Vision Zero Oregon

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KING, BOISE, & HUMBOLDT
NEIGHBORHOOD
STREET SAFETY
ACTION PLAN

vision zero oregon
neighbors working for safer streets

www.visionzerooregon.org

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The Neighborhood Street Safety Action Plan will show how you can improve street safety in the King, Boise, and Humboldt neighborhoods.

Vision Zero Oregon’s Neighborhood Street Safety Action Plan for King, Boise, and Humboldt Neighborhoods in Portland, Oregon is a project completed by The Loci Group (the project team), a group of five Portland State University graduate students in the Urban and Regional Planning program for the Bicycle Transportation Alliance (BTA). Between January and June of 2011, the project team worked with residents and stakeholders in the King, Boise, and Humboldt neighborhoods to discover dangerous locations in the street network and work towards community-based actions for making those streets safer.

www.VisionZeroOregon.org
Hello@VisionZeroOregon.org
Acknowledgments

The Bicycle Transportation Alliance
Gerik Kransky  Rob Sadowsky
Susan Peithman

Neighborhood Stakeholders
Thank you to everyone from the King, Boise, and Humboldt neighborhoods and beyond who participated in our Walking Tour, Stakeholder Advisory Committee, Open House, Coffee Shop talks, survey, Blazers’ Boys and Girls Club event, and stakeholder and intercept interviews. Your input, involvement, and continued support were key to the success of the Neighborhood Street Safety Action Plan and the goal of making streets safer in your neighborhoods.

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The Loci Group Project Team (unavoidably bright, and left to right, below)
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Reflections Bookshop and Coffee for use of their fine establishment before and after our walking tour
Ian Stude for initially informing the Bicycle Transportation Alliance about the Portland State Workshop opportunity

*All images are propriety of The Loci Group unless otherwise noted
What is a Vision Zero Oregon Neighborhood Street Safety Action Plan?

Vision Zero Oregon (VZO) is a street safety philosophy that aims to create streets where no one will be killed or seriously injured. Vision Zero Oregon prioritizes road safety above all else. Every life is worth more than an increase in speeds or road capacity for vehicles. The “Vision Zero” concept began in Sweden in 1997, when the Swedish Parliament introduced a Vision Zero policy that required that fatalities and serious injuries be reduced to zero by 2020. In 2009, the Swedish Road Administration reported that they had reduced road fatalities from 1997 levels by 34.5%.

Achieving Vision Zero Oregon goals will require a shift in the focus of policy, laws and enforcement, and the formation of a new relationship between residents and their streets, and revolution in the way transportation departments operate their streets. This project takes on one part of this complex topic, focusing on community interest, involvement, and influence in the transportation system of a neighborhood. The goal is to turn resident interest into activism, and empower a population to support the innovative changes necessary to decisively improve safety.

Vision Zero Oregon aims to make streets safe: where no one will be killed or seriously injured while using the streets.

Toward this goal, the Vision Zero Oregon project team has prepared two major products:

- **Vision Zero Oregon Street Safety Guidebooks**
  The Guidebooks are an engaging way for Oregon residents to learn about design, policy, and community-building strategies.

- **Neighborhood Street Safety Action Plan**
  The Plan for the King, Boise, and Humboldt neighborhoods identifies major street safety concerns and highlights the strategies from the Guidebooks that can be implemented by community members realize Vision Zero.

Safer streets help create healthier, friendlier, and more vibrant communities. This project leads the way to build grassroots-level streets safety advocacy and action.
The next section of the Neighborhood Street Safety Action Plan describes four priority areas, the goals for each area, and the solutions to achieve safer streets. It includes a step-by-step guide for realizing these street safety strategies. The final section of the Plan outlines the process taken to create it.

### Problem Areas
1. Martin Luther King Jr. Blvd: Creating Safe Connections
2. North Mississippi Ave. & North Skidmore St.: Safer Intersections
3. NE Killingsworth Street: Supporting a Main Street

### Background Information
- Existing street conditions
- Traffic volumes and use
- Improvement projects
- Street classifications

### Solutions and Recommended Actions
- Solutions with community interest
- Potential additional solutions

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**The Neighborhood Street Safety Action Plan:**
- Identifies key problem locations
- Establishes the goals for each problem area
- Establishes evaluation criteria for determining appropriate solutions
- Evaluates each possible solution for the problem area
- Focuses on actions to be taken that are of interest to residents
- Details ways to achieve each solution

To draft this Neighborhood Street Safety Action Plan, neighborhood community members were involved through a variety of outreach activities to identify key problem areas for street safety and set location-specific goals for each of those areas. At the first stakeholder advisory meeting, residents selected four priority street safety problems. The project team focused on these areas, which are representative of many of the larger problems identified by the public through surveys and interviews (see Figure 4).

