



TRAFFIC SAFETY ADVISORY COMMITTEE **2009-2010 ANNUAL REPORT**

Members

Bend City, Public Works Director—Chair	Nick Arnis (Designee)
Bend City, Citizen Member—Vice Chair	Thomas Stump
Bend City, Community Development	Mel Oberst
Bend City, Fire Department	Doug Koellermeier
Bend/LaPine School District	Denice Blake
Bend City, Police Department	Captain Cory Darling
Oregon Department of Transportation	Dan Serpico
Deschutes County Road Department	George Kolb
Citizen Members	Harold Anderson, Winchell Craig, Erik Huffman, Rex Wolf



Transportation Division Public Works

Executive Summary

Purpose of the Traffic Safety Advisory Committee (TSAC)

The Bend City Council, under Resolution #2221, Adopted in 1996, established TSAC to provide the citizens of Bend with coordinated traffic safety programs and services that will have full public support and participation of City of Bend Departments and provide a unified approach to addressing traffic safety issues.

Primary Functions and Duties of TSAC

The three goals of TSAC are to provide **Engineering, Enforcement and Education** activities concerning traffic safety for the public.

Citizen and staff committee members meet once a month to hear concerns from citizens and neighborhood associations, and discuss current and ongoing safety programs. The committee reviews proposed safety project budgets and recommends projects for design and construction.

The Annual TSAC Accomplishments FY 2009/10

Engineering – Construction – Traffic Safety Studies/Plans

Arterial and Collector Street Safety Projects

Colorado (Simpson to Century Drive) Bike Lanes and intersection improvements:

The project installed bike lanes on Colorado, improved curb radius at the Colorado/Simpson roundabout and Colorado/ Columbia intersections, improved pedestrian crossings at those intersections and enhanced pedestrian crossings and reduced landscaped median clear vision issues.



Public Works

Local Street Safety Projects

Tempest /Larkspur Trail Crossing

This project improved the crossing at the Larkspur Trail location on Tempest Street and provides a good design template for possible future improved crossings.



Harmon/Nashville

Project was a partnership with the School District that installed sidewalks, pedestrian crossings, and enhanced on street parking and multi modal access and connectivity. The project on Harmon was a stage of possibly more multi modal and traffic safety improvements on Harmon.



Transportation Division Public Works

Traffic Safety Studies / Plans/Citizen Service Requests (CSRs)

TSAC members formed a Citizen Service Request (CSR) sub-committee with members of the Neighborhood Associations in order to address the backlog of CSRs received by the City. The Neighborhood Associations were instrumental in identifying persistent traffic related problems as opposed to nuisances and one-time types of issues.

A goal for City staff is to continue to use the Neighborhood Associations and TSAC citizen volunteers to review and sort groups of CSRs into a priority list for staff to also review and then respond to the requests. Staff time is very limited because of significant resource reductions.

2009/10 Traffic Education/ Enforcement / Accomplishments

Seatbelt Three Flags Enforcement Grant

This grant was an overtime reimbursement grant for Seatbelt Enforcement. The grant was received from the Oregon Association of Chiefs of Police in the amount of \$3,610.00.

DUII Grant

This grant was an overtime reimbursement grant for Driving under the Influence of Intoxicants. The grant was received from the Oregon Association of Chiefs of Police in the amount of \$4,300.00.

Speed Enforcement Grant

This was an overtime reimbursement grant for Speed Enforcement focusing on the Parkway along with a receipt of a Laser Radar Unit. The grant was received by the Oregon Department of Transportation in the amount of \$5,715.00.

MATT Details:

Approximately once a month

DUII Impact Panel:

Sergeant Chris Carney spoke at several of these throughout the year.

Worked with Road User Task Force

Sergeant Chris Carney worked with Road User Task Force in a two week media blitz on a bicycle and motorist “Share the road campaign”.

Matt Baldwin developed a safe driver education program, which he is visiting our local high schools and teaching students.

Future plans:

More education through the media and enforcement projects.

