

CITY OF BEND

BEND MPO
Metropolitan Planning Organization

MPO TAC Meeting #1
December 5th, 2018

BEND AREA
TRANSPORTATION SAFETY
ACTION PLAN (TSAP)

KITTELSON
& ASSOCIATES

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MEETING AGENDA

- Project Overview/Purpose
- Framework Overview
- Project Schedule
- Preview of Crash Data
- Discussion
- Next Steps

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PROJECT PURPOSE

- Purpose
 - Develop a comprehensive safety program that systematically identifies and prioritizes safety projects and establishes a proactive approach to reducing crashes on all roadways within the City
- Long-Term Vision
 - Create a comprehensive safety management program to achieve zero fatal and serious injury crashes by 2035



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PROJECT GOALS

- Short-Term Goals
 - Apply engineering, education, enforcement, emergency response, and evaluation (a broad base of strategies)
 - Establish proactive approach to reducing crashes on all roadways
 - Incorporate safety performance standards into the Capital Improvement Program (CIP) prioritization process and the development review process
 - Update roadway design standards to improve safety performance



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PROJECT GOALS

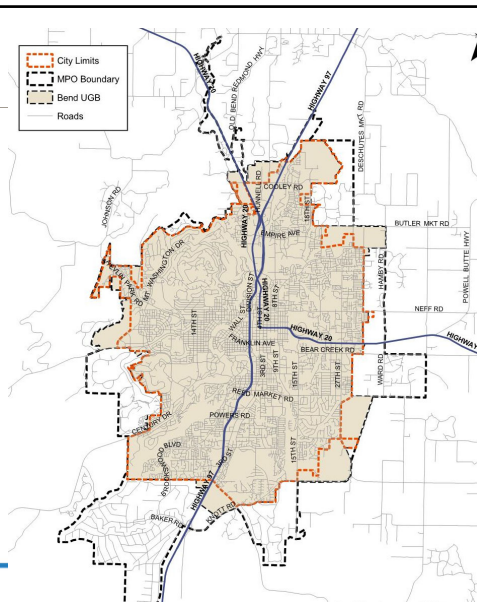
- Short-Term Goals
 - Establish an objective project identification process that can be repeated
 - Identify City policy needs
 - Coordinate with the City Transportation System Plan (TSP) and Metropolitan Transportation Plan (MTP) updates



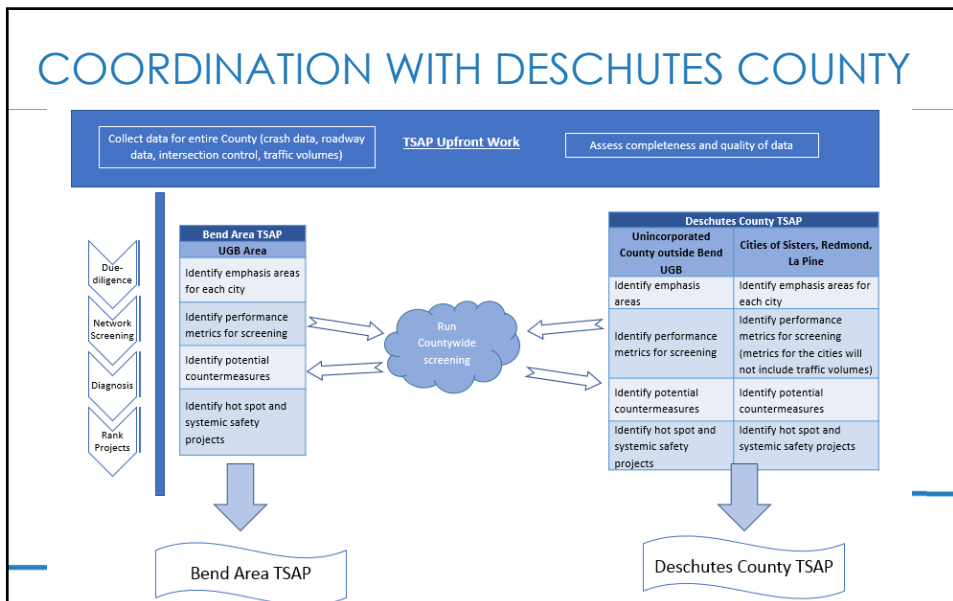
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STUDY AREA