The project team compared solutions using criteria, which were reviewed and ranked by the community. Based on this, suitable solutions are divided into two groups: those that are of immediate interest to someone in the neighborhoods, and other potential solutions with a longer initiation schedule.

**Evaluation Criteria:**
- **Speed reduction efficacy** (How good is the solution at slowing down cars?)
- **Increased visibility for all road users** (Does the solution make it easier to see pedestrians, bicyclists, cars, and other road users?)
- **Improved perception of street safety** (Does the solution make people feel safer?)
- **Community compatibility** (How well will the solution fit into the neighborhood?)
- **Technical compatibility** (Does the City allow this solution? Is it legal?)
- **Time** (How long does it take to build/implement?)
- **Cost** (How much money needs to be invested?)

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**Learn More**

Get more involved with resources on visionzerooregon.org
- Download the Neighborhood Street Safety Action Plan and the Vision Zero Oregon Street Safety Guides
- Join the “Vision Zero Oregon Street Safety Action Team” Google Group to stay in touch with other people who are working towards street safety
- View and edit the Vision Zero Oregon Action List, which tracks the solutions listed in this plan and the people involved in making it happen
Figure 2: King, Boise, and Humboldt within Portland, OR

Figure 3: The King, Boise, and Humboldt neighborhoods study area with problem locations identified

Page 8  Martin Luther King Jr. Boulevard: Creating Safer Connections

Page 18  North Mississippi Avenue & North Skidmore Street: Safer Intersections

Page 26  NE Killingsworth Street: Supporting a Main Street

Page 36  Neighborhood Streets: Slow Speeds, Safe Crossings, and Space for Everyone
Figure 4: Street safety hazards identified by the public in the King, Boise, and Humboldt neighborhoods study area

Throughout the project, members of the public identified street safety problem areas in the study area. This map shows the problem areas, some of which are specifically addressed in the Action Plan.
How You Can Get Involved in Neighborhood Street Safety Improvements

The Neighborhood Street Safety Action Plan is your resource for starting to make streets safer in the King, Boise, and Humboldt neighborhoods of Portland. The lessons of the plan extend far beyond those three neighborhoods. The recommendations and solutions provided in the Plan can help guide you, wherever you live, towards getting involved in making streets safer. The problems identified here are not comprehensive, and the neighborhood needs you to push for solutions to problems not listed here.

1. Find the problem area in King, Boise, and Humboldt that interests you. An index is on pg 1.
2. In that section you’ll find a collection of solutions that could help make streets safer.
3. Learn about how you can get begin to take action. Each section lists actions that everyone should take to get started then lists steps specific to solving each problem

Learn More

Another great resource you can use are the Vision Zero Oregon Street Safety Guides. They cover five topics (Knowing Your Streets, Design for Street Safety, Build Support for Street Safety, DIY Streets, and Policy for Street Safety).

If you don’t have copies of the Guides, you can find them by:

- Downloading the Guides from visionzerooregon.org
- The Bicycle Transportation Alliance (BTA) is eager to help you get more involved. They can provide you with a number of useful resources, including all the Vision Zero Oregon material. You can contact the BTA’s Advocacy Director, Gerik Kransky, at gerik@bta4bikes.org or 503-226-0676x11.
Street safety solutions with neighborhood interest

