Safety Action Plan for Outer SE Division Street

Outer SE Division Project Area (82nd Ave to City Limit)

Outer Division Needs Help

• Division is one of the most dangerous corridors in the city for all modes, ranking #2 for total bicycle crashes and #1 for pedestrian serious injuries and deaths
• 18 people have been killed and 117 have been seriously injured on Division in the last decade
• Last year alone, five people died in crashes (four walking and one person driving)

PBOT Must Act Now to Make Division Safer for Everyone

• Since 2011, PBOT has invested $2.9 million and is currently working to install an additional $7 million in safety fixes proven to prevent deaths and serious injuries between 82nd and city limits
• Focus on urgency means that most of PBOT’s safety projects will be completed in 2017 and 2018
How can we make Division Street safer for all people?

- **Speed Safety Cameras:** Safe speeds save lives.
- **More Street Lights:** Easier to see other people.
- **Safer Crosswalks:** More flashing lights, stop lights, and median islands.
- **Complete Sidewalks:** All gaps filled.
- **Raiser Center Median:** Safer turns for people driving.
- **Protected Bike Lanes:** 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.

Image is for illustrative purposes only; the location and design of specific street safety elements may change. PBOT is paying for these changes in part through Fixing Our Streets, the gas tax increase that Portland voters approved in 2016. Other sources include federal funding and state gas taxes.
Why use these safety tools?

<table>
<thead>
<tr>
<th>Safety tools in plan</th>
<th>Crash reduction (%)</th>
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</thead>
<tbody>
<tr>
<td>More pedestrian hybrid beacons</td>
<td>69</td>
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<tr>
<td>More rapid flashing beacons</td>
<td>47</td>
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<tr>
<td>Safer speed limit (35 to 30 mph)</td>
<td>35</td>
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<tr>
<td>Signal timing coordinated for safety</td>
<td>32*</td>
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<tr>
<td>More street lights</td>
<td>42</td>
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<tr>
<td>Raised center median</td>
<td>47</td>
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<tr>
<td>Speed safety cameras</td>
<td>49</td>
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<tr>
<td>Protected bike lanes</td>
<td>59</td>
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<tr>
<td>Buffered bike lanes (paint only)</td>
<td>11</td>
</tr>
</tbody>
</table>

*Right-angle crashes

Crash reduction sources:
- FHWA (2013), Toolbox of countermeasures and their potential effectiveness for pedestrian crashes
- FHWA (2009), Issue brief: Traffic signals
- Zeguer et al. (2017), Development of crash modification factors for uncontrolled pedestrian crossing treatments
- AAA (2011), Impact speed and a pedestrian's risk of severe injury or death
- Portland Bureau of Transportation crash data (2017)
- Cochrane (2010), Do speed cameras reduce road traffic crashes, injuries and deaths?
- Oregon Department of Transportation (2013), Hotspot Countermeasures
<table>
<thead>
<tr>
<th><strong>Improves walking safety</strong></th>
<th><strong>Improves biking safety</strong></th>
<th><strong>Improves driving safety</strong></th>
<th><strong>Can be implemented by 2018</strong></th>
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<tbody>
<tr>
<td>Physically protected bike lanes</td>
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<td>Speed safety cameras</td>
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<td>Filled sidewalk gaps</td>
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<td>Street lighting infill</td>
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<td>Raised center medians</td>
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<td>Speed limit reduction</td>
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<tr>
<td>Enhanced pedestrian crossings (RRFBs, hybrid signals, marked crosswalks)</td>
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<td>Pedestrian curb extensions</td>
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<td><strong>Package of above recommendations</strong></td>
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</table>

**5 Lane to 3 Lane Road Reduction with Two-Way Left Turn Lane (analyzed, did not provide necessary safety benefits)**

The City of Portland has converted some 5-lane roads to 3-lane roads and has actually seen a small increase in crashes (both total crashes as well as fatal and serious injury crashes) on those projects. Given that the 3-lane section would not reduce crashes, the City would still need to pursue a raised median, enhanced crossings and protected bike lanes to achieve safety goals on Division. Additionally, Division carries 35,000 cars per day which is well over the 20,000 to 25,000 cars per day that can be accommodated in a 2- or 3-lane roadway. Reducing lanes on Division would very likely result in diversion and significant delay, without significant safety benefits.
How will biking and walking on Division Street change?

Adding more protection for vulnerable roadway users

What’s being planned?
• Curb-side bike lanes (8’ wide) protected with vertical delineators
• Pavement markings for turning vehicles at busy driveways and intersections

What are the benefits?
• Provides 8’ for travel and a 5’ protective buffer for people biking
• Visually narrows right of way to help calm motor vehicle traffic; reduces crash risk by 11-59%
• Provides shorter crossing distances for people walking

What are the tradeoffs?
• Protecting the bike lane and adding crossing islands for people walking requires parking removal on both sides of Division
• Since project is not a rebuild, existing driveways remain

→ Take our Survey to Provide Feedback!
How will driving on Division Street change?

Access management will reduce crash risk

What’s being planned?
- Raised center medians 82nd to 92nd (Jade District) and 117th to 148th (Division-Midway)
- Left turn and U-turn opportunities every 1/4 to 1/3 of a mile

What are the benefits?
- Reduces crash risk for all people (by 47%)
- Provides pedestrian crossing refuges and divides crossings into two segments
- Adds street trees
- Reduces speeding and other dangerous driving behaviors

What are the tradeoffs?
- Turning movements are restricted to key areas
- Some driving behaviors and deliveries will need to change

→ Take our Survey to Provide Feedback!
When will the work take place?

*Still in design phase, can change based on community feedback*