



**BEND MPO**  
Metropolitan Planning Organization

## Plan Review and Planning Efforts Memorandum

Date: February 14, 2019  
To: Transportation Safety Action Plan, Project Management Team  
From: Andrea Napoli and Jovi Anderson, BMPO  
Subject: Transportation System Action Plan, Task 3

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### Purpose

To provide a summary of safety elements and identify safety policies contained in transportation-related plans applicable to the MPO area, and to provide a summary of efforts resultant of safety-related studies and working groups.

### Safety Element Summary and List of Policies

#### City of Bend Comprehensive Plan, Transportation System Plan (Amended 2016)

Contains policies generally related to the safety of the transportation system as a whole, and specifically to bike/pedestrian circulation, crossings, and maintenance. Policies specifically identified under a safety category are listed below.

- Street System, Safety
  - Policy 7-75: The City shall improve transportation safety for all modes through approved design practice, sound engineering principles and regulation of vehicle speeds.
  - Policy 7-76: The City shall explore with the State and implement appropriate “Intelligent Transportation System Devices”.
  - Policy 7-77: The City shall take measures to ensure that traffic speeds are appropriately designated throughout the City.
  - Policy 7-78: As a part of the development process, right-of-way shall be acquired as necessary for the correction of street intersections, excessively sharp curves, or as otherwise necessary to improve the safety of a road alignment.
  - Policy 7-79: The City shall support efforts to educate the public regarding safe travel on the transportation system.
  - Policy 7-80: The City shall monitor transportation crash and safety issue locations, and develop and implement corrective improvement projects.

#### Bend Integrated Land Use and Transportation Plan (2016)

This plan includes strategies to decrease vehicle miles travelled and standards to measure progress. Chapter 2 Best Practices makes specific note of real and perceived safety and how it significantly influences bike and pedestrian trips. Safety-related strategies contained in this plan include the following:

- Implement selective road diets where safety issues have been identified.

- Develop pedestrian and biking safety projects for the opportunity areas that enhance walking, biking, and transit modal splits.
- Continue to develop and implement policies that increase walking and biking safety by modifying street standards.

#### Bend MPO 2040 Metropolitan Transportation Plan (2014)

The Mobility and Balance section of the plan includes a safety objective for constructing non-motorized routes to better promote such modes. Safety and Efficiency goals include the following objective:

- In cases where improving safety will also improve efficiency, these projects should receive funding priority.

#### Deschutes County Transportation System Plan (2010)

Contains a safety analysis section where top crash locations are identified. The TSPs Facility/Safety Management goal lists the following policy:

- Policy 13.1. Deschutes County shall develop and maintain a prioritized inventory of safety-deficient facilities on the County road network and give highest priority to correcting safety issues.

#### ODOT Transportation Safety Action Plan (2016)

Contains long-term goals, policies and strategies and near-term actions to eliminate deaths and life-changing injuries on Oregon's transportation system by 2035. All policies are provided, below.

- Improving Safety Culture
  - Policy 1.1. Communicate proactively with system users about safety culture.
  - Policy 1.2. Promote safety culture within agencies, stakeholder organizations, and employers.
  - Policy 1.3. Implement regulatory changes, including legislative concepts and administrative rule changes, as needed, to provide incentives or remove impediments to developing a multimodal transportation safety culture.
- Improving Infrastructure
  - Policy 2.1. Continually improve and implement safety data collection, management, and distribution for data-driven decision-making for infrastructure planning and development and operations activities, across all divisions at ODOT, and with partner agencies and stakeholders.
  - Policy 2.2. Continually improve and implement design and analysis techniques for safety-related decision-making in transportation planning, programming, design, construction, operations and maintenance for all modes.
  - Policy 2.3. Plan, design, construct, operate, and maintain the transportation system to achieve healthy and livable communities and eliminate fatalities and serious injuries for all modes.
  - Policy 2.4. Implement regulatory changes, including legislative concepts, administrative rule changes, and updates to design standards, as needed, to

enable and/or remove impediments to new approaches to safety engineering.

- Facilitating Healthy and Livable Communities
  - Policy 3.1. Advance coordination and collaboration between law enforcement and state, regional, tribal, county and city transportation agencies, including freight and rail, public health agencies, mental and physical health care providers, and private stakeholders, to make communities safer places.
  - Policy 3.2. Support traffic enforcement funding to provide sufficient resources for officers to respond to incidents, increase levels of ongoing traffic enforcement, conduct focused enforcement, and participate in activities such as emphasis patrols.
  - Policy 3.3. Support emergency medical service (EMS) funding to provide sufficient resources to train first responders and to respond to transportation-related crashes and other medical emergencies fully equipped and in a timely manner.
  - Policy 3.4. Invest in transportation system enhancements that improve safety and perceptions of security for people while traveling in Oregon.
  - Policy 3.5. Provide all regions and localities in Oregon with resources and tools to offer programs and education based on local needs and issues, considering issues of equity.
- Best Available Technologies
  - Policy 4.1. Actively monitor technological advances and plan, design, maintain, and operate the system in a way that takes full advantage of opportunities to use technology to eliminate fatalities and serious injuries.
  - Policy 4.2. Apply technological improvements in data management systems to enhance collaboration across agencies and provide tools for data collection and analysis to partner agencies and stakeholders.
  - Policy 4.3. Leverage technology tools and best practices across divisions and agencies to deploy useful technologies across the state and the transportation system.
  - Policy 4.4. Identify legislative concepts as needed to enable the implementation of innovative technologies.
- Communicating and Collaborating
  - Policy 5.1. Increase transportation system providers and public and private stakeholder awareness of the TSAP and other safety policies to eliminate fatality and serious injury crashes.
  - Policy 5.2. Ensure ongoing communication and coordination among transportation system providers and public and private stakeholders on the implementation of the TSAP's policies and strategies and throughout program development and project selection.

- Policy 5.3. Enhance public awareness of the importance of transportation safety and the individual's role in eliminating fatalities and serious injury crashes.
- Strategic Investments
  - Policy 6.1. Allocate infrastructure safety funds strategically, considering all modes, to maximize total safety benefits.
  - Policy 6.2. Allocate funding of behavioral, emergency medical services, and health safety efforts strategically across programs to maximize total safety benefits.
  - Policy 6.3. Identify and pursue opportunities to increase funding for strategic safety-related infrastructure, behavior, and emergency medical service enhancements.

### **Safety Related Studies**

- [City of Bend Multimodal Traffic Safety Study \(2012-2014\)](#) – This study identified the most significant causes, types and characteristic of crashes in the city (on collectors and above, no ODOT roadways) and developed a list of highest priority safety projects. Additionally, a monitoring and safety assessment methodology was created. This study was used to inform the City Safety Implementation Plan (2015).

### **Safety Related Working Groups**

- [Road Users Safety Task Force \(2008-2015\)](#) - The Road User's Safety Task Force was formed by the Transportation Safety Advisory Committee in response to recent bike crashes in Bend. The group worked to obtain funding for education and outreach for safety in Bend. Funding for several years came from Oregon Department of Transportation Safety funds in the Building Safer Communities Grant opportunities. When the program and funding was no longer available, the group worked to create more outreach. In 2015, the work group ended due to lack of staff and funding resource opportunities.

### **Future Efforts**

- Deschutes County Transportation Safety Action Plan – Currently in progress.