

Outer SE Division St. Safety Action Plan

Safer walking, biking & driving
82nd Ave. to city limit

Elizabeth Mahon, Project Manager
Portland Bureau of Transportation

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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

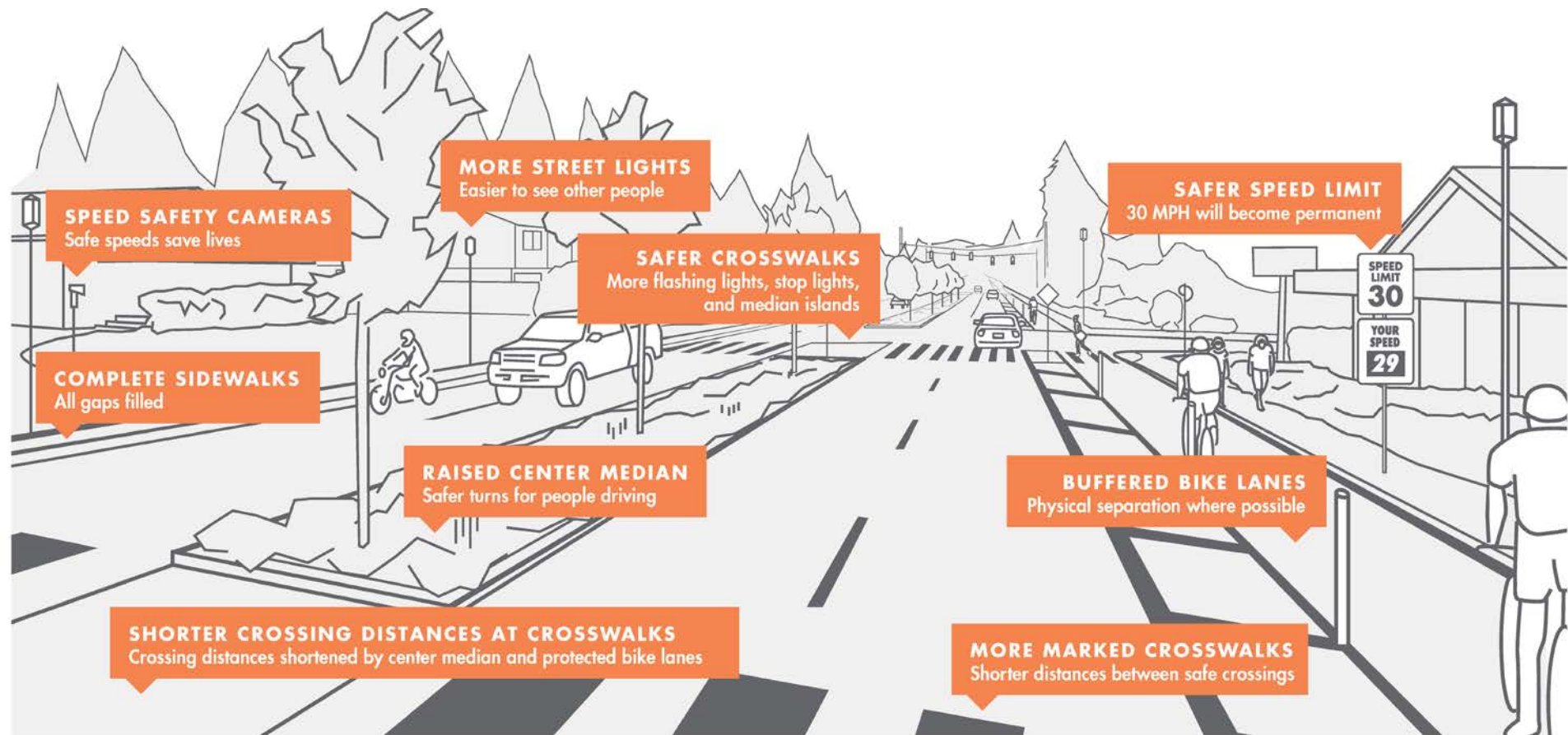


Image is for illustrative purposes only; location and design of specific elements may change

