

TSAC Minutes December 18, 2012

Agenda Items:

Agenda Item: Arterial and Collector Safety Program Approval

Background: The Crash study conducted by the City and KAI consultants is complete. There have been multiple presentations to TSAC. Staff seeks action from TSAC to implement the program.

Attachments: Multi Modal Traffic Safety Program Summary

Requested Action: Recommend City implements the Multi Modal Safety Program as its highest priority traffic safety tasks (this means lower level signing and striping and services requests will be a secondary priority) and conduct outreach to groups and committees noted below: In addition TSAC should appoint a spokesperson(s) to attend the outreach meetings below.

Outreach:

- Seek possible approval direction from Bend Metropolitan Planning Organization (MPO)
- Seek approval from the Deschutes Bike and Pedestrian Committee
- Seek approval and direction from the City of Bend Neighborhood Chairs Committee

Discussion Notes /Minutes

TSAC recommended staff implement the findings, goals and objectives in the Crash Study and that those projects in the study should take priority over Citizen Service Requests (CSR).

Take the presentation to MPO Policy Board, BPAC, NA Meeting.

There was discussion about taking the study to City Council. Perhaps send them the study. We should be able to send out a memo to city council – on Fridays – it is difficult to get work session time.

There was an idea to compare Cities – they are less than Bend. We are considering spending \$2 million to reduce crashes at some locations – enforcement is crucial.

Further ideas about what could happen if city spent \$2 million on enforcement would that reduce the need for engineering. And, is it possible to research what other cities have done in enforcement. Can we go back to those other cities in the study – do research on how they do enforcement? What about a special project for funding a separate enforcement issue and Schooling, municipal judge, put teeth into the enforcement. Bend is not that big and word would get out.

Time plot our data to see if there are other hours/days that need additional enforcement?

Could city conduct more pedestrian stings – or well publicized events – do violations go down or is there a sustained effect? DUI crashes when are they occurring? Put our resources toward a program – before and after data?

Speeding issues are reduced when there is a saturation of an area and upon a return it is found there are reduced violations.

Culture and enforcement – it affects how we act as part of the community. I-5 in Oregon vs. Washington. Hwy 22 is heavily enforced. Police are out there. It really affects how we drive.

Semi's could drive down 3rd – without a red light stopping – no regard for lights – the underlying idea was known to truckers. There is enforcement here – we can change that thought – we need to change that thought.

Training of drivers, then we need more consistent speed signing. Expressway is a joke at 45 mph.

Education is key since it is long term – enforcement is quite a deterrent. Education to those that get pulled over. Signs on buses...would rather have a million people pulled over and ticket rather than 1 injury. We don't think about the costs. Knowing the costs to the community is huge.

Some TSAC members have experience in education – the trickle up effect – seat belt safety and traffic safety. During the 80's to push seat belt safety laws...finally through education factor we were able to adjust mentality and get the data out there (200lbs x 30 mph = 6000 lbs of force). Starting at the elementary schools we want to get the word out there. Police enforcement and education – all levels of schools – not just elementary schools.

Program on DUI driving – to high schools – it involves goggles that students where to create an impairment similar to an intoxicant – motorized cars drive around – Darling – funding and time won't allow them to yet do it! Experiential =- they can get it into their brains that way. Enforcement is changed in our community.

Court side is important too – we need to get a judge that is all on the same page as us. We need to get the judge on the education and enforcement wave – I wonder if this report is something we can work on the judge. The more understanding we can bring it into the court – we might be able to get more buy in to what we are trying to accomplish that way.

Diversions rather than tickets – Enforcement + Education works – has a long term effect. Allow people to – get the news in multiple ways – do we allow diversion - ? Questions for police – to see if we can data point the issues – time of day – etc. Also what type of enforcement tickets – choice for a trial, diversion, etc.?

This is the highest priority – move forward with this Safety Program – summary report – our highest priority is this set of intersections – this is really what we want to focus on with police and engineering.

Agenda Item: TSAC meetings

Background: As noted in previous meetings over the last few years, the Transportation Division is resource challenged and is unable to hold a meeting every month.

