KEY FINDINGS

• 1/3 mile average distance between marked pedestrian crossings.
• Two times more pedestrian-involved crashes than the citywide average.
• 50% more driveway crashes than the citywide average, which tend to result in more injuries and deaths.
• 45% of drivers are driving faster than the posted speed.
• 4% of crashes involving alcohol is twice as high as the citywide percentage.

SAFETY STRATEGIES

Education of traffic safety for all road users:

• Over-the-street safety banners (see inside map for details).
• SW Neighborhoods Inc’s newspaper advertisement: “Buzzed driving is drunk driving,” “I brake for people,” and “Hang up and drive.” (January - July 2013)
• Outreach and public awareness at SW 62nd Ave: Partnership with TriMet’s “See and Be Seen” campaign (October 2013), Pedestrian and bike safety vigil (January 2013, March 2013).

Enforcement of traffic safety laws through increased police presence along SW Beaverton Hillsdale Highway.

Engineering solutions to improve traffic safety for all road users are identified on the inside map.

INTRODUCTION

High crash corridors are streets in Portland with a high concentration of crashes. The High Crash Corridor program uses relatively inexpensive education, enforcement and engineering solutions to address crash problems in a short period of time. There are 10 corridors and PBOT focuses on three each year.