

Update on ODOT Safety Programs and Powell Boulevard

Joint Committee on Transportation

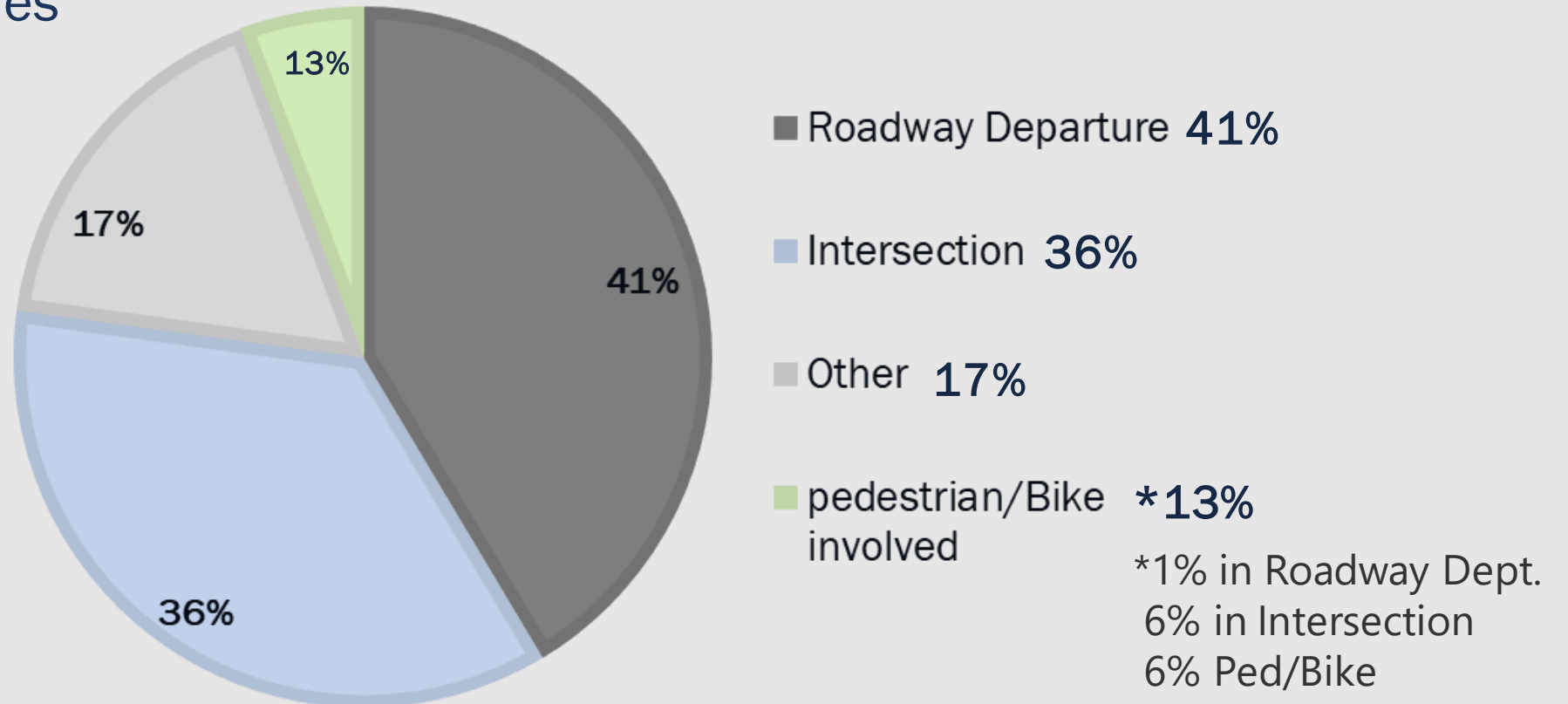
December 9, 2022

Kris Strickler, Director

Mac Lynde, Delivery and Operations Division
Administrator

Statewide Crash Distribution

2016 - 2021 Fatal and Serious Injury Crashes

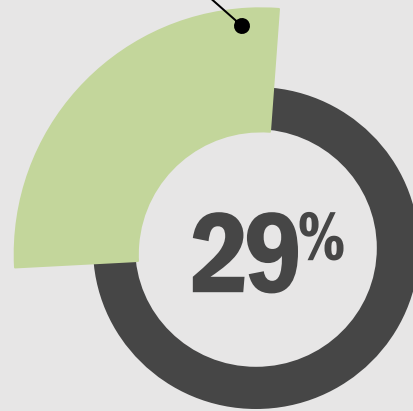


Note: 2021 crash data is preliminary and subject to change.

