CITY OF STAYTON SAFETY ACTION PLAN

BUILDING A SAFER FUTURE FOR ALL

September 2025

Acknowledgements

The City of Stayton Safety Action Plan (SAP) was prepared by the City of Stayton in coordination with regional and local partners.

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Glossary

Access Management: The planning and regulation of vehicle access points to land adjacent to roadways, like driveways in and out of shopping centers.

Countermeasure: A project or action intended to reduce potential of a specific type of crash.

Composite Risk and Injury Network (CRIN): An overlay of the High-Injury Network (HIN, below) and the risk factors (below).

Emphasis Areas: Emphasis Areas interact with Risk Factors (below), and indicate crash types and contributing factors that can be addressed with targeted safety countermeasures.

Equivalent Property Damage Only (EPDO): A type of analysis that follows Highway Safety Manual methodology for developing a high injury network by identifying the number of crashes that occur and weighting them by the severity of the crash.

Fatal or Serious Injury Crash: Fatal and serious injury crashes are crashes that result in death or life-changing injuries. According to Oregon Department of Transportation (ODOT) crash reporting instructions, this includes severe lacerations, broken extremities, crush injuries, skull, chest, or abdominal injuries, significant burns, unconsciousness, and paralysis.

High Injury Network (HIN): The HIN is comprised of segments and intersections with relatively high EPDO scores. This network, in combination with risk factors for fatal and serious injury crashes, is used to help identify and prioritize locations for safety countermeasures.

Protected Turn Phasing: The separation of light cycles into different phases for turning movements, like separate green arrows for left turns instead of left turns yielding to through traffic.

Risk Factors: Risk Factors are roadway and land use characteristics that correlate to fatal and serious injury crashes. These factors generally relate to exposure and high speeds, which are two critical elements contributing to fatal and serious injury crashes.

Rapid Rectangular Flashing Beacon: A device that flashes yellow lights to alert drivers of pedestrians crossing the road.

Safe System Approach: An approach to road safety developed by the Federal Highway Administration (FHWA) that expects the road system be planned, designed, and operated to be forgiving of inevitable human mistakes, so serious injury outcomes are unlikely to occur.

Strategy: Non-infrastructure improvements, such as policy updates and educational programs.

Systemic Safety Analysis: Systemic safety analysis is a proactive approach to evaluating a roadway network based on risk factors that correlate with crashes, regardless of whether crashes have occurred at this location. This is intended to help address potential risks before they cause harm, rather than reacting to incidents after they occur.

Transportation Safety Action Plan: A comprehensive safety plan aimed at reducing and eliminating serious injury and fatal crashes affecting all roadway users.

Treatment: Infrastructure improvements at locations, with systemic or location-specific applications

Vision Zero: Vision Zero is the goal to eliminate roadway deaths and serious injuries.

Vulnerable Road User: A person who is unprotected by an outside shield, like in a car or truck, when they are traveling. For the purposes of this study, VRUs refer to pedestrians and bicyclists.

***The City of Stayton is committed to Vision Zero and will strive to achieve the goal of zero traffic deaths and serious injuries by* 2045.**

Executive Summary

This Safety Action Plan (SAP) evaluates safety concerns and crash history in Stayton to create a toolkit of recommendations for safety improvements. The SAP is primarily data-driven, with public involvement playing a key role in supplementing data. The community of Stayton helped identify safety gaps, shape solutions that align with local needs, and ensure that solutions fit local context.

Guiding Principles

The SAP is built around the foundational framework of the Safe System Approach, the Roadway Safety Design Hierarchy, and Vision Zero. Each of these philosophies reorient traditional traffic safety beliefs toward the idea that humans make mistakes, traffic deaths and serious injuries are **preventable**, and a safe transportation system requires collaboration and shared responsibility from all stakeholders.

Safety Challenges

Like many communities of similar size, Stayton's roadway network faces challenges such as gaps in the sidewalk system, aging infrastructure, and limited funding for improvements. The city has experienced an increase in crash severity and frequency as part of a broader national trend, highlighting the importance of addressing safety concerns proactively. This SAP reinforces the community's commitment to its Vision Zero goal and the need for strategic, data-informed investments in its transportation system. Comprehensive infrastructural, educational, and enforcement-based change builds a safer future of connection and mobility for all.

Emphasis Areas

The City distilled three core emphasis areas from their data analysis: **vulnerable road users** (people like pedestrians who are more affected by severe crashes), **risky driver behavior** (behaviors like speeding that can increase crash likelihood and severity), and **intersections**. These are people, patterns, and places that face or contribute to the highest traffic safety risks. Targeting their treatments and countermeasures toward them ensures that the City allocates safety resources where they are needed most and where they will have the greatest impact.

Solutions and Implementation

The City created two types of solutions to address safety issues in Stayton: systemic countermeasures that can be applied across the city, and location-specific treatments that address priority locations. Each solution is aimed at one or more emphasis areas.

CHAPTER 1: INTRODUCTION

1. Planning Structure

A Safety Action Plan (SAP) is a strategic plan that evaluates a city's traffic safety conditions and provides data-driven recommendations to guide safety improvements. Stayton's SAP focuses on filling infrastructure gaps, redesigning roadway configurations, and enhancing existing multimodal facilities to improve safety and mobility for all road users. The plan is shaped by the voices of Stayton's community through multiple rounds of public involvement and needs assessments. This SAP will prioritize safety investments where they are needed most and where they will have the greatest impact.

The project management team led this project. Two groups were essential collaborators: the Technical Advisory Committee (TAC) and the Public Advisory Committee (PAC). The TAC was made up of city management and consultant staff. They reviewed study recommendations and provided technical reports throughout the plan process at scheduled milestones. The PAC was made up of elected and appointed officials and citizens to provide direction for plan recommendations.

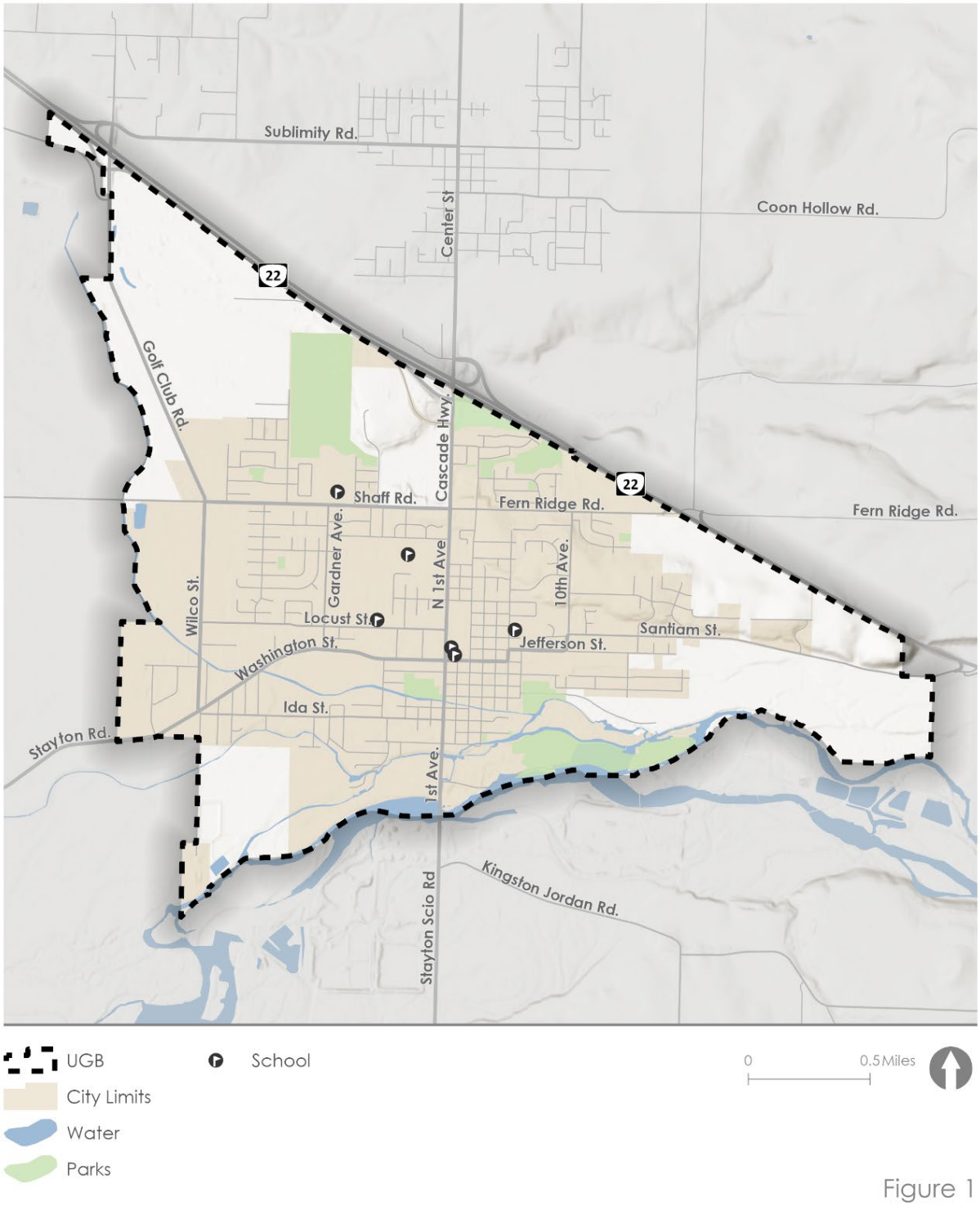
With input from these groups, the SAP was developed according to the following timeline:

Figure 1-1 SAP timeline

1.1 What Area Does This Plan Cover?

To comprehensively address safety risks not just within the city limits of Stayton but also in the surrounding area, the City analyzed crash data and locations for improvements within the Stayton Urban Growth Boundary (UGB). Setting the study area as the UGB sets Stayton up for prolonged safety benefits even as the city continues to grow and expand—ensuring that infrastructure is built for the city of today *and* tomorrow. The study area is mapped in the figure below.

