



# *DRAFT* PORTLAND TRANSPORTATION SAFETY ACTION PLAN



*On October 3, 2005, more than 200 Portlanders attended a Portland Transportation Safety Summit hosted by Transportation Commissioner Sam Adams. The Summit included 15 separate panel discussions where specific strategies were recommended to reduce traffic injuries and fatalities.*

*The following is an Action Plan developed from the recommendations made at the Portland Transportation Safety Summit. This strategy was developed with the assistance of a broad group of neighborhood and traffic safety volunteers and professionals who comprise the Portland Community and School Traffic Safety Partnership (CSTSP).*

*On December 13, 2005, the Portland Traffic Safety Coordination Council reviewed and approved this plan for additional community feedback. Please review the draft plan and provide us with your feedback by January 21, 2006. After incorporating additional community input, the City will approve by Resolution the Portland Transportation Safety Action Plan in February 2006.*

***Please send your comments on this plan to:***

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## REDUCING DRIVER ERROR

- Education

- ◆ **SUMMIT RECOMMENDATION 1:** Lower public acceptance of speeding

- ACTION 1:** Design and deploy 1,500 “Slow Down” lawn signs with neighborhood focus

- ACTION 2:** Sponsor 100 Traffic Reports on high market-share radio stations that emphasize dangers of speeding; seek pro-bono assistance from advertising groups

- ACTION 3:** Implement residential speed-reader board deployment program by annually delivering 500 deployments of speed-reader boards

- ◆ **SUMMIT RECOMMENDATION 2:** Increase awareness of danger of distracted driving / cell phone use

- ACTION 4:** Sponsor 100 Traffic Reports on high market-share radio stations that emphasize dangers of distracted driving and cell phone use; seek pro-bono assistance from advertising groups

- ◆ **SUMMIT RECOMMENDATION 3:** Update Driving Under the Influence of Intoxicants (DUII) services

- ACTION 5:** Complete implementation strategy to enhance DUII enforcement and prevention services with Portland State University (PSU) Center for Transportation Studies

- ACTION 6:** Implement enhanced DUII enforcement activities

- ◆ **SUMMIT RECOMMENDATION 4:** Develop education programs for kids and parents on youth driver safety

- ACTION 7:** Support the Trauma Nurses in annually hosting their Parent/Child At Risk Driver Training Program at every high school in Portland – presentation will include a 10-year youth crash summary for each high school service area

- ACTION 8:** Provide traffic safety diversion class for 500 kids and their parents when violations occur

## Enforcement

- ◆ **SUMMIT RECOMMENDATION 5:** Deploy modern enforcement techniques to reduce speeding and red light running
  - ACTION 9:** Deploy at least three photo radar vans with focus near schools, parks, residential areas, and main streets **(provides additional CSTSP revenue)**
  - ACTION 10:** Deploy six additional red light cameras at intersections where red light running is causing crashes **(provides additional CSTSP revenue)**
  - ACTION 11:** Deploy 100 missions of the Police Bureau's Aggressive Driver Program in high crash corridors on City streets
  - ACTION 12:** Update Strategic and Focused Enforcement Program by completing Implementation Strategy with PSU Center for Transportation Studies – include recommendations for changes to speed threshold for enforcement

- Engineering

- ◆ **SUMMIT RECOMMENDATION 6:** Continue to strategically use engineering tools to reduce speeding
  - ACTION 13:** Build 150 Subsidized Residential Speed Bump Purchase Projects over the next five years (30 projects per year)
  - ACTION 14:** Develop Fire Friendly Speed Bump Program for Emergency Response Routes, and build five Fire Friendly Speed Bump Projects over the next two years **(Requires additional CSTSP revenue)**
  - ACTION 15:** Expand application of Subsidized Speed Bump Program to lower volume Neighborhood Collector streets, and build five Subsidized Speed Bump Projects on Neighborhood Collector streets in the next two years

## **BICYCLE & PEDESTRIAN**

- Education

- ◆ **SUMMIT RECOMMENDATION 7:** Significantly increase education with focus on drivers related to pedestrian safety

**ACTION 16:** Work with Oregon Department of Transportation (ODOT) to develop and implement a public information campaign on Stop and Stay Stopped Law and unmarked crosswalks to include billboards, radio, and television

**ACTION 17:** Conduct ongoing community crosswalk safety presentations with at least 50 completed in the next year

**ACTION 18:** Increase investment in Safe Routes to Senior Centers by enhancing pedestrian ramps near Senior Centers, and by offering pedestrian safety presentations, enhanced enforcement services near Senior Centers, and a pilot senior three-wheel bicycle program

◆ **SUMMIT RECOMMENDATION 8:** Significantly increase education with focus on drivers and bicyclists related to bicycle safety

**ACTION 19:** Provide at least 500 motorists and bicyclists with bicycle safety diversion class for bicycle-related traffic violations

**ACTION 20:** Partner with Department of Motor Vehicles (DMV) to increase bicycle education

**ACTION 21:** Initiate program with bicycle shops to provide safety information and bicycle theft registration with sales of all bicycles; and implement program with car-rental agencies to provide pedestrian and bicycle safety information

- Enforcement

◆ **SUMMIT RECOMMENDATION 9:** Deploy comprehensive multi-modal enforcement strategy for pedestrian safety – identify enforcement locations with documented pedestrian crashes or documented behavior identified as leading to pedestrian crashes