This year through budgetary downfalls, the Bend Police Department Traffic Unit lost 2 positions and will no longer be working a DUII Shift.

Statistical Data shown reflects a calendar year (January – December) data rather than a fiscal year data.

	Traffic Unit Only	Department as a Whole
Crashes		504 (199injury and 303 Property)
Fatal Crashes		2
Citations	4,883	12,144
School Zone Cites	85	59
DUII's	14	445
Impounds		485
Speed	2,477	3,228
Fail to Obey TCD	562	1,188

In 2009 the Traffic Team noticed a large number of crashes on Reed Market between 3rd Street and the Parkway entrance/exit, just west of Division. There were a total of 22 crashes along this corridor. Seven of the 22 crashes occurred at the intersection of Reed Market and Division. The Traffic Team decided to designate this area as a traffic enforcement priority, in an effort to reduce the number of crashes.

In 2010 The Reed Market corridor had a total of 15 crashes and the intersection of Reed Market and Division had 1 crash. The **overall reduction in crashes** for the area was 7, while the main area of actual presence and enforcement so crashes drop from 7 to 1.

In 2009 the City of Bend had 1,309 crashes reported to the 911 Dispatch Center. In 2010 the City of Bend had 1,613 crashes reported to the 911 Dispatch Center. While it may be difficult to attribute this significant increase of crashes to one specific reason, it is clear that when Traffic presence and enforcement is focused in a specific area, the direct impact is a reduction in crashes and an increase in compliance.

Transportation Division Public Works

Speed surveys show top speeds have been reduced on the Parkway; however, the average speed is starting to move slightly upward.

New software has been purchased to assist in traffic crash reconstruction. The software has the ability to produce animation. This is based on electronic data collected at the time of the investigation.

The traffic survey program has been expanded to include additional volunteers. A more systematic schedule is in place to identify problem areas that do not get mentioned by citizens. The data will also be used to demonstrate a nexus between two or more problem areas.

2010/11 Traffic Education Accomplishments

Mutli modal transportation education programs are implemented by the Transportation Division, Metropolitan Planning Organization (MPO) , Police Department , and Commute Options .

RUST-Force (Road User Safety Task Force)

The Road User Safety Task Force (RUSTF) was created in response to the increase in bike crashes in the city of Bend. The task force was created by the Traffic Safety Advisory Committee and supported by Deschutes County Bike and Pedestrian Advisory Committee and Commute Options. We have members from Bend MPO staff, City of Bend TSAC advisory, Bend Police Department, Bike and Pedestrian Advisory Committee, citizen volunteers and Commute Options staff. The Bend Metro Planning Organization working with RUSTF was awarded a 2011 Building Safer Communities Mini-Grant from the Alliance for Community Traffic Safety in Oregon (ACTS Oregon) and ODOT- Transportation Safety Division. Grant monies will be used to create Public Safety Announcements and print ads. The project has used a three pronged approach creating PSA's to be shown on local TV, print ads for newspapers and posters and coasters that will be printed and distributed at local community events. The safety messages will focus on wrong way riding, riding under the influence and See & Be Seen. RUSTF plans on focusing on the drunk riding and wrong way riding promotions through the summer and then using the See and Be Seen campaign (both posters and PSA's) in September when the riding in the dark is more prevalent. .

Safe Routes to School Education (SRTS) Program – Commute Options

The education part of the SRTS program is conducted by Commute Options. This past year the program appeared at thirteen schools in Central Oregon. Commute Options teaches bicycle safety, sponsors walking school buses, and organizes with the school district varied safety curriculum and courses that encourage walking and biking to school. The events to implement the program include the International Bike and Walk to School Day, Walk and Bike Challenge Month and the Foot Powered Fridays.