Figure 1-2 Study area



1.2 What is the Safe System Approach?

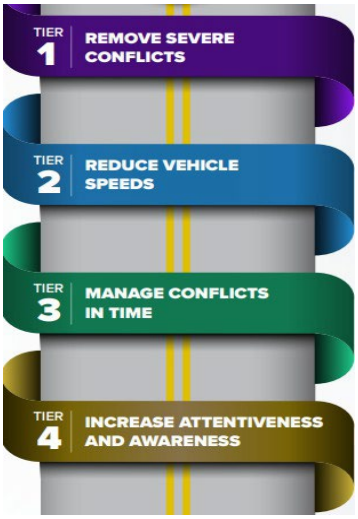
The Safe System Approach builds multiple layers of protection into their transportation network to mitigate inherent risks, prevent crashes, and minimize harm when crashes occur. This framework shifts from the conventional, reactive safety approach to a proactive system that addresses high-risk locations to eliminate fatal and serious injury crashes on their roads. It achieves this through five complementary objectives: safer people, safer vehicles, safer speeds, safer roads, and post-crash care.

The strategies that are developed in this SAP use the Safe System Approach as a guiding framework. In addition, countermeasures will be implemented according to the Roadway Design Hierarchy, which considers which treatments have the highest population health impact and the least individual effort, so that physical changes to the system (like removing the severe conflict altogether) are more effective than changes that rely on road users to make safe decisions (like increasing awareness).

The Safe System Approach is also a critical component of achieving Vision Zero—a roadway safety philosophy built on the principle that any traffic-related death or serious injury is unacceptable and preventable. The Safe System Approach asserts that individual and communal responsibility in preventing crashes is shared and that redundancy is critical—so that if one safety mechanism fails, there are others in place to rely on. Stayton has made a commitment to achieving zero deaths and serious injuries, and this SAP brings the city a step closer to realizing this reality.

Figure 1-3 Safe System Approach

Figure 1-4 Roadway Safety Design Hierarchy



CHAPTER 2: ENGAGEMENT AND COLLABORATION

2. Public Involvement

A SAP is about making safety improvements on every level, from user behavior to roadway design to education and enforcement. Such comprehensive changes need to be based on a thorough understanding of the city from the perspectives of all stakeholders. That's why the City created opportunities for community members to share their experiences and voice their concerns—so that the SAP the City builds is not just for Stayton, but by its people too.

FOR MORE DETAILED INFORMATION ON HOW THE COMMUNITY WAS INVOLVED, REFER TO THE PUBLIC INVOLVEMENT SUMMARY IN APPENDIX B.

2.1 Round One: Understanding Existing Conditions and Your Priorities

The first round of public involvement focused on spreading awareness of safety views in Stayton. The City held their first open house on April 3, 2025, which focused on educating the public on the goals of an SAP and gathering opinions on safety concerns and desired improvements. There were 15-20 participants, some local residents and others business owners and city employees. The City used boards that presented:

- Background on the project
- An introduction to the Safe System Approach
- A high-level overview of crash history within the study area
- Additional opportunities for community members to get involved
- A QR code to the project website

We also set up displays where community members could add comments to a map of Stayton to describe their location-specific concerns and priorities.

Participants identified the following safety concerns:

- Poor crosswalk and pedestrian visibility at crossings
- Poor motorist yield rates to pedestrians at crossings
- Excessive accesses/driveways along arterial roadways (especially along First Avenue)
- Drivers running stop signs, often due to poor visibility of the sign
- School zone flashing beacons do not align with school arrival/release periods
- Turning conflicts with pedestrians and vehicles, particularly in two-way left-turn lanes and at driveways
- Parked cars reduce the visibility of pedestrians at crossings and block sidewalks

Participants expressed desire for the following safety improvements:

- Curb extensions at pedestrian crossings
- Enhanced pedestrian crossing signage (e.g. rectangular rapid flashing beacons) especially at City Hall and the library
- Improved sidewalk connectivity, filling gaps in the network (especially at the Cannery)
- Reduced speed limits, especially on Fern Ridge Road and Santiam Street
- Access management to driveways and businesses on busy roads
- Improve pavement conditions (e.g. fill potholes)
- Transverse stripes to increase awareness of stop-controlled intersections
- Ensure manhole grates do not pose hazards to cyclists
- Enforcement of Right Turn on Red restriction at Fern Ridge Road & Shaff Road
- Leading pedestrian intervals
- Ensure school zone signage and flashing beacons are functioning and visible
- Street lighting, especially at First Avenue & Washington Street
- Adequate sight distance (especially at West Town Drive and Shaff Road)

Figure 2-1 Community members reading boards

Figure 2-2 Community members discussing the SAP

2.2 Round Two: Shaping Solutions

We returned to the community with a second open house on July 23, 2025 to present their proposed systemic and location-specific treatments and gather feedback to further tailor the treatments to the local context and create an implementation plan that reflects community priorities them. Around 20 participants came to the open house, and provided dozens of comments on the projects The City had boards:

- Presenting on Vision Zero and the Safe System Approach
- Summarizing the existing conditions analyses and presenting the SAP Emphasis Areas
- Where community members could add comments to a list of draft systemic strategies and recommendations
- Where community members could add comments to vicinity maps of the five location-specific treatments
- A board summarizing next steps with a QR code for the project website

Attendees ranked proposed strategies as urgent, less urgent, or not urgent and identified locations where they thought each strategy was most needed. Their comments are discussed in more detail in the Systemic Countermeasures section of this plan.

Figure 2-3 Community members discussing safety strategies

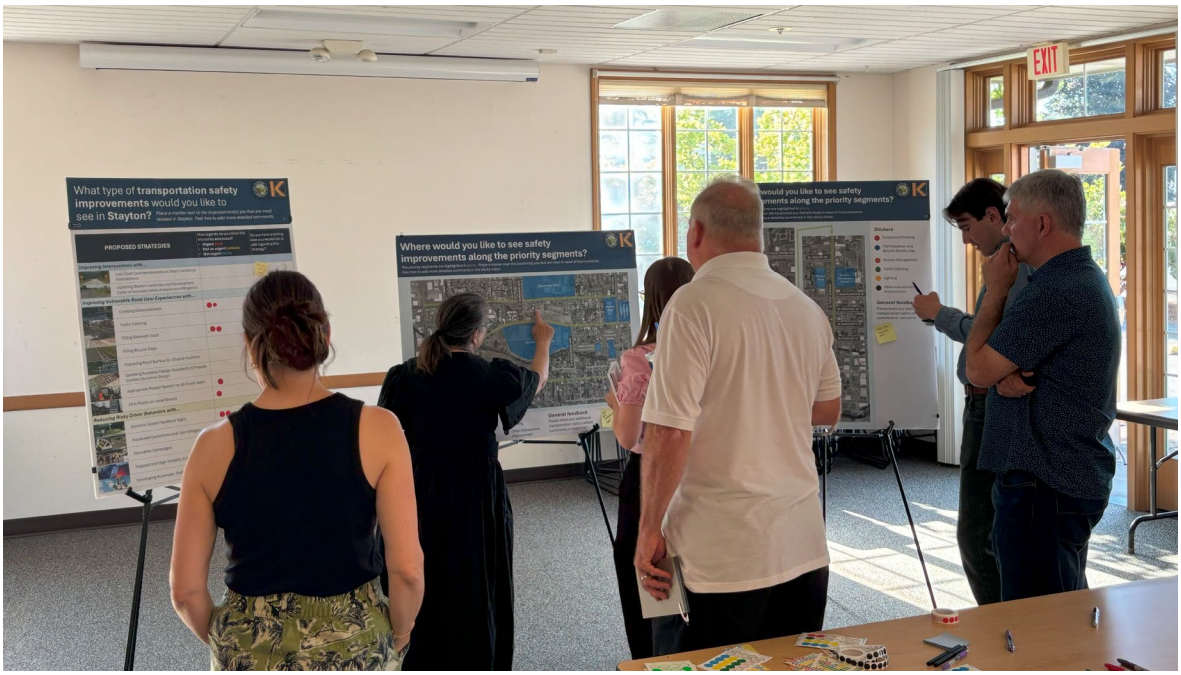
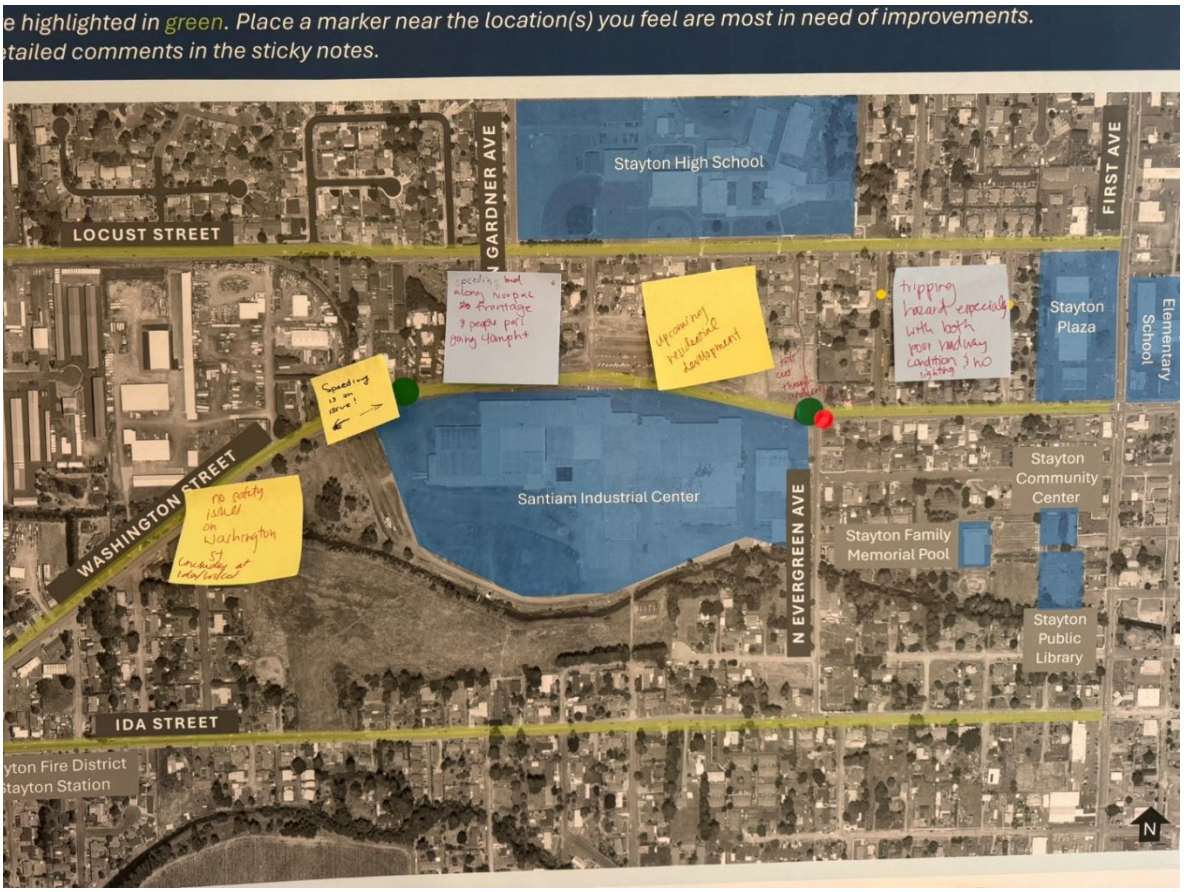