**ACTION 22:** Twelve crosswalk enforcement actions, including media outreach, targeted towards motorist violations – at least one in each district coalition

**ACTION 23:** Twelve multi-modal Intersection Safety Enforcement Actions, including media outreach, with focus on pedestrian violations – one in each district coalition

◆ **SUMMIT RECOMMENDATION 10:** Deploy comprehensive multi-modal enforcement strategy for bicycle safety – identify enforcement locations with documented bicycle crashes or documented behavior identified as leading to bicycle crashes

**ACTION 24:** Twelve bicycle safety enforcement actions, including media outreach, targeted towards motorist violations – at least one in each district coalition

**ACTION 25:** Twelve multi-modal Intersection Safety Enforcement Actions, including media outreach, with focus on motorist and bicycle violations – at least one in each district coalition

**ACTION 26:** Distribute 1,000 light sets via Police Bicycle Light Program

**ACTION 27:** Create a website for tracking bicycle crashes and near misses.

- Engineering

- ◆ **SUMMIT RECOMMENDATION 11:** Target bicycle safety engineering improvements to create a network that is comfortable for families traveling between neighborhoods and comfortable for children traveling within their own neighborhood

- ◆ Focus on facilities for bicyclists not comfortable on larger facilities
- ◆ Enhance bicycle boulevard network to provide citywide connectivity

**ACTION 28:** Update plan for bicycle boulevards in East Portland

**ACTION 29:** Create through-signing and other improvements for at least one north-south and one east-west bicycle boulevard in East Portland

**ACTION 30:** Update plan for bicycle boulevards in Southwest Portland

**ACTION 31:** Create through-signing and other improvements for at least one north-south and one east-west bicycle boulevard in Southwest Portland

**ACTION 32:** Update plan for bicycle boulevards in North Portland

**ACTION 33:** Create through signing and other improvements for at least one north-south and one east-west bicycle boulevard in North Portland

**ACTION 34:** Portland Office of Transportation (PDOT), Planning, and Bureau of Environmental Services (BES) to partner to deploy Green-Street traffic calming devices that enhance bicycle boulevards via chicanes or neighborhood public squares in 10 key corridors

- ◆ **SUMMIT RECOMMENDATION 12:** Target pedestrian safety engineering improvements
  - ACTION 35:** Build 20 pedestrian refuge islands on multi-lane arterial roads with priority for streets served by transit over the next two years
  - ACTION 36:** Develop creative financial and pedestrian engineering strategies to improve substandard arterials in Southwest and Outer East Portland
  - ACTION 37:** Create Green Curb Extension Purchase Program
- ◆ **SUMMIT RECOMMENDATION 13:** Enhance multi-modal access on main streets
  - ACTION 38:** Classify qualifying Business Districts citywide to reduce speed zone to 20 MPH in key commercial corridors
  - ACTION 39:** PDOT and BES to partner to deploy Green-Street traffic safety devices that enhance commercial districts via green planter boxes and green curb extensions in 10 key corridors **(Requires additional CSTSP revenue)**
  - ACTION 40:** Build 10 on-street bicycle parking facilities to enhance turning visibility and reduce clutter on sidewalks to allow more sidewalk tables and planters **(Requires additional CSTSP revenue)**

## SAFE ROUTES TO SCHOOL

- Education
  - ◆ **SUMMIT RECOMMENDATION 14:** Identify accelerated plan for Safe Routes to School Program to reach all Portland schools
    - ACTION 41:** Use new Federal Safe Routes to School Program to increase by 50% the number of schools implementing the national Safe Routes to School model in 2007
    - ACTION 42:** Work with Portland Public Schools School Board to develop a five-year plan to ensure Safe Routes to School education and encouragement presence in all Portland Schools by 2010 **(Requires additional CSTSP revenue)**

**ACTION 43:** Develop sustainable Walking School Bus model and institute Walking School Bus Program at 12 schools

**ACTION 44:** With the assistance of Elders in Action, involve 30 senior citizen volunteers in Safe Routes to School efforts

**ACTION 45:** Develop an Adult Crossing Guard Program (Requires additional CSTSP revenue)

- Enforcement

- ◆ **SUMMIT RECOMMENDATION 15:** Emphasize photo radar/speed-reader board deployment near schools and parks

- ACTION 46:** Deploy photo radar service in school zones and near parks at least 40 hours each month

- ACTION 47:** Deploy speed reader boards in school zones and near parks at least 100 hours each month

- ◆ **SUMMIT RECOMMENDATION 16:** Deploy Intersection Safety Enforcement Actions at intersections near schools and parks

- ACTION 48:** Identify process and implement plan for incorporating Intersection Safety Enforcement Actions near schools and parks as part of School Safety Missions

- Engineering

- ◆ **SUMMIT RECOMMENDATION 17:** Identify accelerated plan to institute Safe Routes to School engineering model in schools citywide over five years

- ACTION 49:** Implement National Safe Routes to School engineering base-level services at every school in Portland over next five years (including: route identification, operational improvements, secured/covered bicycle parking) **(Requires additional CSTSP revenue)**

- ◆ **SUMMIT RECOMMENDATION 18:** Fund and build traffic calming devices on streets around schools and parks

- ACTION 50:** Develop a plan to traffic calm all school zones to 20 mph by 2010 **(Requires additional CSTSP revenue)**