



CITY OF BEND

Public Safety Open House – Traffic Safety

Chief Mike Krantz

June 10, 2024

Why are we here?

- Because:
 - 29% of all traffic fatalities are speed-related.
 - Running red lights is the leading cause of traffic crashes.
 - 99% of Bend residents feel that distracted driving is a problem.
 - 97% of Bend residents feel that DUII is a problem.
 - 96% of Bend residents feel that speeding is a problem.
 - 87% of Bend residents feel that running red lights is a problem.
- We know that:
 - Driving offenses in our communities are among the most visible law violations.
 - Driving offenses cause concerns for vulnerable road users.
 - Driving offenses cause crashes.
 - Driving offenses create a feeling of reduced safety and livability in our community.

Source – 2023 Bend Police Department Community Safety Survey

Bend Police Traffic Enforcement Team

- 1 Sergeant
- 3 day shift high-visibility traffic enforcement officers (motorcycles/vehicles)
- 2 afternoon shift DUII/distracted and dangerous driving-specific enforcement officers

Areas of responsibility

- Traffic Safety **Enforcement** and **Education**
- Specialized missions
- Fatal traffic crashes
- Hit-and-run
- Motor vehicle crashes
- Assist patrol functions
- On-call response
- Traffic complaints



Patrol Division Responsibilities

- Patrol Division responds to 911 calls.
- Respond to and investigate nonemergency reports.
- Conduct proactive enforcement and crime reduction work.
- Community Service Officers support patrol and traffic.
- Patrol and CSOs respond to motor vehicle crashes.
- The Traffic Team supports the Patrol Division.



We work in 2 of the 3 E's areas

- **Education, Enforcement**, and Engineering.
 - Police Officers use discretion.
 - Discretion is used to problem solve to address public safety.
 - Discretion is used to determine if a citation (enforcement), a written warning, or a verbal warning (education) should be used.



Data – what we do

(Annual Averaging)

- Respond to more than 77,000 calls for service in our community.
- Average of 182 calls for service per day.
- Traffic-specific calls for service we respond to:
 - DUII Complaints 1,100
 - Traffic Complaints 2,200
 - Road Hazards 1,500
 - Hit and Run 690
 - Motor Vehicle Crash 1,600
 - Fatal Collisions 4

Enforcement specific data

Conduct more than 10,000 traffic stops

Resulting in 9,300 tickets written with more than 12,000 individual violations noted.

6,800 citations

5,500 warnings

More than 600 DUII Arrests

Open Data available at the [Bend Police Data Hub \(bendoregon.gov\)](https://bendoregon.gov)



Goal: Use Technology to better meet community needs

- Current technology used for traffic enforcement and investigations:
 - Doppler radar systems, handheld and moving, in police vehicles.
 - Lidar systems, handheld systems.
 - Leica 3D laser crime scene scanners.
 - UAS (drone) scanning and image systems.



Implementation of Automated Traffic Enforcement

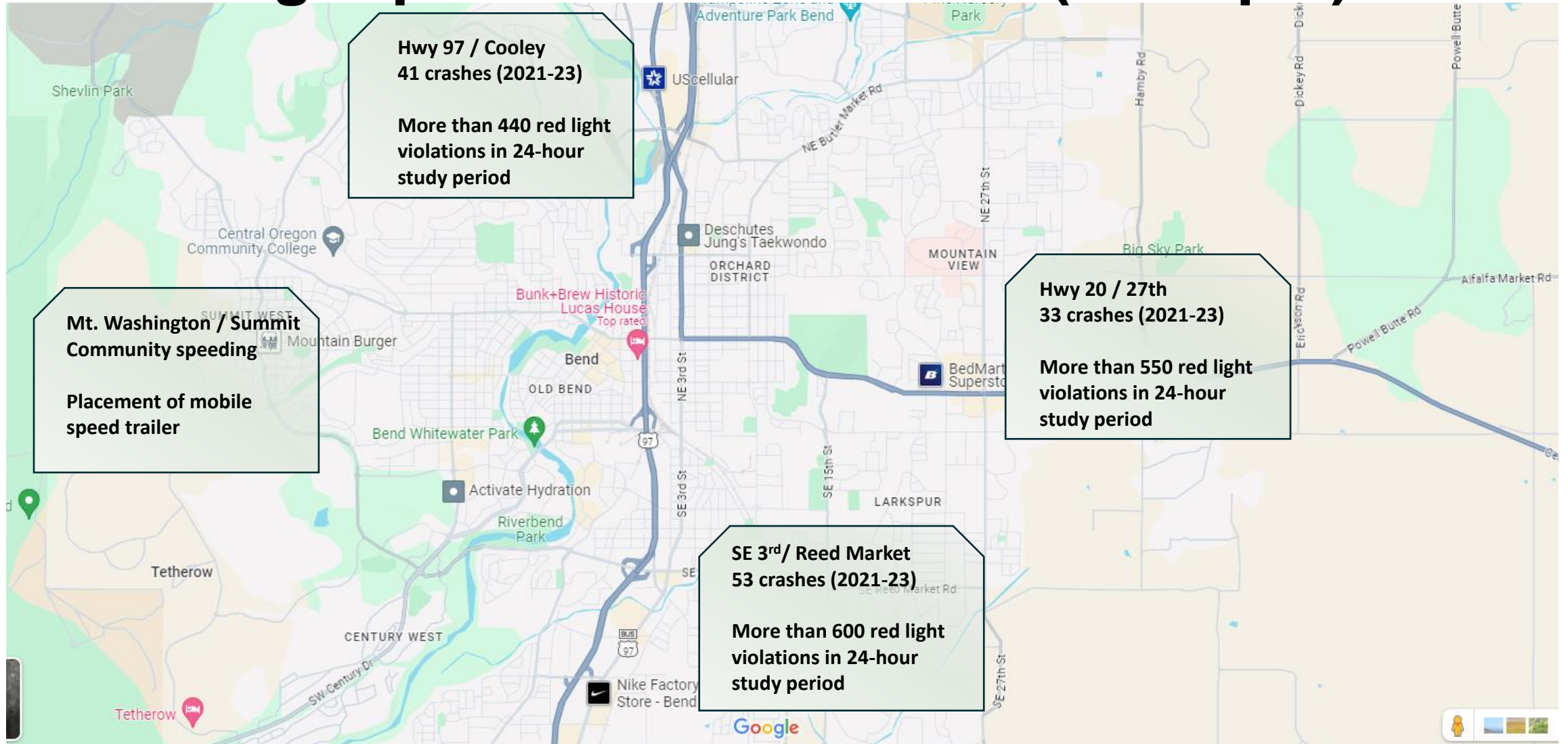
- **January 2024:** The City Council directed the Police Department to implement. Goal for implementation July 2025.
- **Red light safety camera photo enforcement**
 - Red light safety cameras are mounted near an intersection. The camera captures vehicles that do not stop during the red-light phase with photos and video. A citation is sent to the registered owner when a vehicle violates the red light.
- **Automated speed safety camera photo enforcement**
 - Speed cameras photograph a speeding vehicle and then send a citation to the registered owner. Mobile and fixed cameras are used to cover multiple road segments. Automated speed enforcement should be used to supplement traditional enforcement.



Placement of Automated Enforcement systems

- Goal of changing behavior specific to dangerous driving behaviors.
- Utilize a data-driven approach to select device placement.
- Five intersections to start.

What might placement look like? (example)



Where do fines from automated enforcement go?

- It is true – automated enforcement systems generate revenue from traffic fines, similar to fines collected for any traffic violation citations.
- However, the reason for automated enforcement is to change dangerous driving behavior to help make our community more safe.
 - Fines are distributed in accordance with state law.
 - \$100 fine example
 - \$50 is paid to the State of Oregon first.
 - \$34 is paid to Municipal Court (General Fund)
 - \$16 is paid to the County

The City Council and Mayor have restricted funds paid into the City of Bend General Fund so that any funds must be deposited into a single account to be used for future traffic safety and enforcement initiatives.

This includes using this specific account to ensure this program is 100% self-funded.

Where are we at now?

- Community education and feedback.
- Goal of strong community support.
- Generating a Request For Proposals from potential vendors.
- Goal of implementation in mid-to-late 2025.



