TONIGHT'S MEETING

Review existing conditions along SE Division Street from 11th Avenue to 174th Avenue.

Tell us where the problem areas are:

- Fill out a survey
- Write on our maps

Discuss Next Steps

- Further analyze the corridor and review public feedback.
- Prepare a draft Safety Plan to share with neighbors & partners.

WHAT IS THE SE DIVISION STREET HIGH CRASH CORRIDOR PROJECT?

The SE Division Street High Crash Corridor Safety Project aims to improve traffic safety for all modes of transportation along the corridor. Safety improvements along Division will be implemented primarily through the use of engineering, education, and enforcement tools.

KEY PROJECT OBJECTIVES

1) To reduce the number of pedestrians, bicyclists and motorists killed or injured in crashes along SE Division Street.

2) To minimize the number of people that limit walking, biking or taking transit along SE Division Street due to traffic safety concerns.

SE DIVISION STREET STATISTICS

- The average distance between pedestrian crossing improvements is about 1/4 mile.
- The percentage of crashes involving pedestrians on Division Street is about 50% higher than the Citywide percentage.
- Division has 5 intersections in the top 25 High Crash Location listing for the City.
- Reckless driving is overrepresented as a crash factor.
- The incidence of driveway crashes on Division is about 50% higher than the Citywide average. Crashes at driveways tend to result in more injuries and deaths.
- Daily traffic volumes range from 13,000 cars per day on the west end to 48,000 cars per day on the east end.
- The posted speed is 25 MPH west of 60th, 35 MPH between 60th and 122nd Avenues, and 40 MPH east of 122nd Avenue. About 40% of drivers are driving faster than the posted speed throughout the corridor.

SE DIVISION STREET PROJECT TIMELINE

TONIGHT

- Fill out a survey or write on our maps and return to Wendy Cawley.

MARCH 2012

- Review public feedback
- Further analyze crash data along the corridor

APRIL 2012

- Hold TAC meeting to review initial outreach.

JULY 2012

- Hold second TAC meeting to review potential scenarios for implementation along the corridor for each of the Three E's – engineering, education and enforcement.
- Begin work on draft safety plan.

SEPTEMBER/OCTOBER 2012

- Hold a second round of neighborhood community outreach

OCTOBER 2012

- Develop a preferred safety strategy for SE Division Street.
- Gain commitment from project partners and implement safety strategies as funding allows.

DECEMBER 2012

- Finalize Safety Action Plan
- Pursue funding for safety strategies as necessary.

CONTACT:

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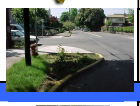
The City of Portland has selected **SE Division Street** as a high crash corridor for evaluation in 2011. We would like your feedback as to how we can improve safety on SE Division Street.

What is a high crash corridor?
High Crash Corridors are roads in Portland that have an exceptional concentration of crash activity. These corridors are identified to target limited resources for improved safety. These services include Strategic and Focused Enforcement (SAFE), ongoing engineering review and efforts to improve operations and safety, as well as targeted education programs. The City is looking to implement transportation safety enhancements that will decrease injuries and fatalities and will increase transportation safety for all modes while walking, bicycling, and driving adjacent to and through the corridor.

What education tools would most improve traffic safety on SE Division Street?

Problem	Tools	Photo	Priority			Where would you like to see this type of education?
			High	Mid	Low	Please provide nearest intersection/cross-street.
Speeding	SLOW DOWN SPEED KILLS					
DUII	DRIVERS UNDER THE INFLUENCE: DON'T HAVE A CHANCE					
Not Yielding to Pedestrians	I BRAKE FOR PEOPLE					
Visibility of Bicyclists at Night	SEE AND BE SEEN					
Tailgating	VISUALIZE STOPPING DISTANCE					
Allowing for all modes of transportation	I SHARE THE ROAD					
Jaywalking	I WAS JAYWALKING WHEN IT HIT ME					

What <u>engineering</u> tools would most improve traffic safety on SE Division Street?

Problem	Tools	Cost Estimate	Photo	Priority			Where would you like to see this type of engineering?
				High	Mid	Low	Please provide nearest intersection/cross-street.
Speeding	Speed Limit Changes	$100 per sign / $2,000-$5,000 Speed Study					
	Semi-Permanent Speed Reader Boards	$10,635					
Difficulty Crossing at Non-Signalized Intersections	Pedestrian Median Island	$8,000 - $15,000					
	New Traffic Signal	$150,000 - $250,000					
	Flashing Beacons / Signage	$11,000 Flashing Beacon					
	Curb Extensions	$10,000 - $19,000					
	Manage Driveway Access Near Intersections(Businesses)	$10,000+++					
Difficulty Crossing at Signalized Intersections	Traffic Signal Changes (Increase Ped Time / Limit Walk on Red)	$100-$500					
	Curb Extensions	$10,000 - $19,000					
Vehicle Crashes	Manage Access to Driveways Near Intersections(Businesses)	$10,000+++					
	Traffic Signal Changes	$100-$500					
	New Traffic Signal	$150,000 - $250,000					

What <u>enforcement</u> tools would most improve traffic safety on SE Division Street?

Problem	Tools	Photo	Priority			Where would you like to see this type of enforcement?
			High	Mid	Low	Please provide nearest intersection/cross-street.
Speeding	Automated Enforcement (Photo Radar)					
	Traditional Enforcement					
DUII	Enhanced Enforcement					
Red Light Running	Red Light Camera (non-automated)					
	Red Light Camera (automated)					
Aggressive Driving	Enhanced Enforcement					
Tailgating	Enhanced Enforcement					
Failure to Yield to Pedestrians	Crosswalk Enforcement Action					
Jaywalking	Crosswalk Enforcement Action					

Please return your comments to:

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