

CLACKAMAS COUNTY TRAFFIC SAFETY COMMISSION MINUTES

February 2, 2011

MISSION: To give the citizens of Clackamas County a forum to voice traffic safety concerns, evaluate related issues, provide a liaison with County agencies and promote traffic safety.

COMMISSION MEMBERS

Present:

Jim Cline, Chair
Michele Thom
Walt Bartel
Bernie Straight
Patricia McManus
Paul McGinnis
Bob Karl
Catherine Albrecht

Absent:

Temple Tait-Ochs
Brian Burke
Brandon McVeigh, excused

STAFF MEMBERS

Present:

Joseph Marek, Liaison
Danielle Couch

Absent:

Sgt. John Naccarato, excused
Mike Hattan, excused

GUESTS

Nick Foster, Kittelson & Associates
Brian Ray, Kittelson & Associates
Patty McMillan, CCSO/Safe Communities
Megan Lassen, AMR/Safe Communities
Charity Sturgeon, ACTS/Safe Communities

CALL TO ORDER

Meeting called to order at 7:03 PM

APPROVAL OF LAST MEETING MINUTES

January minutes approved as written.

INTRODUCTIONS & PRESENTATIONS

Nick & Brian from Kittelson are the project managers for the TSAP. Patty we know from Safe Communities. Megan works with AMR education outreach. Charity works with ACTS Oregon.

CALL FOR ADDITIONAL AGENDA ITEMS

CTF Update – Catherine

Catherine gave an update on the Community Transportation Forum last week. She said that it was a great meeting and she is looking forward to participating. The group represents many different populations in the county and it is interesting to hear their challenges and concerns about transportation.

STAFF REPORT

Safe Communities

We have a new vehicle wrap concept for the mail van that Joe wanted to get feedback on. We have already moved ahead with the Library van wrap. The images are canned images from ODOT. Patty said that the same image is on the side of some Tri-Met buses right now. Jim said

that the orientation of one of the angles in the “universal no” symbol was backward. Bob asked about the regulations of images over the back window. Catherine said that front and back windows do need to be able to be seen through. Joe thought that the material is perforated like a screen and can be seen through. Charity said that ACTS had a vehicle with a wrap that was difficult to see through so they removed the image, but she believes that there is a more transparent material available. Jim asked if the Library van has been completed. Joe said it has been approved but not completed yet; both vehicles need to be “wrapped” at the same time.

Transportation Safety Action Plan Update

Joe introduced Nick and Brian from Kittelson & Associates who are working to develop the Transportation Safety Action Plan, which has been grant funded through ODOT. Brian explained that the TSAP has been an interesting process so far in the discovery of what the County and Safe Communities already has in infrastructure and existing programs. He continued on to explain the scope of the project, the project team, and the project vision—to integrate safety into the culture of the County. The plan will be data driven, but not data focused—using data to help determine the action plan. The TSAP is really more of an “injury prevention plan” with transportation as the primary element and incorporates many different stakeholders. The role of the TSC is to help guide the project managers to be sure that they are on the right track and review project documents and provide feedback. This project is the first of its kind in the state of Oregon and one of the earliest in the nation. This has the potential to be a model plan for other jurisdictions in the state.

Walt said that it sounds like this plan is going to be quite different than the TSAP that ODOT has published. Brian said that it will be similar and based on the work that ODOT has completed, be compatible with the outcomes and objectives for safety, but be specific to the County. Patty commented that the TSC has the ability to comment and make recommendations about what direction we would like to see the TSAP go. Joe said that we have managed to set up a very unique situation in that we have a group of engineers along with other key players (Safe Communities, ACTS, etc.) to get input.

Nick reviewed the plan outline. Bob asked if there was a certain type of road that would be examined. Nick said it would be all the roads in the county and the data would be examined to figure out what types of roads may need more focus. Walt asked if there would be more focus on rural versus urban roads and also commented about the difficulty of combining crash data from all of the data collectors (state, county, local). Brian agreed that the data collection is one of the difficult aspects. He also said that we want to start with a broad look and agree together on what should be focused on. Every dollar that we spend needs to be working toward fixing the problem and accomplishing the goal of safety.

Joe would like the TSAP to be a foundation document for the future of the work we do, from the planning stages all the way through our maintenance operations. He hopes to get the safety culture woven through all of the work that we do. Traditionally, safety programs are reactive; we are working to have a proactive program.

Patricia asked if this plan would produce a specific list of projects. Brian explained that the plan will be a resource document to reference solutions and preventative measures.

Walt asked what the schedule is. Nick said we have targeted a finish date of August. Right now and for the next couple of months we will be working through stakeholder interviews and expect

to have a draft in June or July. Brian also said that this doesn't have to move in a linear fashion—there is opportunity to be flexible in our approach to working through the process.

Paul asked if there is a difference between “traffic” and “transportation” because they have been used interchangeably. Brian said that in this case, they are interchangeable because all different types of traffic (pedestrian, bicycle, vehicle) are transportation. Joe said that by definition we are a “traffic” safety commission, but functionally we are a “transportation” safety commission.

Brian asked the group if the approach that we are working with is agreeable and if anyone has any other suggestions.

Patty pointed out that education is not as linear as engineering; she supports a “best practices” approach for education.

The next steps are to continue data analysis, identify countermeasures and conduct stakeholder interviews.

NEW BUSINESS

None.

OLD BUSINESS

ACTS Mini Grant Update

We did not get the grant because the driver's education had to come from a different pot of money. It did rate high and has great potential but could not come from this particular grant. Charity did refer the project to the correct division and recommended that it get a second look.

Safety Project List

Deferred to March.

PENDING

TSC Booth Graphics

Deferred to March.

TSC 2010 Annual Report

Joe asked what we might want to focus on for our special highlighted project in the annual report. Catherine recommended the Safety Fair. Joe was reminded that he should contact the Town Center about setting dates for the next safety fair this summer.

ADJOURNMENT 9:11 PM

The next meeting will be March 2, 7:00PM