

## What are High Crash Safety Corridors?

- High crash safety corridors are roadways identified as having a higher incidence of fatalities and serious-injury traffic crashes than the citywide average for similar roadways.
- High crash corridor action plans typically utilize the “Three E” multidisciplinary approach to improving tools and solutions with Engineering, Education and Enforcement.
- The distinct advantage of high crash corridor safety plans is their ability to react to an identified crash problem in a short period of time.
- High crash safety corridor implementation is relatively inexpensive and dramatically impacts crash rates.
- Drivers are urged to pay extra attention and obey all traffic laws in high crash corridor areas.
- In many cases, high crash safety corridors are an intermediate step for development of more-permanent, long-term safety infrastructure improvements that require greater funding.

## Why Focus on Barbur as a High Crash Corridor?

- 2000 – 2009 crash data identified SW Barbur Blvd as a Portland street with a high incidence of traffic crashes, injuries and fatalities.
- Historical traffic data shows 4% of Portland’s arterials (high volume major streets like Barbur) account for more 66% of the Portland’s pedestrian fatalities and 58% of the city’s serious pedestrian injuries.

## Our Ongoing Safety Activities in the SW Barbur Corridor Include:

- Partnering with Legacy Emanuel Hospital to conduct Young Driver Improvement classes and Graduated Drivers Licensing workshops for young drivers and their parents.
- Speed enforcement with photo radar (Portland Police Bureau).
- Sending Portland Bureau of Transportation (PBOT) “Vegetation Obstructions” flyers to businesses/property owners where overgrowth is problematic.
- Conducting “Portland Walks – Be Safe” and “Every Corner is a Crosswalk” trainings with translation as necessary. (Contact Sharon White at PBOT for more information at [sharon.white@portlandoregon.gov](mailto:sharon.white@portlandoregon.gov))
- Distributing fliers about using rapid flash beacons at new installation locations.

Contact Wendy Cawley at the Portland Bureau of Transportation regarding the SW Barbur Boulevard High Crash Corridor Plan at [wendy.cawley@portlandoregon.gov](mailto:wendy.cawley@portlandoregon.gov).

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## Plan for SW Barbur Blvd from SW Natio Pkwy to SW Capitol Hwy



### Key Findings on Barbur Boulevard

- Driveway crashes are about 50% higher than the citywide average. Crashes at driveways are generally classified as 'turning' or 'angle' crashes, which typically result in more injuries and deaths.
- The incidence of crashes caused by drivers disregarding traffic signals is about 50% higher than the citywide average.
- Approximately 50% of the corridor lacks sidewalks.
- The bike network is incomplete on many structures along Barbur.
- Generally, bus stops are located near pedestrian crossing improvements. Four outbound bus stops are greater than a ¼ mile from any crossing improvement.

#### SW Whitaker St & Natio Pkwy

- "Hawk" signal to aid pedestrian and bicycle crossing, *complete by summer 2012*

#### SW Barbur, Woods St to Natio Pkwy

- Two-stage crossing pedestrian island
- Sidewalks built in 2010

#### 4900 block of SW Barbur/Rasmussen Apts

- Rapid flash beacons & marked crosswalk to increase compliance of vehicles yielding to pedestrians at the crosswalk (ODOT), *complete December 2011*

