

# BEND CITYWIDE SAFETY IMPROVEMENTS PROJECT

## Making Bend Safer by Design

### 3RD STREET & PINEBROOK BLVD

As a wide street with fast traffic, 3rd Street forms an unnecessary barrier between east and west in our community that is difficult and often unsafe to cross. The City of Bend's Citywide Safety Improvements project is working to remove barriers like this and make our streets safer by design.

#### WHAT IS PLANNED HERE?

- A new marked crosswalk and safety island on the north side of the intersection of 3rd Street and Pinebrook Blvd
- Flashing beacon that warns approaching traffic when activated by someone crossing
- New accessible curb ramps and sidewalk
- New LED street lighting to illuminate the crossing at night

#### HOW WILL THESE IMPROVEMENTS HELP?

- Create more frequent and safer crossing opportunities for people
- Better connect neighborhoods, business, and other nearby destinations such as Albertsons, Walmart, La Quinta Inn, and more
- Creates a place for northbound CET buses to stop outside of traffic and safer access for riders.
- Help people to be better seen when crossing the street at night

#### PROGRAM GOALS



Improve livability and economic vitality



Enhance environment for people to walk



Increase safety for people biking through the area



Preserve mobility for people accessing businesses, transit, and key destinations



Proposed Safety Island and Crosswalk Flashing Beacon at 3rd St and Pinebrook Blvd



CITY OF BEND

For more information visit: [www.bendoregon.gov/safetyimprovements](http://www.bendoregon.gov/safetyimprovements)

# BEND CITYWIDE SAFETY IMPROVEMENTS PROJECT

## Making Bend Safer by Design

### 3RD STREET & PINEBROOK BLVD

#### WHY HERE AND WHY THESE IMPROVEMENTS?

Beyond being a barrier, 3rd Street has many serious injury and fatal crashes that **CAN** be prevented. Community input and a prior safety study identified a program of safer crossing locations needed along 3rd Street including here and at Hawthorne Avenue, Central Oregon Canal Trail (near Fred Meyer), and Roosevelt Avenue.

Why Pinebrook Blvd and the north side of the intersection were chosen:

- Better connects bus stops and nearby destinations
- Preserves left turn movements at intersection as they are today
- Maintains existing driveways for business access
- Allows northbound CET buses to pull safely out of traffic when stopping

Today only 1 in 2 drivers yield to people trying to cross 3rd Street in this area. Flashing beacons previously installed on the Bend Parkway, Greenwood Avenue at Pilot Butte, across Oregon and the nation have increased the rate of drivers yielding to people crossing to as high as 80-100%.

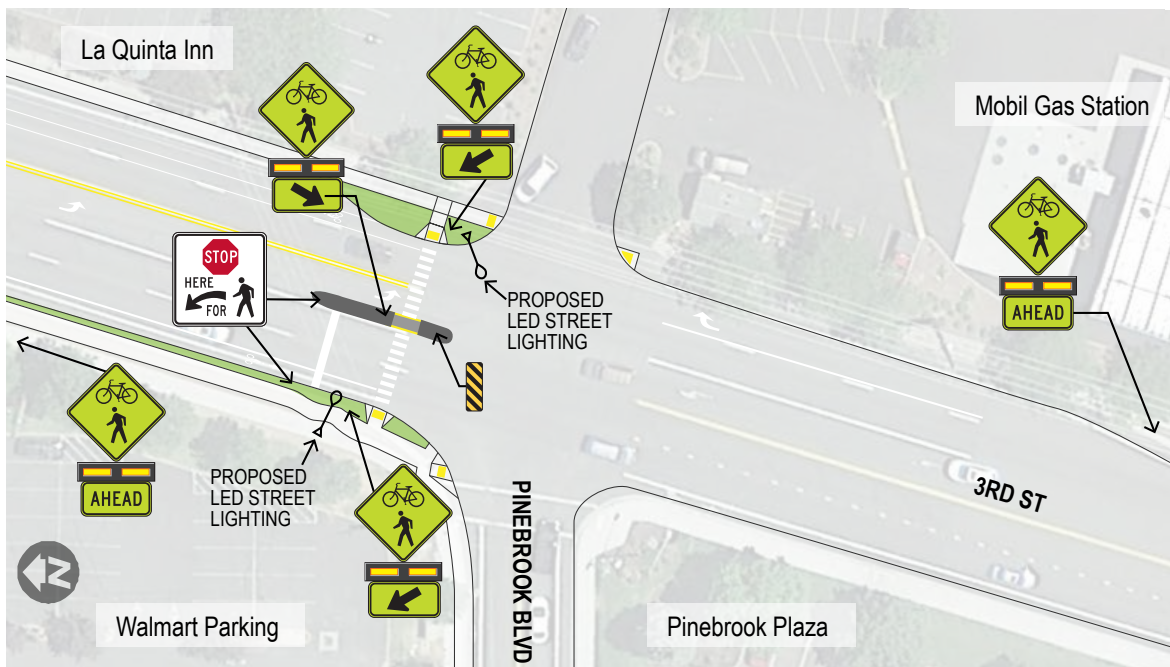
These improvements have been proven to make streets safer by design. Collisions with people walking are reduced by:

↓ 47%  with crosswalk flashing beacons

↓ 39%  with median safety islands

↓ 42%  with additional street lighting

Sources: National Complete Streets Coalition, FHWA, ODOT ARTS Program for Bicycle Enhancements, MUTCD Interim Approval for Rectangular Rapid Flashing Beacons, 2008



CITY OF BEND

For more information visit: [www.bendoregon.gov/safetyimprovements](http://www.bendoregon.gov/safetyimprovements)