Staff Report

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Date: 12/11/2023
Item #: 3.3a.

TO: Mayor and City Council

THROUGH: Keith Stahley, City Manager

FROM: Brian D. Martin, PE, Public Works Director

SUBJECT:

REVISED - Applications for transportation safety projects through the Oregon Department of Transportation All Roads Transportation Safety (ARTS) program.

Ward(s): All Wards
Councilor(s): All Councilors
Neighborhood(s): All Neighborhoods
Result Area(s): Safe, Reliable and Efficient Infrastructure

SUMMARY:

The Oregon Department of Transportation (ODOT) is soliciting applications for funding of projects through the 2027-2030 All Roads Transportation Safety (ARTS) program. The ARTS program distributes funds from the Federal Highway Safety Improvement Program for the purpose of achieving a significant reduction in fatalities and serious injuries on public roads. The three projects that are proposed will increase the safety of the City's transportation system by reducing conflicts among pedestrian, bike, transit, motor vehicle and freight modes at locations throughout Salem.

ISSUE:

Shall City Council authorize the City Manager to apply for project funding with a total estimated cost of $3,798,000 under the All Roads Transportation Safety (ARTS) program for systemic measures (intersection, bicycle and pedestrian, and roadway departure) and, if successful, incorporate projects into a future Capital Improvement Plan and authorize the City Manager to enter into agreement with ODOT to accept and expend the funds?

RECOMMENDATION:

Authorize the City Manager to apply for project funding with a total estimated cost of $3,798,000 under the All Roads Transportation Safety (ARTS) program for systemic measures (intersection, bicycle and pedestrian, and roadway departure) and, if successful, incorporate projects into a future

Capital Improvement Plan and authorize the City Manager to enter into an agreement with ODOT to accept and expend the funds.

FACTS AND FINDINGS:

Every three years ODOT solicits safety project proposals for funding through the ARTS program. The total ARTS funds available in Region 2 for local road safety projects is divided into four categories:

1. Hotspots ($24,800,000 available).
2. Bicycle and Pedestrian Systemic projects that address crashes involving bicyclists and/or pedestrians ($1,860,000 available).
3. Road Departure Systemic projects that address locations with a history of road departure crashes ($6,200,000 available).
4. Intersection Systemic projects ($4,340,000 available).

Applicants are allowed to submit up to one proposal for each application category. Grant applications are due December 15, 2023. ARTS grants require a 10 percent match. The ARTS funds for this grant round will be available for projects starting in FY2027. After ARTS proposals are submitted by local governments, ODOT staff will review the estimated project costs and adjust the estimates if necessary to be consistent with current ODOT unit costs.

Staff is recommending three projects for submittal to ODOT Region 2 ARTS program. The following describes the proposed projects. Attachment 1 shows the locations of key project elements for Project 1 (Bicycle and Pedestrian Systemic) and Project 2 (Roadway Departure Systemic).

Project 1: Bicycle and Pedestrian Systemic Project

This application combines several elements intended to mitigate safety issues at specific locations within the city. The proposed elements of this proposal have been identified through input from the community and recommendations from the Salem Public Works Department's Bicycle and Pedestrian team. The elements included in this application are as follows:

- Road Diet - Reduce vehicular travel lanes on Capitol Street NE from Center Street NE to Market Street NE from three existing lanes to two, add a buffered bike lane, and add two transit platforms. Remove double left-turn lanes at the intersection of Capitol Street NE and Marion Street NE and the double right-turn lanes at the intersection of Union Street NE and Capitol Street NE. This element is estimated to cost $500,000.
- Enhanced Pedestrian Crossing - This element will improve the pedestrian crossing of Market Street NE at 15th Street NE with the addition of a Rectangular Rapid Flashing Beacon (RRFB). The RRFB will increase driver awareness of pedestrians at the crossing and will improve safety for pedestrians which, in addition to the general public will include members of North Salem

High School sports teams that use this crossing to walk to Barrick Field. This element has been estimated to cost $120,000.

- Reducing Conflict at Right-Turn Locations - Locations where a right-turn lane crosses a bike lane often results in conflict between vehicles and bicyclists. This element will apply green skip striping at eight locations throughout the city where right-turning traffic conflicts with bicyclists in the bike lane. This has been estimated to cost $16,000 per location for a total of cost for this element of $128,000.

The total cost estimate for this Bicycle and Pedestrian Systemic Project is $748,000. The grant request is $673,200 and the required match is $74,800.

Project 2: Roadway Departure Systemic Project

This proposed project will provide guard rails to address risks of roadway departures at three locations that have a history of roadway departure crashes or that have conditions that indicate a high risk for roadway departure:

- Turner Road SE - install 500 feet of guardrail.
- Commercial Street SE - install 290 feet of guardrail.
- Boone Road SE - install 250 feet of guardrail.

Total cost estimate for this project is $1,250,000. The grant request is $1,125,000 and the required match is $125,000.

Project 3: Traffic Signal Systemic Project

This project is intended to reduce crashes at traffic signals by upgrading older traffic signal heads to make them more visible and consistent with a standard minimum size, yellow retroreflective backplates, and desired light output. The project also will standardize left-turn phasing to flashing yellow arrow for protected-permitted operation where feasible. Research shows that the flashing yellow arrow indication for permitted left turns is safer and better understood than a green ball indicating that left turns must yield to oncoming traffic. Flashing yellow arrow design and operation also allows greater flexibility in the ability to protect pedestrians, bicycles and motorized vehicles from crashes involving left turning vehicles failing to yield. The project will upgrade approximately 30 signalized intersections that have a history of crashes and are deficient with respect to the project goals. The estimated cost estimate for this project is $1,800,000, with a grant request of $1,620,000 and required match is $180,000.

Summary:

The total grant funding and match that will be required for these projects is summarized in the table below. These estimates will be reviewed and potentially revised as part of the ODOT grant selection

process.

	Estimated Cost	Grant Request	City Match
Bicycle & Pedestrian Systemic	$748,000	$673,000	$74,800
Roadway Departure Systemic	$1,250,000	$1,125,000	$125,000
Traffic Signal Systemic	$1,800,000	$1,620,000	$180,000
Total	$3,798,000	$3,418,200	$379,800

BACKGROUND:

The funds that ODOT distributes through the ARTS program are from the Federal Highway Safety Improvement Program. These funds are distributed by ODOT for the purpose of achieving a significant reduction in fatalities and serious injuries on public roads. To advance that goal, the funds are broadly distributed to address safety needs on all public roads in Oregon, including city streets, county roads, tribal roads, state highways and other public facilities. The ARTS program is administered by ODOT Regions throughout the state with ODOT working closely with local governments and tribal governments to achieve the results of the program. Total funds available for all ARTS projects in Region 2 is $49,600,000, with $24,800,00 set aside for local roads projects.

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Assistant Public Works Director

Attachments:
1. Vicinity Map