



AGENDA

CLATSOP COUNTY TRANSPORTATION SAFETY ACTION PLAN (TSAP)

TASK FORCE MEETING #1

JUNE 26, 2025; 6:00 PM – 8:00 PM

BOYINGTON BUILDING (857 COMMERCIAL ST), ASTORIA

1. INTRODUCTIONS & AGENDA OVERVIEW

6:00 PM

- Introduction of team members – Name and what group you represent
- What will we discuss today?

2. PROJECT ORIENTATION

6:20 PM

- Project process and schedule overview
- Task Force roles and responsibilities

3. PUBLIC INVOLVEMENT AND COORDINATION STRATEGY

7:00 PM

- Overview of our public involvement approach – any suggestions for improvement?

4. VISION STATEMENT

7:15 PM

- Federal requirements and how they will be incorporated into the plan
- Recommendations for Board of Commissioners' consideration

5. NEXT STEPS & ADJOURN

7:55 PM

- What will we be discussing at our next meeting?

MEETING SUMMARY

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BOYINGTON BUILDING (857 COMMERCIAL ST), ASTORIA

ATTENDEES

CONSULTANT TEAM: Garth Appanaitis (DKS), Harshala Sardar (DKS), Lacy Brown (DKS)

TASK FORCE MEMBERS: Terry Hendryx (Clatsop Co.), Dean Keranen (Clatsop Co.), Gail Henrikson (Clatsop Co.), Kurt Donaldson (Knappa Fire Dist.), Norma Hernandez (Consejo Hispano), Debbie Booth-Schmidt (Sunset Empire Transportation District), Joe Scott (Medix Ambulance), Chris Peters (Seaside SD), Kevin Gorman (City of Warrenton), Jered Lyon (ODOT TMM), Matt Workman (Warrenton PD), Stacy Kelly (Astoria PD), Jeff Harrington (City of Astoria)

DISCUSSION SUMMARY

- Garth Appanaitis (DKS) shared a powerpoint presentation to review the project process/schedule and cover agenda items 2-5.
- The two meeting objectives were identified as:
 1. Provide an overview of the project to the Task Force
 2. Draft a vision statement for Board of Commissioners' consideration

Project Orientation

- Garth provided an overview of the SS4A program, the TSAP process and the key milestones that the team will be working with through Fall 2026.
- Garth noted that the Task Force is a required component for the TSAP and that five meetings are planned.

Public Involvement Strategy

- Garth noted that the team is developing an engagement plan that considers the project goals, community context, engagement coordination, and engagement approach. There have already been several discussions with people that have conducted engagement on past efforts in the County so that we are learning from those experiences.
- Garth noted that there will be several components of engagement and opportunities to reach the public including events/tabling, a project website, event and promotion materials, and targeted outreach.

Vision Statement

- Garth provided an overview of the Vision Statement, including that: it is a required component for a TSAP, a high ranking official or governing body (in this case the Board of Commissioners) needs to be publicly committed to it, and the commitment must include either setting a target date to reach zero or setting an interim target to achieve a significant decline in serious injuries and fatalities.
- Garth shared several examples of vision statements that had been used by other agencies, as well as a couple samples of what a statement could look like for Clatsop County. Approximate preliminary crash data figures for a 5-year period were also provided (about 180 serious injury and about 55 fatal crashes) were also shared to provide some context for forming a vision statement.
- The Task Force had a lengthy discussion about potential Vision Statement elements and considerations that could impact how they may want to formulate the statement, including:
 - Comment: We should look holistically at all roads in the county and not just focus on a subset that are under the County or other jurisdiction. There was group support for this decision.
 - Comment: Consider the incidents on unincorporated roads. There is always a human element. More comfort for a vision towards 0 with an intermediate goal.
 - Comment: The feeling that it may be unattainable to reach an eventual goal of 0 due to the human error involved. Outreach would be unlikely to reach tourists.
 - Comment: Visions aren't always realistic. An example was Kennedy wanting to send a man to the moon.
 - Comment: Consider trying to reduce crashes by 10% each year.
 - Comment: 0 is the vision, but maybe not the specific goal noted in the statement. Death and serious injury is not acceptable and the vision is towards 0.
 - Comment: Maybe avoiding the word "zero" makes the vision feel more achievable.
 - Comment: No one is going to care about a 20-year target since no one will still be in the room.
 - Comment: Would like to see the 2019 to 2023 individual year numbers and data to help consider a goal.
 - > Response: We shared the approximate sums today but will have more details and key characteristics at the next meeting.
 - Comment: It takes time to implement the project and get funding that begins to make a difference.
 - Question: Is there a minimum stated reduction that is required?
 - > Response: There is no minimum published, but it should be over 30% reduction target due to what we have seen used in other places and what has been questioned by FHWA.

- Comment: Could consider a 2040 timeframe.
- Comment: Feels that there is some changes and education that can be done within 10 years.
- Comment: Education can be a tough nut to crack. There are some educational programs that have been in place for a while, including impaired driving and use of seatbelts, but both continue to be an issue.
- Comment: There are also statewide programs and resources to help.
- Comment: Want to see the data breakdown of alcohol and drugs to help understand the problem.
- Comment: Noted that the OSP representative was not in attendance today due to a fatality on US 101.
- While there was good progress on how to formulate the vision statement to include an interim target, the general feedback from the group was that they wanted to see more specific data to help inform the vision statement. It was determined that the topic would be included on the following meeting agenda after reviewing the technical crash data summaries.

Next Steps

- The next Task Force Meeting will be in late July or early August.
 - Noted that the meeting location and room size works well for the group.
 - Comment: Everyone on the Task Force is serving related to their job duties and the meeting should be earlier.
 - > Response: Future meeting planned for 4 pm based on this feedback.
 - Question: Is there a better day of the week for the group?
 - > Response/Discussion: Thursday seems to work best for most people. Don't do Friday or Monday.
- The next Task Force Meeting will include a summary of the crash data and revisiting the discussion on Vision Statement.
- The planned updated to the Board of Commissioners will shift from July to August to follow the upcoming Task Force meeting and a draft Vision Statement.
- Open House events are generally being planned for September.