- City's project will focus on area within the UGB
- Coordination with the Deschutes County TSAP will occur throughout the project




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OREGON TSAP



OREGON
Transportation
Safety Report
2016



- **Near-Term Emphasis Areas**
 - Risky behaviors (impaired driving, unbelted, speeding, distracted driving)
 - Infrastructure (intersection and roadway departure crashes)
 - Vulnerable users (pedestrians, bicyclists, motorcyclists, and older road users)
 - Improved systems (improve data, train and educate transportation and safety staff, support law enforcement and emergency responders, minimize commercial vehicle crashes)

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COMPREHENSIVE APPROACH

- Policy, planning, programming, and projects are multidisciplinary and involve "the 4Es" of safety
 - Engineering
 - Emergency Medical Services (EMS)
 - Enforcement
 - Education
- Input from stakeholders will help achieve multidisciplinary plan
 - Project Management Team (PMT)
 - MPO Technical Advisory Committee (TAC)
 - Citywide Transportation Advisory Committee (CTAC)
 - Multidisciplinary Stakeholder Group

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FRAMEWORK PLAN

1) Due-Diligence

2) Network Screening

3) Countermeasure Development & Prioritization



4) TSAP Implementation

- Review data available
- Evaluate potential tools/methods

- Identify reference populations
- Establish data-driven emphasis areas
- Compare safety data to cities of Medford, Springfield, and Corvallis
- Establish threshold for comparison
- Identify sites for study within each emphasis area

- Diagnose identified sites
- Identify contributing Factors
- Identify potential Countermeasures
- Calculate project costs
- Rank by relative priority and ease of implementation
- Identify and prioritize non-infrastructure countermeasures

- Develop updates to the CIP prioritization process to include safety criteria
- Develop performance measures
- Develop annual update program
- Incorporate recommendations in the TSP and MTP updates

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FRAMEWORK PLAN

- Purpose: Assess and identify tools and methods to apply now and in the future

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FRAMEWORK PLAN

- Purpose: Apply objective methods to evaluate the City's road network to identify sites with potential for reducing crash frequency or severity.
- Network Screening Involves:
 - Establishing emphasis areas;
 - Identifying reference populations;
 - Selecting performance measures; and
 - Screening and evaluating results.

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FRAMEWORK PLAN

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    graph LR
      A[Due-diligence] --> B[Network Screening]
      B --> C[Countermeasure Development]
      C --> D[Implementation]
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- Purpose: Identify factors contributing to crashes and specific countermeasures to reduce the frequency and severity of those crashes.
- Countermeasure Development Involves:
 - Identifying contributing factors at sites
 - Identifying infrastructure countermeasures
 - Identifying non-infrastructure countermeasures
 - Prioritizing infrastructure countermeasures
 - Coordinating with other agencies

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FRAMEWORK PLAN

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      B --> C[Countermeasure Development]
      C --> D[Implementation]
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- Purpose: Implement the recommendations from the TSAP by fully integrating the infrastructure and non-infrastructure recommendations. Complete future updates to maintain a current safety program that addresses relevant issues as conditions change over time.

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FRAMEWORK PLAN

- Implementation may include:
 - Capital Improvement Program (CIP) criteria, development review process, or roadway standards updates to incorporate safety performance;
 - Performance measures to track progress towards achieving the safety goals over time;
 - Programs to improve education and/or enforcement;
 - Policy development needs to support the City's long-term vision;
 - Data collection needs to reduce statistical bias in future updates of the TSAP;
 - Recommendations for updating the TSAP (methods, frequency) to maintain a current, proactive Plan

