SE Powell Blvd
High Crash Corridor Program

Meeting Activities

6/26/13 Open House

1) Review existing conditions
(SE Powell Blvd: 6th Ave–92nd Ave)

2) Tell us about the problem areas:
- Fill out a survey
- Write on our maps

3) Presentation:
- Program overview
- Existing conditions
- 2007 Powell Plan project review
- Pedestrian safety
- Q&A

4) Next Steps
- Analyze corridor data and review public feedback
- Prepare a draft Safety Plan to share with neighbors & partners

SE Powell Blvd
High Crash Corridor Program

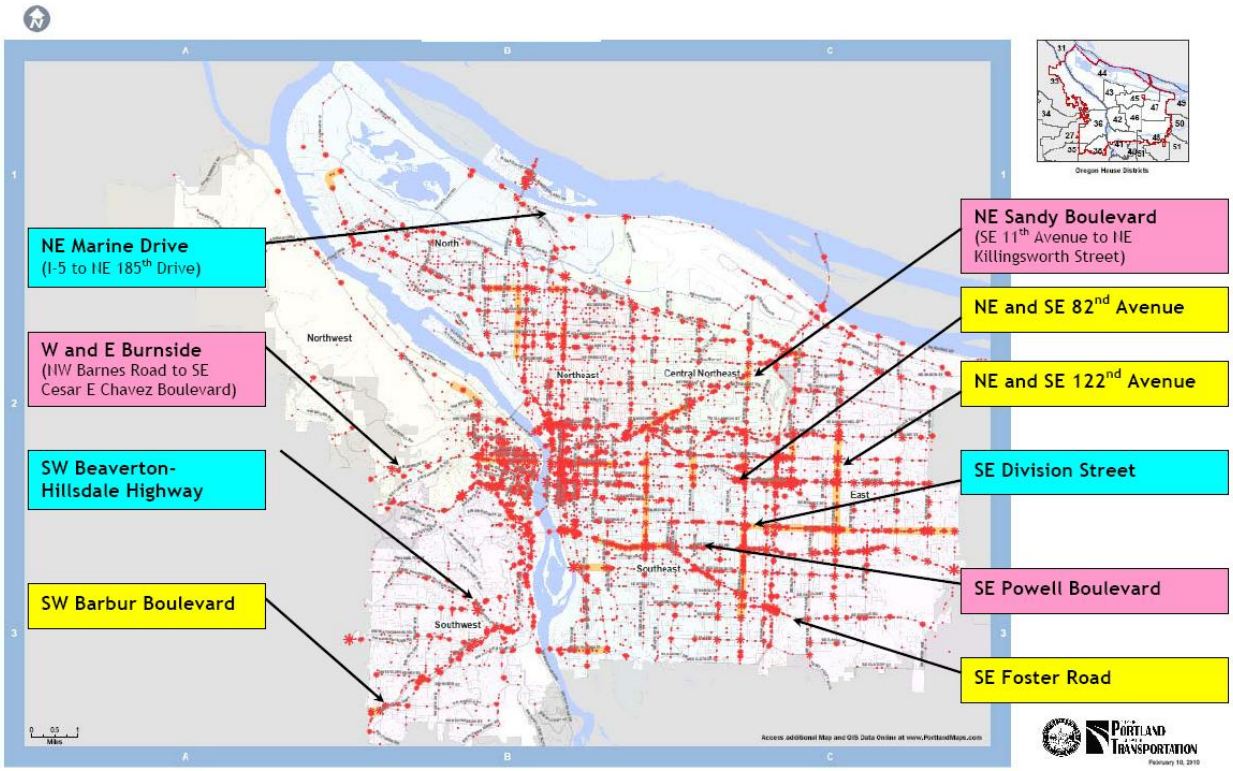
Program Description

6/26/13 Open House

High Crash Corridors are roadways in Portland that have exceptional concentrations of crash activity or severe crashes.

The High Crash Corridor program directs limited resources to the greatest traffic safety needs.

10 corridors are included in the program and identified in the map below.



Top 10 High Crash Corridors
Revised November 28, 2012

2010-2011 Focus Corridor 2011-2012 Focus Corridor 2012-2013 Focus Corridor

SE Powell Blvd
High Crash Corridor Program

Objectives & Strategies

6/26/13 Open House

High Crash Corridor program objectives:

- Increase number of people walking, biking or taking transit with traffic safety improvements and education
- Reduce number of pedestrians, bicyclists and motorists killed or injured in crashes

Implement "3-E" Strategies:

Engineering

Pedestrian median islands
Increase visibility of pedestrians and relate signing
Sidewalk infill
Improve signing
Bus stop relocation closer to improvements

Education

Corridor wide safety campaigns
Pedestrian and driver safety trainings
Special events information sharing

Enforcement

Speed enforcement
Red light cameras
Crosswalk enforcement actions

SE Powell Blvd
High Crash Corridor Program

Statistics & Key Findings

6/26/13 Open House

By the Numbers (2002-2011)

- **4** blocks (900 feet) is the average distance between pedestrian crossing improvements.
- **50%** more pedestrian crashes than the citywide percentage.
- **7** pedestrian fatalities in the past 10 years of crash data.
- **50%** more rear-end crashes than citywide percentage.
- **20%** of these rear-end crashes are related to stopping for pedestrians.
- **4%** (about) of all crashes involve inattentive driving, including fatigue, as a crash factor, which is higher than the citywide percentage.
- **> 2%** of all crashes are alcohol- and drug-related.

