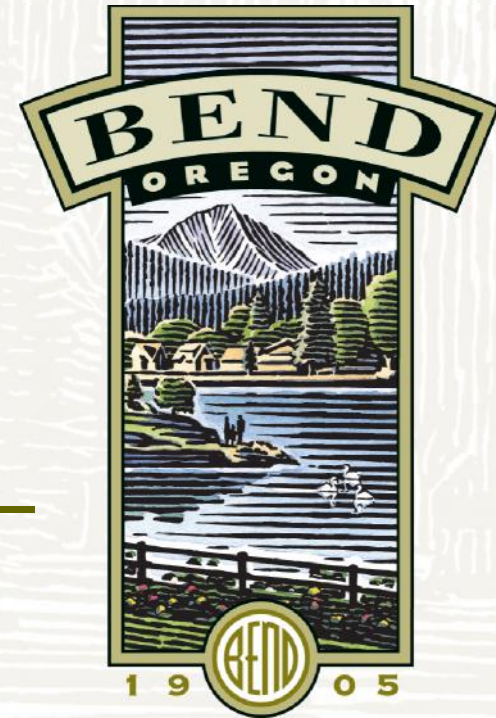

Multimodal Traffic Safety Program 2012-2014

City Council Work Session
April 3, 2013

Police Department and
