Outer SE Division St.
Safety Action Plan
Safer walking, biking & driving
82\textsuperscript{nd} Ave. to city limit

Elizabeth Mahon, Project Manager
Portland Bureau of Transportation
April 2017
Vision Zero is the goal to eliminate all traffic deaths and serious injuries by 2025
Outer Division needs help.

13 people were killed and 117 people were seriously injured on outer Division Street in the latest 10-year period for which traffic crash data is available.
Outer Division Multi-Modal Safety Improvements 2017-2019

- **Speed Safety Cameras**
  - Safe speeds save lives

- **Complete Sidewalks**
  - All gaps filled

- **More Street Lights**
  - Easier to see other people

- **Safer Crosswalks**
  - More flashing lights, stop lights, and median islands

- **Safer Speed Limit**
  - 30 MPH will become permanent

- **Buffered Bike Lanes**
  - Physical separation where possible

- **Shorter Crossing Distances at Crosswalks**
  - Crossing distances shortened by center median and protected bike lanes

- **More Marked Crosswalks**
  - Shorter distances between safe crossings

*Image is for illustrative purposes only; location and design of specific elements may change*
### Engineering and Enforcement: Using proven safety measures

<table>
<thead>
<tr>
<th>Examples of safety tools in plan</th>
<th>Crash reduction (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>More stop lights at crosswalks</td>
<td>69</td>
</tr>
<tr>
<td>Safer speed limit (35 to 30 mph)</td>
<td>35</td>
</tr>
<tr>
<td>Raised center median</td>
<td>47</td>
</tr>
<tr>
<td>Buffered bike lanes</td>
<td>11</td>
</tr>
<tr>
<td>Speed safety cameras</td>
<td>49</td>
</tr>
</tbody>
</table>

**Sources:**
- FHWA (2013), Toolbox of countermeasures and their potential effectiveness for pedestrian crashes, pedestrian hybrid beacons
- AAA (2011), Impact speed and a pedestrian’s risk of severe injury or death
- Portland Bureau of Transportation crash data (2017)
- Cochrane (2010), Do speed cameras reduce road traffic crashes, injuries and deaths?
- Oregon Department of Transportation, All Roads Transportation System Program
Multi-Modal Safety Project

- Project area: 82nd – city limit
- 4.7 miles
- Raised center medians in Jade District and Division Midway Alliance
- Separated bike lanes – 82nd to city limits
- Enhanced pedestrian crossings
- Lighting infill
Access Management

- Landscaped median islands
- Pedestrian crossings through islands
- Changes circulation into/out of properties
- 47% reduction in all crashes
Physically Separated Bike Lanes
Installed as part of DTP – starting 2019

Baseline Road separated bike lane in Boulder, CO. (Source: City of Boulder)

Montreal, Canada

Seattle, Dexter Street
Tradeoffs: Vehicle parking, driveways, and turns

- People may need to store (park) their vehicles on side streets or private property
- People may need to use a different driveway
- People may need to turn off or onto Division Street at different locations

We have limited space, and are prioritizing safety!
Education & Outreach

Photo: Portland Chinese Times

March 11, 2017
<table>
<thead>
<tr>
<th>Outer Division Street safety projects</th>
<th>City of Portland</th>
<th>TriMet</th>
</tr>
</thead>
<tbody>
<tr>
<td>Speed safety cameras</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Speed reader boards</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Speed limit reduction to 30 mph</td>
<td>✓</td>
<td></td>
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<tr>
<td><strong>Safer signal timing</strong></td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Additional street lighting, particularly at crosswalks</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>More rapid flashing beacons with medians and signage</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>More pedestrian hybrid beacons with medians and signage</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Protected bike lanes through parking removal (temporary design with flexible posts)*</td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Protected bike lanes (permanent design with hardscaping)*</td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td><strong>Safety education and outreach</strong></td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Raised center median for access management*</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Shorter crossing distances at crosswalks</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Enhanced bus stations with shelters, accessible ramps, sidewalks and safer pedestrian crossings</td>
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<td></td>
</tr>
<tr>
<td>Transit signal priority for buses</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Bigger buses with multiple-door boarding</td>
<td>✓</td>
<td></td>
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</tbody>
</table>

*Still in design phase, and can change based on public feedback
Updates and questions

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Vision Zero: visionzeroportland.com