Statewide Averages: Fatal and Serious Injury Crashes (2016-21)

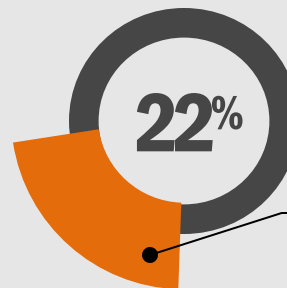
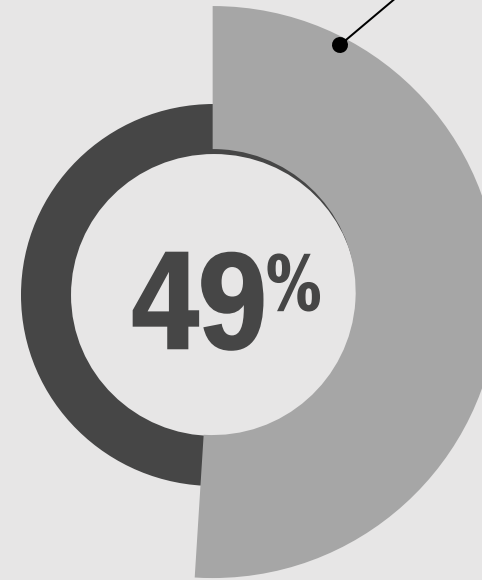
City Streets