Engineering Infrastructure Planning Department



Multimodal Traffic Safety Program



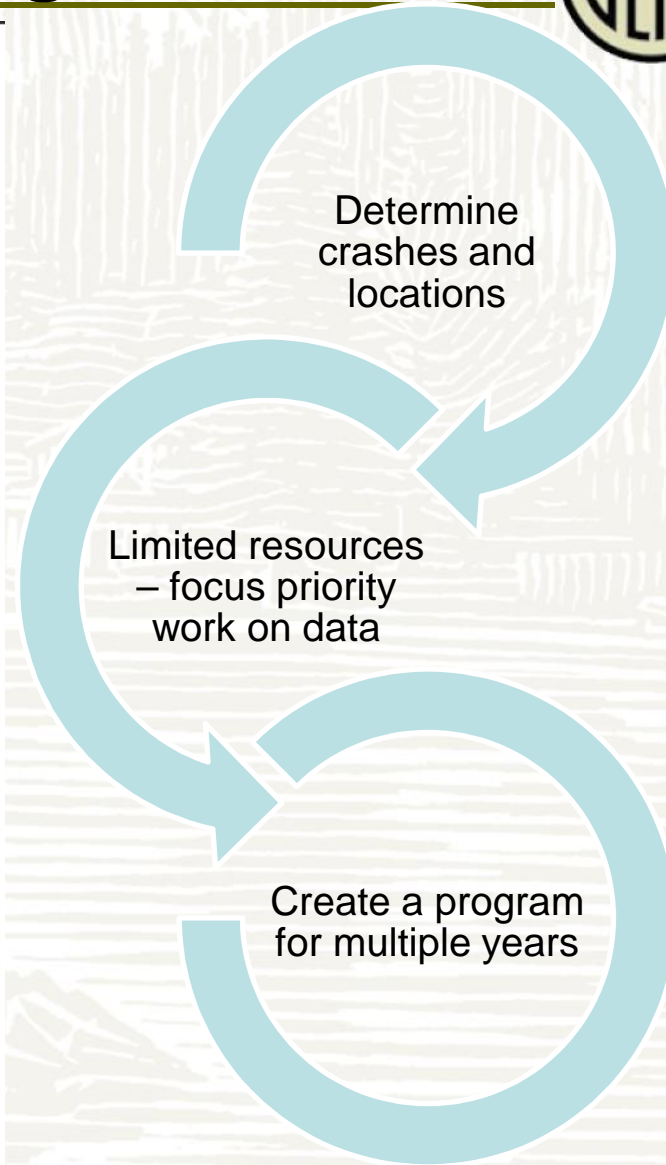
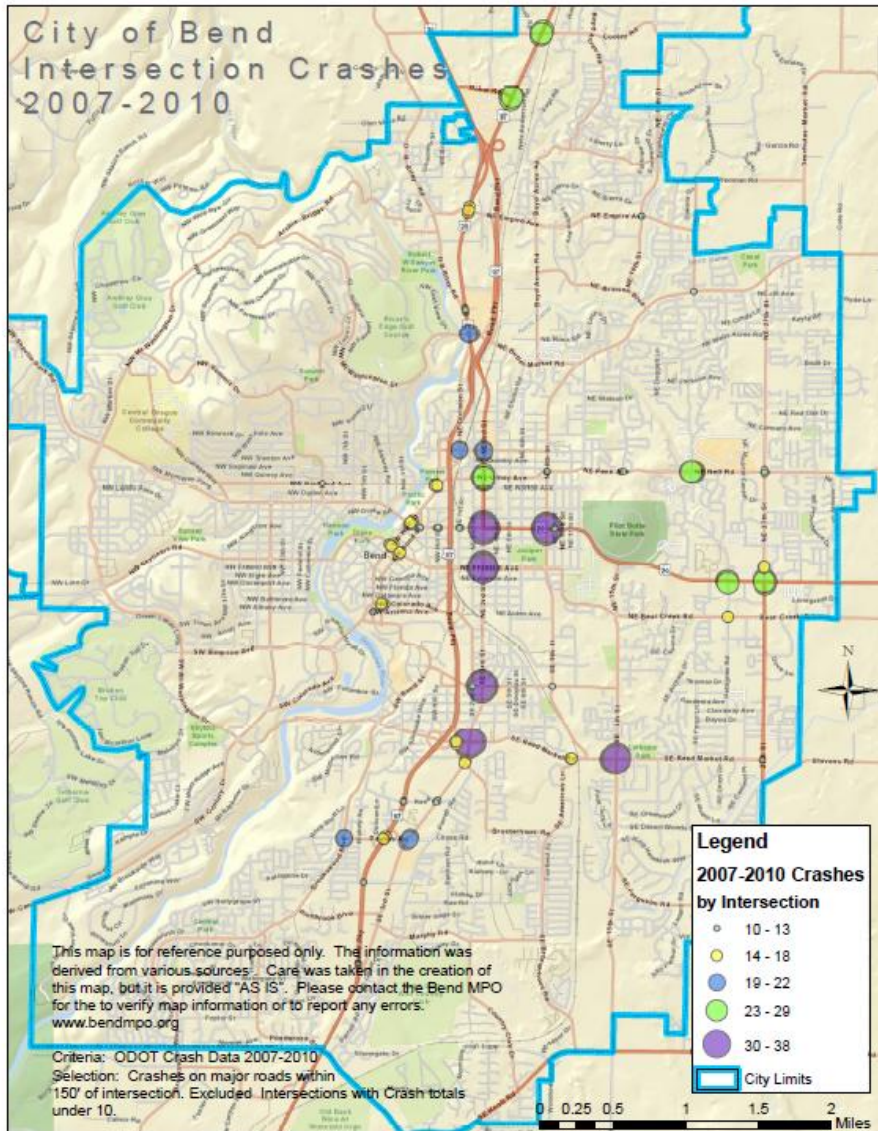
Review Findings