Figure 2-4 Board with locations of requested safety improvements



We also held a public advisory committee meeting with Kittelson and City staff. The City provided:

- Background on the project
- A summary of the existing conditions analysis
- An overview of the systemic strategies and high-priority location treatments
- Committee members with opportunities to express feedback and ask questions

The feedback from the open houses and committee meeting guided their development of the countermeasures discussed in the Treatments and Strategies section of this plan.

Figure 2-5 PAC meeting presentation

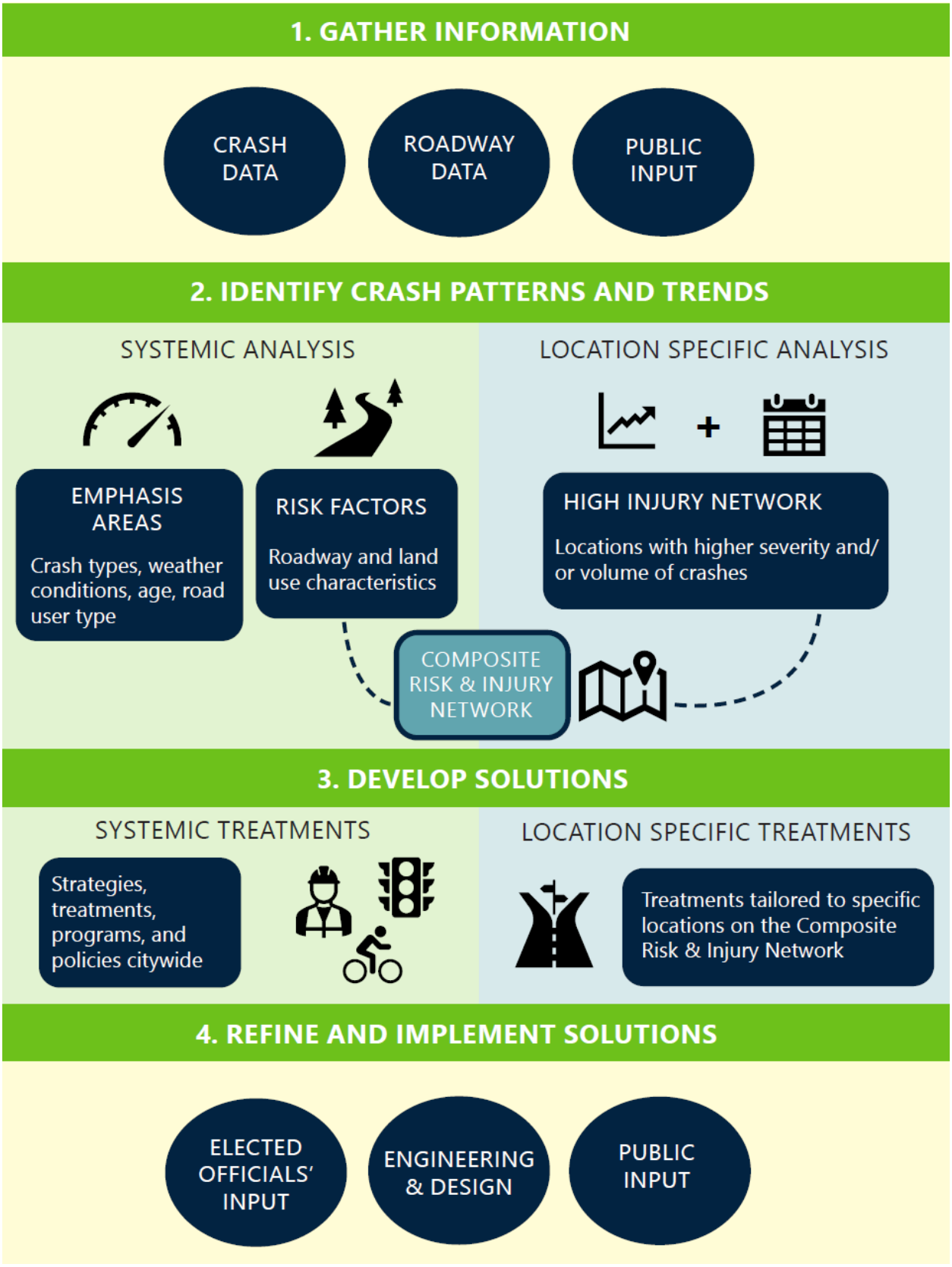
CHAPTER 3: TODAY'S SAFETY CONDITIONS

3. Safety Analysis

FOR MORE DETAILED INFORMATION ON CRASH DATA AND THE EMPHASIS AREAS, REFER TO THE EXISTING CONDITIONS MEMO IN APPENDIX A.

We utilized a variety of methods to analyze Stayton's historic and current safety conditions, including an Equivalent Property Damage Only (EPDO) method, a High Injury Network (HIN), and a risk network, all contributing to a Composite Risk and Injury Network (CRIN). The City used the trends from this analysis to create three emphasis areas that prioritize the most pervasive safety issues. All of these then informed solutions. The diagram below illustrates the process of creating the SAP.

Figure 3-1 SAP creation process



To best align with the goals and objectives of the Safe System Approach and Vision Zero, this SAP uses FHWA's KABCO severity scale, listed below, for categorizing crashes.

- K – Fatal Injury Crash
- A – Suspected[1] Serious Injury Crash
- B – Suspected[2] Minor Injury Crash
- C – Possible Injury Crash
- O – Property Damage Only Crash

However, due to the limited number of fatal and suspected serious injury crashes within the Stayton UGB during the study period, the City adapted the scale to group suspected minor injury crashes with fatal and suspected serious injury crashes. This grouping is identified as "KAB" severity crashes and allows the City to focus on preventing the kinds of crashes that result in the most life-altering outcomes.

3.1 The Composite Risk and Injury Network

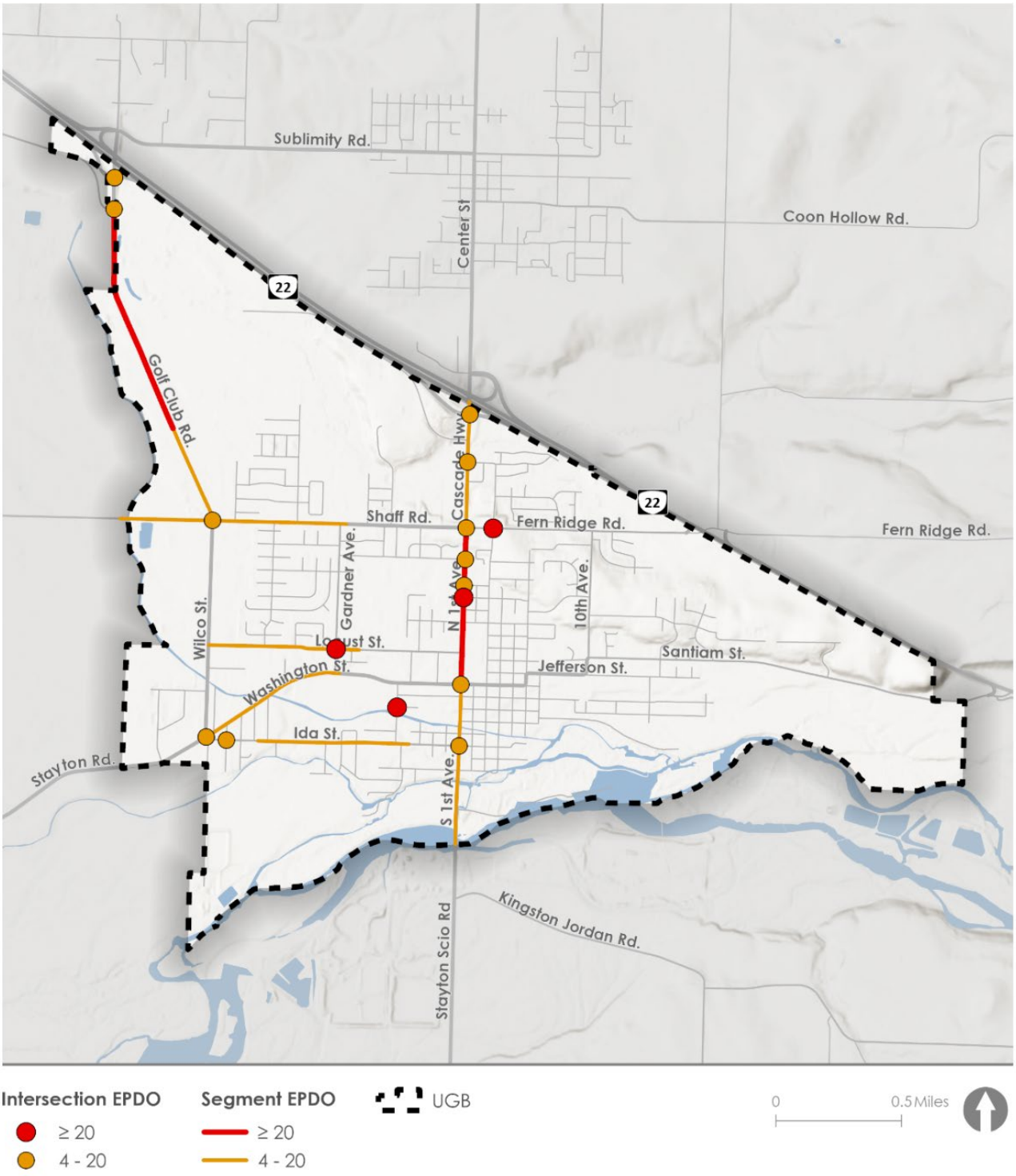
To focus their safety improvements on the areas where they will have the greatest impact, the City created a CRIN. This combines two metrics of crash analysis: the High Injury Network (HIN), which identifies intersections and roadway segments that have had high frequencies or high severities of crashes, and the risk network, which identifies locations where multiple conditions that can contribute to crash risks are present. Overlaying these two maps, each discussed below, reveals both crash history and crash potential, giving the City a more thorough knowledge base to guide countermeasures.

