



## MINUTES

### Traffic Safety Advisory Committee

#### Council Chambers

September 16, 2014

**(8:15 a.m.) WELCOME & INTRODUCTIONS**

**(8:20 a.m.) Approval of Minutes**  
Attachment: 6-17-2014 minutes  
Minutes approved

**(8:25 a.m.) Review Agenda**

Added Galveston update

**(8:30 a.m.) Comments from the Public**

Doug Knighted noted that one of the citizens along Riverside near Idaho, Will Hargrove, has written emails regarding speeding and driver yielding to pedestrians in the Idaho crosswalk – requested speed patrols as well as increased signing on Riverside Boulevard for pedestrian crosswalk at Idaho. Some recent data indicates the 85% speed is 29 mph and that driver yielding to pedestrians within the crosswalk is 99% at Tumalo and 93% to 96% at Idaho. Gaps exist in the traffic stream, allowing crossings to occur without any conflicting traffic being present. The city is processing the request as a Citizen Service Request and may consider adding crosswalk signs to Idaho.

Larry Kieruff noted that folks within Boyd Acres Neighborhood Association have been calling him complaining of speeds and increased traffic volumes on Sierra Drive in NE Bend. This local street is seeing new homes constructed along it. Amy Barry with the planning department will call Larry to provide information regarding the land use approvals and what additional traffic as well as new roads have been approved.

Tom Stump provided information on Ashland's Road Diet – he drove it and agrees with the Kittelson slideshow presentation we were given last quarter – it drives well and feels very safe. He felt the road diet has increased walking and biking activity as well as safety for all modes as well as provided for smoother operations for autos.

Chuck Arnold, Downtown Business Association manager noted he supports Greenwood Avenue being a 3-lane facility. He believes the association would like to talk about it more and could see benefits to safety, downtown expansion north of Greenwood, and more customer satisfaction with parking, biking and walking facilities that could then be

#### TSAC

##### Voting Members

Nick Arnis, Transportation Div Manager (Chair)  
Thomas Stump, citizen (Vice Chair)  
Denice Blake, BLPSD  
Clint Burleigh, Police  
David Howe, Fire Department  
Erik Huffman, citizen  
George Kolb, Deschutes County Road Dept  
Joel McCarroll, ODOT Region 4 Traffic Manager  
Bill Michalek, citizen  
David Olsen, citizen alternate  
Jim Roberts, citizen  
Colin Stephens, Community Development Dept  
Michael Toney, citizen

##### Non-Voting Member Liaison to City Council

Doug Knight

provided on Greenwood Avenue. He also noted that bike parking has been worked on recently and a joint project with the association and city is beginning to provide group bike parking at key locations so that families and friends can all bike together and have a single place to park. He also noted that there was support from the association to remove the traffic signal at Oregon to provide for improved walking and traffic flow (would look/feel like Minnesota Avenue). As a citizen near Metolius, he felt the operations were working well (this is supported by Clint Burleigh's (Bend PD patrol captain) speed data from police volunteers who have not found speeding issues on that road when measured by speed radar.

Dave Howe with Bend Fire Department would like the impact looked at to see if there would be a negative impact on fire vehicles with the signal removal.

Denise Blake noted that 30 times since September school start (less than 2 weeks) drivers illegally passed a school bus when its stop paddle and lights were activated.

Please note that there appears to be steps that the district and citizens can take to help catch folks that do this. See attached ORS 811.155, 811.157 and 811.159.

**(8:45 a.m.) Safety Implementation Project – Update: Robin Lewis**

**(BWIP) Bicycling Walking Infrastructure Priorities – Subcommittee  
Update: Robin Lewis**

Larry Kierulff noted that Reno has cycle tracks and separated bikeways that seem to operate well.

