



Meeting Notes

Clackamas County Transportation Safety Action Plan Update

Joint Meeting #1

November 20, 2017 – 11:00 a.m. – 12:30 p.m.

Clackamas County Department of Transportation & Development – Room 115 (Land Use Hearing Room)

PROJECT TEAM

Clackamas County Department of Transportation and Development

- Joe Marek, Transportation Safety Program Manager
- Patty McMillan, Drive to Zero Program Coordinator
- Christian Snuffin, Traffic Engineer
- Ellen Rogalin, Community Relations Specialist

Consultant Team

- Brian Ray, Project Principal – Kittelson & Associates, Inc. (KAI)
- Nick Foster, Project Manager - KAI
- Bryan Graveline, Project Analyst - KAI
- Geri Bartz, Project Advisor - Legacy Health
- Nic Ward, Project Advisor - Montana State University Center for Health & Safety Culture

ADVISORY GROUP

- Kevin Hutchison, Clackamas County Motor Carrier
- Chris Beko, Clackamas County Motor Carrier
- Everett Hay, Clackamas County Traffic Supervisor
- Brian Hitchcock, Clackamas County Traffic Safety Commission
- James Rough, Clackamas County Traffic Safety Commission
- Robert F.P. Ludwick, Clackamas County Traffic Safety Commission
- Carol Vonderhert, Clackamas County Traffic Safety Commission
- Kristie Gladhill, ODOT Region 1 Transportation Safety Coordinator
- Jeff Smith, Sheriff's Office
- Scott Hoelscher, Clackamas County
- Janelle Lawrence, Oregon Impact
- Jim Bernard, Board of County Commissioners

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- Walt McAllister, ODOT Transportation Safety Division
 - Albert Garcia, Todos Juntos
 - Mary Jo Catasegna, Clackamas County
 - Lucy Drum, American Medical Response

INTRODUCTION

- Joe provided an introduction to the meeting's purpose and discussed the agenda.
- Nick introduced KAI, his and Brian's role in completing the 2012 plan, and the firm's role as the lead consultant on this update.
- Participants completed an exercise answering questions related to traffic fatalities in Clackamas County.
- Nick introduced and presented a video produced by Clackamas County interviewing County Fair attendees on their views of traffic safety. Nick led a group discussion on their views in light of the video.
- Drawing from this video, Joe discussed the new County goal of zero fatal and serious injury traffic crashes by 2035. He discussed the 2012 plan and stated it had an aggressive goal to reduce crashes. The plan update would use zero fatal crashes as the goal; consistent with the State of Oregon's plan.
 - There was a group conversation and a question about the definition of serious injuries. "Injury A" on ODOT crash forms is considered a serious injury. This determination is made by the responding law enforcement officer and is typically selected when an individual leaves the crash in an emergency medical vehicle (e.g., ambulance) with a serious injury.

PARTICIPANT VIEWS ON TRAFFIC SAFETY

Nick asked participants to share their views of what's going well, opportunities to improve, and challenges being faced in the context of traffic safety for their specific organization.

- Lucy Drum (American Medical Response) noted roadway improvements, such as signing, striping, and rumble strips are positive steps forward. She sees an opportunity to improve the safety curriculum being taught to children.
- Nick Ward (Montana State University) shared he doesn't have much personal experience in Clackamas County but sees drunk driving as an issue on the rise in many counties.
- Albert Garcia (Todos Juntos) helps middle schoolers better understand traffic safety. He noted getting kids to understand Driving Under the Influence (DUI) severity and traffic safety severity is going well. However, many young people are still driving with cell phones. This represents an opportunity. The greatest challenge he sees is teaching young people how to drive safely.
- Walt McCallister (ODOT Transportation Safety Division) stated transportation safety planning is going well. However, with Oregon's population growing, many drivers bring habits and styles that are more aggressive than we have had in the past. Walt noted it is necessary to

instill in new drivers and drivers from out of state a culture of defensive and patient driving practices.

- Jim Bernard (Board of County Commissioners) stated funding is currently going well and the County has completed many projects. He also believes technology is going to save lives and that signing and striping projects have made conditions better. Jim noted an opportunity to improve lives in educating community members on not texting and driving. The traffic increase based around population growth has also posed a large challenge and we need to be cognizant of this growth.
- Janelle Lawrence (Oregon Impact) believes good efforts are being made around teaching young people safe driving habits such as not using phones while driving. It can be a challenge, however, to create new programs for young adults. Fundraising can also be a challenge. Adults can sometimes be more difficult to persuade than young people.
- Patty McMillan (Safe Communities Program Manager) noted strong safety partnerships are going well. There's an opportunity to improve, however, by working more with schools. Many necessary systems, such as driver's education, are very expensive.
- Scott Hoelscher (Clackamas County ~~Department of Transportation and Development~~) believes Clackamas County is doing a good job of looking at streets in a multimodal fashion and looking at the street network in its entirety. He stated safe bicycle facilities (e.g., separated facilities), especially in Clackamas Town Center, present an opportunity to improve. The biggest challenge he sees is finding adequate funding.
- Jeff Smith (Sheriff's Office) believes enforcement efforts and work between County departments are going well. The greatest challenge he sees is staffing and the greatest opportunity he sees to improve is by dedicating more resources to traffic enforcement.
- Kristie Gladhill (ODOT Region 1) stated partnerships between agencies, as well as Joe and Patty's work, are going well. She believes that the biggest challenge lies in changing people's behavior and attitude – our society accepts traffic crashes as inevitable, which is a viewpoint that must change.
- Geri Bartz (Legacy Health) stated new processes are being established to help produce lasting behavioral change. She sees the greatest opportunity to improve is reducing speeding and changing the attitude towards it. The greatest challenge she sees is in providing a lasting cultural shift in attitudes towards speeding.
- Carol Vonderhert (Clackamas County Traffic Safety Commission) stated overall fatality numbers, while not zero, are encouraging. She believes we still have a great opportunity to improve through better community education. She noted the greatest challenge is new laws around marijuana and hands free driving. More education and enforcement is needed for the laws to be effective.
- Robert Ludwick (Clackamas County Traffic Safety Commission) noted the diverse range of participants present is a positive sign. He believes we have an opportunity to improve by educating the community and believes aggressive driving, especially from out of state, represents a challenge to address.

