

## Safer Crossings Program Summary Report

### 1. Goal Statement

To establish a program that will:

- a) Allow Salem residents to request the installation or upgrade of a pedestrian crossing facility
- b) Establish a list of requested projects in a priority ranking based upon an established set of weighted criteria
- c) Allow Salem residents to view and track the status of requested projects

### 2. Project Background

In March 2018, the City of Salem completed the [City of Salem Pedestrian Safety Study](#). One of the recommendations to emerge from that study was the development of a Safer Crossings Program (Program). The Program would provide a request-driven process for requesting new pedestrian crossings and an objective means for ranking the crossings against each other. By implementing the Program, the City can improve the efficiency and transparency of the decision making process. The Program would define a set of criteria (based on factors such as crash history, pedestrian volume, roadway type, etc.) that would be applied to a proposed crossing location. These criteria would be used to score and rank potential projects for initial consideration, design, and construction. The City can inform residents of the current ranking at any point in the process and residents will be able to check on the rank and status of their requested crossing projects. The program would also identify potential funding sources outside of City funds, such as private developers, other public agencies, and public-private partnerships.

### 3. Public Involvement and Interagency Coordination

#### 3.1 Project Advisory Committee

In order to help guide development of the Program, a Project Advisory Committee (PAC) was organized to work with Staff to perform the following:

- Develop, review, and comment on criteria for ranking requested safer crossings projects
- Develop a Program that would be as accessible as possible to the public
- Communicate project developments back to their respective organizations and to the public

The PAC met five times to help guide the project along:

Date	Topics Discussed
October 16, 2018	Background, Timeline, Project Goals and Design
November 14, 2018	Criteria Selection
December 19, 2018	Criteria Selection, Criteria Weights
January 29, 2019	Ranking Test Results, Equity Criteria
February 26, 2019	Ranking Methodology Summary, Non-Scoring Related Issues

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The PAC was comprised of members representing a variety of organizations and backgrounds, and the members were specifically selected to provide relevant perspectives to the formation of the Program:

Safer Crossings Program Project Advisory Committee		
Name	Organization	Title
Alan Meyer	Morningside Neighborhood Association	Transportation Chair
Alan Scott	Salem Citizens Advisory Traffic Commission	Member
Anna Rogers	Salem-Keizer Public Schools	Employment Specialist
Becky Gilliam	Safe Routes to School	PNW Regional Policy Manager
Eunice Kim	Salem Community Development	Planner III
Jeff Schumacher	SCAN Neighborhood Association	President
Jon Hardy	Salem Police	Sergeant
Julie Redden	NESCA Neighborhood Association	Member
Michael Shields	Salem-Keizer Public Schools	Director of Transportation Services
Mike Jaffe	Mid-Willamette Council of Governments	Transportation Planning Director
Roxanne Beltz	Cherriots	Trip Choice Program Coordinator

### 3.2 Outreach

City Staff provided project updates to, and solicited feedback from the following organizations:

- Neighborhood Associations
- Citizen Advisory Traffic Commission (CATC)
- Mid-Willamette Valley Council of Governments
- Cherriots Employee Transportation Coordinators (ETC)
- Salem-Keizer Active Transportation Network

### 4. Criteria for Potential Crossing Locations

Staff worked with the PAC to create a series of criteria that would determine both the eligibility and the ranking of proposed crossing projects.

#### 4.1 Eligibility Criteria

A critical element of the Program is to establish criteria by which requested crossings can be deemed eligible for consideration. The criteria are:

- Must be located within City limits
- Must be at least 300 feet from an existing improved crossing, such as a signalized intersection
- Existing geometry cannot create an unsafe condition due to limited visibility at the crossing

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**4.2 Scoring Criteria**

If a proposed crossing meets the eligibility criteria, a second set of weighted scoring criteria will be applied to rank the proposed project. The weight of each criterion was determined by the PAC based on its relative importance.