3.1.1 HIN Development

We developed Stayton's HIN using the EPDO, one of the safety network analysis tools recommended in the Oregon Highway Safety Manual (HSM). EPDO allows the City to measure the severity of crashes in addition to frequency by assigning weighted "costs" to each crash. The lowest cost would be a crash that results in property damage only (PDO); crashes that result in minor injuries, serious injuries, or fatalities are then scored by their relative magnitude to PDO. Locations with the highest EPDO scores indicate that many high severity crashes have occurred there. This web of crash histories makes up the HIN.

[1] Crash severity is commonly reported by the responding law enforcement officer. These first responders may not be able to perform a complete medical diagnosis on-site. To account for this uncertainty, crash severity is often reported as "suspected."

Figure 3-2 High Injury Network



3.1.2 Risk Network and the Resulting Composite Risk and Injury Network

Crash history is an essential part of safety analysis, but it's still only a piece of the puzzle. The Safe System Approach is about **proactivity**—not only learning from the past but preventing future accidents before they occur. Just because a crash hasn't happened somewhere, doesn't mean it won't. Crashes occur due to a variety of factors, such as human behavior, weather, infrastructure design, or a combination of these factors. The City identified locations where multiple of the following high-risk conditions were present:

- **Higher speeds:** Posted speed of 35 mph or higher
- **Activity generators:** Within 0.25 miles of a school, park, or senior living facility
- **Pedestrian and bicycle facility gaps:** Lack of dedicated facilities for people walking, biking, and using mobility devices
- **Higher volumes:** Roadways with over 5,000 vehicles traveling per day

These conditions contribute to increased speeds, meaning there will be a higher kinetic energy transfer, and/or increased exposure, meaning there will be more opportunities for a crash to occur. Both characteristics are major factors that create severe crashes.

Locations with one or more of these risk factors may not have a history of fatal or serious injury crashes during the study period, but they share characteristics with locations that have experienced such crashes.

Understanding how infrastructure characteristics correlate with observed crash patterns allows the City to address systemic risk factors and prevent crashes before they happen.

Figure 3-3 Risk Network

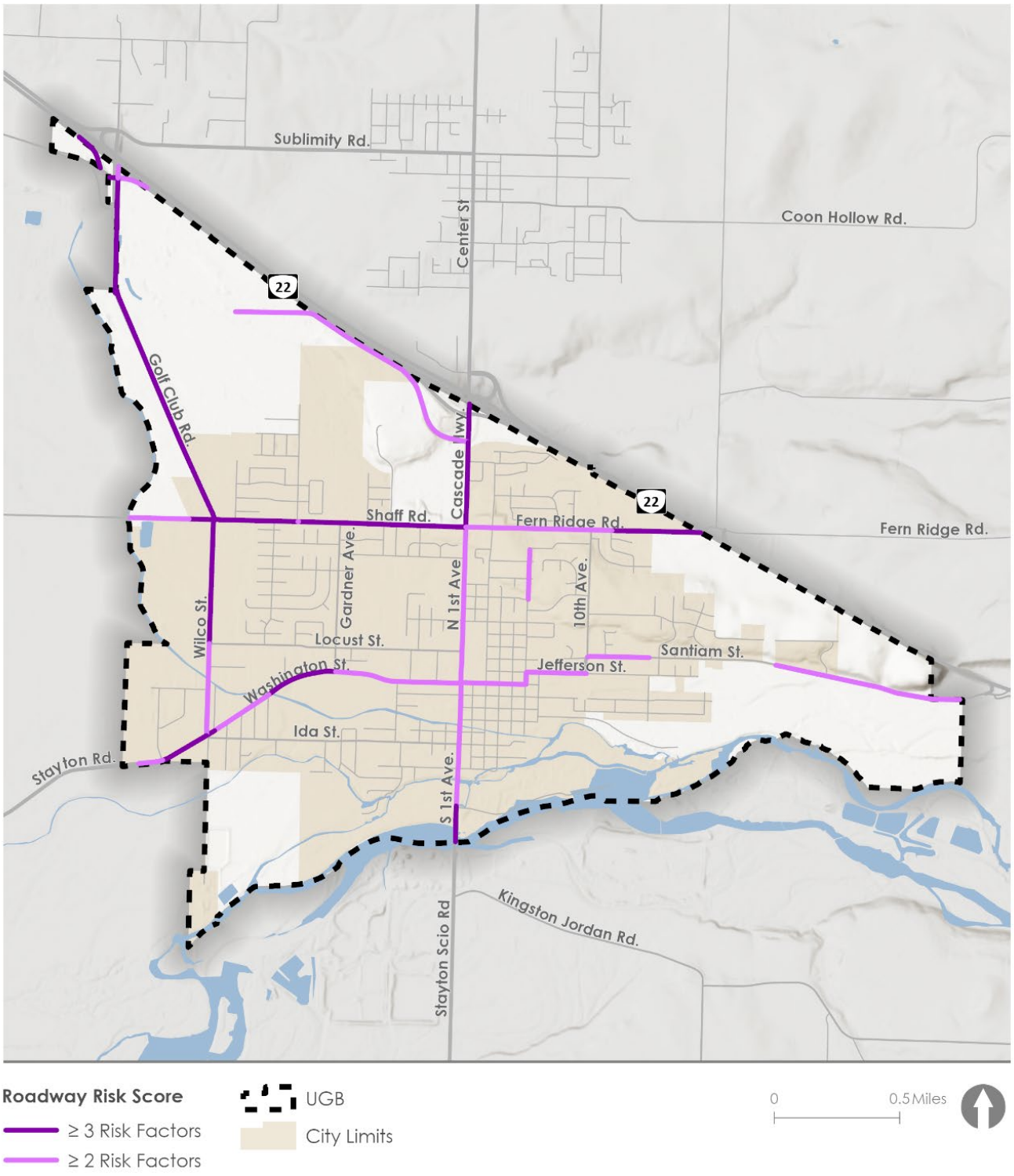
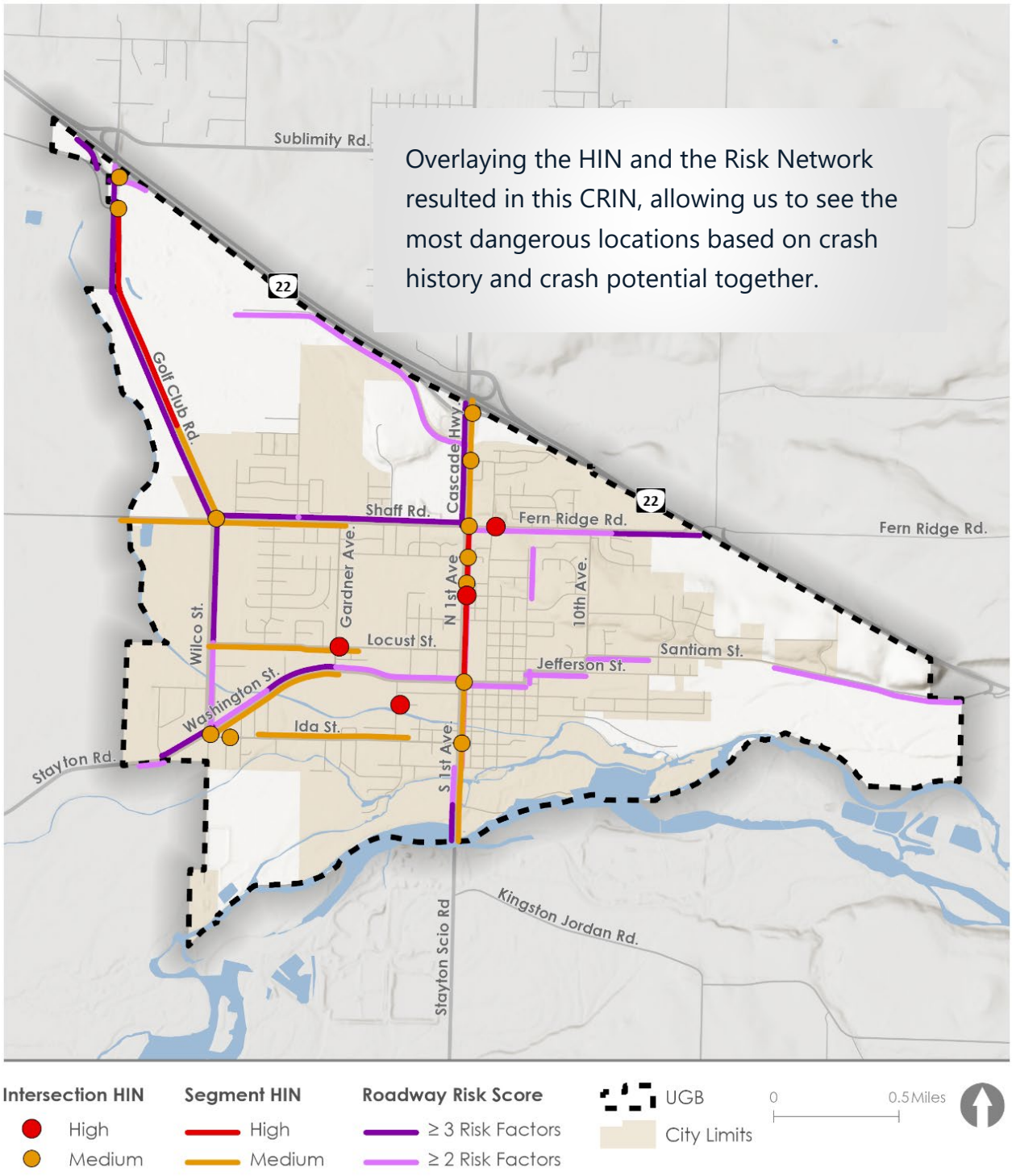


Figure 3-4 Composite Risk and Injury Network



3.2 Crash Trends

We reviewed the most recent crash data available from ODOT, from 2018 to 2022, to trace the patterns in Stayton's crash history. During this five year period, 300 crashes occurred within the Stayton UGB. Of these, 245 were reported within the city limits and 55 were reported within the UGB but outside city limits. Of all crashes, 3% resulted in a serious injury or fatality—that's nine lives lost or forever altered.