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PROJECT SCHEDULE



Project Tasks	2018 2019									
	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	
Project Kick-off Meeting	👥									
Technical Advisory Committee Meetings			👥		👥				👥	
CTAC Meetings				👤	👤	👤	👤			
Review of Federal and State Regulations and Guidance			📄	📄						
Review of Planning Efforts			📄	📄						
Develop Framework for Safety Analysis			📄	📄						
Inventory of Existing Data	📄	📄	📄							
Existing Conditions		📄	📄	📄						
Infrastructure Improvement Countermeasure Locations				📄	📄	📄				
Non-Infrastructure Countermeasures				📄	📄	📄				
Performance Measures Memorandum				📄	📄	📄				
Transportation Safety Action Plan						📄	📄	📄	📄	
TSAP Update Procedure							📄	📄	📄	

We Are Here

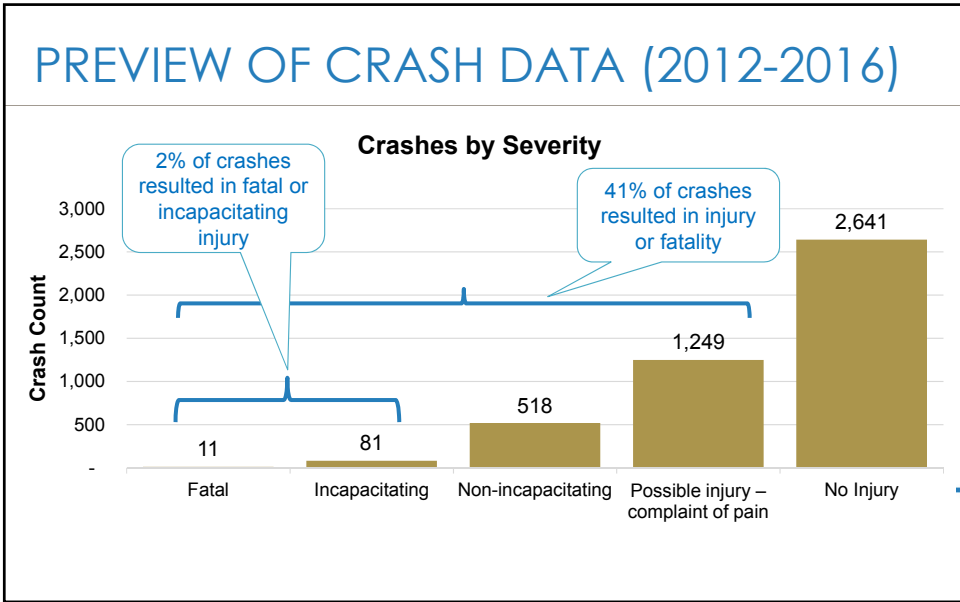
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PREVIEW OF CRASH DATA (2012-2016)

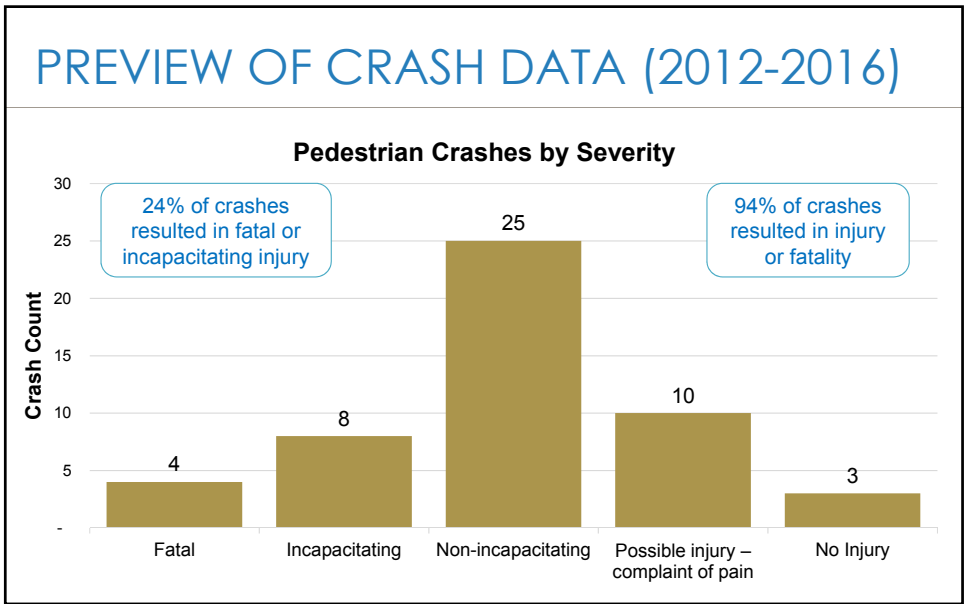
- Crash data is currently being analyzed for the Bend UGB area
- Reported crashes from 2012 – 2016 are included
 - 4,500 reported crashes
 - 89% occurred within 250' of an intersection
- Full analysis and results will be presented at the next TAC meeting