Strategies

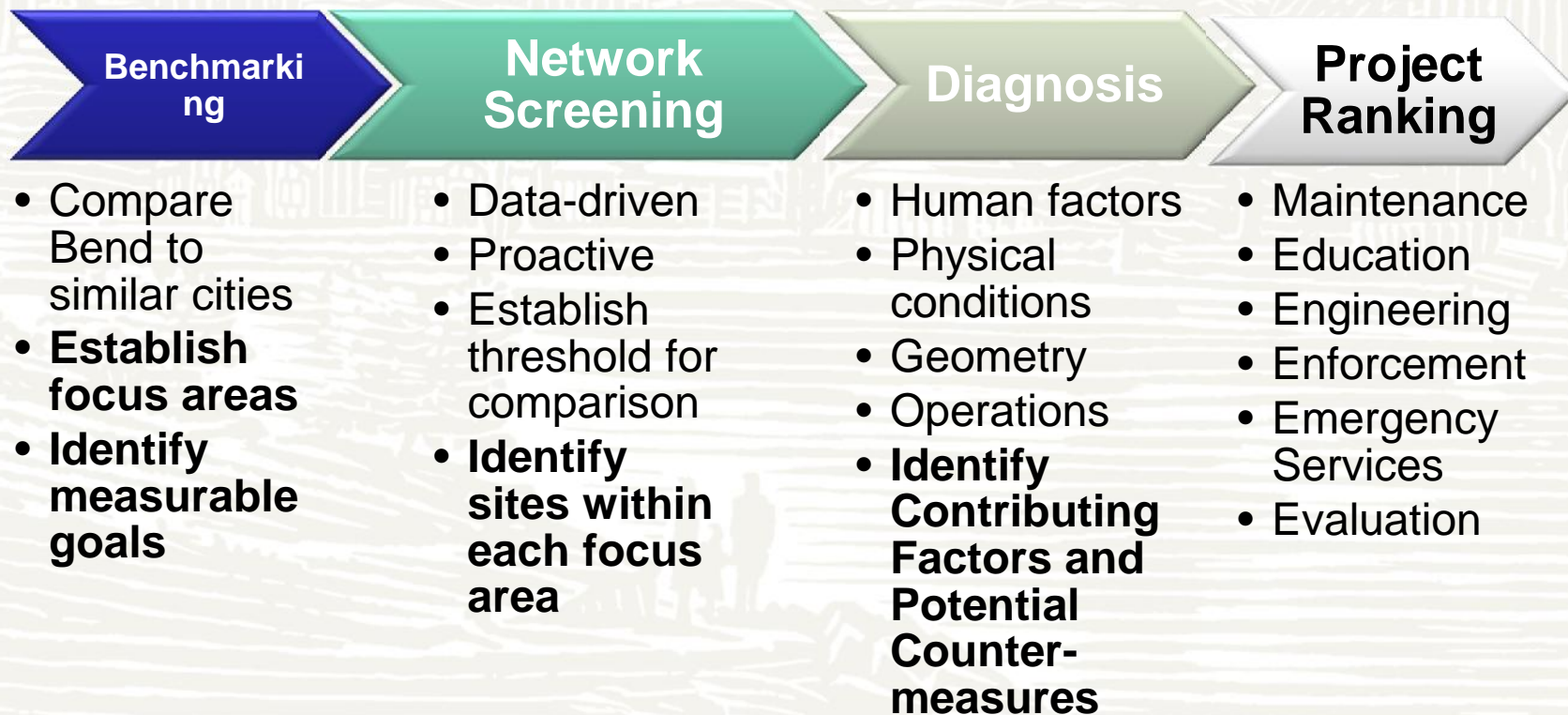
Implementation



Why the Study and Program?