<table>
<thead>
<tr>
<th>Solution</th>
<th>Action</th>
<th>See Vision Zero Oregon Guide(s)</th>
</tr>
</thead>
</table>
| Automate pedestrian signals to make crossing easier - pg 14 | Gather information about pedestrian circulation | Design for Street Safety - pg 9
| | | Knowing Your Streets - pg 9 |
| Increase attractiveness of businesses to slow traffic - pg 14 | Talk to Portland Development Commission about improving storefronts | Build Support for Street Safety - pg 9 |
| | Encourage business owners to improve storefront attractiveness | Build Support for Street Safety - pg 3 |
| Cut through the barriers/medians to aid crossings - pg 15 | Gather information about pedestrians movement and hazards | Design for Street Safety - pg 3
| | | Build Support for Street Safety - pg 3 |
| Cut through the barriers/medians to aid crossings - pg 15 | Remove ivy in the median | |
| Crossing guard program (at King Elementary) - pg 15 | Gather traffic counts and crash data | Knowing Your Streets - pgs 3, 4, 9 |
| | Talk to King elementary school about a crossing guard program | DIY Streets - pg 4
| | Call the Bicycle Transportation Alliance for guidance | Build Support for Street Safety - 3 |
| Increased enforcement of traffic laws - pg 16 | Gather traffic counts and crash data | Knowing Your Streets - pg 3, 4, 9 |
| | Talk to the Police Bureau | Build Support for Street Safety - pg 5 |
| | Add a speed reader board | Knowing Your Streets - pg 6 |
| | Pedestrian crossing enforcement | Policy for Street Safety - pg 3 |
| Half/HAWK signals - pg 16 | Gather traffic counts and crash data | Knowing Your Streets - pg 3 |

Potential additional street safety solutions

<table>
<thead>
<tr>
<th>Solutions (on pg 17)</th>
<th>Details to consider</th>
</tr>
</thead>
<tbody>
<tr>
<td>Add more pedestrian signage</td>
<td>Signs cost little and draw attention to pedestrians</td>
</tr>
<tr>
<td>Plant street trees</td>
<td>A lot of people like the trees on the sides of the street and wanted to see more trees planted</td>
</tr>
<tr>
<td>No Right on Red</td>
<td>Changes to traffic signals that don’t allow cars to turn right on a red light; to prevent hitting pedestrians who are crossing the street</td>
</tr>
<tr>
<td>Add pedestrian-scale street lamps</td>
<td>Lighting that is for bikes and pedestrians helps them see and be seen</td>
</tr>
<tr>
<td>Time signals for constant speed</td>
<td>Changes all of the stop lights on MLK to make cars travel the speed limit; prevents cars from traveling over the speed limit</td>
</tr>
<tr>
<td>Participate in Park(ing) Day</td>
<td>A national event where parking spots are turned into parks and public spaces for a day</td>
</tr>
<tr>
<td>Bike Trains / Walking School buses</td>
<td>Sponsored programs to walk and bicycle children to and from school; raises awareness of vulnerable street users</td>
</tr>
<tr>
<td>Crossing Flags Program</td>
<td>High-visibility flags carried by people crossing the street to alert drivers</td>
</tr>
<tr>
<td>Personal Visibility</td>
<td>Bright clothing, lights, and predictable behavior can improve visibility of road users</td>
</tr>
<tr>
<td>Waving at drivers when crossing</td>
<td>Alerts drivers of your presence as is a nice gesture</td>
</tr>
<tr>
<td>Reduce speed limit</td>
<td>Slower speeds invariably lead to fewer serious crashes</td>
</tr>
<tr>
<td>Restrict parking at corners (daylighting)</td>
<td>Cars parked too near intersection corners can restrict visibility; “daylighting” corners with bulbs, bioswales, parking restriction, or bike corrals can help</td>
</tr>
<tr>
<td>Raised crosswalks</td>
<td>Combination of a speed bump and crosswalk; puts pedestrians in a more visible place</td>
</tr>
<tr>
<td>Street banner</td>
<td>These banners remind cars to watch for kids or others and help slow down the traffic by visually narrowing the street</td>
</tr>
</tbody>
</table>

Someone in the King, Boise, or Humboldt neighborhood area has signed up to pursue the safety solutions and actions listed with a check next to them.

Appendix I provides more detail on the actions and who signed up to continuing working to make the street safer.
North Mississippi Avenue and North Skidmore Street: Safer Intersections
This is a summary of solutions and actions you can take to begin making Mississippi/Skidmore a safer intersection. More details on solutions and actions can be found on pages 18-25.