Criterion	Definition	Weight
Proximity to Schools	Distance to nearest school	11.8%
Traffic Volume	# of vehicles/day	11.8%
Posted Speed	Speed limit	10.9%
Proximity to Transit Stops	Distance to nearest transit stop on Cherriots' "Core Network" ( <a href="https://www.cityofsalem.net/CityDocuments/salem-city-council-public-transit-committee-cherriots-core-network-map-2017-05-08.pdf">https://www.cityofsalem.net/CityDocuments/salem-city-council-public-transit-committee-cherriots-core-network-map-2017-05-08.pdf</a> )	10.9%
Pedestrian Volume	Percentage of household with no car by census tract (SKATS <sup>1</sup> Transportation Disadvantaged Report 2017 or most recently available information - <a href="http://www.mwvcog.org/programs/transportation-planning/skats/reports-and-data/">http://www.mwvcog.org/programs/transportation-planning/skats/reports-and-data/</a> )	9.2%
# of Lanes to be Crossed	Number of lanes crossed by the proposed crossing facility	7.6%
Distance to Nearest Improved Crossing	Distance that a pedestrian would have to walk to reach the next improved crossing facility	7.6%
Crossing Distance (Curb to Curb)	Distance that a pedestrian would have to walk to cross the street at the proposed crossing facility from curb to curb	6.7%
Pedestrian Activity	How much pedestrian activity can be expected based on the existing zoning present around the proposed crossing location	6.7%
Equity	Percentage of households in seven disadvantaged categories* as per the SKATS Transportation Disadvantaged Report 2017 or most recently available information- <a href="http://www.mwvcog.org/programs/transportation-planning/skats/reports-and-data/">http://www.mwvcog.org/programs/transportation-planning/skats/reports-and-data/</a>	6.7%
Pedestrian Crashes	Number of ODOT reported crashes at the proposed crossing location by injury level (Fatality, A, B, or C) over 5-year period	5.0%
Lighting	Lack of adequate street lighting at the proposed crossing location	5.0%

<sup>1</sup> SKATS is the Salem-Keizer Area Transportation Study, the regional Metropolitan Planning Organization.

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\* The seven disadvantaged categories used to determine the Equity score are:

- Poverty (persons with incomes below Census-defined poverty level)
- Minority Population (Hispanic, Black, Native American, Pacific Islander, Asian, or other race)
- Limited English households (all members have at least some difficulty with English)
- Elderly Population (aged 65 and older)
- Youth (age 15 to 17)
- Disabled (Visual or Ambulatory Disability)

### 5. Adoption & Implementation

#### 5.1 Implementation

Public Works Staff are working with the City's Information Technology Department (IT) and City public information staff to construct a website where residents can register their crossing request(s). The following comments made by the PAC regarding the website will be considered:

- Database of proposed crossings to be accompanied by a map depicting locations
- Searchable database of proposed safer crossings, sortable by each criterion
- Explanation of criteria and how they are weighted
- Explanation of how PAC arrived at criteria
- Ease of use for non-English speakers
- Possible integration with other traffic requests, such as: traffic lights, street lights, speeding concerns, and parking.

#### 5.2 Funding & Construction of Projects

The Program will serve to help the City objectively prioritize pedestrian crossing projects. Costs, funding requirements, and other programmatic considerations may result in a lower ranked project being selected over a higher ranked project.

The City's current Capital Improvement Plan (CIP) includes \$650,000 budgeted towards Pedestrian Safety Crossings from FY2019 through FY 2023. This amount is expected to cover the construction cost of about one improved crossing project per year over the five year period.

Staff will continually identify and assess possible funding sources for designing and constructing pedestrian crossing projects. Potential funding sources include:

- City allocation of state gas tax, which can fund projects or leverage other funding sources
- Federal funds allocated through SKATS
- Adjacent development exactions
- All Roads Transportation Safety (ARTS)
- Safe Routes to School (SRTS)

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### 5.3 Outreach

Public works staff will work with the City's public information staff to publicize the Program. This process may include reaching out to Neighborhood Associations, posting a news items on the City web site and on social media, and issue press releases.

### 5.4 Maintenance & Program Evaluation

Public Works staff will maintain the Program database and keep the website up-to-date. After five years, Council will receive a report summarizing the Program performance.