Commute Options continued to implement the following activities and events in 2010:

- Bike Mobile Traveling Safety show at various Bend locations
- Bicycle and pedestrian encouragement programs at local events
- Bike rodeos (bike rodeo equipment is stored at Commute Options)
- Actively participate on the Deschutes County Bicycle and Pedestrian Advisory Committee
- Healthy Active Central Oregon/Kids@Heart coalition-working to prevent childhood obesity
- Bike and pedestrian planning and design efforts
- Encouraged and promoted trail, transit and various bike and pedestrian plans and projects
- Assisted with resolving bike and pedestrian issues related to transit

Expected Accomplishments for 2011

Engineering – Design- Construction- Studies/plans for 2011

Arterial and Collector Street Safety Projects

12th and Greenwood (Highway 20)

Improve the existing pedestrian crossing at this location with a pedestrian activated signal. This joint City and ODOT project has the City providing the design and ODOT funding the project.

Local Street Safety Projects

Daggett Lane (Ensworth School to Wells Acres)

The project will improve safety on this corridor with three traffic circles and a pedestrian crossing at Ensworth School. The project recently received ODOT Safe Routes to School funding. The City has final designs for the project and construction will begin in 2011.

Bear Creek (Craven to Cessna)

This is a Safe Routes to School project for installing sidewalks on this section of Bear Creek which further completes the sidewalk facilities for a safe walking route to Bear Creek School. Construction is scheduled for 2011 however right of way and stormwater design and issues will likely delay this to a 2012 project.

Traffic Safety Studies and Plans/Designs

Riverside Bike and Pedestrian Grant Design and Project

The City was awarded a \$600,000 grant from OODT to install buffer bike lanes, reconstruct the Riverside/Tumalo Avenue intersection, and create safer pedestrian crossings. These types of bike lanes, buffered, are unique in the state because a 2-3 foot stripe area is painted next to the bike lane that provides a wider bike riding zone. The Galveston/Riverside/Franklin corridor is a significant bike route for the City as a east-west connection.

The design will begin summer 2011 with construction targeted to 2012. The grant as mentioned is \$600,000 from ODOT and a \$300,000 match from the City.

Galveston Avenue Improvements

Galveston property owners and businesses, City staff, and interested individuals have formed the Galveston Improvement Task Force. The group created a project charter to guide their purpose and decisions. The committee is currently forming street improvement options that will be presented for review by business and property owners. When an option concept is selected the City is expected to provide design funding to complete a design and seek funding for construction.

The committee will continue to refine its options during the Summer 2011 and then begin a design process which should begin Winter 2011 depending on the complexity of the concept and public review process.

Multi modal crash and volume data collection and management

The City has hired DKS and Associates to analyze, create and propose options for crash and multi modal (bikes, peds, vehicles) volume data management and collection. The City currently has a somewhat convoluted collections and management system for crash and volume data. This data is also collected by multiple agencies and City departments. The City is seeking a more rational, efficient, and purposeful data collection process and management.

The work has begun and is expected to be completed by December 2011. The contract is \$80,278.

Arterial and Collector Crash Criteria and Evaluation

When staff with TSAC concurrence decided to separate bike and pedestrian types of projects from the vehicle safety types of projects, there was a need to reassess criteria and evaluation process for crash safety projects. The City has hired Kittelson and Associates to perform this work. Tom Stump will serve as the TSAC representative on this project team.

The work is expected to begin the Summer 2011 and last until Spring 2012 with a budget of \$50,000.

2010/2011 Traffic Enforcement Expected Accomplishments and Goals

- Sponsor a bicycle rodeo to increase bicycle safety awareness.
- Implementation of a Bicycle Diversion Program through a partnership with Deschutes County's Bicycle Pedestrian Advisory Committee, Road User Task Force, Commute Options, local bicycle advocates, local law enforcement agencies, Deschutes County Justice Court, and the City of Bend Municipal Court.
- Be more proactive in our contact with the media. Explore Public Service Announcement opportunities.
- Formalize educational presentations in local schools targeting speed and distracted driving issues.
- Explore possible State Farm grant money for education in local schools.
- Complete at least four (4) Pedestrian Safety Enforcement Details. These will be conducted once a month beginning in June and will conclude in September.
- Implement a Cell Phone Diversion Program through a partnership with the City of Bend Municipal Court.