Accommodation Information for People with Disabilities

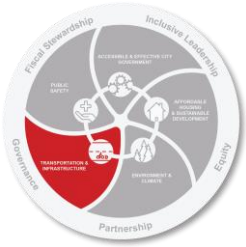


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Safety By Design

Education and Engineering Tools

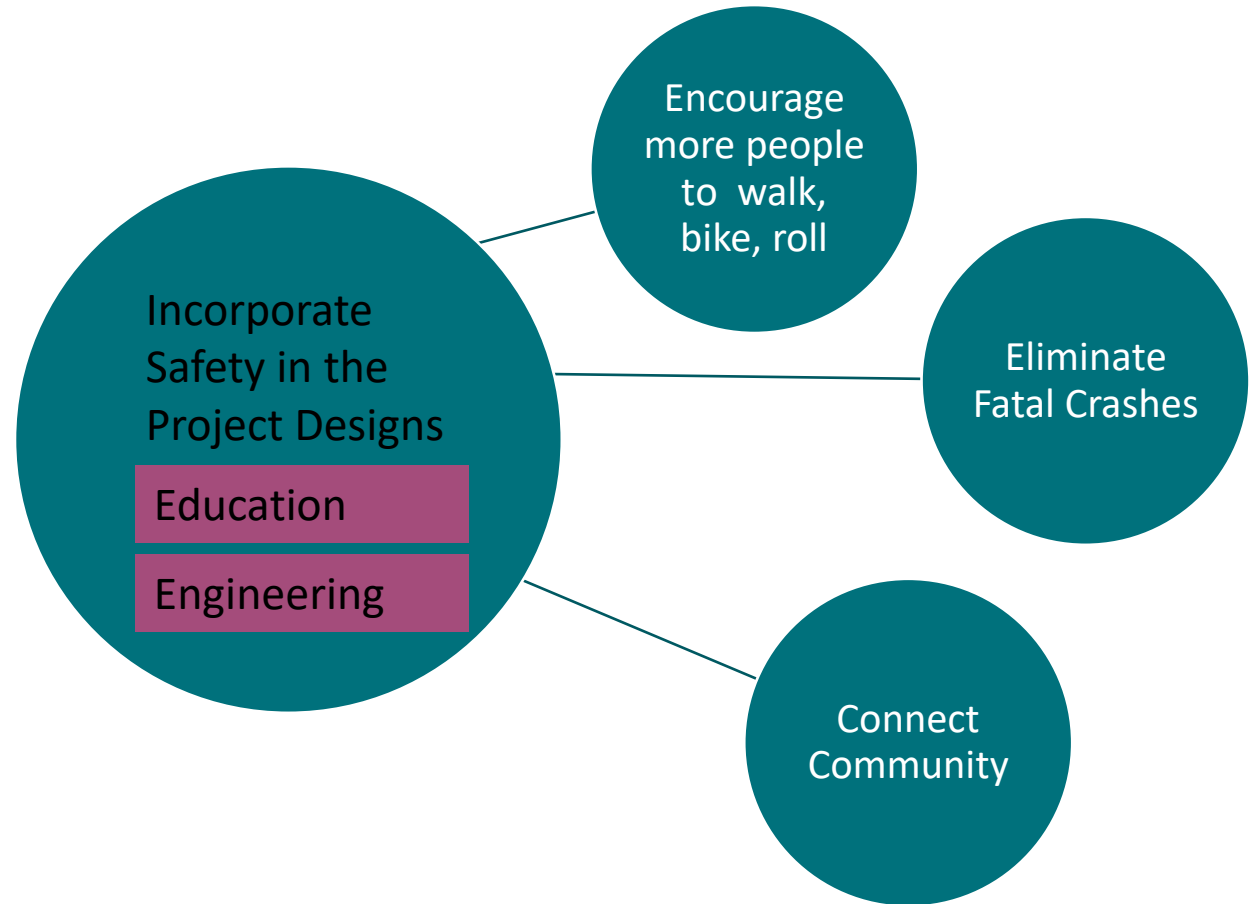
Why Safety Focused?



Transportation Goal

Action: Implement near-term multimodal and safety projects to capitalize on existing system, including building one connected and protected North-South and one East-West key route, and wayfinding.

Insight: People choose travel options that are safe and convenient.



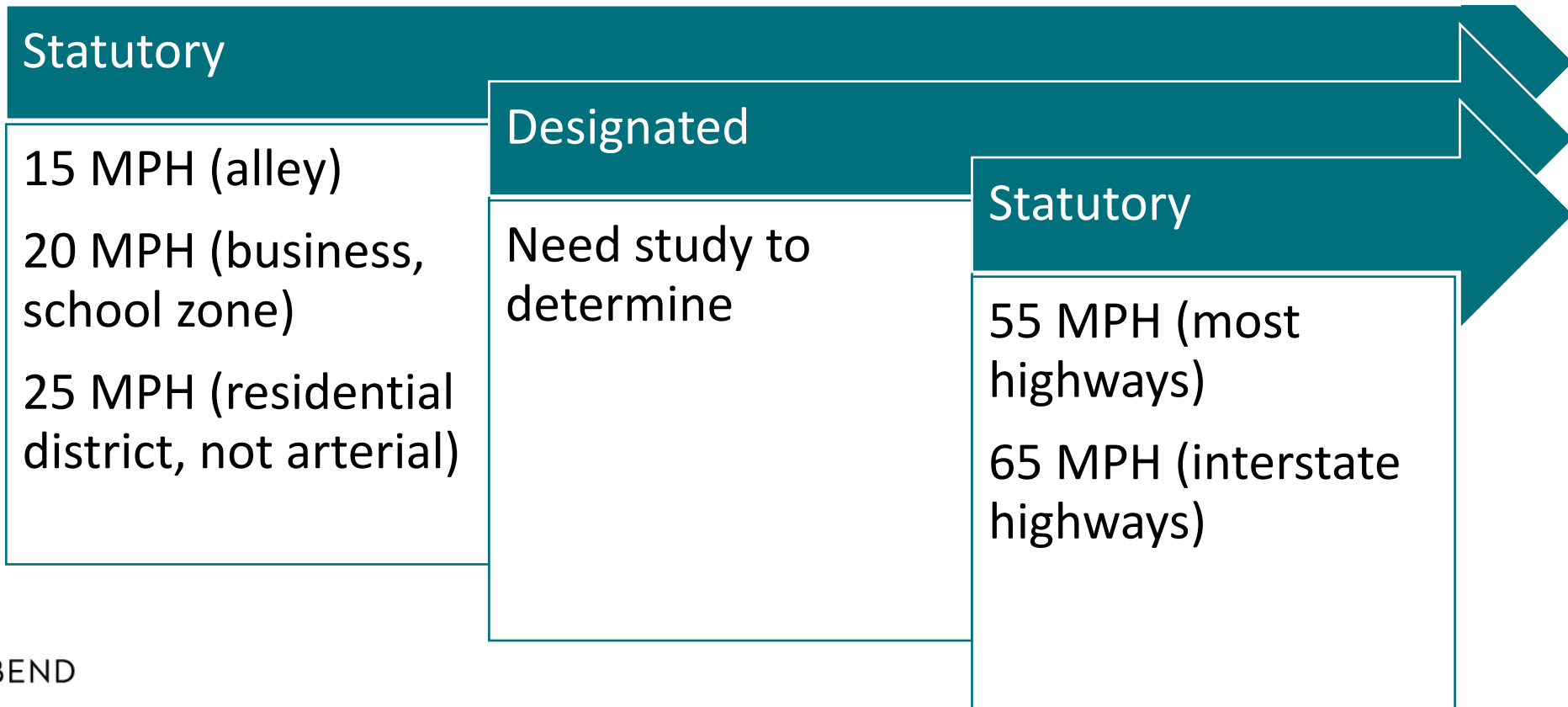
Education

Setting Speed Limits
Speed Radars and School Flashing Beacons

How speeds are set in Oregon

There are **two types** of speed limits under Oregon Law:

- 1. Statutory** – City can set if criteria met
- 2. Designated** – Requires a speed study (speeds, crashes, context, volume, etc.) to determine



Designated Speed Limit Process

City Submits
Request to
ODOT

ODOT Region 4
Conducts
Speed Study

ODOT HQ
Reviews and
Order Issued



Designated Speed Limits are Context Based

Context > Roadway Class	Urban Core/CBD	Urban Mix	Suburban Commercial and Residential	Suburban Fringe
Arterial	20-25 Low	25-30 Med Low	30-35 Med High	35-45 High
Collector	20-25 Low	25-30 Med Low	25-35 Med	30-40 Med High
Local	20-25 Low	20-25 Low	25-35 Med	25-35 Med

- Adjusted if existing speeds > 10mph over speed range
- City Manager may approve temporary slower speed for a hazard or construction
- City Council may adopt ordinance for 20 mph on a greenway or residential local/ collector street if signs installed. (street by street)



Do we reduce speed limits – Yes!