- **567** fatal and serious injury **crashes** per year;
- 11,000 miles



State Highways

- **978** fatal and serious injury **crashes** per year;
- 8,000 miles

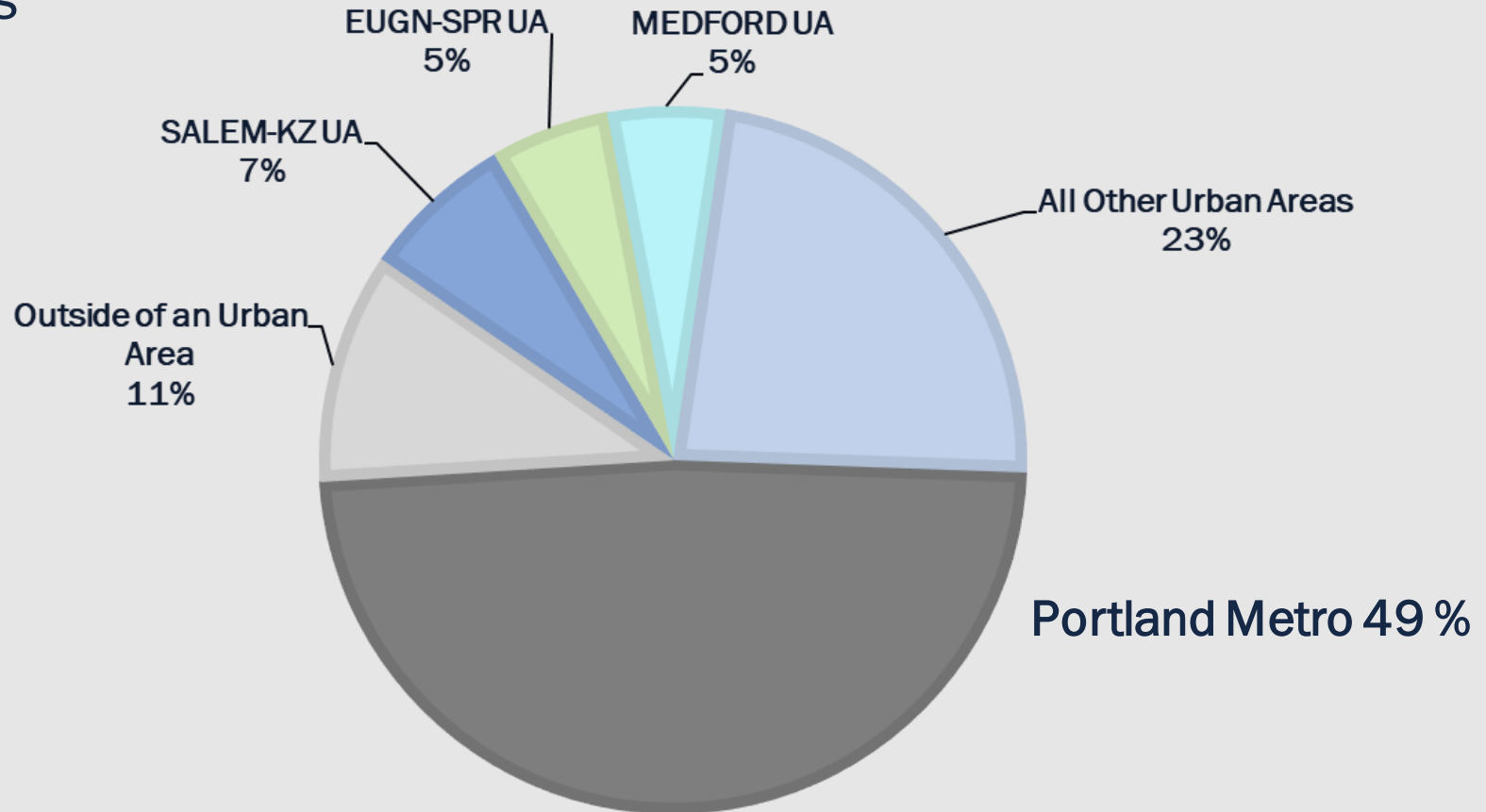


County Roads

- **442** fatal and serious injury **crashes** per year;
- 33,000 miles

Pedestrian and Bicycle Crashes

2016-2021 Fatal and Serious Injury Crashes



Note: 2021 crash data is preliminary and subject to change.

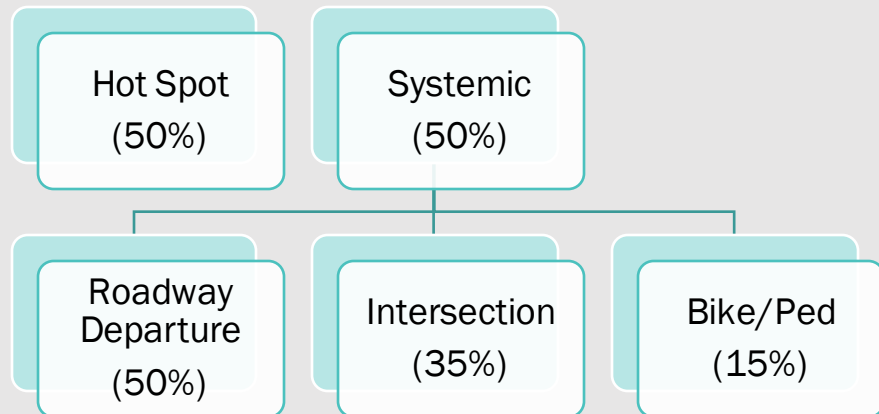
ODOT Safety Programs

- Great Streets
- ARTS
- Safe Routes to School
- ADA
- Railway Crossing
- Work Zone Safety
- High Visibility Enforcement Program
- Maintenance & Operations



ARTS Program

The All Roads Transportation Safety Program (ARTS) aims to reduce the frequency of fatal and serious injuries on **all public roads** through a **data-driven** process that is **blind to jurisdictional ownership**.