Brett Yost and others discussed the rules applying to people on bicycles passing slower moving automobiles and how that plays into right turn hook crashes for auto-bike. ORS 811.415 is attached. We may need some legal interpretation of this, but the clause, 'may safely make the passage under the existing conditions' is probably key to the interpretation should a right turn hook crash occur. The advice provided during the meeting was for the person on the bike to slow down and watch for right turning vehicles, allowing the queue to dissipate at the same pace as your approach, and to remain within the driver's vision at all times, keep clear of blind spots. With the motto being better safe than right - be aware of the conflicting movement potential, proactively putting yourself in the safest position.

Kim Curley said Commute Options could host a bike class for adults as part of the Drive Less Connect Challenge in October. She will send out information about where and when.

There are some countermeasures being discussed as part of the design project to address this sort of crash at Neff/Purcell, 3<sup>rd</sup>/Franklin and 3<sup>rd</sup>/Reed Market Road. One countermeasure that fits the downhill approach of Neff at Purcell has been used with success in Portland Oregon. It is a dynamic sign that is triggered by a loop detector in the bike lane and timed with the traffic signal. Here is an image of the device and a discussion by Peter Koonce of Portland DOT.

[http://koonceportland.blogspot.com/2011\\_11\\_01\\_archive.html](http://koonceportland.blogspot.com/2011_11_01_archive.html)



Jim Roberts talked about success NY City has found with left hand bike lanes on one way streets. Other communities in the US have also implemented left hand bike lanes; Portland Oregon and Seattle Washington being two of our neighbors using this technique. The July 2014 ITE Journal has an article on the apparent benefits. Attached.

**(9:00 a.m.) Police/Enforcement – Clint Burleigh**

May and June 2014 data indicates that 10% of all tickets were for distracted driving, while 13% to 18% were for speeding. Clint noted he is working with ODOT's Traffic Safety department to fund a distracted driving detail in Bend. The City's Road Users Safety Task Force would like to also participate. More on this next year as more details are known.

**(9:15 a.m.) Items added to Agenda**

Nick Arnis noted that the Galveston Streetscape project will be hosting their public open house on October 8. They will also be meeting with the Riverwest Neighborhood Association.

An MMA update was also provided. The City Council will hear the results of the plan on October 13.

Tom Stump asked about Rail Crossing and Noise for the SE area of Bend. Nick noted that the newly reconstructed rail crossing on Reed Market Road is installing new equipment and controllers so that should a Quiet Zone be approved by the federal government, then one can more readily and simply be installed.

Kent Garliepp inquired about the Brosterhous overlay. This is scheduled for next year and work is being pursued to widen the road for a bike lane between the RR Undercrossing and Knott Road.

**(9:25 a.m.) Adjournment/reminders**

Next TSAC Meeting - December 16 - 8:15 AM to 10:00 AM

Larry Kierulff also noted that there is a BANA meeting September 29<sup>th</sup> at 6:30 PM.

Attachments:

ORS 811.155; ORS 811.157; ORS 811.159; ORS 811.415; and  
ITE Journal July 2014, The Difference Between Right and Left Bike Lanes,  
Peter Trinh, P.E., Seattle WA

## Attachments

**ORS 811.155 Failure to stop for bus safety lights; exemptions; penalty.** (1) A driver commits the offense of failure to stop for bus safety lights if the driver meets or overtakes from either direction any vehicle that is stopped on a roadway and that is operating red bus safety lights described under ORS 816.260 and the driver does not:

- (a) Stop before reaching the vehicle; and
- (b) Remain standing until the bus safety lights are no longer operating.

(2) The following apply to the offense described in this section:

(a) The offense described in this section does not apply if the vehicle operating the bus safety lights is not permitted under ORS 816.350 and 816.360 to operate red bus safety lights.

(b) A driver need not comply with this section if the vehicle operating red bus safety lights is stopped on a different roadway.

