

East Glisan Street Update

EMCTC 2/10/20





Anatomy of an Unsafe Street



Characteristics of traffic crashes on NE Glisan

- most crashes occur between 3-7 p.m.
- most injuries and fatalities involve people driving
- a life altering injury occurs every other month for NE Glisan St. between 102nd - 162nd Avenues.
- most crashes involve speed, alcohol, distraction
- 4th most dangerous street in Portland

Vision Zero All traffic deaths are preventable

Goal: eliminate traffic related deaths and serious injuries in Portland by 2025

People in east Portland are twice as likely to be hit by a car as someone living in inner Portland.

57%

**OF DEADLY
CRASHES ARE ON**

8%

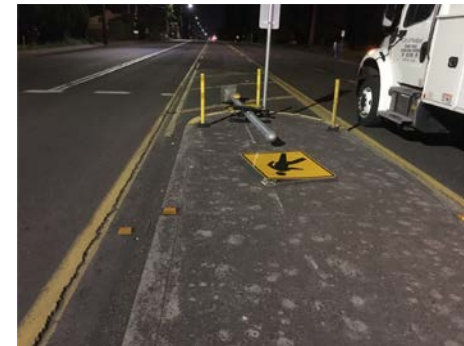
**OF PORTLAND
STREETS**

**SAVING LIVES
WITH SAFE
STREETS**



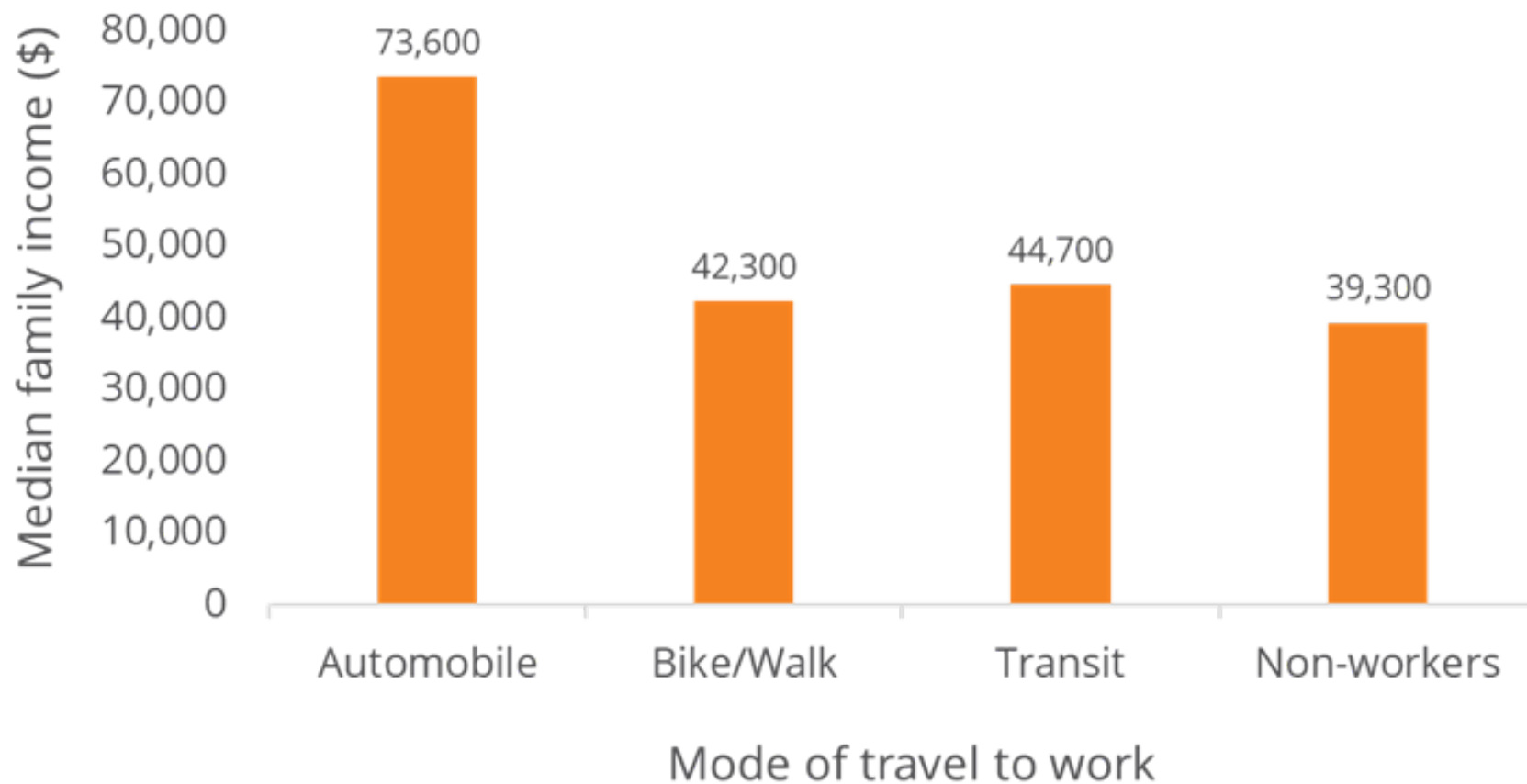
Overrepresentation in traffic crashes

- People of Color
- People walking
- Kids between the ages of 3-33
- Older adults, particularly those over age 65
- People with lower incomes
- East Portlanders