#### SW Barbur & Capitol Hwy ramp

- Green bike lane for southbound bicyclists (ODOT), *complete spring 2012*

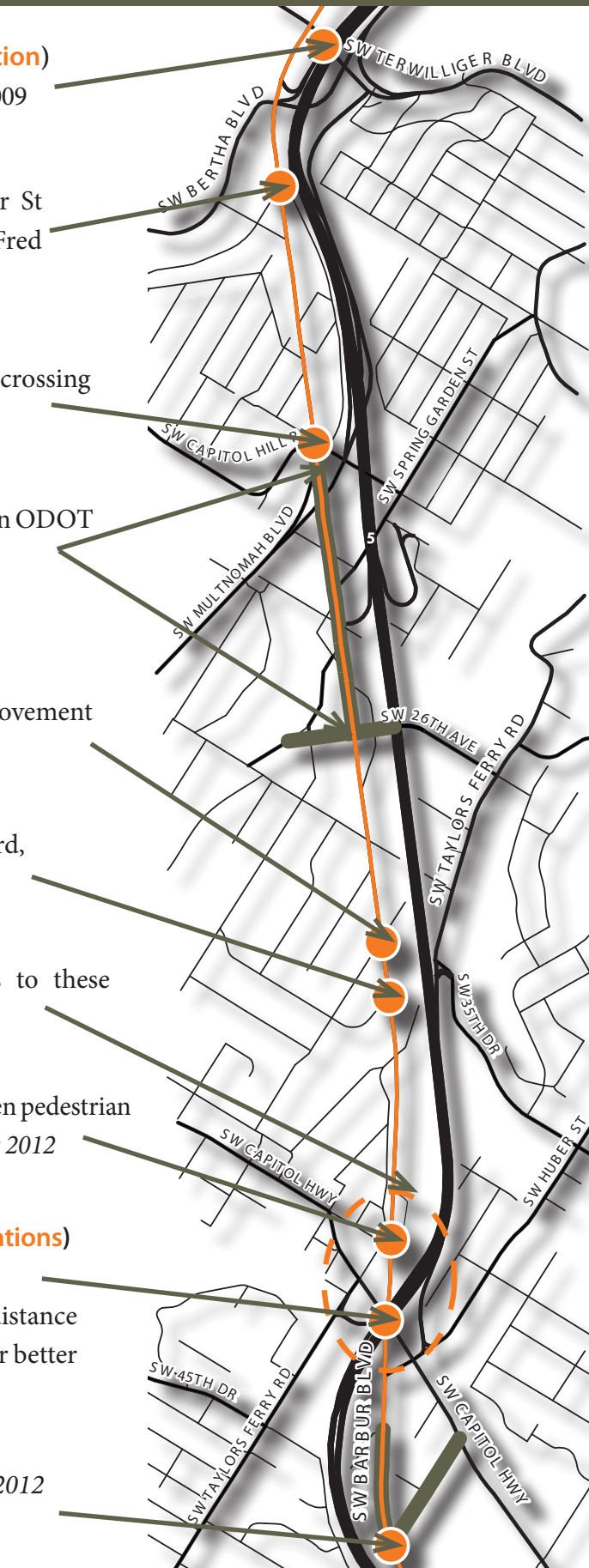
### Enforcement & Education Activities

- Targeted enforcement of 20 MPH school zone speed limit in September 2011, and violators were encouraged to attend "Share the Road" safety classes.
- Consider installation of red-light cameras at high crash intersections.
- Targeted police patrol along Barbur Blvd resulted in 194 citations in July 2011, and violators were encouraged to attend "Share the Road" classes.
- Distracted driving enforcement at Barbur Blvd & Capitol Hwy in July resulted in 21 citations and 8 warnings.
- Place transportation safety ads in local high school newspapers.

### Corridor-Wide Improvements

- Pedestrian countdown signals installed at all traffic signals.
- Construct or upgrade pedestrian ramps to meet Americans with Disabilities Act (ADA) standards.
- Plan to install new and larger street name signs along Barbur corridor.

## Plan for SW Barbur Blvd from SW Terwilliger Blvd to SW Luradel St



#### SW Terwilliger Blvd (High Crash Location)

- 41 crashes (one pedestrian), 2006 – 2009

#### SW Barbur Blvd & Custer St

- Construct curb extension on south side of Custer St to prohibit eastbound traffic at Barbur as part of Fred Meyer remodel, *complete*

#### SW Barbur & Capitol Hill Rd

- Provide bus pullout, striped bike lane and shorter pedestrian crossing as part of Safeway redevelopment, *complete December 2012*

#### SW Barbur from 19th Ave to 26th Ave

- Sidewalk infill and two pedestrian crossings as part of an ODOT Regional Flex Fund grant request, *complete 2014*
- Built sidewalk on SW 26th in 2010

#### SW Barbur & Alice St

- Future pedestrian improvement (Unfunded at this time)

#### SW Barbur & 35th Ave

- "Hang Up and Drive" billboard, June – Sept. 2011

#### SW Barbur, Taylor's Ferry Rd, Capitol Hwy & Huber St

- Conduct study to determine future improvements to these related intersections (Unfunded at this time)

#### SW Barbur & Taylor's Ferry Rd

- Construct curb extension to enhance pedestrian environment, shorten pedestrian crossing and keep automobiles out of bike lanes, *complete December 2012*
- "Hang Up and Drive" billboard, July – Oct. 2011

#### SW Barbur & Capitol Hwy (Top 5% of ODOT's High Crash Locations)

- 71 crashes (two pedestrian), 2006 – 2009
- Constructed curb extension, new ADA ramp, better sight distance for pedestrians, pedestrian push buttons, new signal heads for better signal visibility, *complete*

#### SW Barbur Blvd & Luradel St

- Pedestrian improvement planned, *completed by December 2012*
- Connect to sidewalk built in 2010