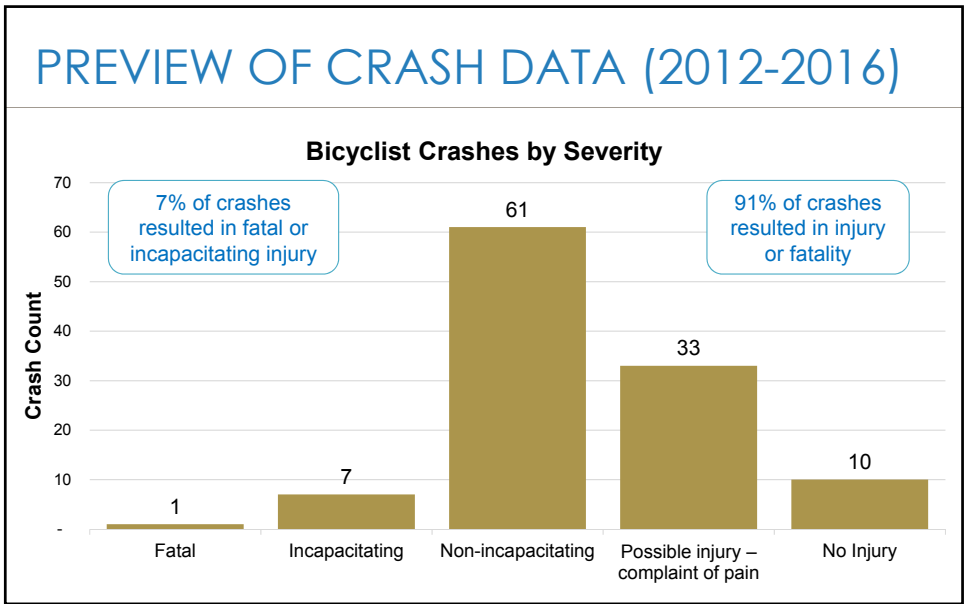
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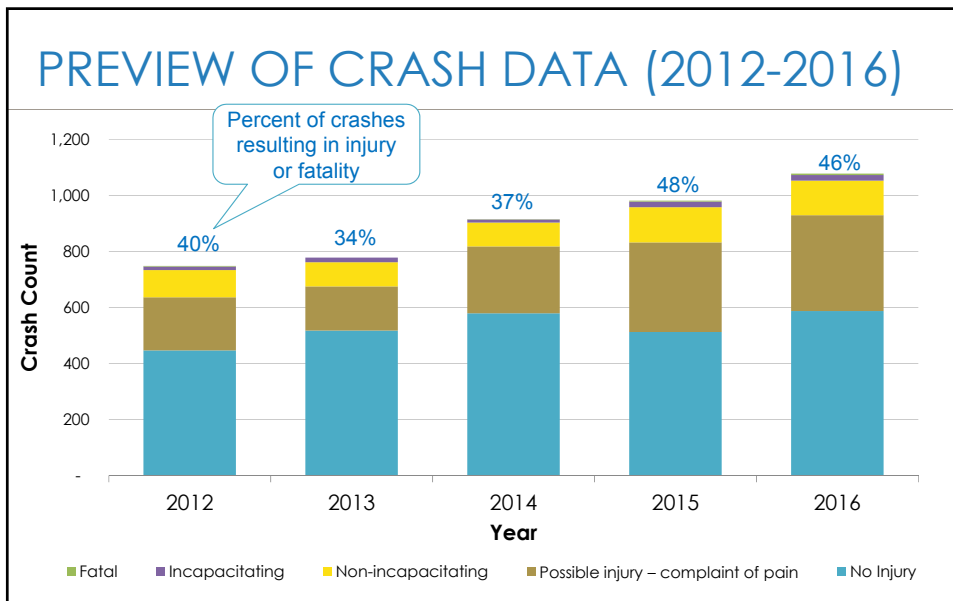
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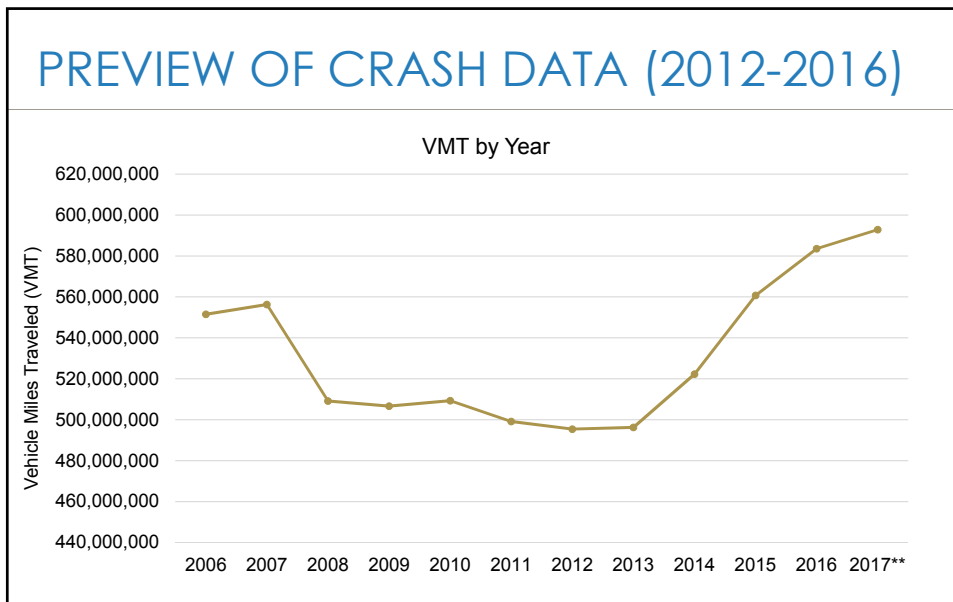