Study Approach



Findings

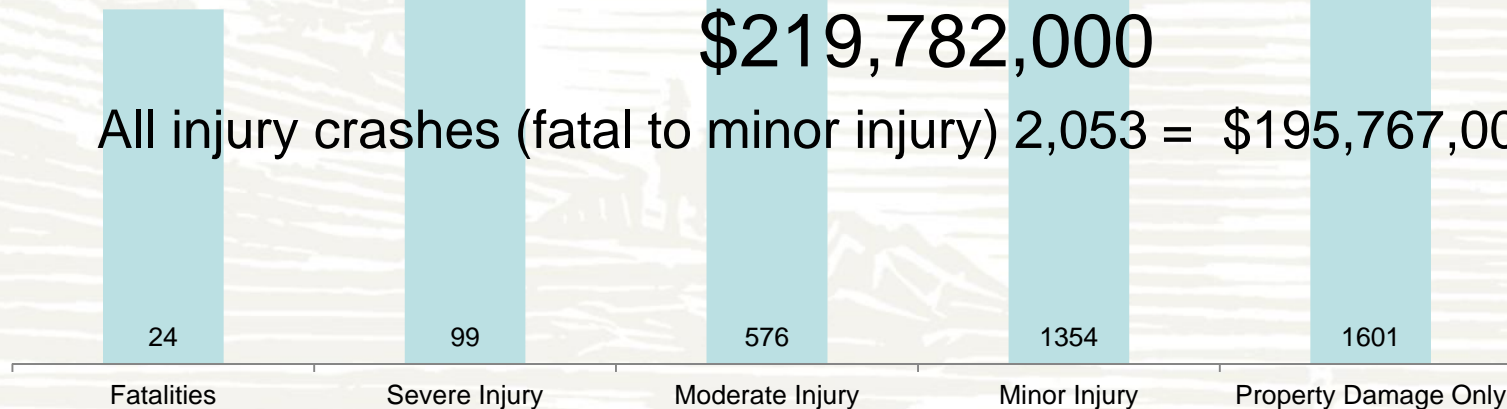


- 2006-10 Bend crashes
 - 3,654 crashes – about 700 per year
 - 2,029 injury crashes
 - 1,601 property damage only crashes
 - 22 fatal crashes (24 fatalities)

Estimated economic impact of all crashes:

\$219,782,000

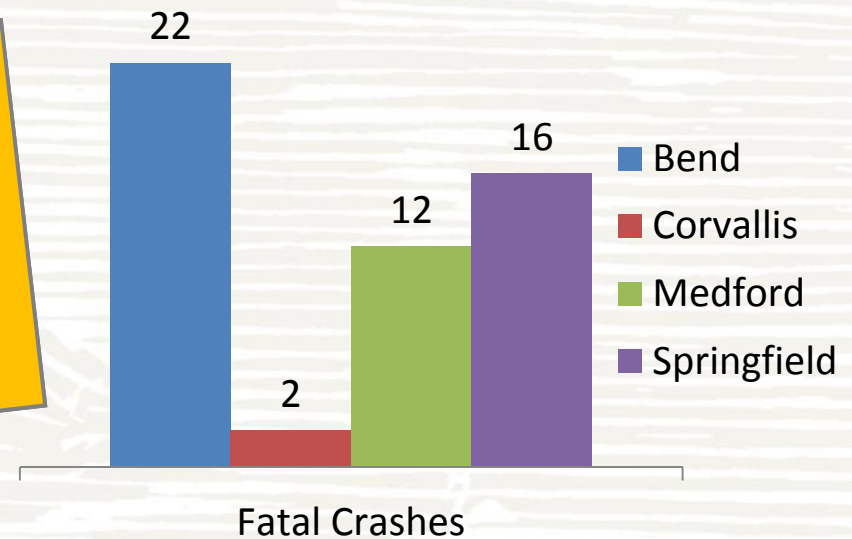
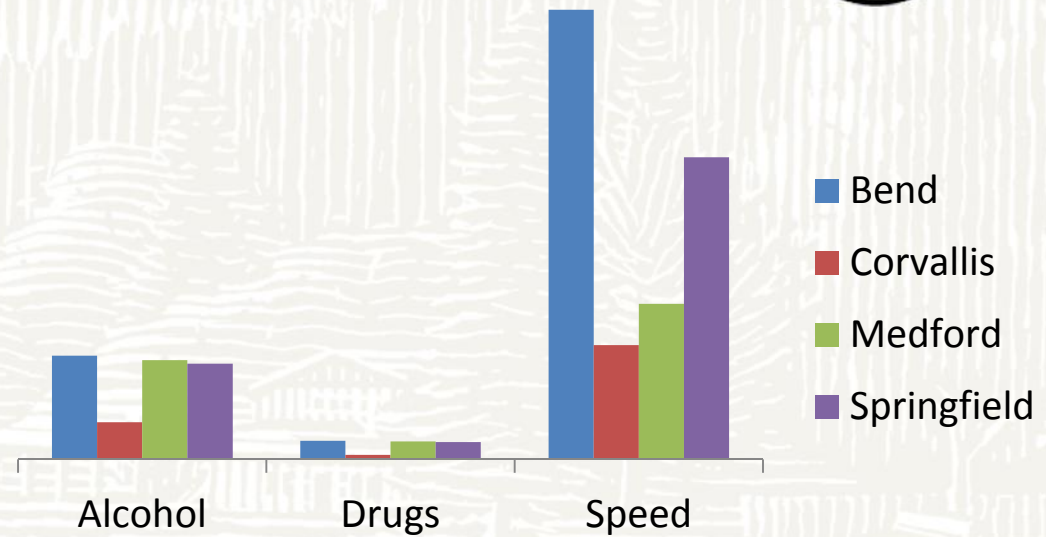
All injury crashes (fatal to minor injury) 2,053 = \$195,767,000