If conditions change that support slower speeds, we submit a request to reduce speeds.

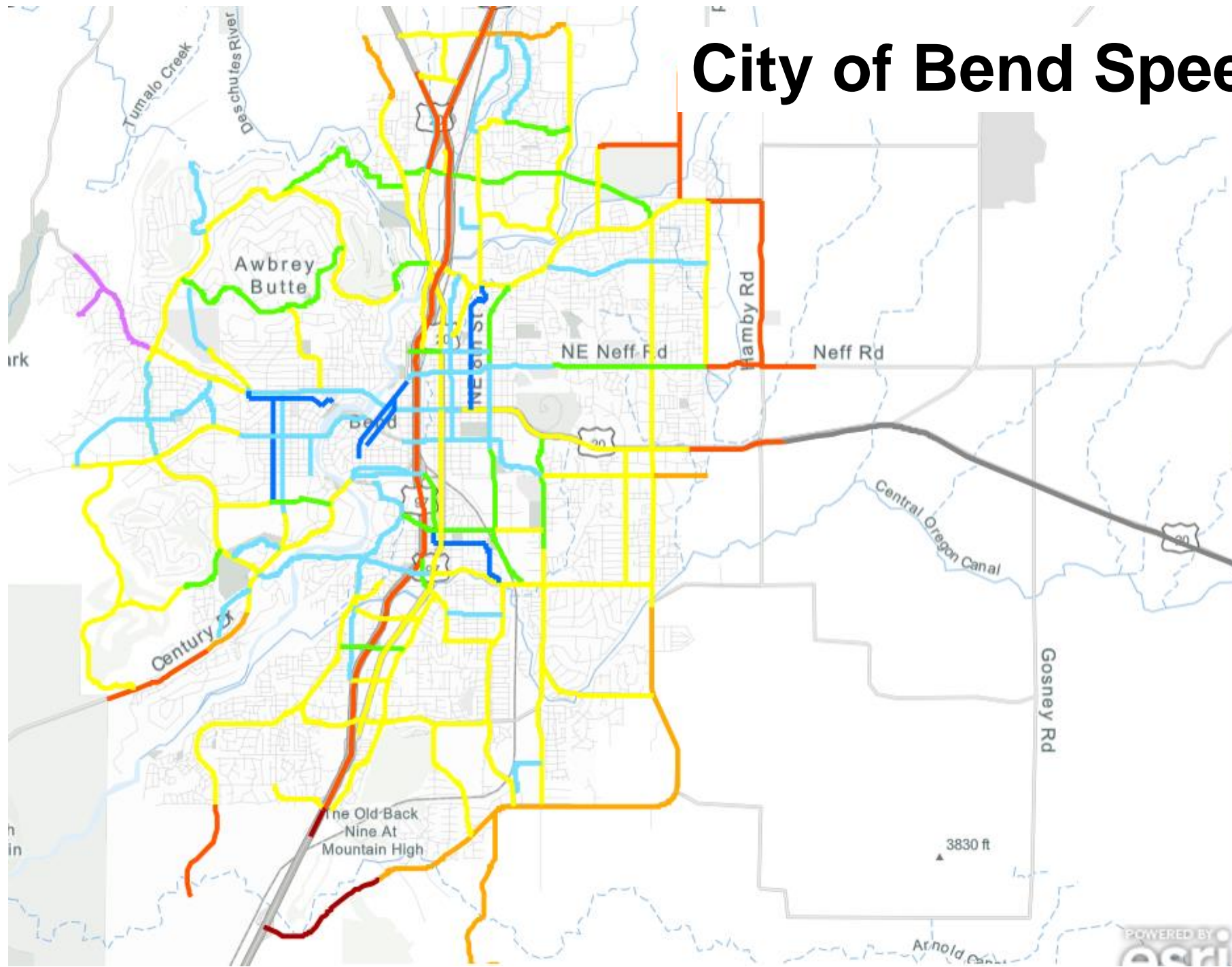
- 56 requests
 - 37 lowered
 - 1 raised
 - 11 no change
 - 7 in review



Designated Speed Limits

Summary of Speed Orders by Speed Limit				
Speed Limit	2017 to 2023 Speed Orders			All
	Prior Speed Order	Current Speed Order	Increase/Decrease in Number of Orders at that Speed Limit	2023 Summary All Issued Speed Orders
25 mph	6	16	▲	31
30 mph	4	7	▲	19
35 mph	10	14	▲	50
40 mph	8	4	▼	9
45 mph	9	6	▼	9
50 mph	2	2	-	2
55 mph	10	0	▼	0
<i>pending</i>				7
	49	49		127

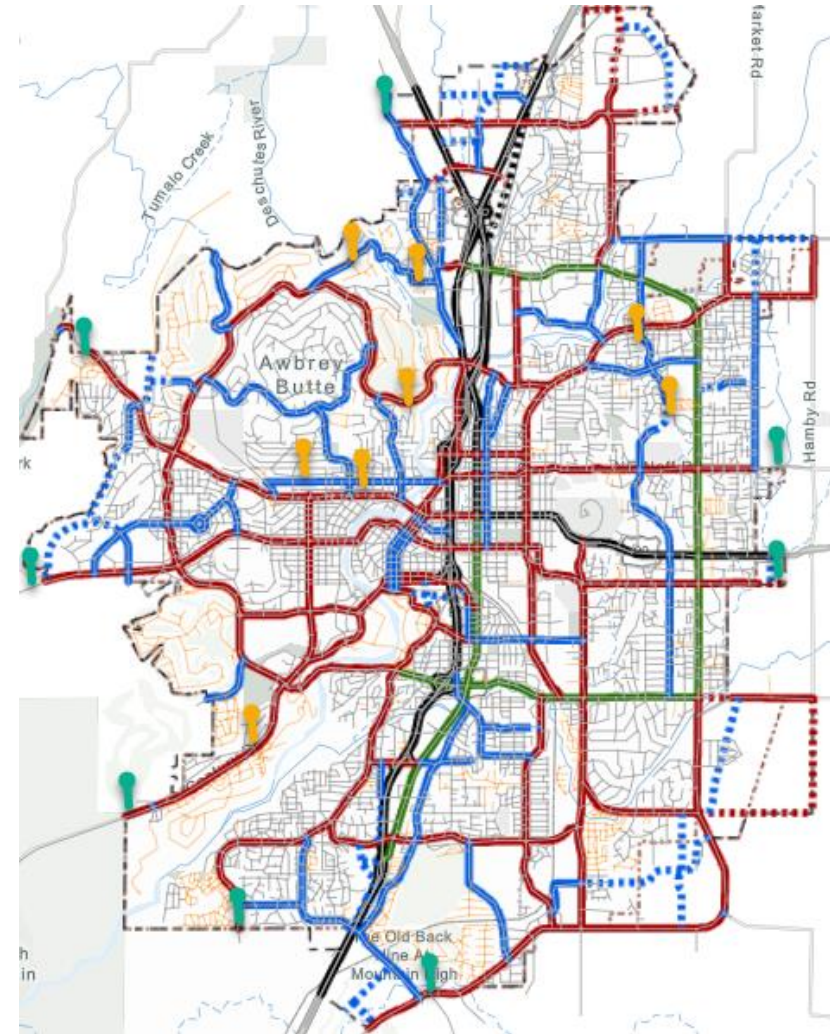
City of Bend Speed limits



- Speed Zone Orders
- 20
- 25
- 30
- 35
- 40
- 45
- 50
- Pending
- N/A
- Other
- TSP Roads
- Proposed State Highway
- State Highway
- Proposed Major Arterial