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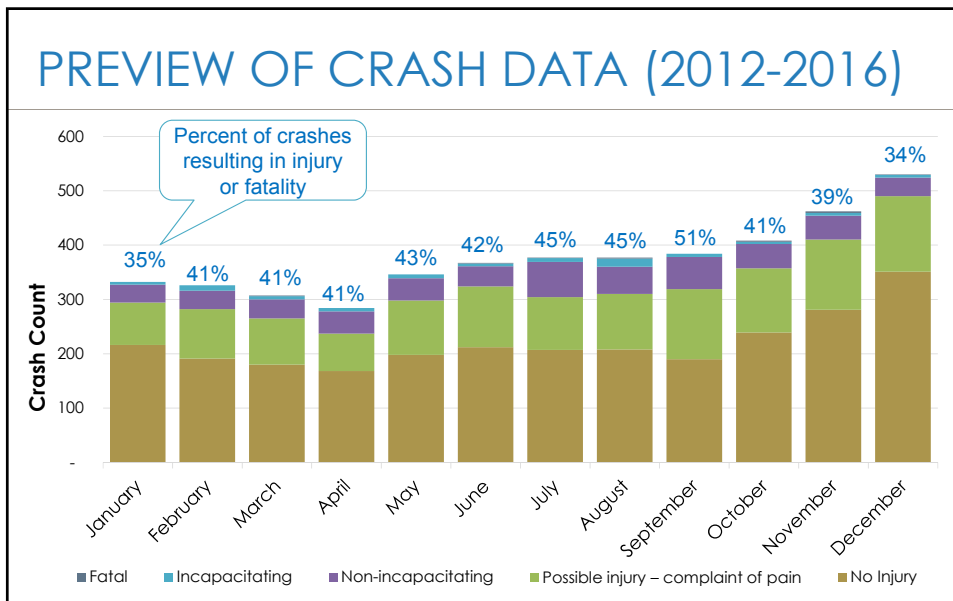
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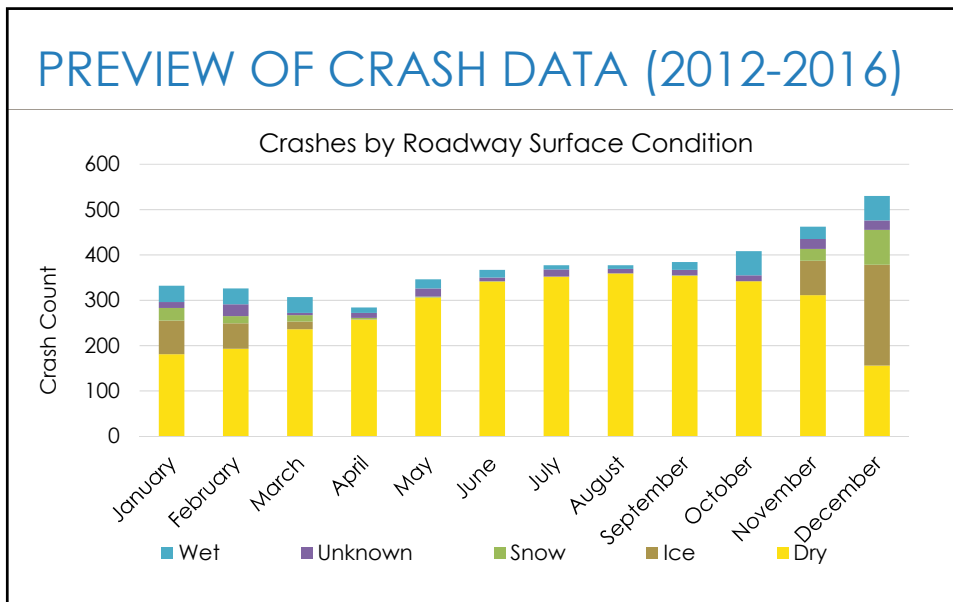
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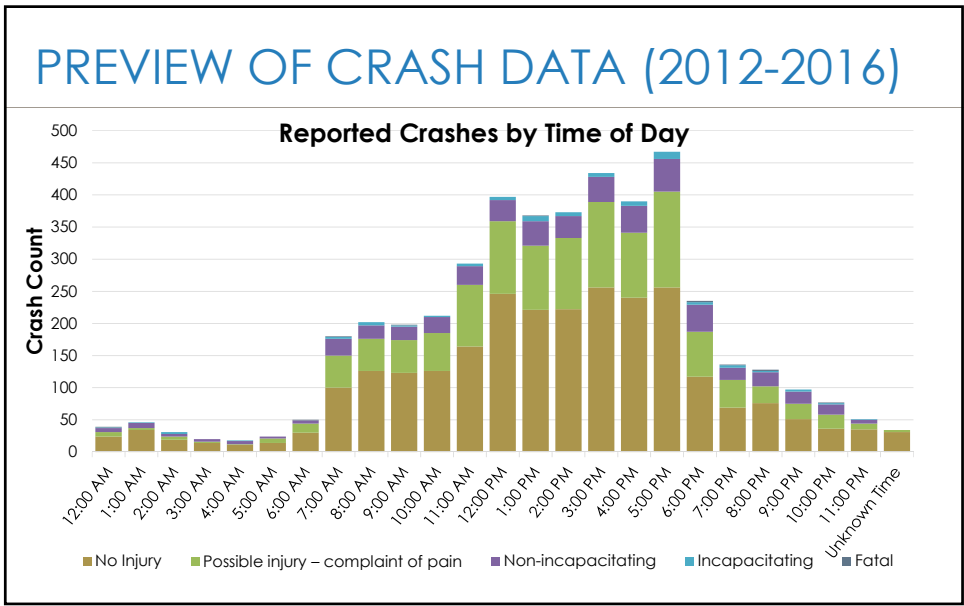
