

ABNA Traffic Calming Task Force Aug 25, 2018

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Problem statement: Lack of observance of speed limits.

Objective: achieve observance of speed limits

Approach – Straw man Note: Agenda in black type, summary of discussion in blue type

1. Quantify the problem

1.1. Survey of residents

1.1.1. Is speeding a problem? Polling the residents within the ABNA boundaries should provide a compelling case for residents' concern over speeding in our neighborhood. The ABNA has ~350 registered members at present and we can email them a link to a survey - but we have ~3000 tax lots, ~10,000 residents all told and reaching them needs a more mundane approach. Either a surface mailing (expensive) or some form of neighbor outreach. We (the ABNA Board) have discussed the possibility of recruiting 'Block Captain's from the registered membership and asking them to leave materials with their immediate neighbors. A Traffic Safety survey could be one such piece of material.

1.1.2. where does speeding take place? Would be part of the survey question.

1.2. Analysis of available speed data – determine whether perception or reality. The Bend Traffic Engineer has agreed to supply the data captured by the Speed Monitors in 2017/2018 for NW Washington, Archie Briggs, Awbrey Rd and Summit Drive. We have received the 2018 Archie Briggs data so far and is available on the [ABNA website](#) (ABNA Initiatives/Road Safety). The last 2 tabs are my start to creating summaries that show the extent of speeding. As more data arrives, more hands will make this work faster to analyze.

2. Research

2.1. Measures to change driving behavior

2.1.1. Police patrols The Bend Traffic Detail was originally 6 officers and a supervisor sergeant at the time when Bend was 60,000 residents and experiencing 50% of the visitors that we see today. At the start of 2018, this Detail had been reduced to 2 officers and a part-time supervisor. A commitment by Chief Porter was made to restore the Detail to 6 officers but, to date, an additional 2 officers have been assigned to the Detail. As the City grows, rising serious crime and incidents that require police attention combined with significant budget limitations leave little room for maneuver for Chief Porter and it is highly unlikely that police patrols to deter speeding will ever be a significant presence.

2.1.2. '20 is Plenty'. [Here](#) is a link to a paper submitted to the Citywide Transportation Advisory Committee (CTAC: of which I am a member) by Steven Porter, a Bend resident., which explains the logic behind lowering speed limits in urban settings. And [here](#) is a link to a description of '20 is Plenty' in Portland (since adopted and in implementation). This news report also references 'Vision Zero'.

- 2.1.3. 'Vision Zero'. The overarching program to '20 is Plenty' and which has also been adopted in cities from NYC to LA.
- 2.1.4. Public Awareness Campaign. Pat Miner is a SE Bend resident that is championing a campaign to heighten awareness of speeding in Bend: 'Slow Down. It's our Town'. The ABNA supports this campaign and I attach the scope of work proposed by Pat.
- 2.2. Measures to limit speeds to legal levels
 - 2.2.1. Road markings The use of road 'striping' or messaging to remind drivers of speed limits and/or create the illusion of narrower streets that will induce braking/lower speeds. An example is the new markings in NWX that widen the bike lane and use broader lane separation lines. The lane for vehicles appears significantly narrower as a result.
 - 2.2.2. 3D symbols Here is a [link](#) to some examples.
 - 2.2.3. Speed signage Bend streets lack enough reminders to motorists on the speed limit and are often placed in sub-optimal locations. Input from the community on the best locations is needed.
 - 2.2.4. Sidewalk symbols [Child 3d The Seattle project](#) Illusory sidewalk bump outs,
 - 2.2.5. Road diets [Citylab explanation](#). Illusory road narrowing using e.g. painted lines, fences angled towards the road (in Europe, trees have been used in this way with reduced spacing as it nears a roadway, not only apparently narrowing the road but also inducing the perception of acceleration).
- 2.3. [Road design](#):
 - 2.3.1. bumps/humps/cushions [The Quebec Study](#)
 - 2.3.2. bump outs
 - 2.3.3. Chicanes I like 'slalom course' better!
 - 2.3.4. mini-roundabouts
 - 2.3.5. medians
- 2.4. Technology
 - 2.4.1. Speed monitors – Community funded? Public/private venture? City funded? The option to rent or loan-with-option-to buy is interesting. A little googling revealed a [Portland sign company](#) that has/had such a [program](#) and I've reached out to them for information.
 - 2.4.2. Speed cameras - Community funded? Public/private venture? City funded? There are OR State limits on the use of such devices. [Portland](#) has obtained a dispensation from these laws for a pilot period and the ABNA has asked the Bend Council, with the support of Eric King, to request the same for Bend. There is a pending House Bill to remove the limits on the use of such technology which is on the list for debate in the 2019 legislative session. The ABNA has asked that Bend Council write in support of this.
- 2.5. Means to improve law enforcement
 - 2.5.1. Police patrols Not really an option for Bend due to budget constraints and which, anyway, have a half life in minutes once motorists start warning each other of the presence of the police.
 - 2.5.2. Signage 'Slow Down' The City distributed signs are small and, judging by the ABNA's use of them, ineffective

2.5.3. Community action – community funded? The lack of funds to implement better measures to calm traffic is a reason offered by City Hall for delay in action. However, the City is open to community funding and has a mechanism to accept donations. The issue of how those funds would be used and any restrictions placed by donors on the City's discretion is an open question, however.

2.5.4. Community deputies – [residents with LIDAR + camera](#)

2.6. Funding Basically a solid grasp of the sources for funding a program to calm traffic is needed.

2.6.1. City budget

2.6.2. State Programs

2.6.3. National Programs

2.6.4. Private Foundations

3. Document findings and recommendations

4. Present findings and recommendations with an action plan

4.1. ABNA/NLA/NART

4.2. Council

5. Generate public support

5.1. Petitions

5.2. ABNA website

5.3. Media attention

5.4. [Social Media](#)

6. Lobby City Leadership

6.1. Petitions

6.2. City Service Action Requests

6.3. Councilor meetings/letters

6.4. Council presentations 'Work Session'

6.5. Council Meeting 3 min public input

6.6. CTAC – written and oral submissions

6.7. MPO Transportation Safety Action Plan – written and oral submissions