Stationary Speed Radars

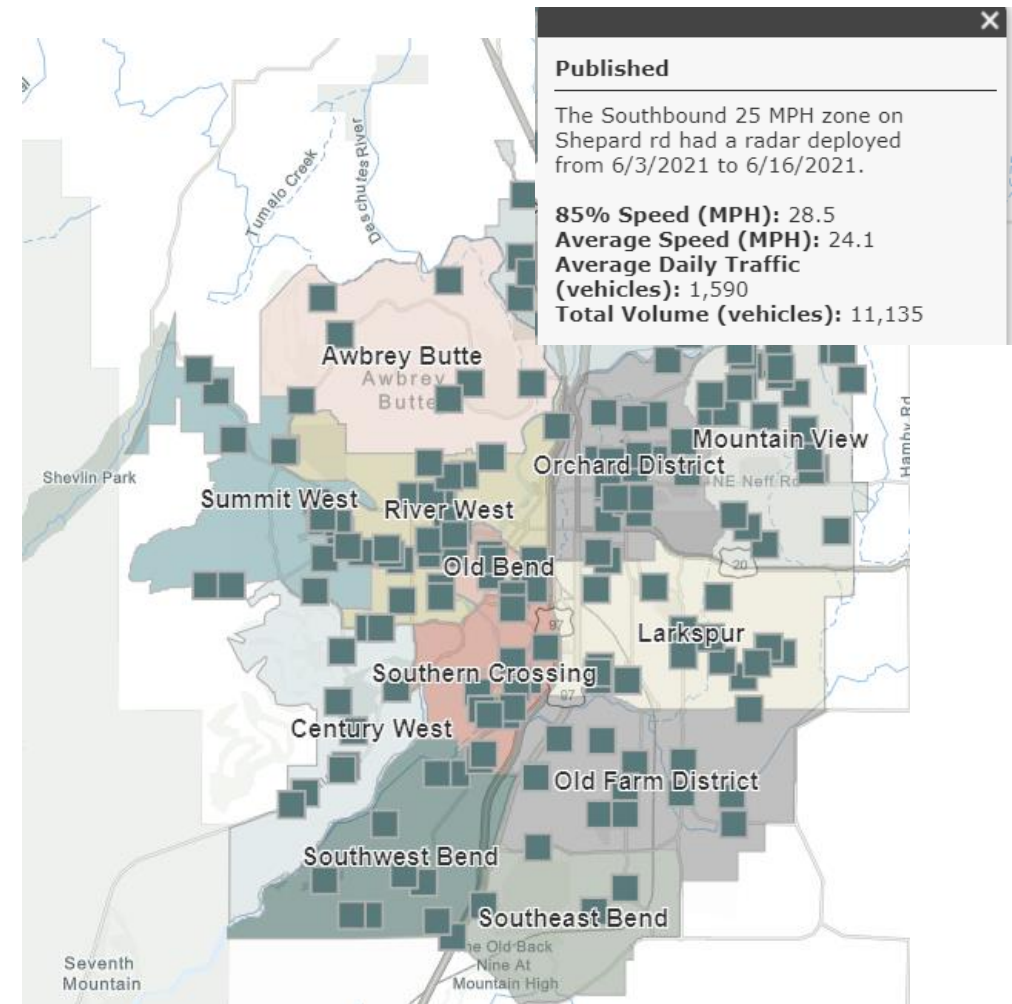
- 8 City Limit Stationary Signs
- 8 Neighborhood Stationary Signs



Movable Speed Radars

Fleet of moveable radar signs

- Locations by ND (May – Sept)
- Collect data (no current ticketing potential)
- Educate people how fast they are traveling
- Can have similar results in slowing speeds as speed humps*
- See Neighborhood Speed Radar Program website



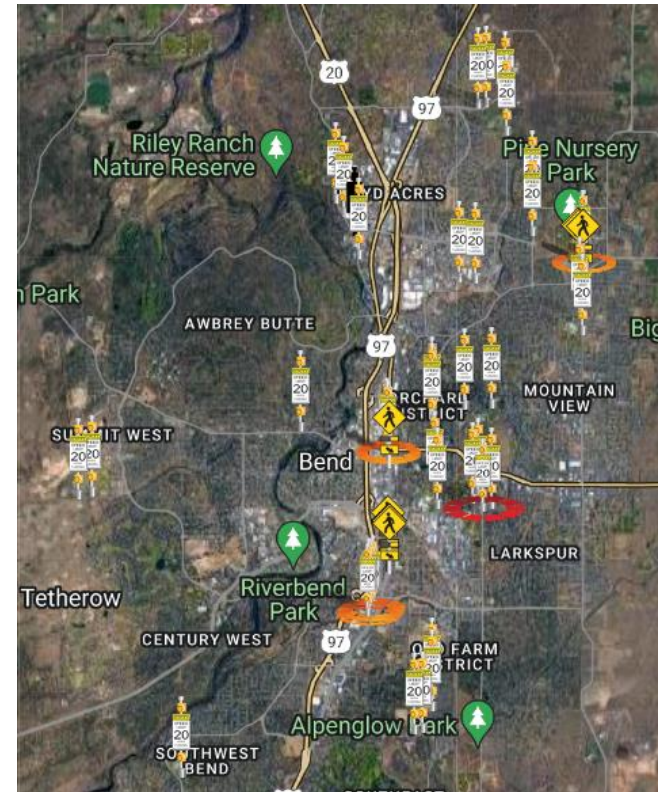
School Zone Flashing Beacons



92 School Zone signs (20 mph)

- 36 signs are flashing beacons
- 56 signs are non-flashing
 - 17 future flashing beacon locations
 - 39 non-flashing signs

“I didn’t mean to speed, didn’t realize I was in the school zone”
common reaction when pulled over



School Zone Times

- Non-flashing signs are 20 mph from 7 am to 5 pm
- Flashing beacons focus attention on 20 mph speed limit during times students and staff arrive and depart
 - 30 min before/ 15 min after school starts
 - 15 min before/30 minutes after school ends
 - also at lunch start/end for high schools



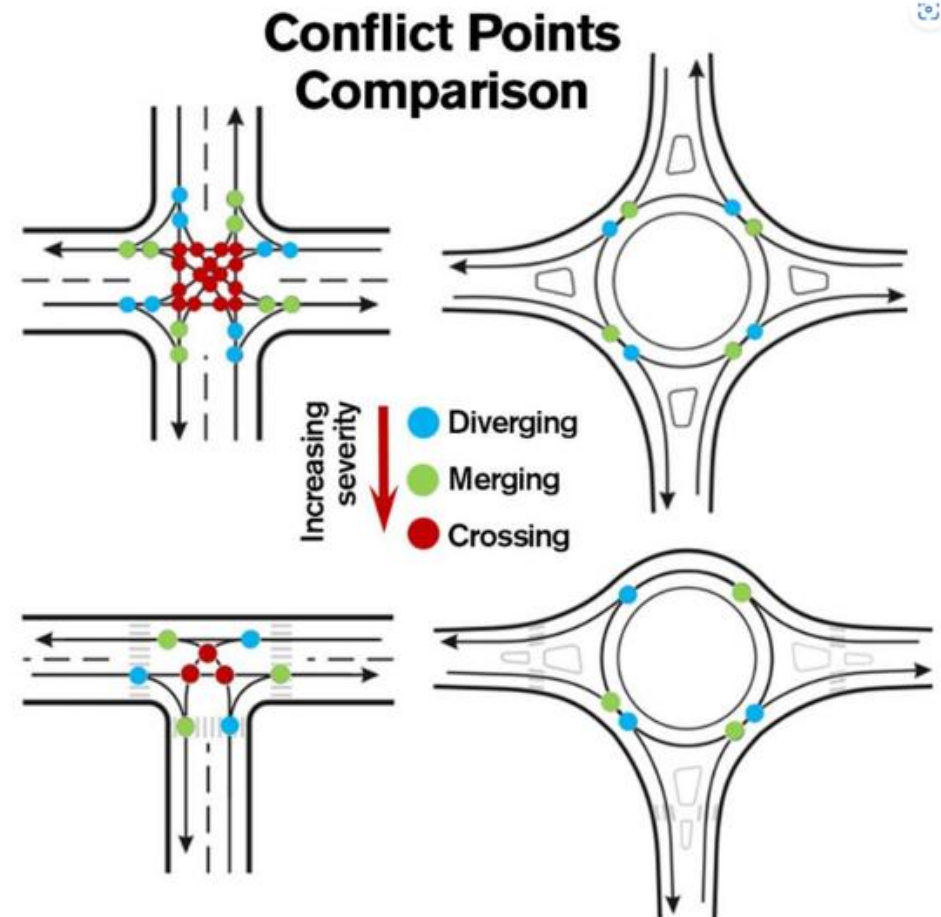
Engineering

Design Influences Safety

Roundabouts vs Traffic Signals

Bend is a “roundabout first” city because of the roundabout benefits over a traffic signal:

- Fewer conflict points
- Slower speeds
- Separates users (crosswalk after turn)
- If conflicts happen, at slower speeds
- Smaller footprint
- Fewer lanes on approach



Conflict Point Comparison, ASU News June 2017, Dr. Mamlouk

Tools to Slow Speeds and Reduce Conflicts

- Signing and Marking
- Traffic Circles
- Traffic Calming
 - Vertical (speed humps, raised crosswalks, delineators)
 - Horizontal (curb extensions, diverters, chicanes)
- Separated bike Lanes
- Traffic Signal Timing



Quicker Build Tools

Additional tools used in designs or options for small project installations:

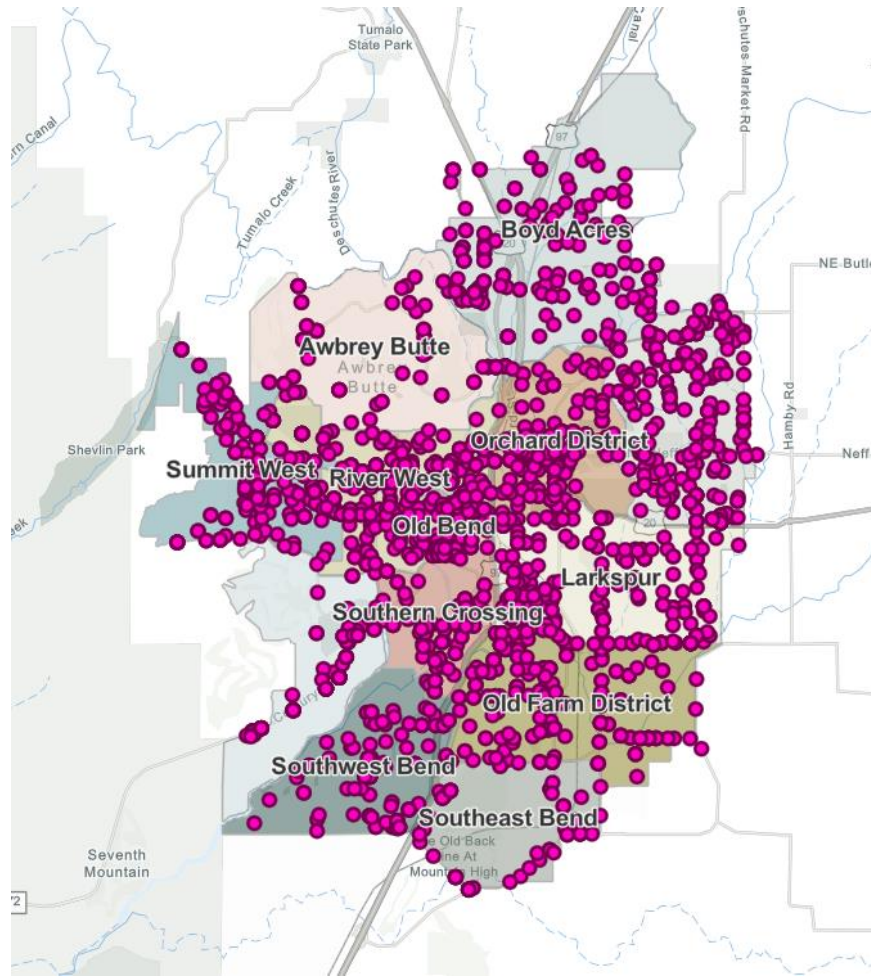
- Rumble strips (Riverfront/ Tumalo)
- Diverters (Bend Bikeways)
- Quick build curb extensions (4th street/Quimby)
- Green Conflict Bike Markings (Purcell/27th)
- Parking Protected Bike Lanes (Purcell)
- Enhanced crosswalks - traffic separator or median (various)



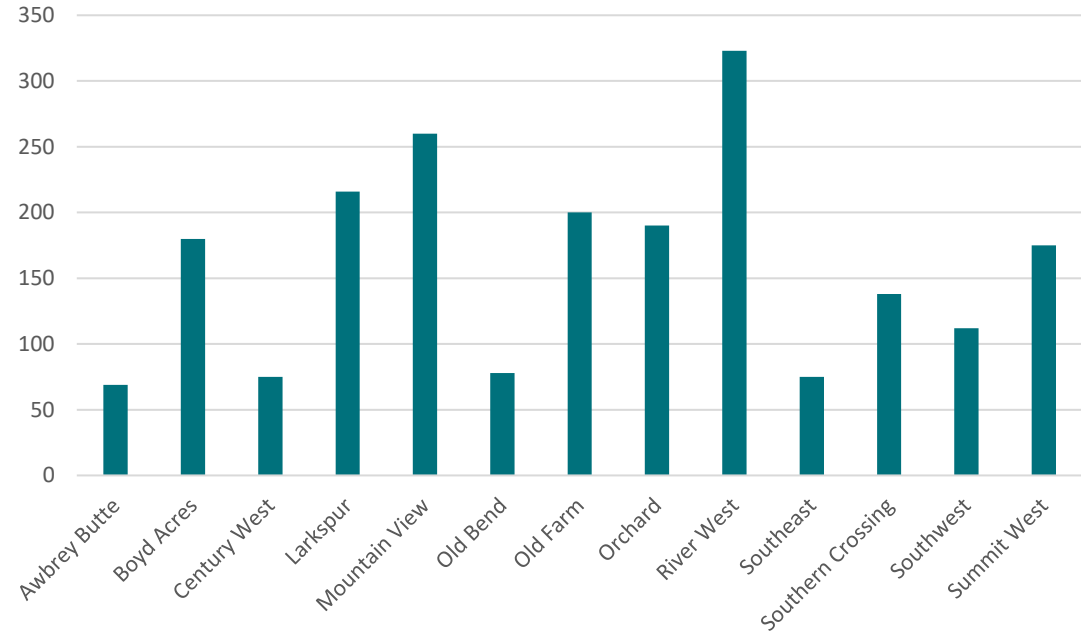
Action From Your Input

Service Requests - Who is Calling?