In 2020, the start of the COVID-19 pandemic with many sheltering in place affected traffic patterns nationwide. However, the number of crashes in Stayton markedly decreased in 2019—before the pandemic started. In the years since 2019, both total crashes and fatal and serious injury severity crashes have increased. Worsening crash statistics during a time of reduced traffic is a startling trend observed across the country, reminding many communities like Stayton that now is the time to act.

Not all road users were equally affected by these crashes. Crashes involving a pedestrian or bicyclist are more likely to have a severe outcome, as 55% of crashes with these vulnerable road users resulted in an injury or fatality.

Two types of motor vehicle-only crashes resulted in fatalities or injuries more than 50% of the time: head-on collisions and non-collision crashes (e.g. overturned vehicles). Out of all crashes, rear-end and turning movement crashes were the most common collision type. Single vehicle crashes, often classified as fixed object crashes, accounted for 10% of all crashes, but only 6% of fatal and injury crash outcomes.

All crashes reported in the Stayton UGB during the study period are broken down by severity and year and then by severity and type in the figures below.

Figure 3-5 Crashes by year and severity

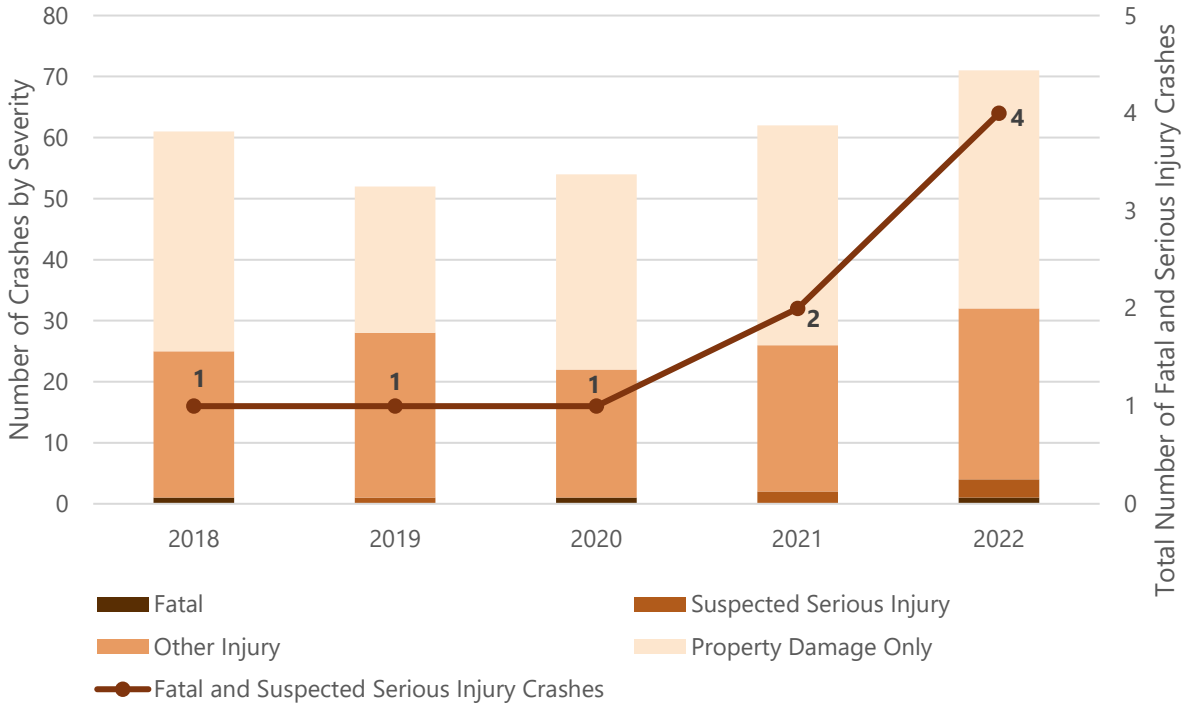
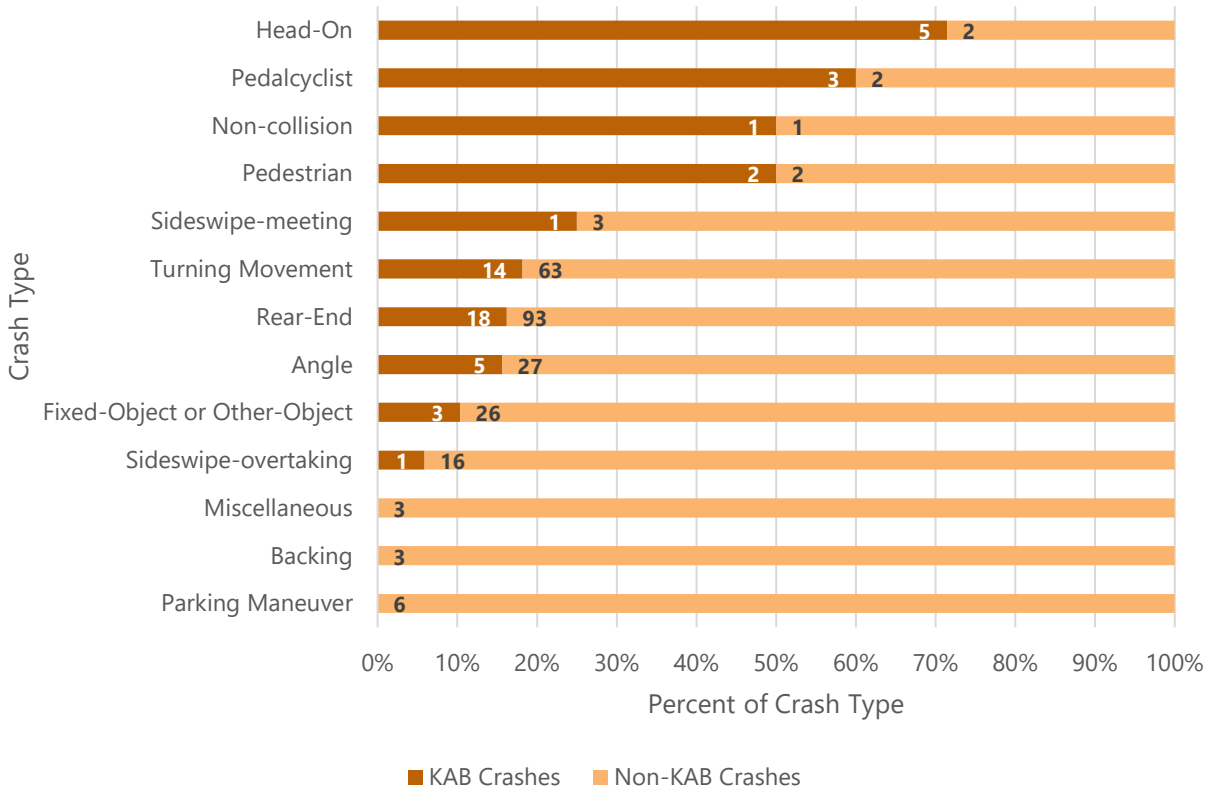


Figure 3-6 Crashes by type and severity



3.2.1 Crash Locations

To create a more precise analysis of Stayton's crash history, the City separated crashes occurring within intersections from those along roadway segments outside of the influences of an intersection. This allows the City to better understand the contributing factors of crashes and employ more targeted countermeasures. Crashes occurring within 100 feet of an intersection or flagged as "intersection-related" in ODOT crash data were considered intersection crashes.[2] Based on this definition, approximately 60% of the crashes within the Stayton UGB were intersection crashes. Of these, one fifth resulted in an injury or fatality, compared to 14% of roadway segment crashes that were of KAB severity.

3.3 Emphasis Areas

We distilled the most important recurring themes from their crash analysis into three emphasis areas: vulnerable road users, risky driver behaviors, and intersections. These emphasis areas, discussed below, span engineering, behavioral, and environmental factors that contribute to the existing roadway safety patterns and trends. They guide countermeasure development to ensure prioritization of those who are most in danger, in the areas that pose the greatest risks.

Vulnerable road users include pedestrians, bicyclists, and motorcyclists. Vulnerable road users experienced significantly higher rates of KAB crash severity outcomes compared to road users in a car or truck, with over half of crashes involving a pedestrian or bicyclist resulting in fatalities or injuries.

Risky driver behaviors include impaired, distracted, and reckless driving, along with failure to use safety equipment and speeding. These behaviors increase the likelihood of a crash and increase the probability of a fatal or serious crash outcome if a crash does occur.

Intersections: Not only did the majority of total crashes within the study area occur within an intersection, but crashes occurring within an intersection are also 6% more likely to result in a KAB severity outcome than segment crashes. Stop-controlled intersections, in particular, should be focused on, as 13 intersections out of the 16 intersections identified on the HIN are stop-controlled.

[2] A sensitivity analysis was performed to ensure that 100 feet was an appropriate buffer for buffer for classification of "intersection-related" crashes in Stayton.

