

Safety Action Plan Timeline

The City of Portland is installing safety projects through 2021 on SE Division Street from 82nd Ave. to the city limit. This work supports Portland’s Vision Zero Action Plan, which aims to eliminate deaths and serious injuries on our streets by 2025.

In addition, TriMet’s Division Transit Project will construct street safety improvements in 2019-21. View more information at trimet.org/division.

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, 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

The City of Portland complies with all non-discrimination, Civil Rights laws including Civil Rights Title VI and ADA Title II. To request translation, interpretation, accommodation, modifications, or additional information, please contact PBOT at 503-823-5185, or use City TTY 503-823-6868, or Oregon Relay Service: 711.

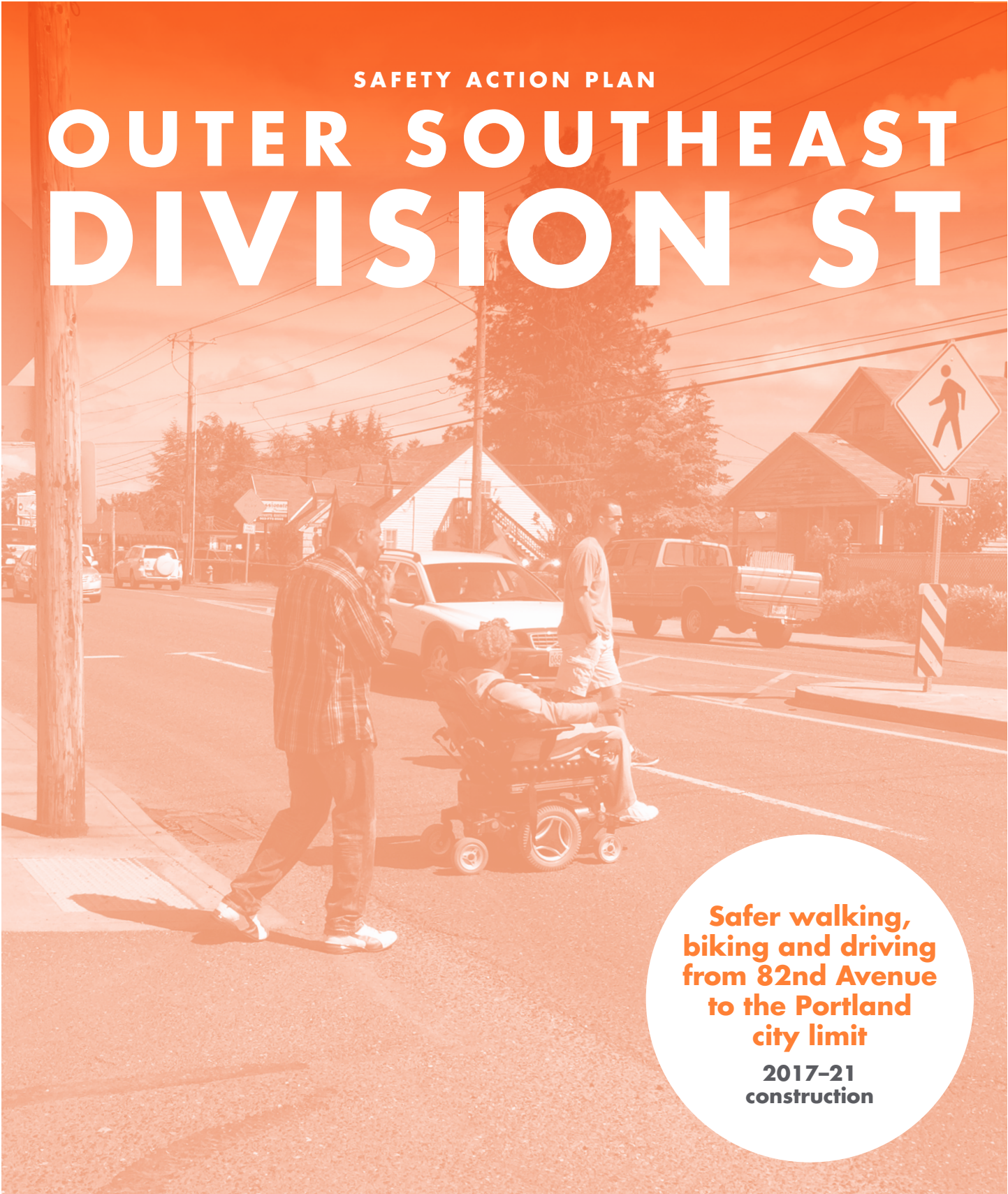


VISIONZEROPORTLAND.COM

April 2017

UPDATES AND QUESTIONS:
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THE CITY OF PORTLAND



Safer walking, biking and driving from 82nd Avenue to the Portland city limit
2017-21 construction

VISION ZERO

OUTER DIVISION NEEDS HELP

Working closely with the community, the City of Portland is making outer SE Division Street (82nd to the city limit) safer for everyone who uses the street. This project is part of Portland’s Vision Zero strategy to eliminate all traffic deaths and serious injuries by 2025.

