

Capitol Highway Complete Streets Project

What is the problem facing Capitol Highway between Huber and Kerr Parkway?

- This 1-mile corridor is surrounded by schools, businesses, homes and community centers.
- Capitol Highway is also on Portland's High Crash Network for people biking, with segments recording high numbers of bike crashes.

[Learn more about Portland's High Crash Network](http://www.portlandoregon.gov/transportation/54892)
(www.portlandoregon.gov/transportation/54892)

Facts we know about the corridor's crash history (2012-2016)

- 55 total crashes
- 2 serious injuries
- 6 moderate injuries
- 33 minor injuries
- 35 property damage only
- 1 bicycle crash
- 2 pedestrian crashes
- 6 crashes coded as speed related or reckless
- 5 rearends when cars stopped for pedestrians
- 3 crashes involving alcohol

Other key facts about the corridor

- 35 MPH speed limit
- 57% of drivers are driving over 35 MPH
- 20 MPH school zone speed limit near Markham School
- 1,750 vehicles during evening rush hour (both directions)
- 18,000 average vehicles per day (both directions)

Speed counts are from April 2018. Volume counts from April 2018 are nearly 20% lower than 2012 counts; 2012 counts are being reported above and are used in modeling to represent high volume traffic days.



We also know

- that many in the community have requested safety improvements on this corridor through [Southwest in Motion](http://www.portlandoregon.gov/transportation/72017) (www.portlandoregon.gov/transportation/72017) and [Safe Routes to School](http://www.portlandoregon.gov/transportation/article/625882) (www.portlandoregon.gov/transportation/article/625882) community engagement efforts and other outlets;
- that the current design of this street is similar to other streets that report a high number of crashes. [Learn more about how street design can improve safety](http://www.portlandoregon.gov/transportation/71735) (www.portlandoregon.gov/transportation/71735);
- that as a pedestrian, you are 60% likely to survive or suffer non-severe injuries being struck by a vehicle traveling 30 MPH, but only 20% likely to survive or suffer non-severe injuries being struck by a vehicle traveling 40 MPH;
- that the City of Portland has joined cities around the country in embracing Vision Zero – the notion that the death of even one person on our roads is one too many. [Learn more about Vision Zero](http://www.portlandoregon.gov/transportation/40390) (www.portlandoregon.gov/transportation/40390)

The status quo option

If we don't make any adjustments, it's likely people will continue to be hurt by crashes at the same high rate on this corridor.

PBOT will not accept this status quo option. Through the Vision Zero program, the City of Portland and our partners are committed to taking equitable and data-driven actions that will eliminate all deaths and serious injuries on Portland streets by 2025.

Project Webpage:

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