2020 - 2023

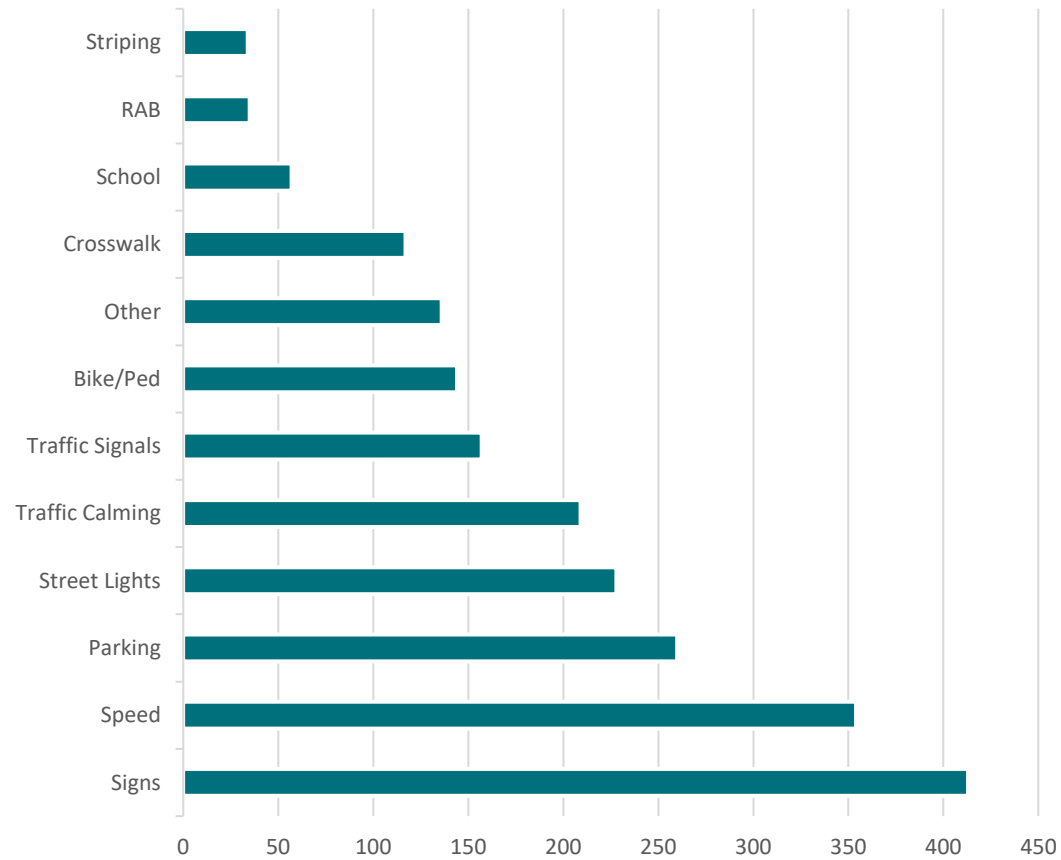


Calls in Each NA



What We Heard in 2020- 2023

2020 - 2023 - 2400 Service Requests



Action Taken From Feedback:

Enforcement

- Targeted Police Enforcement
- Parking Enforcement
- Speed Limit Changes

Education

- School Zone Beacons
- Neighborhood Speed Radar Program
- Curb Painting Program

Engineering

- NSSP Program
- Signing/ Striping changes
- Bike/ Ped Maintenance Program
- Traffic Signal Timing Changes
- Enhanced Crosswalks (medians, RRFBs)



Questions?

use Bend Works app or

email jhruby@bendoregon.gov

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Neighborhood Roundtable

Addressing Traffic Safety and Enforcement in Bend

June 10, 2024

Agenda

- Welcome & Introductions (15 minutes)
- Purpose & Ground Rules (5 minutes)
- Menti Poll Results & Discussion (15 minutes)
- Public Safety Goal Background & Discussion (25 minutes)
- Transportation & Mobility Goal Background & Discussion (25 minutes)
- Wrap-up (5 minutes)



Table Setting

Why are we here?

Purpose

- Council here to listen
- We are all here because we want a safe transportation system for various modes of travel in our city and neighborhoods
- Roundtable participants represent community members and transportation priorities through respective neighborhood lenses

Ground rules

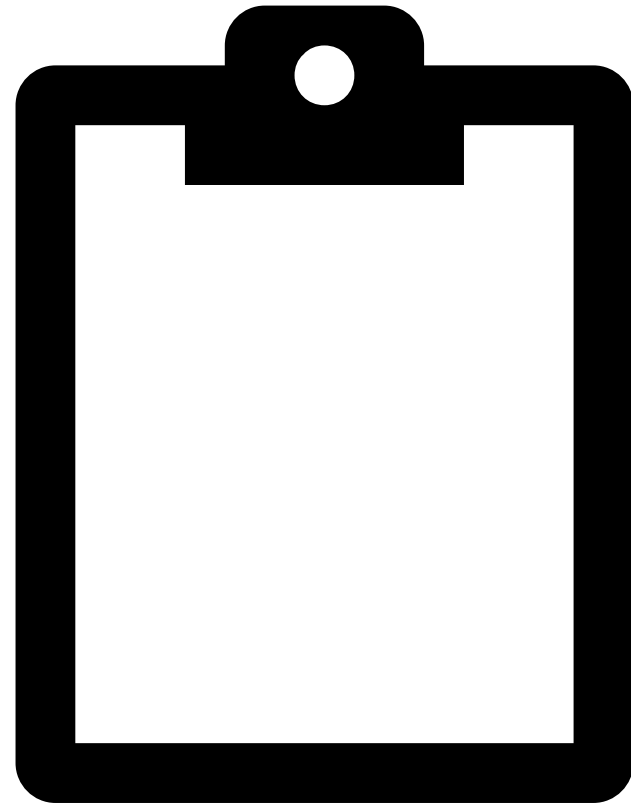
- A discussion, not a debate
- Everyone encouraged to participate
- Please do not interrupt others or speak unless called upon by the Mayor
- Feel free to take breaks when needed



Community Concerns

Menti Poll Results

- Open House attendees were asked, “**What concerns do you have about traffic Safety in Bend?**”
- Neighborhoods were given same question to test with members at the end of May, prior to roundtable.



Discussion

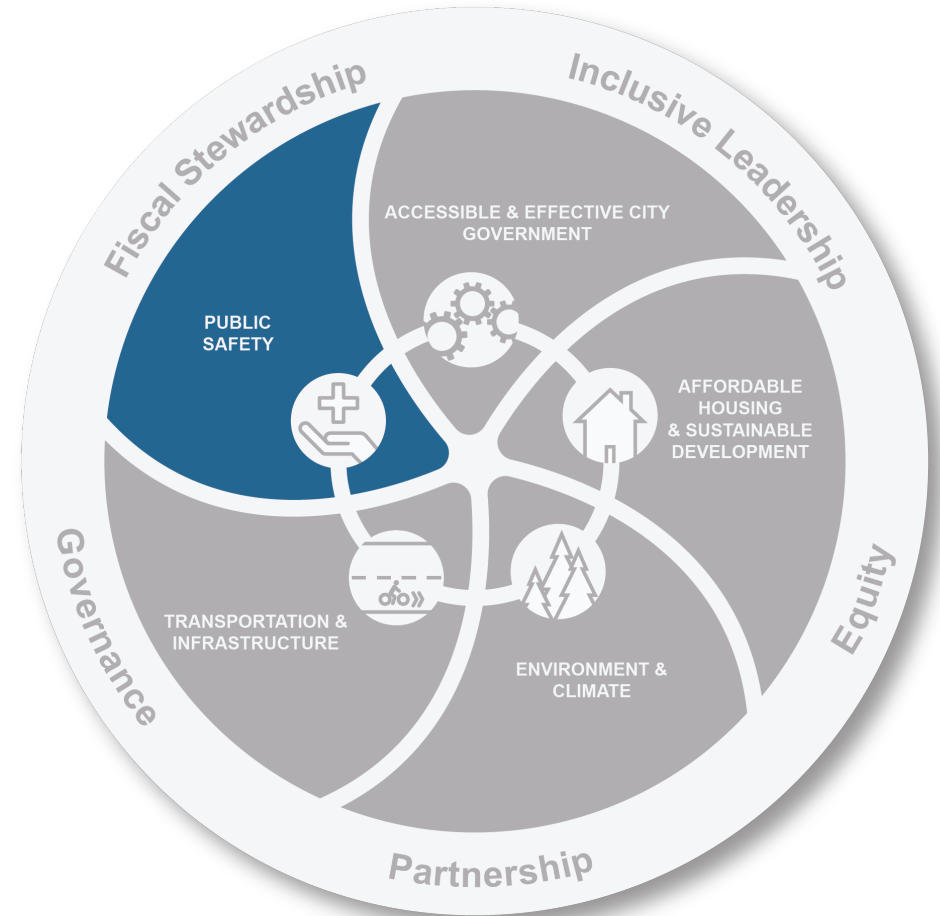
Discussion: How do the poll responses differ or are similar from what you heard from members? What stands out to you?