2010/2011 Traffic Education Expected Accomplishments

- Continue the Safe Routes to School with the following:
 - Secure Safe Routes to School funding for elementary and middle schools in Bend
 - Participate in Safe Routes to School statewide committee
- Continue Bike safety education courses in area schools
- Continue and expand walking school bus program
- Continue Bike Mobile Traveling Safety show
- Continue Bike rodeos
- Continue to coordinate with Healthy Active Central Oregon coalition and Deschutes County Bicycle and Pedestrian Advisory Committee
- Continue and expand Commute Options incentives in schools

Transportation Division Public Works

- RUST-Force (Road User Safety Task Force) offering “brown bag/lunch and learn” sessions to teach bicycle safety to adults in the workplace
- Next year, RUSTF plans on applying for the next round of ACTS funding in September 2011. The project for the 2011 ACTS mini-grant application has not been selected. Please contact RUSTF at www.bendmpo.org/SharetheRoad.html for more information, join the discussion or provide ideas to promote road safety in Bend

Crash Data Summary

Random Crash Statistics:

- The average economic cost of a crash: (National Safety Council 2010)

Fatality:	\$1.3 million
Incapacitating injury:	\$63,500
Non incapacitating injury	\$21,800
Property damage:	\$8,300

- Average comprehensive cost of a crash: (National Safety Council 2010)

Fatality:	\$4.2 million
Incapacitating injury:	\$214,200
Non incapacitating injury	\$54,700
Property damage:	\$8,300

- Converting stop sign and signal controlled intersection with roundabouts reduces severe crashes by 39% and 76% for all injury crashes, and a 90% reduction in fatal and incapacitating injury crashes. (Insurance Institute for Highway Safety, 2000)

- An estimated 93% of crashes are caused by some form of driver error. (Takallou 2010)

- FHWA study of crosswalks (February 2002) “revealed that on two-lane roads, the presence of a marked crosswalk alone at an uncontrolled location was associated with no difference in pedestrian crash rate, compared to an unmarked crosswalk. Further, on multi-lane roads with traffic volumes above about 12,000 vehicles per day, having a marked crosswalk alone (without other substantial improvements) was associated with a higher pedestrian crash rate (after controlling for other site factors) compared to an unmarked crosswalk. Raised medians provided significantly lower pedestrian crash rates on multi-lane roads, compared to roads with no raised median. Older pedestrians had crashes that were high relative to their crossing exposure.

- A Florida study (National Highway Traffic Safety Administration, 1999) found that a pedestrian struck by a car moving 36 to 45 mph was almost twice as likely to be killed than one struck by a car moving 26 to 30 mph

City of Bend Crash Data Tables 2008 – 2011

2008 - 2011 High Crash Locations - City of Bend	Tuesday, July 12, 2011
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LOCATION	Crashes Reported	Total People Injured	FATAL	INJURY	PDO
61601 REED MARKET RD/2400 SE 27TH ST BEND OR	15	8		3	12
2000 NE NEFF RD/1600 NE PURCELL BLVD BEND OR	15	8		6	9
222 SE 3RD ST/1116 SE REED MARKET RD BEND OR	14	13		7	7
REED LN/S HWY 97 BEND OR	12	15		8	4
NW ARIZONA AVE / 700 NW WALL ST BEND OR	12	5		3	9
61599 REED MARKET RD/1499 SE 15TH ST	12	11		5	7
1000 NE 8TH ST/800 NE GREENWOOD AVE	11	7		7	4
61599 AMERICAN LN/998 SE REED MARKET RD BEND OR	11	3		2	9
NW COLORADO AVE/SB PARKWAY BEND OR	11	7		6	5
HWY 20/NE 27TH ST BEND OR	10	7	1	4	5
OB RILEY ROAD/COOLEY ROAD BEND OR 97701	10	8		7	3
1000 NE 3RD ST/301 NE GREENWOOD AVE BEND OR	9	3		2	7
20021 BROOKSWOOD BLVD/61371 POWERS RD BEND OR	9	10		6	3
N HWY 97/ROBAL RD BEND OR	9	9		3	6
NB PARKWAY/POWERS RD BEND OR	9	8		5	4