CHAPTER 4: BUILDING FOR TOMORROW

4. Strategy and Project Selections

Using what they learned from the public and from the CRIN analysis, the City developed recommendations for proven treatments and strategies that Stayton can deploy throughout the UGB and in specific locations. The City also utilized the following the resources because they're proven, researched, current, and aligned with local context:

- The Federal Highway Administration list of Proven Safety Countermeasures[3]
- The Oregon Department of Transportation (ODOT) All Roads Transportation Safety (ARTS) program Crash Reduction Factor Manual[4]
- The National Highway Transportation Safety Administration's Countermeasures That Work Manual[5]
- Marion County and City of Stayton policy and design standards

4.1 Systemic Countermeasures

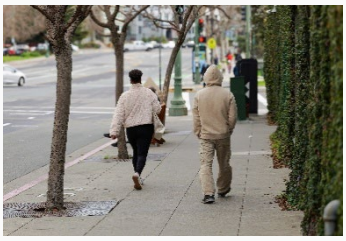
We developed a toolbox of countermeasures that can be applied at high-risk locations across the city, each targeting one or more of the emphasis areas. It helps focus the city on treatments with broad applicability to address the inherent risks in the roadway network, but the City can continue to use guidelines like the ones above to identify specific treatments for individual locations. The tables below summarize these countermeasures, which all support ways to reduce crash severity or reduce the likelihood of a crash happening at all.

[3] Kirley, B. B., Robison, K. L., Goodwin, A. H., Harmon, K. J. O'Brien, N. P., West, A., Harrell, S. S., Thomas, L., & Brookshire, K. (2023, November). Countermeasures that work: A highway safety countermeasure guide for State Highway Safety Offices, 11th edition, 2023 (Report No. DOT HS 813 490). National Highway Traffic Safety Administration. https://www.nhtsa.gov/sites/nhtsa.gov/files/2023-12/countermeasures-that-work-11th-2023-tag_0.pdf

[4] Federal Highway Administration. (n.d.). *Proven safety countermeasures*. U.S. Department of Transportation, *https://highways.dot.gov/safety/proven-safety-countermeasures*

[5] Oregon Department of Transportation. (2024, November). Crash reduction factor manual (2024 ed.). Engineering & Technical Service Branch, Traffic-Roadway Section. https://www.oregon.gov/odot/Engineering/ARTS/CRF-Manual.pdf

Table 4-1 Vulnerable Road User Systemic Countermeasures

Countermeasure	Description	SSA element	Photo
Crossing enhancements	Makes roadway crossings more visible and encourages cars to stop for pedestrians Examples: rectangular rapid flashing beacons that alert drivers to the presence of a pedestrian, high-visibility crosswalk markings, signage	Safer roads	 *Source: Google Maps*
Traffic calming	Encourages lower traveling and turning speeds Examples: Speed humps, curb extensions that narrow the roadway and make it harder to turn corners quickly	Safer roads	 *Source: Kittelson*
Filling sidewalk gaps	Allows for safer pedestrian access and separation from vehicles Examples: Sidewalks, curb ramps, paved and widened shoulders of roads for pedestrians to use if needed	Safer roads	 *Source: Kittelson*
Filling bicycle gaps	Allows for safer bicyclist access and separation from vehicles Examples: Bike lanes, shared-use paths for bicyclists and pedestrians	Safer roads	 *Source: Google Maps*
Context-sensitive design	Ensures that roadways are designed be compatible with the surrounding land use context Example: Adjusting speed limits based on the roadway context (lower speeds in dense urban areas, etc)	Safer roads	 *Source: Kittelson*

Appropriate posted speeds	Balances speed with the land use context and reduces speed when appropriate Example: Considering additional factors when determining speeds, such as average vehicle speeds and 50th percentile speeds (the speed that half of vehicles drive at or under)	Safer speeds	 *Source: Kittelson*
20 is Plenty on local streets	Encourages 20 mph speeds on local roads Example: Promoting education on how faster speeds create more severe crashes (according to USDOT, there is a 10% risk of a fatality or serious injury for crash with a 20 mph vehicle but a 40% risk for a 30 mph vehicle)	Safer speeds	 *Source: Bike Portland*

Table 4-2 Risky Driver Behavior Systemic Countermeasures

Countermeasure	Description	SSA Element	Photo
Dynamic speed feedback signs	Gives drivers real-time speed feedback to encourage slowing down	Safer speeds	 *Source: Kittelson*
Hardened centerlines and turn wedges	Calms traffic and encourages slower turning speeds	Safer people	 *Source: ODOT*
Education campaigns	Spreads safety awareness to all road users	Safer people	 *Source: City of Stayton*
Targeted and high-viz enforcement	Boosts compliance with traffic safety laws	Safer people	 *Source: City of Stayton*
Automatic traffic enforcement policy	Utilizes adaptive technology to ensure accountability and reduce traffic violations	Safer people	 *Source: PBOT*

Table 4-3 Intersection Systemic Countermeasures

Countermeasure	Description	SSA element	Photo
Low-cost countermeasures at stop controlled intersections	Makes intersections more navigable	Safer roads	 *Source: FHWA*
Updating Stayton land use and development code to increase safety analysis and mitigation	Coordinates safety considerations with city planning efforts	Safer roads	 *Source: Google Maps*

4.2 Location-specific Treatments

To complement the widely applicable systemic treatments, the City also identified five high priority sites for location-specific safety treatments. Our identification of these priority locations was guided by the existing conditions analysis and an analysis of the factors below:

- Equivalent Property Damage Only (EPDO)
- Presence of risk factors
- Community concerns
- Roadway jurisdiction

For each site, the City developed conceptual figures illustrating the treatment and guiding implementation. All five sites are located along or west of First Avenue, where a high percentage of connecting roadways are highlighted in the CRIN. The limited connectivity west of First Avenue makes it challenging for road users to access parallel routes. These corridors need to be improved to make a complete multimodal network.

The following images detail the features planned for each location's treatment, either with a potential layout or a potential cross section diagram. Many of these treatments draw on multiple systemic countermeasures, creating a roadway that is strategically layered with protections that work in harmony.

FOR MORE DETAILED INFORMATION ON SITE REVIEW AND DESIGN CONSIDERATIONS REFER TO THE STRATEGIES AND PERFORMANCE MEASURES MEMO IN APPENDIX C.

Figure 4-1 First Avenue (Shaff Road/Fern Ridge Road to Washington Street)

Potential Corridor Layout

Colored treatments on the right correspond with symbols on map below

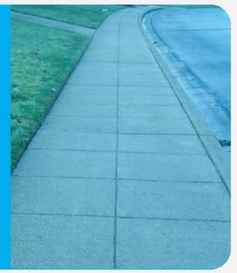
Candidate Locations: Treatment locations and roadway design subject to change based on further engineering analysis and public engagement.

Note: Proposed treatments complement the Marion County Safe Routes to School Plan; coordination with the County will be necessary.