### Street safety solutions with neighborhood interest

<table>
<thead>
<tr>
<th>Solution</th>
<th>Action</th>
<th>See Vision Zero Oregon Guide(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daylighting at intersection to increase visibility of oncoming traffic - pg 23</td>
<td>Ask the City to paint a &quot;No Parking&quot; sign</td>
<td>Policy for Street Safety - pg 3</td>
</tr>
<tr>
<td>Traffic calming along Skidmore - pg 23</td>
<td>Talk to City Repair about painting the intersection</td>
<td>Build Support for Street Safety - pg 4</td>
</tr>
<tr>
<td>Improved enforcement of 4-way stop - pg 24</td>
<td>Gather traffic counts and crash data</td>
<td>Knowing Your Streets - pg 3, 4, 9</td>
</tr>
<tr>
<td></td>
<td>Talk to the Police Department about better enforcement</td>
<td>Policy for Street Safety - pg 5</td>
</tr>
<tr>
<td></td>
<td>Add a speed reader board</td>
<td>Know Your Streets - pg 4</td>
</tr>
<tr>
<td></td>
<td>Pedestrian crossing enforcement</td>
<td>Knowing Your Streets - pg 6</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Policy for Street Safety - pg 3</td>
</tr>
</tbody>
</table>

### Potential additional street safety solutions

<table>
<thead>
<tr>
<th>Solutions (on pg 25)</th>
<th>Details to consider</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bike Lanes</td>
<td>The City of Portland Bicycle Hotline is available at 503-823-CYCL (press 1)</td>
</tr>
<tr>
<td>Walking Groups</td>
<td>Learn about your streets by walking them and get to meet your neighbors</td>
</tr>
<tr>
<td>Chicanes on Skidmore</td>
<td>Design treatment that slows traffic by narrowing the street and eliminating long straightaways</td>
</tr>
<tr>
<td>Rumble Strips</td>
<td>These are bumpy strips of pavement near intersection used to alert cars and bikes to a change ahead</td>
</tr>
<tr>
<td>Pedestrian all-way &quot;scramble&quot; crossing signal</td>
<td>This stops cars and bikes in all directions and lets pedestrians cross any direction (even diagonal)</td>
</tr>
<tr>
<td>Add pedestrian scale street lamps</td>
<td>Lighting for bikes and pedestrians helps them see and be seen</td>
</tr>
<tr>
<td>Personal Visibility</td>
<td>Bright clothing, lights, and predictable behavior can improve visibility of road users</td>
</tr>
<tr>
<td>Waving at drivers when crossing</td>
<td>Alerts drivers of your presence as is a nice gesture</td>
</tr>
<tr>
<td>Reduce speed limit</td>
<td>Slower speeds invariably lead to fewer serious crashes</td>
</tr>
<tr>
<td>Raised crosswalks</td>
<td>Combination of a speed bump and crosswalk; puts pedestrians in a more visible place</td>
</tr>
<tr>
<td>Full Signal</td>
<td>A stop light for cars, bikes, and pedestrians</td>
</tr>
</tbody>
</table>
**NE Killingsworth Street: Supporting a Main Street**

This is a summary of solutions and actions you can take to begin making NE Killingsworth a safer street. More details on solutions and actions can be found on pages 26-35.

### Street safety solutions with neighborhood interest

<table>
<thead>
<tr>
<th>Solution</th>
<th>Action</th>
<th>See Vision Zero Oregon Guide(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Automate pedestrian signals to aid crossings - pg 31</td>
<td>Gather traffic counts and crash data</td>
<td>Knowing Your Streets - pg 3, 9</td>
</tr>
<tr>
<td>Crossing flag and guard programs - pg 31</td>
<td>Talk to the local Elementary school</td>
<td>Build Support for Street Safety - pg 3</td>
</tr>
<tr>
<td>Contact the Bicycle Transportation Alliance</td>
<td></td>
<td>DIY Streets - pg 4</td>
</tr>
<tr>
<td>Half/HAWK signal (at Garfield, 6th, and 7th) - pg 32</td>
<td>Gather traffic counts and crash data</td>
<td>Knowing Your Streets - pg 3, 9</td>
</tr>
<tr>
<td>Audible pedestrian signals - pg 32</td>
<td>Find contacts in the community</td>
<td>Build Support for Street Safety - pg 3</td>
</tr>
<tr>
<td>Leading pedestrian interval with &quot;no right on red&quot; and new signal configurations at MLK and Killingsworth - pg 32</td>
<td>Gather traffic counts and crash data</td>
<td>Knowing Your Streets - pg 3, 9</td>
</tr>
<tr>
<td>Wave at drivers when crossing - pg 32</td>
<td>Contact the Bicycle Transportation Alliance</td>
<td></td>
</tr>
<tr>
<td>Marked or raised crosswalks (at Grand, 6th, 7th) - pg 33</td>
<td>Present crossing and crash data to the City</td>
<td>Knowing Your Streets - pg 3, 7</td>
</tr>
<tr>
<td>Raised crosswalks</td>
<td>Design for Street Safety - pg 3, 7</td>
<td></td>
</tr>
<tr>
<td>Talk to local schools</td>
<td>Build Support for Street Safety - pg 3</td>
<td></td>
</tr>
<tr>
<td>Bike lanes or sharrows on Killingsworth - pg 34</td>
<td>Make your case</td>
<td>Knowing Your Streets - pg 3, 4 Policy for Street Safety - pg 2</td>
</tr>
<tr>
<td>Curb extensions at crossings near on-street parking - pg 34</td>
<td>Ask the City for a bioswale/bulbout</td>
<td>Knowing Your Streets - pg 4</td>
</tr>
<tr>
<td></td>
<td>Contact the Bicycle Transportation Alliance</td>
<td>Design for Street Safety - pg 7</td>
</tr>
</tbody>
</table>