Public Safety

Public Safety Goal Focus

- **Strategy:** Reduce service demands through partnerships, use of technology, alternative response and community education.
- **Action:** Evaluate automated traffic enforcement to improve traffic safety.



Discussion

What are you most concerned about with the automated traffic enforcement program?





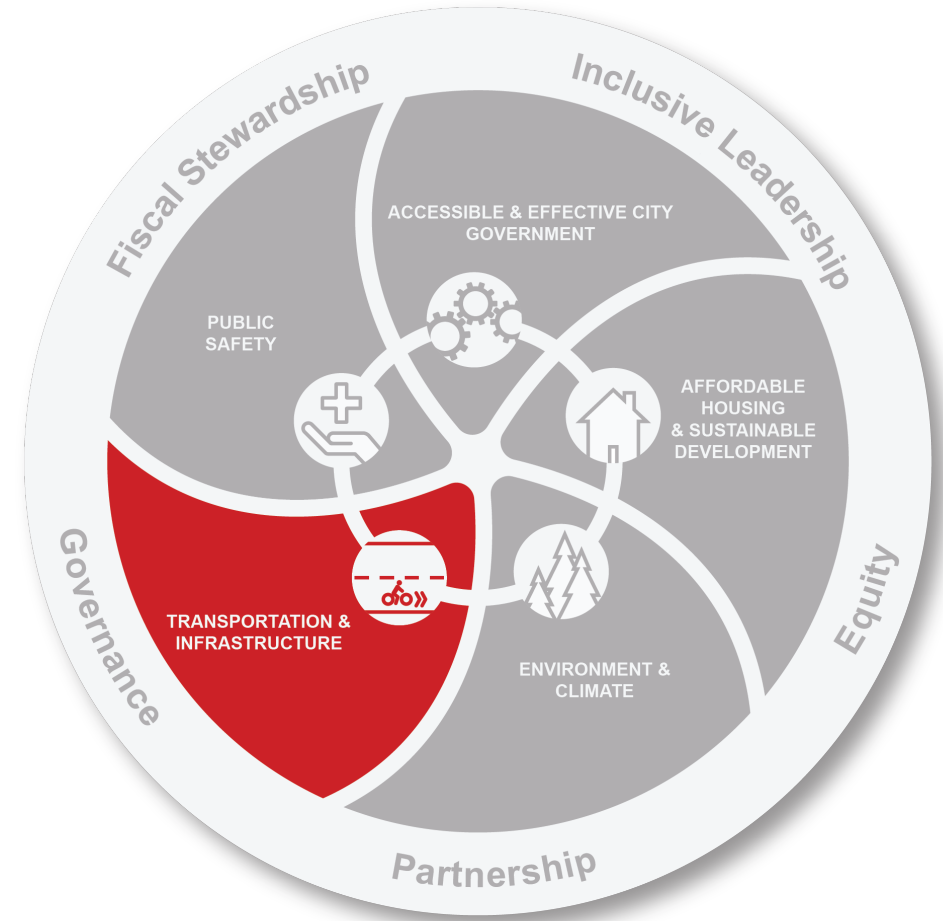
Transportation & Mobility



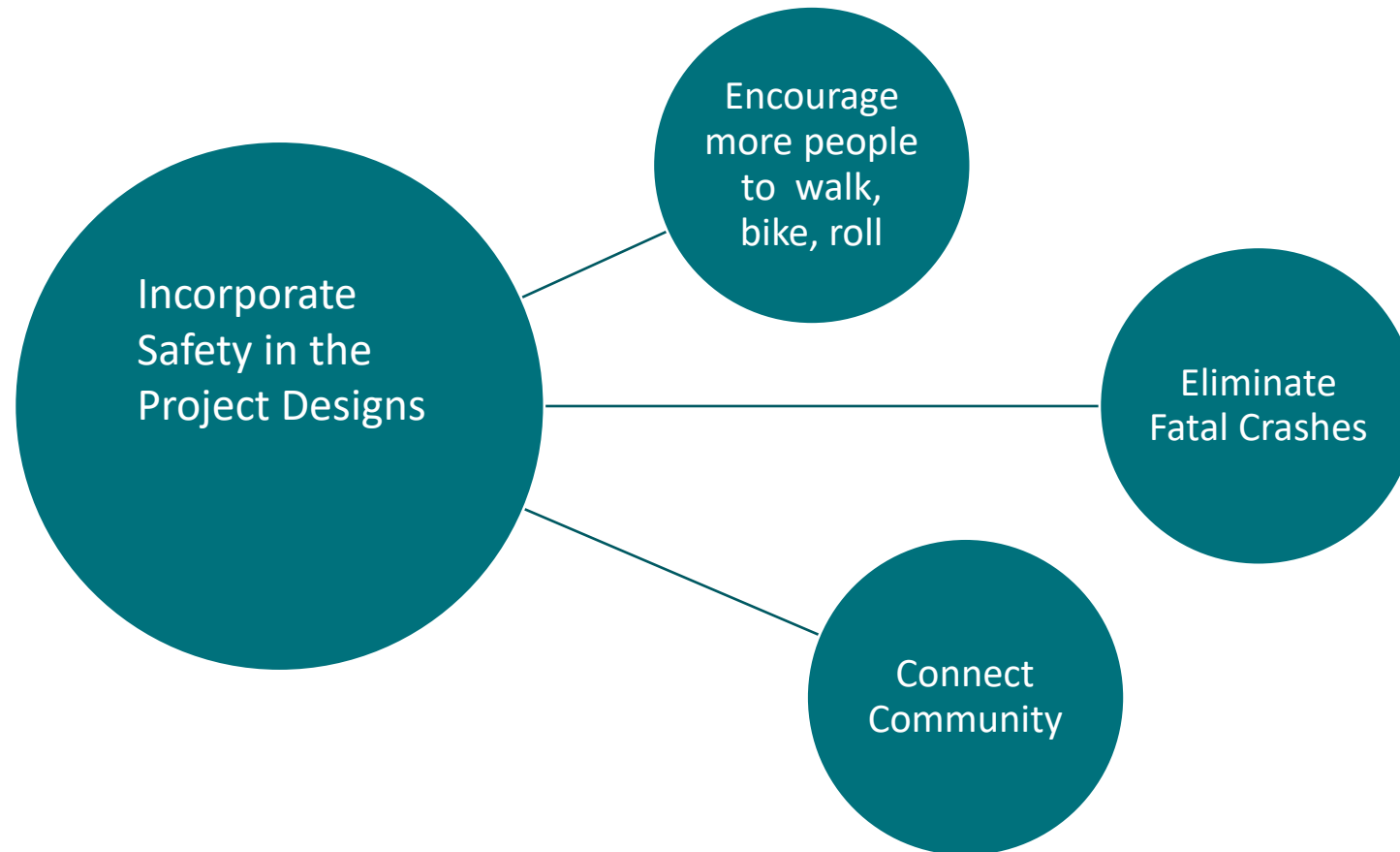
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Transportation & Mobility Goal Focus

- **Strategy:** Improve the transportation system by focusing on safety and securing sustainable funding aligned with transportation system plan (TSP).
- **Action:** Implement near-term multimodal and safety projects to capitalize on existing system, including building one connected and protected North-South and one East-West key route, and wayfinding.