Median family income of adults by mode of travel to work, Portland OR MSA



Our streets must keep up with a growing city

- Vision Zero is a core focus for PBOT
- Type, distance, and travel modes have changed significantly
- The diversity and number of people living in East Portland has changed
- There is greater focus on Safe Routes To School

Project Goals

- Reduce top end speeding (speeding more than 9 mph over speed limit)
- Reduce crash severity in support of Portland's Vision Zero goal to eliminate traffic deaths and serious injuries
- Increase ease and safety of neighbors crossing the street and getting to their bus stop
- Improve comfort and safety for neighbors bicycling
- Make the separation of walking, biking and driving clearer for all users



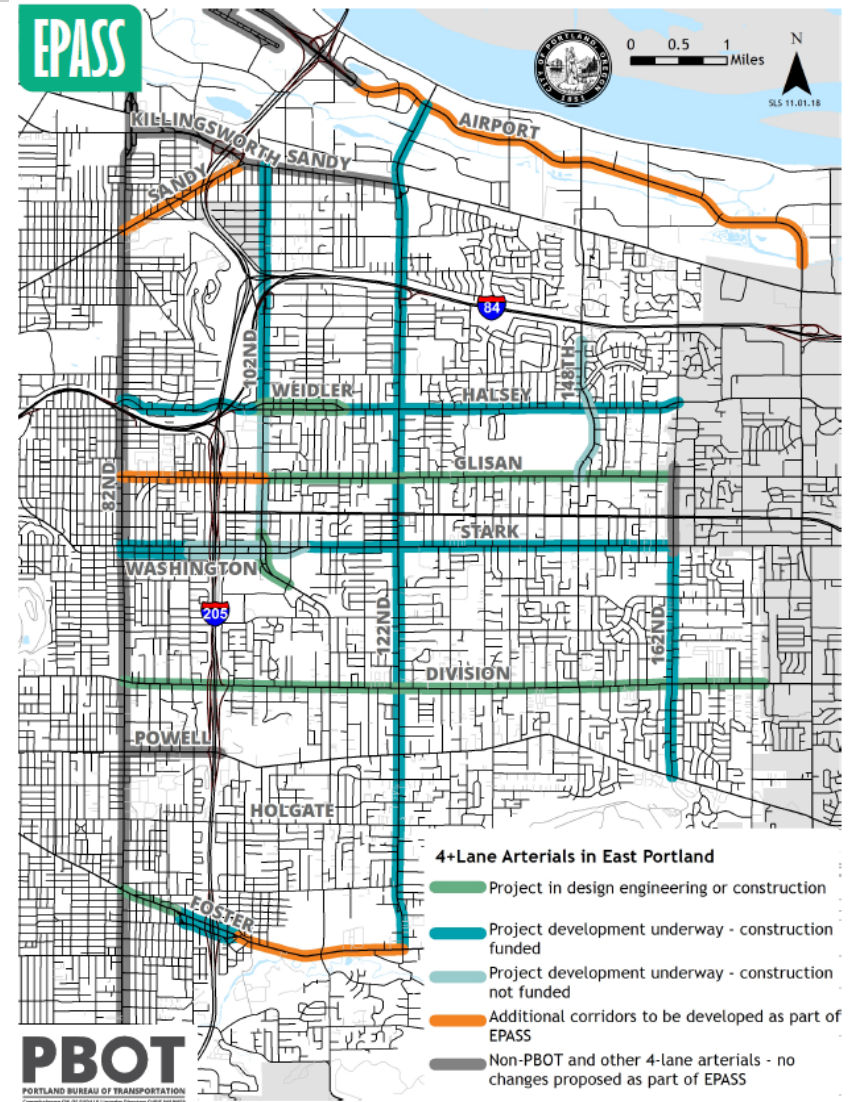
Street design driven by City Policies

- Transportation System Plan
- Citywide Racial Equity Plan
- Vision Zero Action Plan
- Climate Action Plan
- East Portland in Motion (EPIM)
- Gateway to Opportunity
- Bicycle Master Plan
- PedPDX- pedestrian master plan

City streets must balance a multitude of needs

East Portland Arterial Streets Strategy

A safety-centric approach to redesigning arterial streets in East Portland to operate more safely for all modes



East Glisan Street Update - Project Phases

- Phase 1 (2019)

- Arterial redesign between NE 122nd-162nd
- Rapid Flashing Beacon at NE 128th Ave.

Phase 2 (2020)

- Arterial redesign between NE 102nd-122nd
- Pedestrian Hybrid Beacons at NE 108th & 155th

Phase 3 (2021)

- Pedestrian Hybrid Beacon at NE 113th
- Streetlighting infill NE 82nd Ave - 162nd Ave



Outer Halsey Safety Project (114th-167th) - 2021 Construction

- No change in number of travel lanes.
- Over 55 ADA curb ramps.
- 4 signalized bike/ped crossings
- Sidewalk infill
- Protected bike lanes
- Streetlighting infill

Next Steps: Project Evaluation

Evaluation of East Glisan Street Update

- Crashes
- Vehicle Speeds/Peak travel times
- Transit Speeds
- Bike ridership
- Increase in crosswalks meeting PBOT's safety standards

Contact information

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Video



PBOT Education efforts in 2018

13 - Classroom Safety Trainings

9 - Tabling Events

**2 - Crosswalk Education and
Enforcement Actions**

**12 – “20 IS PLENTY” Sign Distribution
Events**

11 - Street Team Events