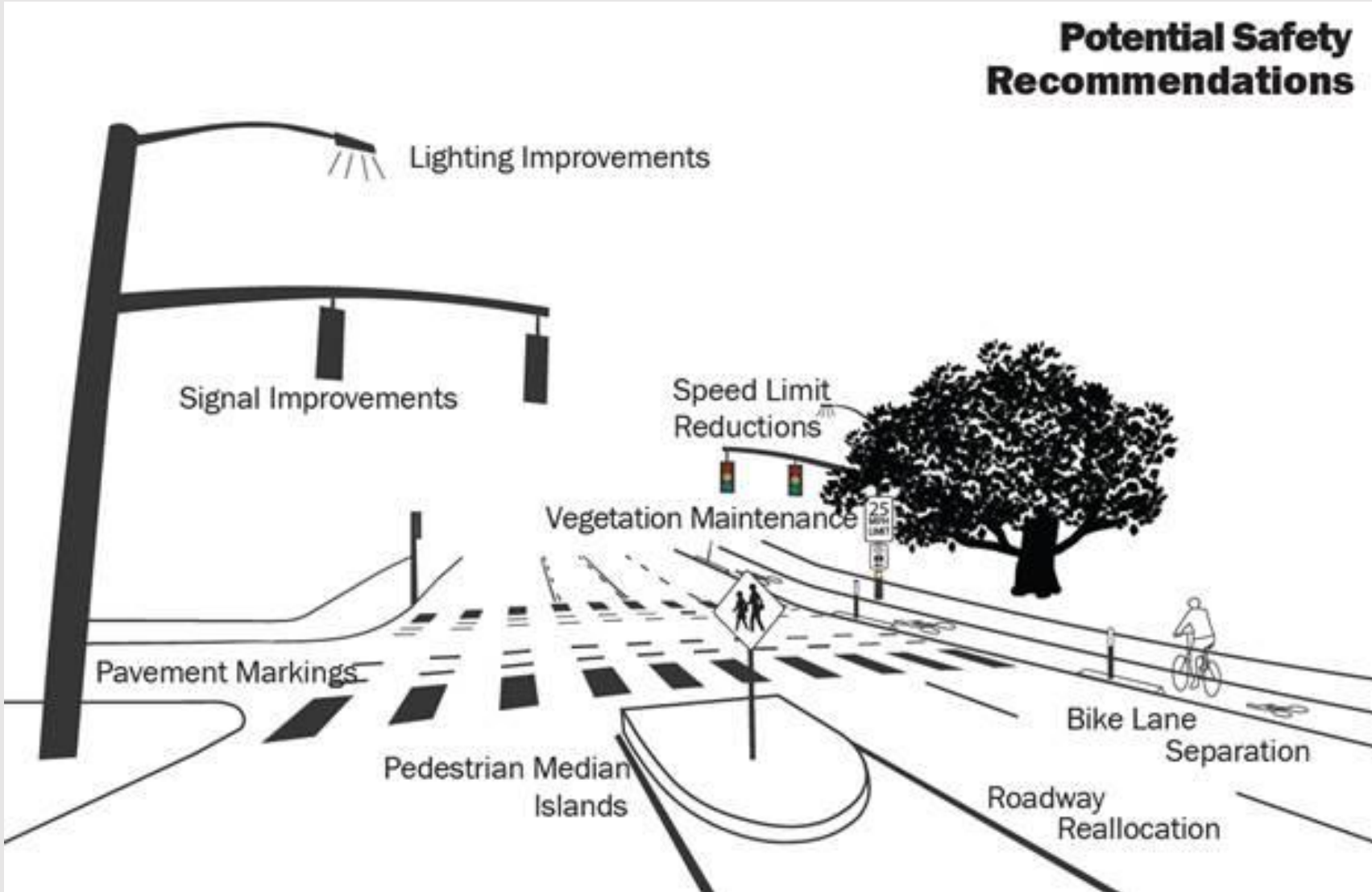


Great Streets Program



- OTC allocated \$50M IIJA funding to create Great Streets Program.
- Improve safety and multimodal needs on ODOT highways that serve as main streets in urban and rural areas.
- Eligible improvements: Traffic calming measures, improvements to intersections, lighting, bicycle and transit facilities, crosswalks, street trees.

Safety Improvements for Equitable Outcomes



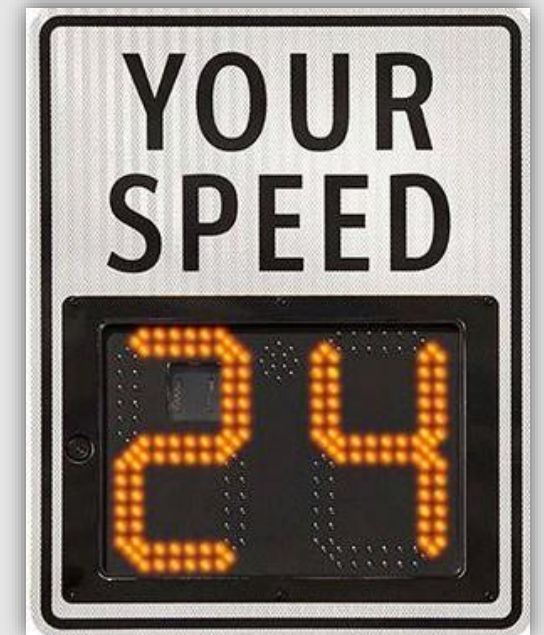
Evaluating the System for Safety Improvements

- Some of Oregon's high crash corridors are state highways, owned and operated by ODOT.
- Powell Boulevard is an example.
- Roads initially designed to move vehicles quickly.
- As communities change, the roads should change with them.
- Many of these roads have been transformed and are safer now.
- Many still need safety improvements.



Immediate Safety Improvements on Powell Blvd.

- 20 mph School Speed Zone near Cleveland High School
- Updated painting and traffic-calming striping
- Temporary speed feedback signs
- Additional signage for pedestrians and bicycles*
- Leading Pedestrian Interval*



*In Process

Long Term Improvements



- Multimodal safety education program at Cleveland High School
- Stripe high-visibility crosswalks at neighboring schools
- Analyze reallocating traffic lanes on Powell
- Implement photo radar speed enforcement

Additional Safety Analysis

New ODOT/PBOT Task Force to:

- **Review** all ODOT arterials within Portland for school zone suitability
- **Develop** cost estimate for additional safety projects
- **Analyze** freight routing south of Powell
- **Continue** to evaluate all high crash corridors for low-cost solutions
- **Seek** funding for long term improvements



Thank You