Salem should examine data from mobile radar speed readers and compare it to speed limits.
- It was mentioned that when the readers are seen by drivers, drivers do slow down.
- “Culture eats policy for breakfast”. Our culture is very individualist, so how do we change culture. It was mentioned that Clackamas County is a leader in the state of addressing the safety culture.

❖ Focus areas and strategies were discussed by the SC. Topics that were discussed included:

- restriping roadways/narrowing roadways to allow for bike lanes,
- protected bike lanes,
- radar signs/speed awareness,
- enhanced lighting,
- driver education at the high school/new driver level,
- slogan campaigns, and
- solutions that have multiple benefits.

Some strategies will eventually be presented as recommendations to our local governments, and they can decide if those strategies should be implemented in their jurisdiction or incorporated in their road design standards.

❖ MTSAP Goal

- Why is the goal important?
 - A shared vision.
 - Establishing safety culture.
 - Funding implications – Safe Streets For All.
- Possible Goals:
 - Eliminate fatal and serious injury crashes.
 - Reduce fatal and serious injury crashes.
 - Reduce all crashes.
 - Vision Zero-People on the Street <https://youtu.be/XFo60aDOGSc> (community questioned on traffic safety and roadway deaths)

Agenda Item 4. Next Steps

The Steering Committee discussed making the meetings 2 hours starting at 3:30p.m. Date is TBD.

The meeting was adjourned at 5:37 p.m.