- Jim Rough (Clackamas County Traffic Safety Commission) ~~shared~~ Clackamas County is implementing simple and cost effective design improvements. He believes a challenge is to get people to think about traffic safety.
- Brian Hitchcock (Clackamas County Traffic Safety Commission) is a new resident from Massachusetts. He is impressed with Portland's roadway system, its driving culture, and its passion to improve traffic safety.
- Everett Hay (Clackamas County Traffic Supervisor) noted Clackamas County is doing well from a roadway maintenance viewpoint. He believes there is an opportunity to improve by enforcing cell phone laws, improving roadway striping, and ~~by~~ widening shoulders to decrease roadway departure crashes. He believes the greatest challenge lies in a lack of resources and staffing to perform these tasks.
- Chris Beko (Clackamas County Motor Carrier Safety) shared his team is doing a great job inspecting trucks. He believes adverse truck/~~citizen~~ interactions and the increase in the total number of trucks in the area represent the greatest challenges.
- Kevin Hutchinson (Clackamas County Motor Carrier Safety) shared the inspection task is going well and the biggest opportunity to improve lies in education.
- Joel Howie (Clackamas County Civil Engineering Supervisor) noted signing and striping updates are going well. He noted the importance of Clackamas County to commit to zero fatalities and serious injuries. He also noted the importance of revisions to current cell phone laws.
- Scott ~~Franz~~ (Clackamas County Public Health) shared having public health be part of the discussion for this study is a bright spot. He suggested safety at schools represents an opportunity to improve and the greatest challenge is funding.
- Mary Jo Cartasegna (Clackamas County) shared the dialogue shown at this meeting is a positive activity and outreach at schools is going well. She stated enforcement and public education (especially about driving while texting or under the influence or marijuana) could be increased, but more funding is needed.
- Ellen Rogalin (Clackamas County Community Relations) stated a shift in the public perception of the inherent risk of traffic deaths is an item for improvement.
- Christian Snuffin (Clackamas County Traffic Engineer) said maintenance and, signing and striping were going well. He noted the effort put forth by the people in the room was a positive. He stated the greatest challenge lies in dealing with human factors such as distracted driving.

PROJECT BACKGROUND AND INTRODUCTION

- Joe described the project background and presented the County strategic priorities of safe roads, healthy people, and a vibrant economy.
- Joe also defined the 5 E's of transportation safety – education, engineering, enforcement, emergency medical services, and evaluation. He discussed ongoing actions related to each of these, such as driver training for education and traffic control support for emergency medical services.

- Nick discussed the roles of the committee members. These include representing your organization, reviewing documents, and attending meetings. Attending events is optional but all members are welcome.
- Nick summarized the project process and schedule. Work completed to date includes a best practices review and safety data analysis; next steps include developing an action plan framework.
- Nick noted an early work item for KAI was to review a range of transportation safety plans. He shared a summary of lessons that included:
 - Assign a lead agency or responsible team/individual for safety strategies/proposed countermeasures
 - Assign performance measures and target date(s) to meet them by.
 - Add a long-term goal that describes the County's ultimate visions (e.g., zero fatalities and severe injuries).
 - Engage non-engineering stakeholders (who will be responsible for plan implementation) in developing the plan.
 - Include an in-depth review of crash data to analyze trends that can inform safety strategies and countermeasures.
 - Turn proposed countermeasures into specific actionable project proposals and/or locations or concepts for future projects.
- Nick discussed the top three contributing factors from the initial data analysis: speeding, aggressive driving, and young drivers. Some participants noted DUII fatal crashes may be underreported, as toxicology is not always performed for single passenger fatal crashes.

CLOSING

- Nick ~~then~~ opened the floor up for discussion:
 - Walt McCallister stated safety improvements involve tradeoffs. We should consider what our neighbors would consider a reasonable thing to give up to get to zero fatal and disabling injuries.
 - The motor carrier group stated less than 7% of crashes are vehicle equipment related. Requiring regular inspections of privately owned passenger cars would likely have only a small effect on reducing crashes.
- Nick ~~then~~ discussed next steps. KAI will create a plan framework that will be reviewed with the County. The next advisory group meeting will be in late February or early March where the group will discuss the draft framework. This framework will serve as the basis for the draft TSAP.
- Nick ~~discussed that~~ the TSAP document will feature two parts:
 - ~~TSAP~~ Part 1 will focus on safe drivers and passengers, vulnerable users, vehicles, and infrastructure, enhanced Emergency Medical Services, safety management, and safety culture.

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- ~~TSAP~~ – Part 2 will be a data-driven “Road Safety Plan” for County-owned roadways based on corridor and intersection systemic and location-based strategies.
 - Nick encouraged everyone to share additional comments with Joe (joem@co.clackamas.us).
 - Joe ~~introduced the~~ project website, which will come online soon. He encouraged everyone to view the 2012 plan.