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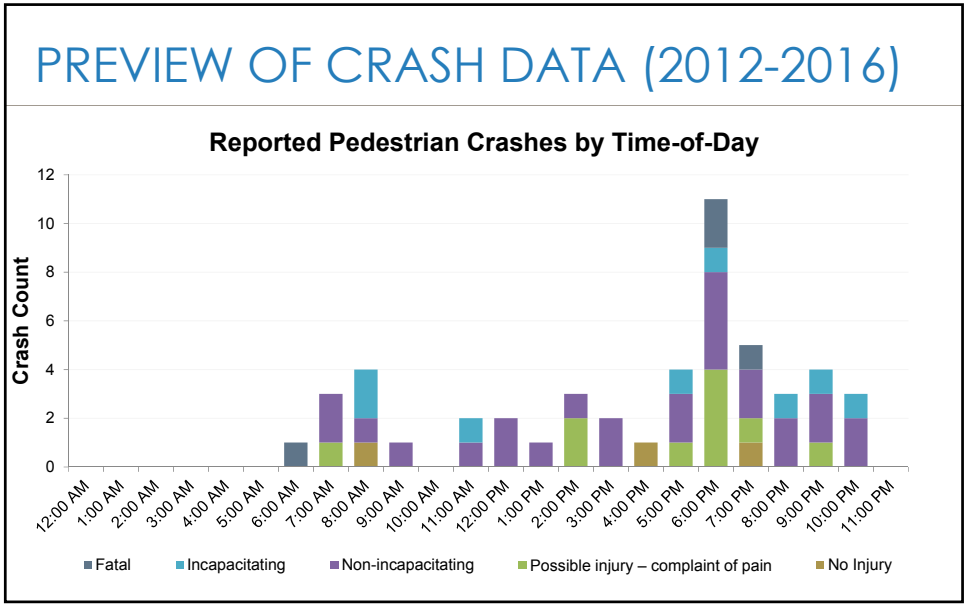
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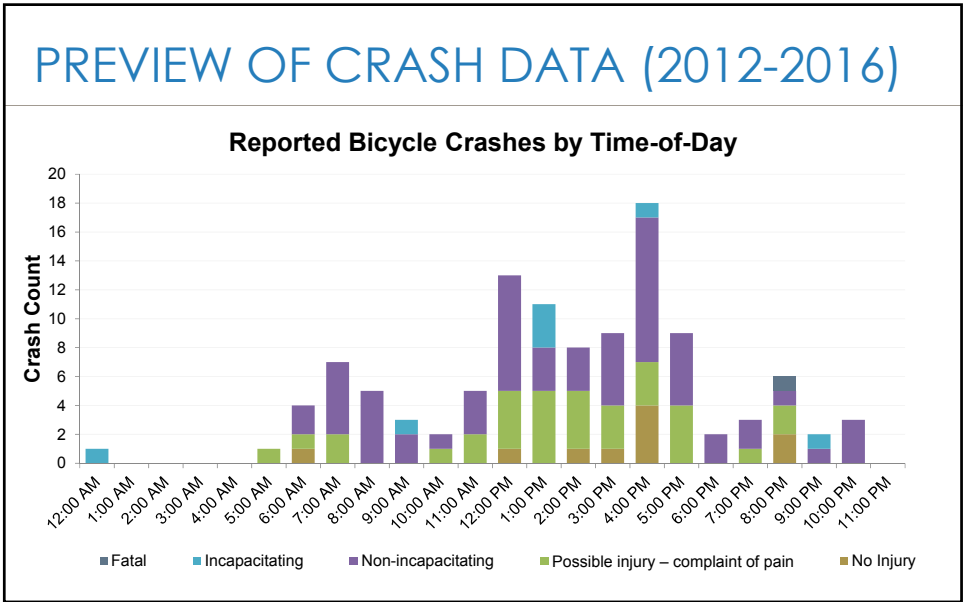
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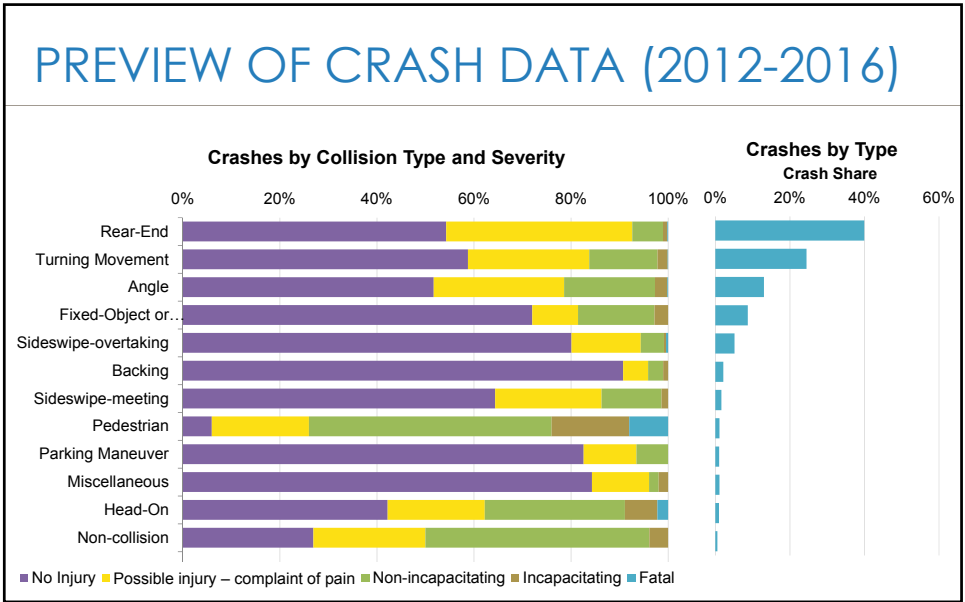