Engineering and Enforcement: Using proven safety measures

Examples of safety tools in plan	Crash reduction (%)
More stop lights at crosswalks	69
Safer speed limit (35 to 30 mph)	35
Raised center median	47
Buffered bike lanes	11
Speed safety cameras	49

Sources:

FHWA (2013), Toolbox of countermeasures and their potential effectiveness for pedestrian crashes, pedestrian hybrid beacons

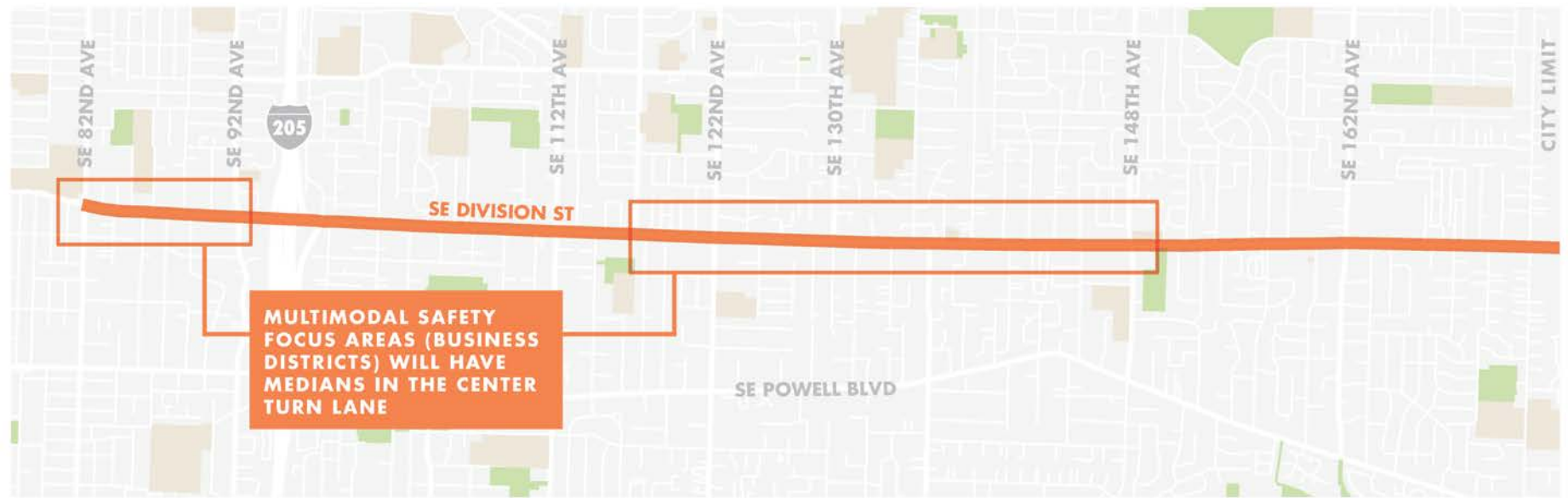
AAA (2011), Impact speed and a pedestrian's risk of severe injury or death

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

Buffered Separated Bike Lanes – interim treatment (2018)



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



March 11, 2017

Photo: Portland Chinese Times

Outer Division Street safety projects	City of Portland			TriMet
	2017 completion	2018 completion	2019-21 completion	2019-21
Speed safety cameras	✓			
Speed reader boards	✓			
Speed limit reduction to 30 mph	✓			
Safer signal timing			✓	
Additional street lighting, particularly at crosswalks	✓	✓	✓	✓
More rapid flashing beacons with medians and signage		✓		
More pedestrian hybrid beacons with medians and signage	✓	✓		✓
Protected bike lanes through parking removal (temporary design with flexible posts)*		✓		
Protected bike lanes (permanent design with hardscaping)*				✓
Safety education and outreach	✓			
Raised center median for access management*		✓	✓	
Shorter crossing distances at crosswalks		✓		
Enhanced bus stations with shelters, accessible ramps, sidewalks and safer pedestrian crossings				✓
Transit signal priority for buses				✓
Bigger buses with multiple-door boarding				✓

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

Updates and questions

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TriMet project: trimet.org/division

Vision Zero: visionzeroportland.com