



CITYWIDE TRANSPORTATION ADVISORY COMMITTEE
SAFETY POLICY – SUBGROUP
APRIL 8, 2019



- Welcome & Introductions
- Recap of Goals – Roles, Purpose, Topics for Meetings
- Safety sub-committee member discussion
 - Review existing safety policy
 - Review comments from sub-committee members and public as received
 - Categorize and refine safety policies
- Next Steps
 - One final review after this meeting to finalize safety policies
 - Recommend safety policies to present at CTAC full member group
- Public Comment
- Adjourn

HOW DO POLICIES FIT INTO TRANSPORTATION PLAN?



The plan starts with **Goals**, which:

- Are the broad principals governing the transportation planning direction for Bend -- the “big picture” items.
- Organize **Policies** and **Actions**.
- Inform **Evaluation Criteria** (*the tools used to prioritize projects*).

RECAP OF SAFETY SUBGROUP MEETING #1



- Staff presented safety policies as written in existing planning documents to include the
 - Bend Transportation System Plan,
 - Oregon Department of Transportation Safety Action Plan
 - Bend MPO 2040 Metropolitan Transportation Plan
- Safety Subgroup members discussion and presentation
 - Key discussion points included
 - Existing safety policies from Bend and statewide
 - Goals as big picture, policies and actions and evaluation criteria
 - Safety Culture
 - Vision Zero concepts
 - Safety Assessment processes

NEW POLICY RECOMMENDATIONS RECEIVED



- Vision Zero Policy
- Safety in weather events
- Larger Businesses and Employers to have transportation plans in place
- Crash data; more up to date and update frequency increased



- Vision Zero Policy Language Examples:
- That the City of Bend adopt 'Vision Zero' as a program, develop specific, measurable, time-bound objectives for improved safety in the Bend Transportation System and publish regular performance reports on progress
- The City will implement vision zero policy to all transportation improvements to prioritize safety for all modes through approved design practice, sound engineering principles and appropriate and designated regulation of vehicle speeds to eliminate fatalities and serious injuries. The needs and safety of each group of users are considered, and changes do not make existing conditions worse for the most vulnerable users including those with disabilities, transit users, pedestrians, and cyclists.
- Boulder example: Toward Vision Zero

“Toward Vision Zero” fatal and serious injury crashes: continuous improvement in safety for all modes of travel

Safety has always been a priority under the TMP, with safety being its first investment priority. The [2012 Safe Streets Boulder Report](#) was the result of several years of staff work to allow for the review and analysis of pedestrian and cycling crashes from the city's comprehensive database of crashes. Bike and pedestrian crashes involve a high rate of injury so preventing these types of accidents is particularly important.

The federal government has recently established a goal of eliminating fatalities on the highway system. **Reflecting this, the city's ultimate goal is to strive toward zero serious injury and fatal accidents.** Draft measures to track progress include total crashes, injury crashes and fatal crashes by mode, expressed as a rate to reflect usage and allow benchmarking to local, regional, and national cities.

BOULDER EXAMPLE



Toward Vision zero fatal and serious injury crashes; continuous improvement in safety for all modes of travel.

SAFETY POLICY – NO ADDITIONAL IMPACT TO MOST VULNERABLE



The City of Bend will consider the needs and safety of each group of users are considered, and changes do not make existing conditions worse for the most vulnerable users including those with disabilities, transit users, pedestrians, and cyclists.

EXISTING POLICIES IN TSP AND COMPREHENSIVE PLAN



Street System, Safety

- Policy 7-75: The City shall improve transportation safety for all modes through approved design practice, sound engineering principles and appropriate and designated regulation of vehicle speeds. To eliminate fatalities and serious injuries.
- 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.

EXAMPLE EDITS TO POLICY 7-75 TO INCLUDE VISION ZERO



- Policy 7-75: The City shall improve transportation safety for all modes through approved design practice, sound engineering principles and appropriate and designated regulation of vehicle speeds to eliminate fatalities and serious injuries.

Examples to review and edit

- The City will implement a “Toward Vision Zero” fatal and serious injury crashes with continuous improvement in safety for all modes of travel.
- The needs and safety of each group of users are considered, and changes do not make existing conditions worse for the most vulnerable users including those with disabilities, transit users, pedestrians, and cyclists.
- Projects will be prioritized through approved design practice, sound engineering principles and appropriate and designated regulation of vehicle speeds to eliminate fatalities and serious injuries.

EXAMPLE EDITS TO POLICY 7-76 TO INCLUDE SYSTEMS



- Policy 7-76: The City shall explore with the State and implement appropriate “Intelligent Transportation System Devices”.

Example to review and edit:

The City will implement in coordination with the State and implement appropriate “Intelligent Transportation System Devices”.

Example action item: Put cameras on major intersections or where safety issues occur to monitor speed and/or red light running.

EXAMPLE EDITS TO POLICY 7-77 TO INCLUDE SPEED MANAGEMENT



- Policy 7-77: The City shall take measures to ensure that traffic speeds are appropriately designated throughout the City.

Example for review and edit to include comments

The City will take measures to ensure that traffic speeds are appropriately designated throughout the City. Lower speeds in neighborhoods to 20. Create citywide speed management program to address safety issues related to speed.

EXAMPLE EDITS TO POLICY 7-78 TO INCLUDE COMMENTS



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.

Example for review and edit to include comments

As a part of the development process, right-of-way will 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 or intersection.

Example action item: Create a program for safety improvements to plan for needs of future improvements such as land reconfiguration and enhanced bike lanes with separation from traffic where possible.

EXAMPLE EDITS TO POLICY 7-80 TO INCLUDE COMMENTS



Policy 7-80: The City shall monitor transportation crash and safety issue locations, and develop and implement corrective improvement projects.

Example for review and edit

The City will monitor transportation crash and safety issue locations, and develop and implement corrective improvement projects and programs.

Example action item: The City of Bend will develop capabilities to capture user experience of the Transportation System, over and above crash data, allocating persistent and recurring funding for the implementation of such capabilities (infrastructure, technology and operation) in its biennial budgets.

SAFETY POLICY – FROM MOBILITY SUBCOMMITTEE



- The City will prioritize safety, connectivity, and travel time reliability improvements for all modes of transportation.
- Comments?

PUBLIC COMMENT



- Did we cover the policies to encompass safety culture and prioritization?
- What is missing?
- Next steps:
 - One more review of the compiled policies in one document prior to full CTAC review.
 - Staff to compile all policy language for consideration by the full CTAC for recommendation to include in the Bend Transportation System Plan.