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.

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.

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**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.

**2017–18 CHANGES TO OUTER SE DIVISION STREET INCLUDE:**

- **MULTIMODAL SAFETY FOCUS AREAS (BUSINESS DISTRICTS) WILL HAVE MEDIANS IN THE CENTER TURN LANE**
- **SPEED SAFETY CAMERAS**
  - Safe speeds save lives
- **MORE STREET LIGHTS**
  - Easier to see other people
- **SAFER SPEED LIMIT**
  - 30 MPH will become permanent
- **SAFER CROSSWALKS**
  - More flashing lights, stop lights, and median islands
- **COMPLETE SIDEWALKS**
  - All gaps filled
- **RAISED CENTER MEDIAN**
  - Safer turns for people driving
- **BUFFERED BIKE LINES**
  - Physical separation where possible
- **SHORTER CROSSING DISTANCES AT CROSSWALKS**
  - Crossing distances shortened by center median and protected bike lanes
- **MORE MARKED CROSSWALKS**
  - Shorter distances between safe crossings

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.