(3) The offense described in this section, failure to stop for bus safety lights, is a Class A traffic violation. [1983 c.338 §583; 1985 c.16 §290]

**811.157 Report by driver of violation of ORS 811.155; contents.** (1) The driver of a school bus, worker transport bus or a bus issued a permit under ORS 818.260 may report a violation of ORS 811.155 to the local law enforcement agency having jurisdiction over the area where the violation is alleged to have occurred.

(2) A report under subsection (1) of this section shall be made within 72 hours of the alleged violation and shall contain:

(a) The date and time of day of the alleged violation;

(b) The name of the street on which the bus was traveling at the time of the alleged violation and either the approximate address or the name of the closest intersecting street;

(c) The direction in which the bus was traveling and the direction in which the vehicle alleged to have committed the violation was traveling;

(d) The weather conditions, including visibility, at the time of the alleged violation; and

(e) The following information about the vehicle alleged to have committed the violation:

(A) Number and state of issuance of the registration plate; and

(B) Whether the vehicle is a sedan, station wagon, van, truck, bus, motorcycle or other type of vehicle.

(3) In addition to the information required by subsection (2) of this section, the report may contain any other identifying information, including but not limited to color of the vehicle, that the reporting bus driver has about the vehicle or the driver of the vehicle alleged to have committed the violation. [1987 c.654 §2]

**811.159 Law enforcement agency response to report of violation of ORS 811.155.** Upon receipt of a report containing the information required by ORS 811.157 (2), the law enforcement agency shall determine the name and address of the

registered owner of the vehicle and shall send the registered owner a letter informing the owner that the vehicle was observed violating ORS 811.155. The letter shall include, at a minimum, information from the report filed under ORS 811.157 specifying the time and place of the alleged violation. [1987 c.654 §3]

**811.415 Unsafe passing on right; penalty.** (1) A person commits the offense of unsafe passing on the right if the person:

(a) Drives a vehicle to overtake and pass upon the right of another vehicle at any time not permitted under this section.

(b) Drives a vehicle to overtake and pass upon the right of another vehicle at any time by driving off the paved portion of the highway.

(2) For purposes of this section, a person may drive a vehicle to overtake and pass upon the right of another vehicle under any of the following circumstances:

(a) Overtaking and passing upon the right is permitted if:

(A) The overtaken vehicle is making or the driver has signaled an intention to make a left turn;

(B) The paved portion of the highway is of sufficient width to allow two or more lanes of vehicles to proceed lawfully in the same direction as the overtaking vehicle; and

(C) The roadway ahead of the overtaking vehicle is unobstructed for a sufficient distance to permit passage by the overtaking vehicle to be made in safety.

(b) Overtaking and passing upon the right is permitted if the overtaken vehicle is proceeding along a roadway in the left lane of two or more clearly marked lanes allocated exclusively to vehicular traffic moving in the same direction as the overtaking driver.

**(c) Overtaking and passing upon the right is permitted if the overtaking vehicle is a bicycle that may safely make the passage under the existing conditions.**

(3) The offense described in this section, unsafe passing on the right, is a Class B traffic violation. [1983 c.338 §638; 1987 c.158 §169; 2005 c.316 §1]

Separate attachment – Left Hand Bike Lanes

Traffic Safety Advisory Committee 9-16-2014.

<u>Name</u>	<u>Association</u>
Larry Kierulff	Boyd Jones NA
Joe Rarney	SBNA
Ashleigh Griffin	Kittelson & Associates
Kim Curley	Commute Options
Jovi Anderson	Bend MPO
Bret Yost	OBNA
Drug Knight	City Council
Robin Lewis	City of Bend.
Julie Hamilton	RWNA
Kent Garliepp	OFDMA
Colin Stephens	City of Bend
Erik Huffman	Citizen Member
DAVE HOWE	CITY OF BEND FD
Tom Stump	Citizen
Nick Arnis	City of Bend.
Denise Blake	Bend Hartline Schools
DAN SERPICO	ODOT
Jim Roberts	CITIZEN