

TSAP Public Input Session
Columbia Learning Center
375 S. 19th St.
St. Helens, OR

*(= # voted, if no # then no vote.)

Attendees:

Lynn Buiotti
Greg Hinkelman, Clatskanie
Ron Kroop, Portland
Kris Lillich, Clatskanie
Larry Lucas, St. Helens
Walt McAllister, ODOT TSD
Ed Miller, Clatskanie
Steve Salle, St. Helens
Ray Scholl, St. Helens
Charity Sturgeon, Beaverton
Lonny Welter, St. Helens
Janet Wright, St. Helens

Statewide

- ◆ Suburban/”Portland shadow” communities struggle to get their issues in front of the media, and ultimately to the public. TSD should develop tools and resources to help these communities effectively get the word out.
- ◆ Predictable, dedicated funding for Oregon State Police. *(4)
- ◆ Mobility sometimes can win out over the safety of the public. Safety should be the number one priority.
- ◆ The goal should be a traffic safety commission in every county of the state.*(2)
- ◆ Traffic safety commission, when they exist, should have a seat at the table for engineering projects.
- ◆ “Near Miss” is a political element in project decisions, but can sometimes be an indicator of potential problems. We need to develop a system for dealing with these issues scientifically, so prevention can be part of the decision matrix. *(1)
- ◆ Highways need to enhance communities, not bisect them. Communities need to manage development, planning, in a way that makes living with the highway safer and more comfortable for residents. Highways in return should provide safe mobility and commerce to the community. *(1)

- ◆ More tools are needed to education communities about developing safe relationships with their state highways.
- ◆ Passing management is a continuing issue that needs continued evaluation. Data driven discussion regarding passing, and if it is a statistical problem, develop a communications strategy to mitigate behaviors.
- ◆ Cities have in some instances evolved into de-facto passing area, by virtue of installing four lane facilities in the communities.
- ◆ ODOT needs to track public promises made to communities, and live up to them, OR very publicly let people know that the plan has changed, and the reasons why, so people understand the process. (May be underway, but progress is needed) Clatskanie is a good example of a project plan that exemplifies this challenge....the money became unavailable, and so the project stalled. *(2)
- ◆ Use consensus based decision models when making revisions to highways.
- ◆ Need an advance marketing-communications plan for access management, so support is built for the approach prior to the need to close entrances/accesses.
- ◆ Pedestrian connectivity is needed statewide for safety. *(1)
- ◆ Counties/cities are unable to maintain transportation infrastructure to a minimum standard within available funds; a plan for funding local/county roadways needs to be established.
- ◆ Legislatively establish a roadside memorial sign program to help manage the spontaneous memorial problem.
- ◆ Adjust cell phone legislation to make it more enforceable by reducing the number of exemptions.
- ◆ Distracted driving educational campaign should be established.
- ◆ Education and public awareness of safety issues is key. *(1)
- ◆ Youth, bicycle driver education and safety awareness. *(2)