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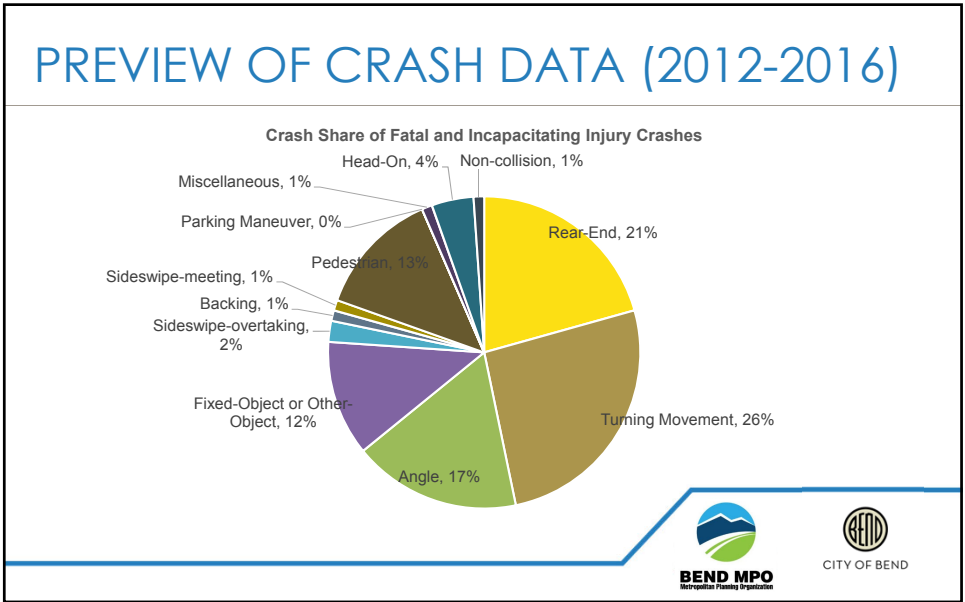
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DISCUSSION & NEXT STEPS

- Provide Input on Draft Framework Memo
 - Share comments today,
 - Send comments to Tyler Deke by Friday 12/7
- Next MPO TAC Meeting:
 - Late February/Early March
- Questions?
 - Ashleigh Ludwig (aludwig@kittelson.com)
 - Tyler Deke (tdeke@bendoregon.gov)
 - Chris Doty (Deschutes County TSAP) (chris.doty@deschutes.org)

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