Attachments: None

Requested Action: Approve the following Meeting Schedule:

January
March
June
September

Discussion/Minutes

TSAC meetings, wanted to get the safety program report finalized – please contact staff about meeting when you want one – email is fine But next meeting January March June September.

Agenda Item: SPIS Sites

Discussion/Minutes

Safety Priority Index System for ODOT – 3 years of data , volume, severity, # of crashes – score given. Red increased from last year. Blue decreased from last year.

Bold – top 5 % list. Region 4 look at top 10 %, skim the top 15%...see what is on the lists.

US 97/Robal – this is a top 5% site – advance signal heads (added to see around trucks). Additional corridor work on Hwy 97 report. Implemented Signal Coordination and Timing at 2007...seeing if it is helping.

US 97Reed Lane – 0 ped crashes after RRFB – increased compliance.

US 97 Powers signal and all (on as well as off) ramps – also installed 2011 advance signal heads (only 1 Rear End after). Include signing changes with safety funds. May need better advance signing and check sight lines.

US 20 Greenwood/7th to 9th – 3rd to 12th has been off and on spis list since we started - 8th street signal. – project now will improve signal – adding green bike lanes this spring 2013. Looking to next year for infrastructure changes.

US 20/27th TOP site in city of BEND – rear end + alcohol – responsive changes to timing this year– lowered speed limit – signs just installed (check). Many crashes are nb...add heads for advance.

US 20 Seward ave to Quimby 2011 did some signal changes – hope it makes impacts (also responsive changes to timing done this year)...bus stops and signal not working well together.

Couple of areas that we see enforcement – every intersection has an alcohol involved crash – not directional. 3rd Street and Greenwood – same.

OODT has done some improvements – and hope to continue that. Region 4, we have access to different funds – quick fix funds and we have spent money in Bend, Redmond, La Pine – lots of changes in La Pine – things are changing – enhance it and fix it changes to STIP...a little bit different – one program. Road departure program (for County) and intersection program for Bend. Yellow reflective tape around signal heads. Implementing STATEWIDE. 30% reduction in crashes based on that. State is moving ahead at a reasonable pace – there are a lot of grant opportunities – ODOT does enforcement grants on state hwy – special overtime – LOCAL agency needs to apply for them.

RRFB – very bright and slow down – look around – fewer skid marks...

City will post this SPIS on the web site.

Agenda Item: Information Items

Enforcement Update

Discussion /Minutes

POLICE reports – Sgt Pine out of traffic and into patrol. 3 retirements in June. Hiring process is 3 months – short academy local and then long academy in Salem...field training and evaluation program of 16 weeks...so we are down 3 spots from June, and another last month...so 4 spots down...Cory Darling is the Traffic report now – traffic reports direct to him for now.

Cites hand written, enter data, court, enter data, now ETICKETING will eliminate records writing and municipal report writing – will be direct to the system – at least for the TRAFFIC team for now.

Putting smaller issues that people bring up – on back burner – but how do we let folks understand that their issues were listened to? Can Cheryl Howard go out and look at the issues that are brought up? Speed in neighborhoods are issues – the more we can enlist and recruit people in the community? Get them on the team – from police and fire to come down and enforce – but what if we can educate/enforce from the grass roots – a collaboration? A buy – in? An extra set of liaisons?

CSRS

About CSRs, City now calls back asap and enter it into the database. Work on what we will be doing to respond. Point well made – the quicker the response – even if no – people appreciate it.

15th and Reed Market Intersection: City has 7 days of 24 hours of video for Rail Crossings – idea of VMS...choice – train ahead – divert – option to allow diversions. Graphic handed out – one page hand out – plus TRAIN information. RABs near trains – in Wisconsin there are several roundabouts within 100' of tracks...SLC has light rail runs through the middle of their RAB...ours has 1,450 feet! Quite a bit more – and our rail has much fewer trains than these other communities.

10 trains per day – AM worse than PM.

Tanker truck – does it fit – and convenience how easy it is to get in and out. We can accommodate all moves.

18th & Empire – is similar design – it is functioning – some confusion – signs are all there – legends are worn off – but people stay to left when they are going straight -0 so it is not working perfect – it is very similar to the Cooley one. Radio station parking lot – speed hitting the turn and going into the radio station...

Adjourned 10:40 AM.