There were 13 people killed and 117 people seriously injured on outer Division Street in the latest 10-year period for which crash data is available—among the most of any Portland street.

Since 2009, the City of Portland has been working with the community on outer Division Street to develop projects that improve safety, including sidewalks, safer crossings and bike lanes. Safety for people walking is a special focus because outer Division is one of Portland’s most deadly streets for walking.

Safety action plan uses proven safety measures

The City of Portland has a responsibility to design streets that help keep people safe, even when people make poor decisions or mistakes.

This plan uses tools proven to prevent crashes and save lives:

- ▶ Stop lights at crosswalks, 69 percent crash reduction
FHWA (2013), Toolbox of countermeasures and their potential effectiveness for pedestrian crashes, pedestrian hybrid beacons
- ▶ Safer speed limit (35 to 30 mph), 35 percent reduced risk of death
AAA (2011), Impact speed and a pedestrian’s risk of severe injury or death
- ▶ Raised median, 47 percent crash reduction
Portland Bureau of Transportation crash data (2017)
- ▶ Speed safety cameras, 49 percent crash reduction
Cochrane (2010), Do speed cameras reduce road traffic crashes, injuries and deaths?
- ▶ Buffered bike lanes (protected from auto travel lane), 11 percent crash reduction
Oregon Department of Transportation, All Roads Transportation System Program

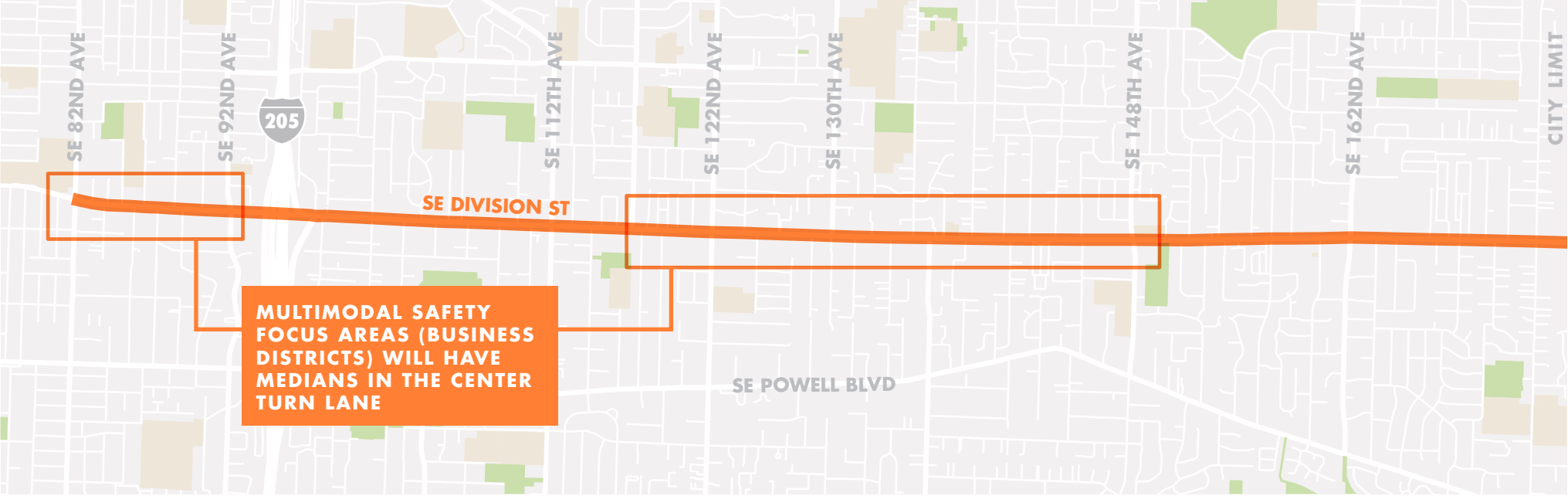
Tradeoffs: Vehicle parking, driveways, and turns

Making outer Division Street safe means making tradeoffs:

- ▶ Safety improvements may require removing parking on both sides of the street. Instead of parking cars on Division Street, people may need to park cars on side streets or private property.
- ▶ People may need to use a different driveway when driving to or from a location directly on Division Street.
- ▶ People driving may need to turn off or onto Division at different locations, because a center median will help people turn at the safest spots.