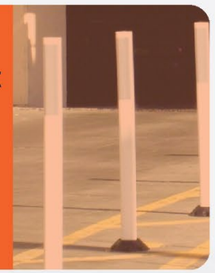
Speed Feedback Sign

Landscaped Median

Widened Sidewalks



Access Management



Protected Left-Turn Phasing

Enhanced Crossing

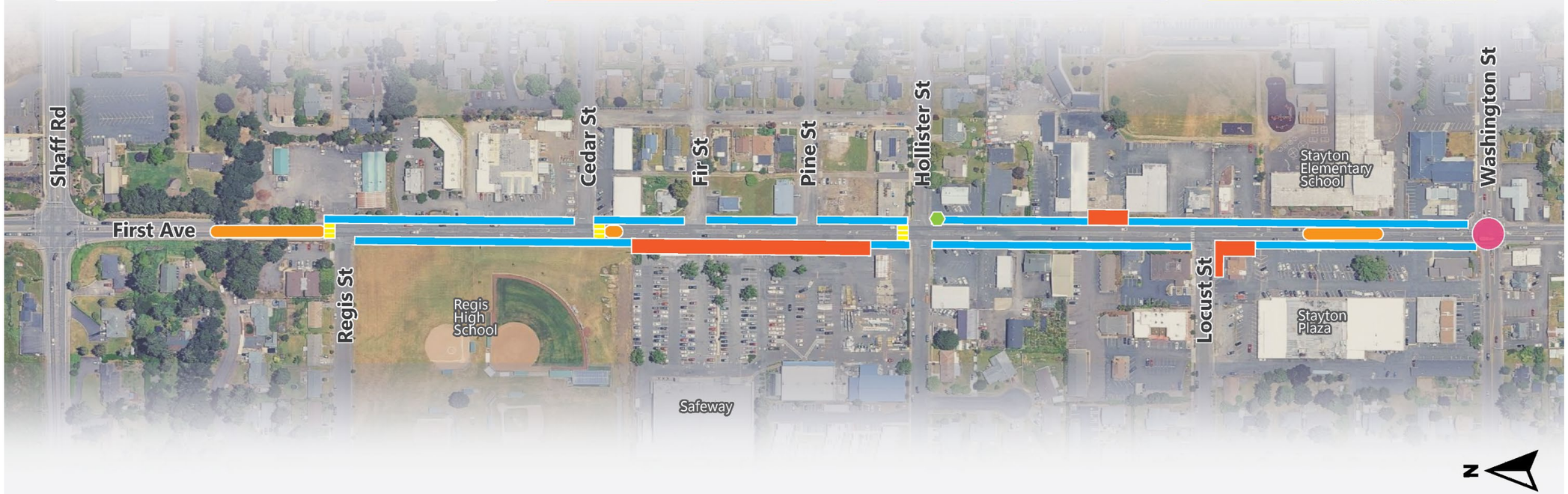


Figure 4-2 First Avenue/Marion Street

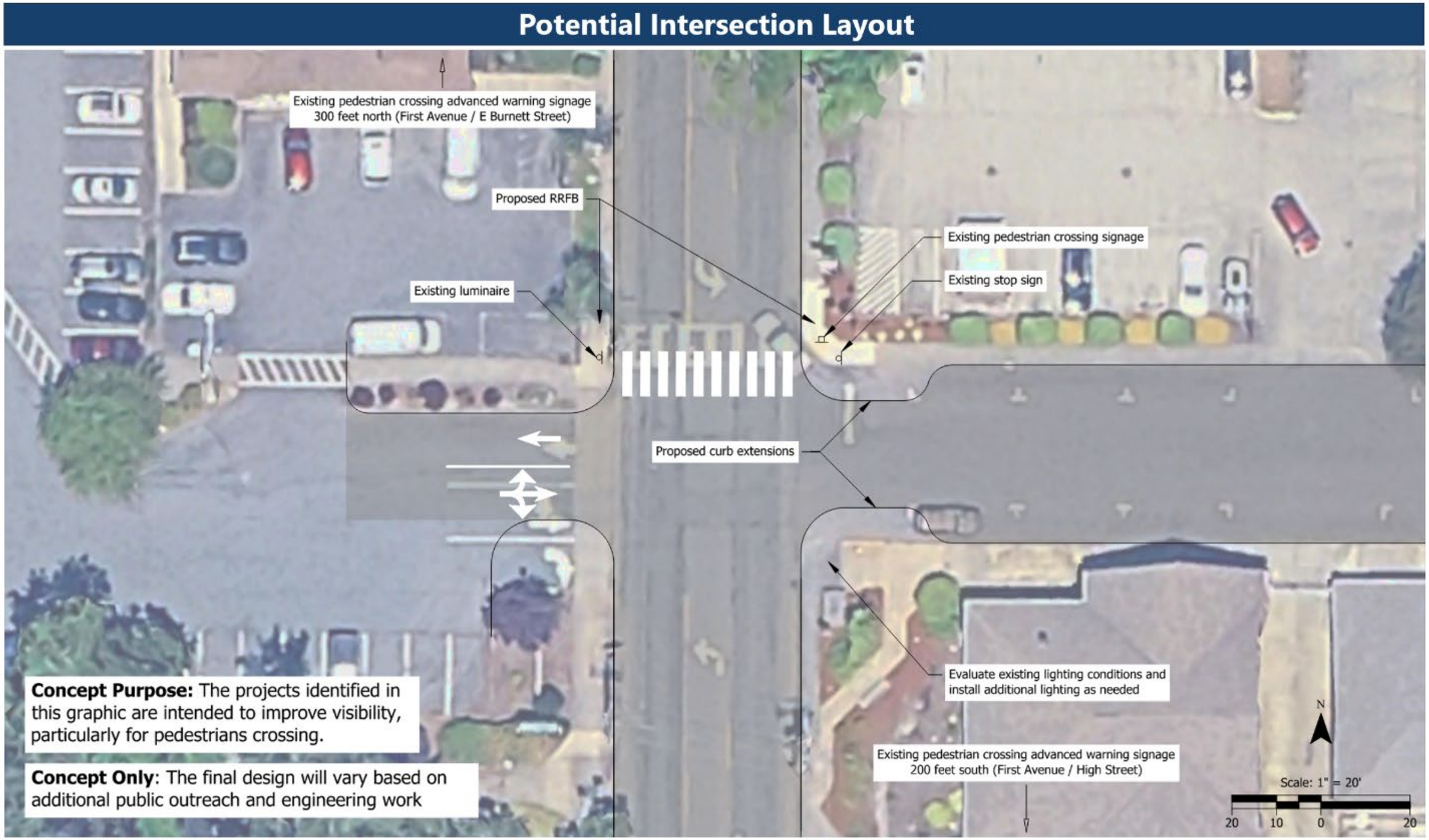
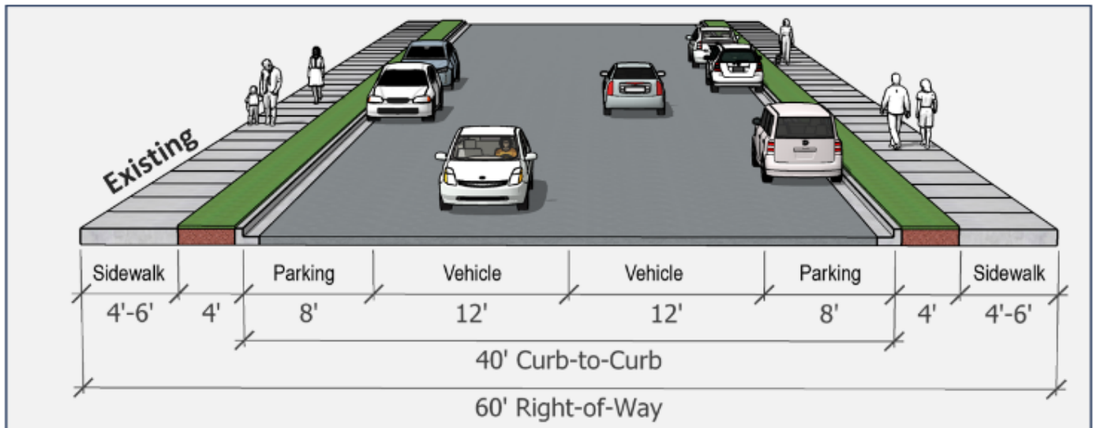
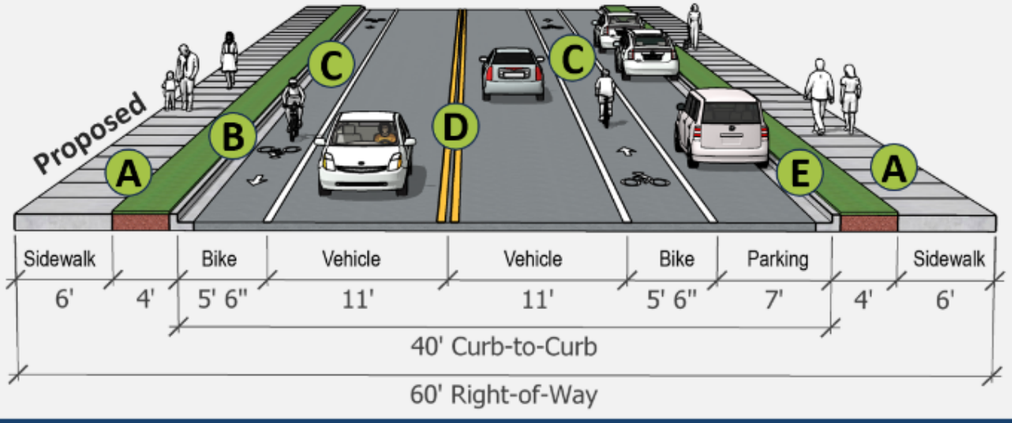


Figure 4-3 Locust Street (Wilco Street to First Avenue)

Potential Cross Section and Safety Treatments



A – Install new or widened sidewalk
B – Remove parking on north or south side of street
C – Install striped bike lanes
D -- Repaved roadway with narrowed travel lanes
E – Ensure fixed objects are clear of roadway



Speed Cushions

Raised Intersections

Chicanes

Access Management

Curb Extensions

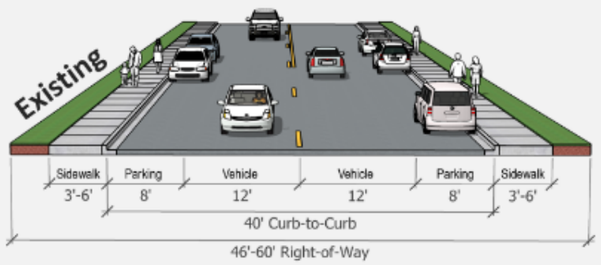
Painted Intersections

Conceptual Design Only: Final roadway design and the balance between roadway elements and right-of-way (ROW) will be subject to change based on further engineering analysis and public engagement.

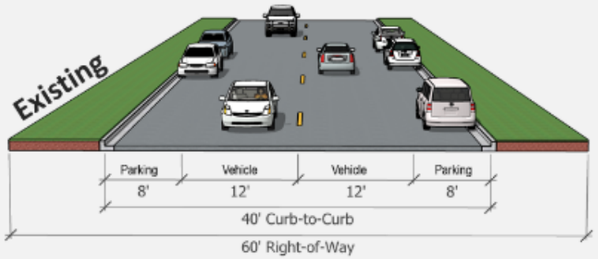
Figure 4-4 Washington Street (Wilco Road to First Avenue)

Potential Cross Section and Safety Treatments

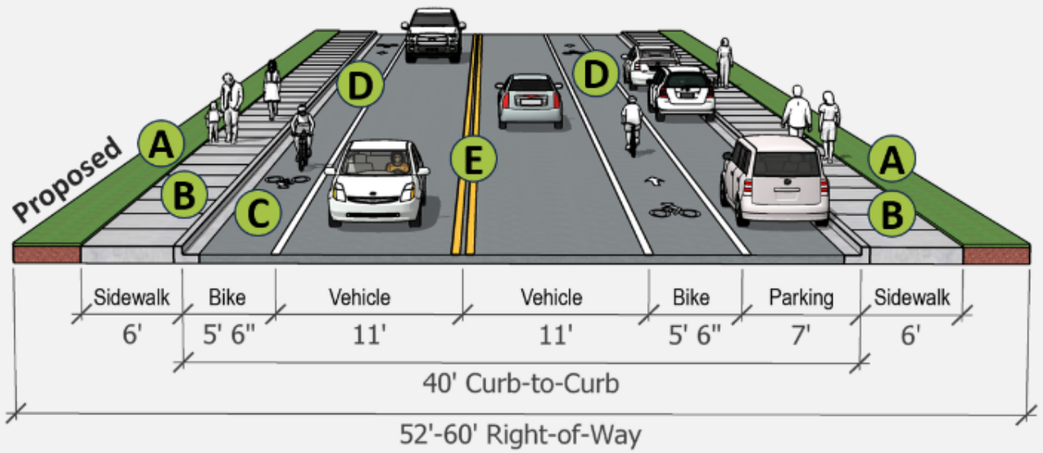
Near First Avenue



Near Wilco Road



A – Ensure fixed objects are clear of roadway
B – Install new or widened sidewalk; purchase ROW
C – Remove parking on north or south side of street
D – Install striped bike lanes
E -- Repaved roadway with narrowed travel lanes