Findings



- Higher amount of **speeding and DUII** crashes
- Higher number of **fatal** crashes (24 fatalities)

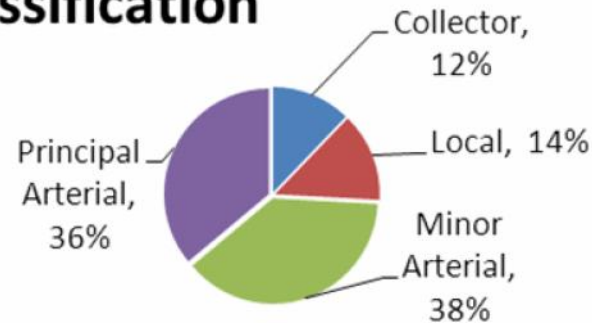


46% of alcohol or drug related crashes result in **death or injury.**

Strategies



Crashes by Functional Classification



- Focus **limited Engineering resources** on crash locations for greater impact on the community.
- Collector and Arterial represented more than 85% of the total reported crashes.

Types of Major Crashes



Five crash focus areas emerged:

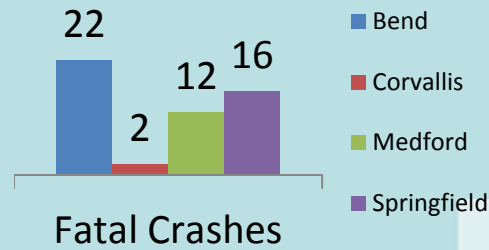
Focus Area Crash Causation		
Source: ODOT 2006-2010		
Roadway Departure 201 Crashes	Bicyclist 58 Crashes	Pedestrian 25 Crashes
<i>Contributing Factors</i>	<i>Contributing Factors</i>	<i>Contributing Factors</i>
Alcohol	Wrong Way Riding	Multilane roadway crossings
Speed	Night time visibility	Non-exclusive "WALK" phase of signal
Fixed Object	Right turn hook	Night time visibility

- Fatal
- Speeding
- Alcohol (DUII)
- Roadway departures
- Bicyclist and pedestrian

Program Implementation



Where are we now?



Where do we want to be in the future?



How do we get there?

Community Outreach



- Recommended by Traffic Safety Advisory Committee (TSAC)
- Review and Comment:
 - MPO Policy and Citizens Advisory Committee
 - Deschutes Bike and Pedestrian Committee
 - Neighborhood Assoc. Chairs Committee
- Full Report posted at www.bendoregon.gov/TSAC

Implementation - Engineering



**Focus on the high
crash locations &
trends**

**Low cost mitigation
projects**

- roadway departures
- signing
- signal timing
- Bike and pedestrian projects

**Secure funding to
implement program
over time**

Implementation - Education



Focused outreach

Biking

- visibility at night
- risk of vehicles turning across their path of travel
- wrong way riding

Walking

- visibility at night
- risk of vehicles turning across their path of travel on "WALK"
- multiple approach lane risk during roadway crossings

Driving

- Speeding
- DUII
- red light running
- turning across a bicyclists path of travel
- yielding to people walking

Implementation - Enforcement



Focus on DUI and speed

High crash locations/causations

Continue Bike Diversion Program

Investigate Pedestrian Diversion Program

Seek funding for traffic enforcement



Next steps