PBOT will work through these tradeoffs with the community through 2017.

PROJECT AREAS



2017-18 CHANGES TO OUTER SE DIVISION STREET INCLUDE:

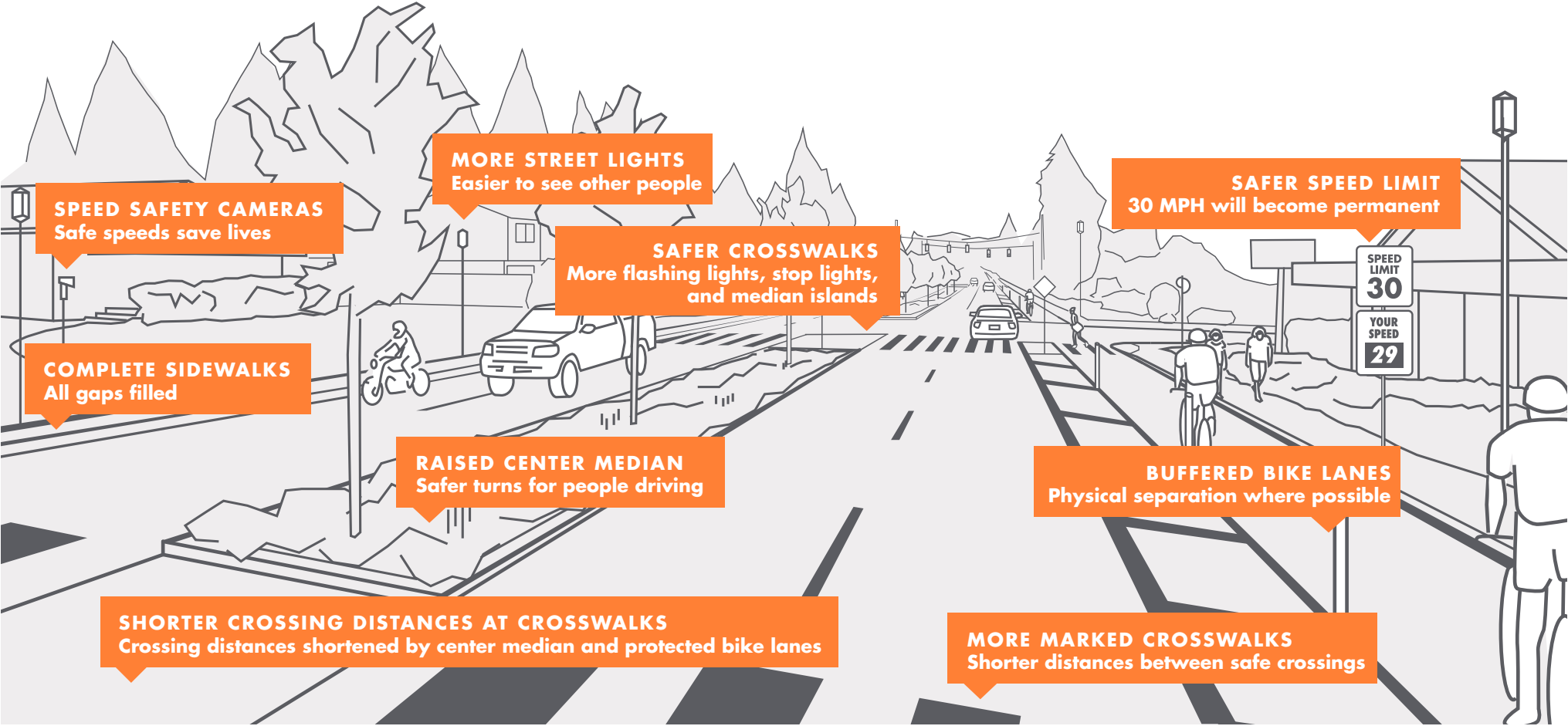


Image is for illustrative purposes only; the location and design of specific street safety elements may change. PBOT is paying for these changes in part through Fixing Our Streets, the gas tax increase that Portland voters approved in 2016. Other sources include federal funding and state gas taxes.

PBOT thanks the community for their leadership in identifying needed safety changes on outer Division Street. Special thanks to the Jade District, the Division Midway Alliance, the East Portland Land Use and Transportation Committee, and others who contributed to the East Portland Action Plan and East Portland In Motion, planning efforts that began in 2009.