Crossing Enhancements

Raised Intersections

Painted Intersections

Access Management

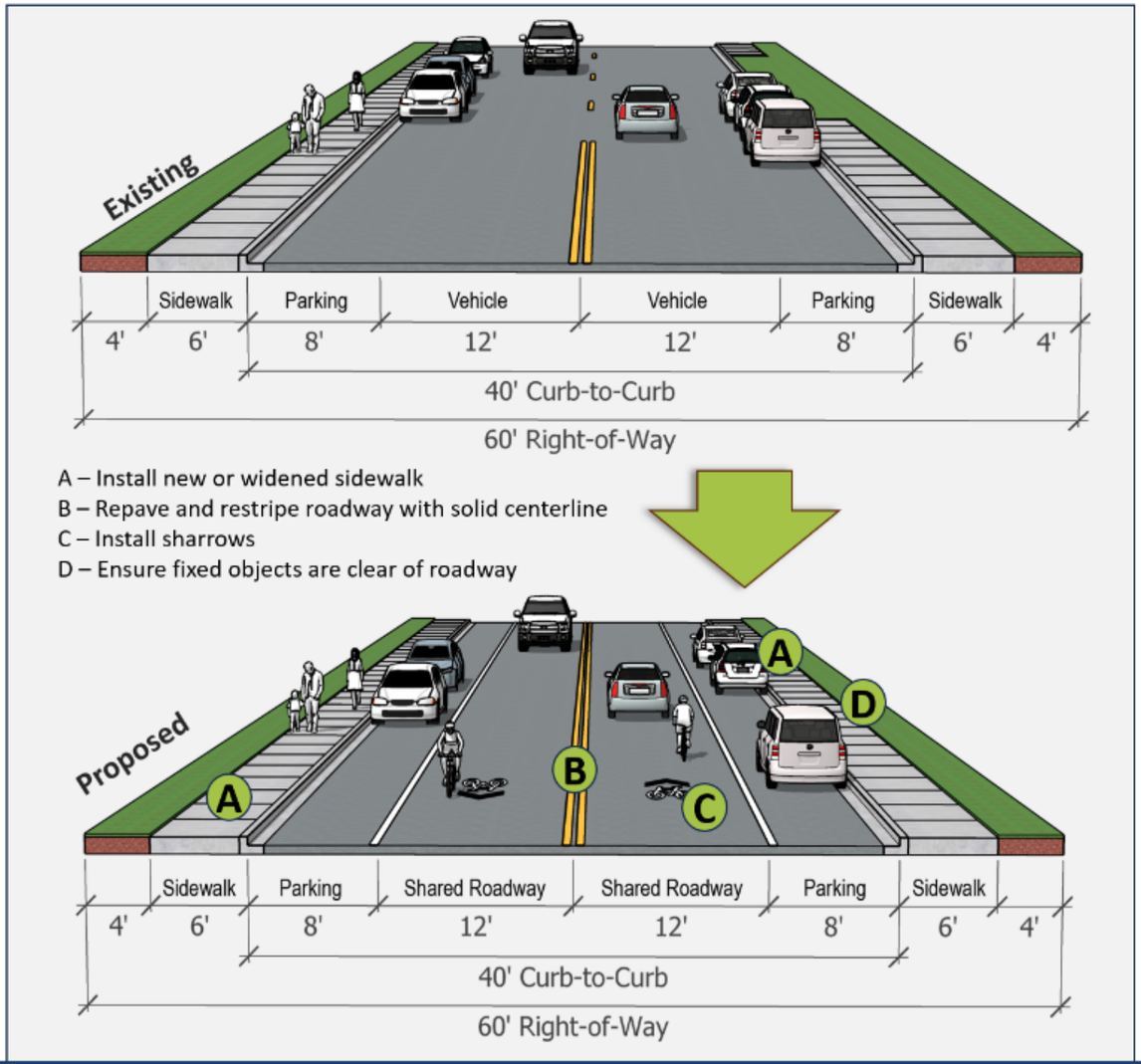
Trim Vegetation

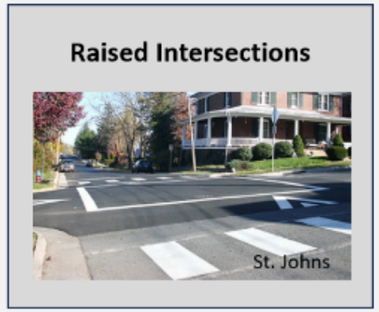
Roundabout

Conceptual Design Only: Final roadway design and the balance between roadway elements and right-of-way (ROW) will be subject to change based on further engineering analysis and public engagement.

Figure 4-5 Ida Street (Washington Street to First Avenue)

Potential Cross Section and Safety Treatments





Conceptual Design Only: Final roadway design and the balance between roadway elements and right-of-way (ROW) will be subject to change based on further engineering analysis and public engagement.

CHAPTER 5: IMPLEMENTING THE PLAN

5. Progress and Transparency

Treatments and strategies are to be prioritized for implementation based on the following factors:

- Expected safety performance
- The amount of time, energy, or cost required for implementation
- Ability to implement interim or quick-build project phases
- Support from partners (businesses, agencies, nonprofits, etc.) that are interested in assisting implementation
- Near-term public support or need for education/marketing campaigns for the treatments

FOR MORE DETAILED INFORMATION ON IMPLEMENTATION AND PROGRESS MONITORING, REFER TO THE STRATEGIES AND PERFORMANCE MEASURES MEMO IN APPENDIX C.

The following table shows each treatment or strategy with its expected timeframe for implementation actions.

Strategies and recommendations can be implemented in different orders as needs shift within the City, as funding becomes available, and as partner agencies have capacity to support implementation. When there are comparable opportunities, equity considerations should be evaluated.

The following partners have important roles in implementing the treatments and strategies documented in this plan:

- Stayton Public Works
- Marion County Public Works
- Stayton City Council
- Stayton Police Department
- Marion County Sheriff's Office
- Oregon State Police
- Local Schools, Businesses, and Advocacy Groups

Table 5-1 Implementation Timelines

Treatment or Strategy	Emphasis Area[1]	Near Term Action (<2 years)	Medium Term Action (2-5 years)	Long Term Action (>5 years)	Lead Agency/Partners
First Avenue Safety Treatments	**All**	●			Marion County Public Works Stayton Public Works
First Avenue/Marion Street Safety Treatments	**All**	●	●		Marion County Public Works Stayton Public Works
Locust Street Safety Treatments	**All**	●	●		Stayton Public Works
Washington Street Safety Treatments	**All**		●		Stayton Public Works
Ida Street Safety Treatments	**All**	●		●	Stayton Public Works
Crossing enhancements	🚶		●	●	Stayton Public Works Marion County Public Works
Traffic calming	🚶	●	●	●	Stayton Public Works
Filling sidewalk gaps	🚶	●	●	●	Stayton Public Works Marion County Public Works
Filling bicycle gaps	🚶	●	●	●	Stayton Public Works
Context-sensitive design	🚶		●		Stayton Public Works
Appropriate posted speeds	🚶		●		Stayton Public Works Marion County Public Works
20 is Plenty on local streets	🚶	●			Stayton Public Works
Dynamic speed feedback signs	▯		●	●	Stayton Public Works Stayton Police Department
Hardened centerlines and turn wedges	▯	●	●		Stayton Public Works
Education campaigns	▯	●	●	●	Stayton Schools Stayton Police Department Community Based Organizations
Targeted and high-viz enforcement	▯		●	●	Stayton Police Department Marion County Sheriff's Office Oregon State Police
Automatic traffic enforcement policy	▯		●	●	Stayton City Council Stayton Police Department
Low-cost countermeasures at stop controlled intersections	✕	●	●		Stayton Public Works
Updating Stayton land use and development code to increase safety analysis and mitigation	✕		●		Stayton Community & Economic Development

[1] 🚶 = Vulnerable Road User ▯ = Risky Driver Behaviors ✕ = Intersection ● = Action in Identified Timeframe

5.1 Tracking Progress

So that progress can be monitored and strategies adjusted as needed, the City set up performance measures in this SAP. Performance measures are important for many reasons: they help develop a better understanding of and linkage between the SAP and safety outcomes, they can help improve safety communication with the public and other project partners, and they create greater accountability for achieving the plan's safety goals.

We divided performance measures into "implementation metrics" and "outcome metrics" to ensure consistent efforts and measure safety outcomes over time. Implementation metrics evaluate progress towards implementing the strategies and treatments within the plan, whereas outcome metrics evaluate the effectiveness of the implemented projects and policies in reducing fatal and serious injury crashes.

Implementation metrics:

- Number of systemic intersection strategies and treatments implemented
- Number of systemic vulnerable road user strategies and treatments implemented
- Number of risky driver behavior strategies and treatments implemented
- Number of location-specific treatments implemented

Outcome metrics:

- Number of total crashes
- Number of fatal and serious injury crashes
- Number of fatal and serious injury crashes at intersections
- Number of fatal and serious injury rashes involving a vulnerable road user
- Number of fatal and serious injury crashes involving risky driver behavior

5.2 Funding

This SAP sets Stayton up to pursue a Safe Streets for All (SS4A) Implementation Program Grant—a vital resource for bringing the recommendations of an SAP onto the roadway. Without adoption of their SAP, Stayton cannot access SS4A funds, leaving safety improvements out of reach and making this plan a pivotal part of an achievable future.

The strategies and treatments within this plan cost money, and to achieve the goals of this SAP, Stayton must prioritize safety with the funding it requires. In addition to funding from an SS4A grant, this might include reallocating existing city funds or seeking additional funding sources. Other grant opportunities exist at the federal and state levels. Stayton's SAP may be eligible for transportation alternatives grants, transportation and growth management grants, pedestrian

and bicycle grants, and many others. At the local level, Stayton can explore tax increment financing and bonds.

5.3 Carrying the Vision Forward

Stayton is committed to ending deaths and serious injuries on its streets. This SAP is an essential push forward into a safer future for all, where no one has to worry about getting home safely. From lowering speeds to enhancing crosswalks, Stayton is making its transportation network safer, more connected, and more livable for generations to come.

APPENDIX A: EXISTING CONDITIONS MEMO

APPENDIX B: PUBLIC INVOLVEMENT SUMMARY

APPENDIX C: STRATEGIES AND PERFORMANCE MEASURES MEMO