People choose travel options that are safe and convenient



Progress on Projects – See GO Bond Website

2020 GO Bond 10-Year Capital Improvement Program												
Project Name	Begin	End	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
Neighborhood Street Safety Program (NSSP)	2021	2029	█	█	█	█	█	█	█	█	█	█
Wilson Avenue Corridor	2021	2024	█	█	█	█						
Butler Market Road and Boyd Acres Road	2022	2026	█	█	█	█	█					
Key Routes River West Neighborhood	2022	2024	█	█	█							
Purcell Extension	2022	2024	█	█	█							
Portland Avenue Corridor	2022	2026	█	█	█	█	█					
Olney Pedestrian and Bike	2022	2025	█	█	█	█						
Archie Briggs Trail Crossing	2022	2024	█	█	█							
Midtown - Franklin Avenue Undercrossing	2022	2026	█	█	█	█	█					
Midtown - Greenwood Avenue Undercrossing	2022	2024		█	█	█						
Midtown - Hawthorne Avenue Overcrossing	2022	2027		█	█	█	█	█				
Reed Market Corridor	2022	2029	█	█	█	█	█	█	█	█		
Aune Street Extension (East)	2023	2027		█	█	█	█	█				
Intelligent Transportation Systems	2023	2030		█		█	█			█	█	
Bear Creek Road and 27th Street	2023	2026		█	█	█	█					
Neff Corridor	2023	2026		█	█	█	█					
NE Olney Intersections (4th and 8th St)	2025	2028				█	█	█	█			
NE Revere Intersections (4th and 8th St)	2025	2028				█	█	█	█			
Empire-OB Riley Intersection	2026	2027					█	█				
Colorado Avenue Capacity	2026	2031					█				█	█
Powers, Parrell, and Chase Intersections	2028	2029							█	█		
Enhanced Access to Transit - Program	TBD	TBD										
North Corridor Project Coordination - ODOT	2022	2024	█	█	█							
Colorado Avenue Interchange - ODOT	2026	2027	Schedule TBD by ODOT									
Empire Avenue Interchange Contribution- ODOT	2028	2029							█	█		
Powers Road Interchange Contribution - ODOT	2028	2031	Schedule TBD by ODOT									
Butler Market Road Coordination - ODOT	2029	2030	Schedule TBD by ODOT									
Murphy Parkway Ramps Coordination - ODOT	2025	2028				█	█	█	█			

Last Updated February 2024

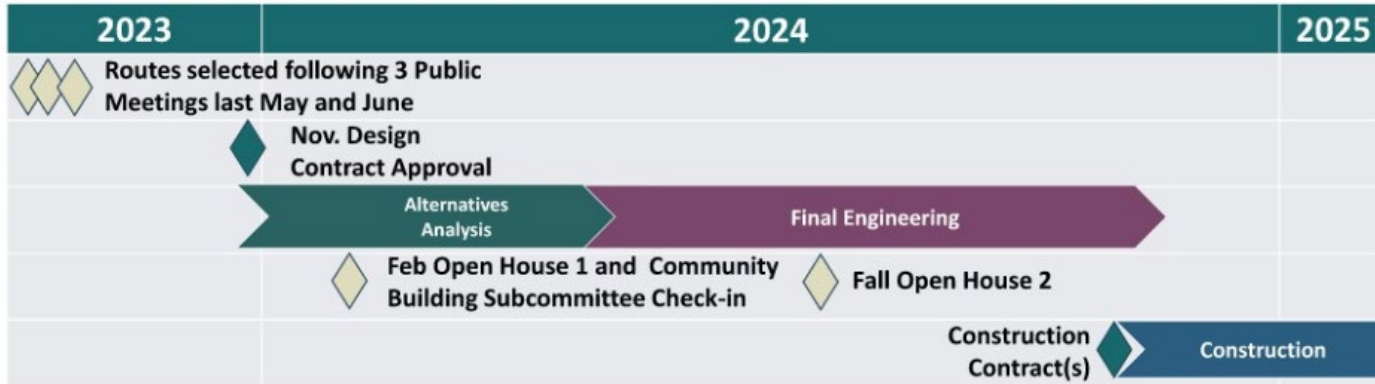
*For planning purposes only - subject to change. See Project Dashboard for details

█ Planning/Design/Permitting

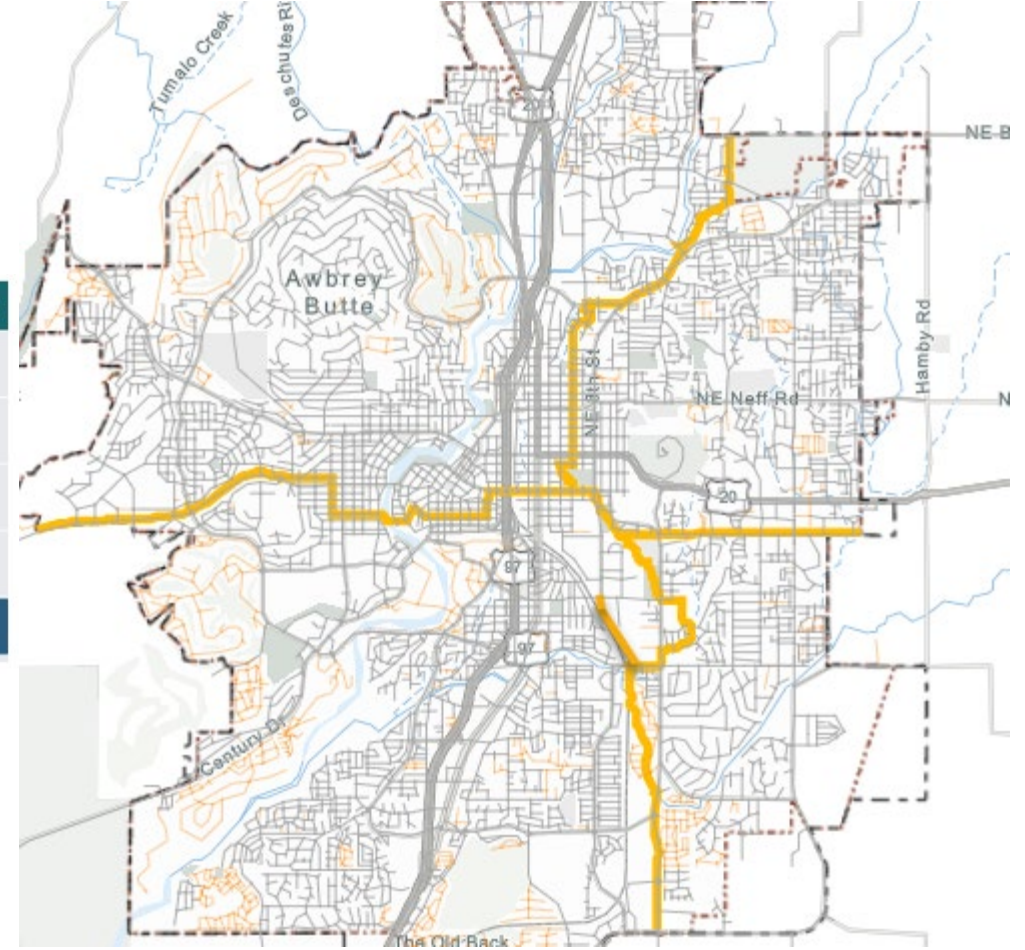


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Bend Bikeways



Currently in design



Progress on Programs

Program	Status
P1/ P6 - Multimodal Maintenance Program and Funding	Approved TUF 2024, mini sweeper (2), mini plow (2), 4 seasonal positions converted to full time
P2 – Create Travel Options Program for Major Employers	Reviewing City Travel Options
P3 – Traffic Safety Analysis Plan Implementation	Of 14 high crash intersection projects – 5 done, 7 planned, 2 remaining; awarded grant for plan update to identify next priority projects
P4 – Bicycle Program	Developed wayfinding sign standards - incorporating into bikeways design, planning extensions to cross town bikeways
P5 – Pedestrian Program	Completed Phase 1 – identified priority ped projects in high demand areas
P7 – Mobility and Curbside Management (Parking)	Implemented permit parking, timed zones, installed parking technology for space availability and enforcement
P8 – Implement Intelligent Transportation System Plan	Upgraded signal controllers, updated 27 th street corridor timing, installed count down timers



Summary of Different Safety Tools



What else?
What is preferred on different streets?

What Tools Do We Use Moving Forward?

Upcoming Projects that will evaluate safety tool options:

Enforcement

- Automated Enforcement

Education

- Interagency Coordinated Campaigns
- Bike/Ped Events

Engineering

- GO Bond/Capital Projects
- NSSP Projects
- Design Standards Update
- Safety Plan update

Working Towards

- Increasing safe and convenient travel options for people of all ages and abilities.
- Transportation Systems Plan Update - Climate Friendly and Equitable Community Rule expands emphasis on walking, biking, transit



Discussion

When you think about transportation safety, what do you want City Council and staff to know or think about regarding infrastructure design?

Thank you!

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