

CLACKAMAS COUNTY TRAFFIC SAFETY COMMISSION MINUTES
May 4, 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
Brandon McVeigh
Brian Burke
Patricia McManus
Walt Bartel
Paul McGinnis
Bob Karl
Catherine Albrecht

Absent:

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
Erin Ferguson, Kittelson & Associates	Ruth Harshfield, ACTS Oregon
Brian Chandler, Science Applications International Corporation	
Patty McMillan, Safe Communities	

CALL TO ORDER

Meeting called to order at 7:00 PM

APPROVAL OF LAST MEETING MINUTES

April minutes approved as written.

INTRODUCTIONS & PRESENTATIONS

Introductions around the room, Nick Foster, Brian Ray and Erin Ferguson from Kittelson, Brian Chandler from Science Applications International Corporation, Ruth Harshfield from ACTS Oregon and Patty McMillan from Safe Communities.

Brian Ray gave an overview of the Kittelson agenda regarding the TSAP.

There was a work session today with the county on the “journey of discovery.” We are cutting new ground with the TSAP and having check-ins regularly. We have a good framework; some of the follow-up things we have talked about include how we can incorporate the work we have already been doing into the next steps in the future. We are looking at a comprehensive approach to safety on the roadways.

Brian turned it over to Brian Chandler to go over some of the data that we have been evaluating through this process. The data is very “high level.” The data that is available for Clackamas

County is limited (compared to a jurisdiction like California DOT) so we have to be careful about the conclusions that we draw from the data. Most states have police reports for all crashes but this is not the case in Oregon, so we know that the data that we have to work with is less than comparative states. Pat asked if there isn't a \$1500 reporting limit in Oregon—do people simply ignore that? Yes. Oregon also relies on a citizen reporting for crashes; most other states do rely on police reports.

Some of the countermeasures that we have promoted over the years have been “human factor” type measures (wearing seatbelts, no drinking and driving) and some are specific to the system (rumble strips, etc). The top contributing circumstances of crashes (fatal and severe injury) within Clackamas County (including state and local roadways) are aggressive driving 57%, roadway departure 34%, and young drivers 25%. Jim noted that he was surprised that DUI was not listed as one of the higher contributing factors. Brian said that we would address that later, but DUI accounted for about 10% of the reported crashes. Paul asked if the crashes were only indicative of the location of the crash, not the residence of the driver. Brian said that this data is for crashes within Clackamas County. Paul also asked if there is not a better way to statistically analyze the data contained within the small numbers. Brian said that Clackamas County appears to be a progressive group. Walt noticed that the percentages equaled 116% and asked how they were divided. Brian explained that some of the categories may overlap (a young driver may have a roadway departure: would be counted in both categories). Looking at County-maintained roads in Clackamas County, we see the same top three contributing circumstances at slightly percentages (62%, 44%, 30%).

Data also shows that although there is a small number of pedestrian involved crashes, they are severe (1% reported, 14% fatalities).

Brian said that he dug deeper into the young driver and found that the top three contributing factors were aggressive driving, roadway departure and alcohol/drugs involved. He also dug deeper into the aggressive driving breakdown and the top three contributing factors were roadway departure, young drivers, and alcohol/drugs involved. Bob asked if we can distribute these charts; Joe and Danielle will send them out to the TSC members.

Paul asked how elderly drivers are defined and where they fit in to the data. Brian said there are two categories they look at (65-75 and 75+). Often times they are combined but they have found there is a significant difference between the two groups.

Bob noted that the type of circumstances that seem to contribute to crashes don't seem to be factors that can be fixed with signing on the roads. Brian said that many of the crashes would benefit from education and enforcement. The data shows that the same type of people that engage in risky driving behavior (not wearing a seatbelt) also engage in dangerous driving behavior (drinking and driving). It is a stereotype but it is often the case.

Pat asked about the statistical analysis between age groups and wondered if that was compared to the age distribution within the community. Brian said that it wasn't broken down that specifically but it could be if requested by Joe.

Brian Ray wanted to introduce the group to the Highway Capacity Manual (HCM) which quantifies the level of service/flow and the Highway Safety Manual (HSM) which quantifies the level of safety on roadways. The County is very progressive in how we go about our safety program. We have been working diligently for years to take care of our signs, striping, and

facilities in general. The HSM quantifies safety in project decisions, helps us spend limited resources wisely, guides improvements for networks, corridors and intersections, and manages risk to reduce tort liability. We want to highlight how to utilize the HSM today to address our safety issues.

The main factors influencing crashes are drivers, roads and vehicles. Not everything has an engineering solution. This is why we've been doing so much of the outreach through safety fairs, vehicle wraps, stationary messages (signal cabinet messages) in order to reach the drivers. The HSM focuses on objective safety rather than subjective safety. Randomness is a key part of the evaluation of crash data.

Walt asked if we should expect to see this level of detail in the TSAP. Brian said that these details can be evaluated with any improvements that we may choose to implement. This will help us give an economical analysis and justification for the work that we propose to do. We want to get to a point where rather than looking at safety projects we will be looking at safety comprehensively.

Walt asked if the County is going to adopt the HSM and thought that it may be worthwhile for the TSC to advocate for the adoption. Joe would love to adopt the HSM for the County and eventually move away from SPIS data over time. There are tools within the HSM that take the data that we obtain to evaluate objective outcomes for safety improvements. Flaws in the methodology will come out and the formulas will change over time.

Nick said that Brian C. is going to continue to dig into some of the data pieces and Patty and Safe Communities will be looking at some of the TSAP pieces that are other than engineering. Pat asked if Brian @ SAIC would be evaluating data further. Nick pointed out that Joe's staff can also evaluate a lot of this data. Walt asked when we would see a first draft of the TSAP. Brian said that it will be a framework that we will input data into over time. The TSAP is meant to look at a comprehensive approach and will include broad level trending that Joe's staff will evaluate further. The TSAP will set the stage for us to move forward in our safety culture.

CALL FOR ADDITIONAL AGENDA ITEMS

None.

STAFF REPORT

None.

NEW BUSINESS

Membership Update

Jim has been very upset with the lack of service that we have received from PGA on our current recruitment and how it has been mishandled. It took nearly a month for the recruitment to be advertised on the County website and in the local papers. The current recruitment ends on May 5 and we have only received Michele's application so far. Also, Bernie has decided that he is going to take a break from the TSC to focus on his health. Danielle will contact PGA to have the recruitment re-advertised after the May 5 close.

Joe suggested that we move forward with Michele's application. Paul moved that we approve Michele as a continuing member; Brian and Walt seconded. Danielle will prepare the paperwork to send to PGA and get Michele back into a "current" standing.

Town Center Safety Fair Planning

Joe has received the go-ahead from the Town Center for the Safety Fair this year. It will be August 27. Joe will email out the list of participants and the packet of information for everyone to start making contact. Jim will contact Oregon Partnership again this year. Joe would like to get a “no-zone” group again; Catherine said that the program doesn’t exist anymore and she has been trying to make contact with all the agencies she can think of to find any more information.

OLD BUSINESS

TSC Booth Graphics

Joe will get restarted on the graphics and get them out soon.

TSC 2010 Annual Report

The annual report went very well with the BCC this year. Thank you to Michele for attending the presentation.

SPIS

We still have no update as we are currently recruiting for the position that will be analyzing all of this data.

ADJOURNMENT 8:59 PM

The next meeting will be June 1, 7:00PM