SE Powell Blvd
High Crash Corridor Program

Project Timeline

6/26/13 Open House

Tonight

- Fill out survey or write on maps

July 2013

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

September 2013

- Begin work on draft safety plan

December 2013

- Hold second Open House
- Develop preferred safety strategy for SE Powell Blvd with project partners
- Implement safety strategies as funding allows

January 2013

- Finalize safety plan
- Pursue funding for safety strategies as necessary

SE Powell Blvd
High Crash Corridor Program

Powell Plan Crossings (2007)

6/26/13 Open House

Inner Powell Boulevard Streetscape Plan – Ross Island Bridgehead to 92nd Avenue

This report identified key locations for improving crossing on Powell.

Please put **three dots** next to your top priorities for crossing improvements.

4 dots	24th Ave (Powell Park)
5 dots	28th Pl (east of Cleveland HS)
2 dots	31st Ave (west of Cleveland track)
1 dot	34th Ave (Trillium Family Services)
---	36th Ave
7 dots	45th Ave (Creston Park / St Ignatius Church)
1 dot	47th/ 48th Ave (east side Creston Park)
---	57th Ave
---	61st Ave (Dennis' Seven Dees)
3 dots	79th Ave (west of shopping complex)
---	84th/ 85th Ave (Green Mountain Enrichment)

SE Powell Blvd High Crash Corridor Safety Project
Transportation Safety Enhancements Survey RESULTS
(4 Surveys Completed)

The City of Portland has selected SE Powell Blvd as a high crash corridor for evaluation in 2013. We would like your feedback as to how we can improve safety with a 3-E approach, including: education tools, engineering tools, and enforcement tools.

1) What <u>education</u> tools would most improve traffic safety on SE Powell Blvd?

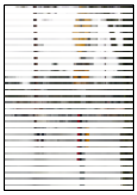
There are many ways to educate drivers, transit riders, pedestrians and bicyclists about transportation safety. **Please share safety messages, activities or trainings that you would like to see on Powell and the location where you think the tool would be effective.**

To help you brainstorm, tools may address some of the following transportation safety concerns: speeding, DUII, no yield to pedestrians, lack of nighttime visibility for pedestrians or bicyclists, tailgating, sharing the road among all modes of transportation, and jaywalking.

RESULTS = 4 Respondants

Message / Activity / Training	**Location** (intersection or roadway boundaries)	* Would you or your group like to be involved?
• Jaywalking education • Yielding to pedestrian • DUII enforcement • Rules of the road outreach • Visibility for bikes and peds outreach	Corridor length “ “ “ “	
• Every day I see people holding and talking on cell phones or staring into their laps or to the side probably texting.	Entire length of Powell (and the metro area.)	
<blank>		
• Messages will help – signs that are visible to watch for ped • Also, education in Cleveland H.S. might help	Crosswalk @ 28th Pl Crosswalk @ 28th Pl	

2) What <u>engineering</u> tools would most improve traffic safety on SE Powell Blvd?



RESULTS = 4 Respondants

Tools	Rank Tools	Locations Needed
	(1=most needed; 8=least needed)	(intersection or roadway boundaries)
Traffic signal changes $100-$500	2 1 -- 8	--- Ped Xing near 47th needs to have reasonable cycle length / RRFB Recalibrate /fix(?) ped controlled signal @ 47th & Powell by Headstart /Mayflower Crosswalk @ 28th Pl
Speed limit change $100 per sign $2-5,000 speed study	8 -- 8	--- --- Crosswalk @ 28th Pl
Manage driveway access near intersections (businesses) $10,000+	7 -- 8	--- --- Crosswalk @ 28th Pl
Speed reader board (semi-permanent) $10,635	4 -- 8	--- --- Crosswalk @ 28th Pl
Pedestrian median island $8-15,000	3 3 8	--- @ 45th Ave Crosswalk @ 28th Pl
Flashing beacons/ signs $44,000	1 4 2 1	--- @ 45th Ave 42nd/43rd jog Crosswalk @ 28th Pl
Curb extensions $30-40,000 per corner	6 -- 8	--- --- Crosswalk @ 28th Pl
New traffic signal $250,000	5 -- 8	--- --- Crosswalk @ 28th Pl

ADDED: Change location of existing pedestrian crossing from west of 42nd/43rd intersectoin to east of intersection	-- 2 1	--- Near St. Igntius Church (43rd) – existing location maximizes conflicts 42nd/43rd jog – change will avoid majority of turns across crosswalk

3) What <u>enforcement</u> tools would most improve traffic safety on SE Powell Blvd?

Please share enforcement tools that you would like to see on Powell and the location where you think it would be effective.

To help you brainstorm, tools may address some of the following transportation safety concerns: speeding, DUII, no yield to pedestrians, red light running, aggressive driving, tailgating, and jaywalking.

RESULTS = 4 Respondants

Enforcement Tools 1) Police officers enforcing traffic laws 2) Automated red light cameras 3) Crosswalk enforcement actions	**Location** (intersection or roadway boundaries)
Photo-radar enforcement of speed limit Crosswalk enforcement actions Jaywalking enforcement Speed enforcement	Corridor wide Corridor wide Corridor wide Corridor wide
There is a lot of speeding near Creston Park. Consider regular speed enforcement.	Powell at Creston Park
Drivers making turns crowd pedestrians	42nd/43rd
Drivers often do not see peds in time to stop – cameras/ policing could help	Crosswalk @ 28th Pl.

Powell HCC Open House Q&A Discussion

- 22nd & Powell – A street tree has been hit twice so nearby resident painted it. Many trees have been hit, indicating drivers are driving too fast, poor visibility, inattention, etc.
- Along Powell -- Remove concrete in the planter strips and add plants/ bioswales.
- 22nd to 92nd – Trees are nice aesthetic but obscure lighting, creating dead spots so drivers cannot see pedestrians and bicyclists → consider tree removal or thinning where lighting is obscured
- Need to educate drivers about how to interact with RRFBs.