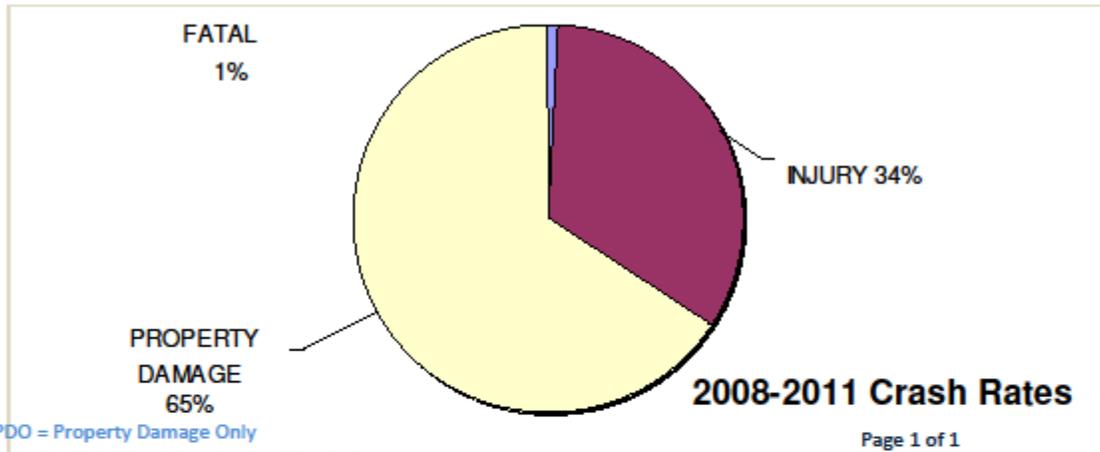
PDO = Property Damage Only
 Criteria: Event Location not "parking lot", not Pedestrian or Bike related.
 Reported crashes by location greater than 5 through 5/31/2011

Total Crashes by Year City of Bend - TSAC Annual Report

	2008	2009	2010	Crash Trend Chart
COLLISION	149	161	288	
HIT & RUN	93	44	64	
FIXED OBJECT	51	30	57	
OVERTURNING	19	32	28	
PEDALCYCLIST	13	8	12	
NON-COLLISION	2	5	9	
MOTORCYCLE	4	5	7	
PEDESTRIAN		4	7	
ANIMAL	6	3	4	
COLLISION/TRUCK INVOLVED	3	2	3	
MOTORCYCLE/TRUCK INVOLVED		1		
HIT & RUN/TRUCK INVOLVED			1	
PEDESTRIAN/TRUCK INVOLVED		1		
OVERTURNING/TRUCK INVOLVED		1		
FIXED OBJECT/TRUCK INVOLVED		1		

2008 - 2011 Crash Severity City of Bend

Crashes Reported	Total People Injured	FATAL	INJURY	PDO
297	210	2	126	169



2008 - 2011 Bike and Pedestrian Crashes - City of Bend

7/12/2011

LOCATION	Type	Total Reports	FATAL	INJURY	PDO
1000 NE 8TH ST/800 NE GREENWOOD AVE	PEDALCYCLIST	6		3	3
1101 NW GREENWOOD AVE/400 NW WALL ST BEND OR	PEDESTRIAN	3		3	
1000 NE 3RD ST/301 NE GREENWOOD AVE BEND OR	PEDALCYCLIST	3		3	
61599 REED MARKET RD/1499 SE 15TH ST	PEDALCYCLIST	2		2	
600 SE 3RD ST/300 SE WILSON AVE BEND OR	PEDALCYCLIST	2		1	1
600 NE 3RD ST/301 NE FRANKLIN AVE BEND OR	PEDALCYCLIST	2		1	1

PDO = Personal Damage Only
 Search Criteria: Event location not parking lot.
 Total reported crashes by location greater than
 1 through 5/31/2011

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City of Bend Crashes by Year - TSAC Annual Report 2011

	2008	2009	2010	2011
Grand Total	340	298	480	172