### Potential additional street safety solutions

<table>
<thead>
<tr>
<th>Solutions (on pg 35)</th>
<th>Details to consider</th>
</tr>
</thead>
<tbody>
<tr>
<td>Personal Visibility</td>
<td>Bright clothing, lights, and predictable behavior can improve visibility of road users</td>
</tr>
<tr>
<td>Rapid Flash Beacons</td>
<td>At Garfield and at NE 7th these are lights activated by pedestrians and bikes when they are crossing the street.</td>
</tr>
<tr>
<td>Bike Box on Killingsworth at MLK</td>
<td>Bike boxes let bikes pull in front of cars at a stop light, giving them a head start at a green light and making sure that cars don’t turn right at the light and hit the bikers</td>
</tr>
<tr>
<td>Participate in Park(ing) Day</td>
<td>National event to change a parking space to a park for a day to reclaim some on-street space</td>
</tr>
<tr>
<td>Seek adjustments to road classification of MLK</td>
<td>Consider the benefit of changing the road from a Community Corridor to Community Main Street</td>
</tr>
<tr>
<td>Emergency Response compatible speed bumps</td>
<td>Staggered speed humps on Neighborhood Collectors and District Collectors that allow emergency vehicles to quickly drive through without restriction</td>
</tr>
</tbody>
</table>

Someone in the King, Boise, or Humboldt neighborhood area has signed up to pursue the safety solutions and actions listed with a check next to them.

**Appendix I** provides more detail on the actions and who signed up to continuing working to make the street safer.
# Neighborhood Streets: Slow Speeds, Safe Crossings, and Space for Everyone

This is a summary of solutions and actions you can take to begin making neighborhood streets safer. More details on solutions and actions can be found on pages 36-45.

## Street safety solutions with neighborhood interest

<table>
<thead>
<tr>
<th>Solution</th>
<th>Action</th>
<th>See Vision Zero Oregon Guide(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Raised crosswalks/ speed humps - pg 41</td>
<td>Present crash data to the City of Portland</td>
<td>Knowing Your Streets - pg 3, 4, 9 Design for Street Safety - pg 7</td>
</tr>
<tr>
<td>Talk to local schools</td>
<td>Build Support for Street Safety - pg 3</td>
<td></td>
</tr>
<tr>
<td>Speed enforcement - pg 41</td>
<td>Gather traffic counts and/or crash data</td>
<td>Knowing Your Streets - pg 3, 4, 9 Policy for Street Safety - pg 3</td>
</tr>
<tr>
<td>Talk to the Police Bureau</td>
<td>Build Support for Street Safety - pg 5 Knowing Your Streets - pg 4</td>
<td></td>
</tr>
<tr>
<td>Add a speed reader board</td>
<td>Knowing Your Streets - pg 6</td>
<td></td>
</tr>
<tr>
<td>Pedestrian crossing enforcement</td>
<td>Policy for Street Safety - pg 3</td>
<td></td>
</tr>
<tr>
<td>Create and display &quot;Slow Down&quot; signs</td>
<td>DIY Streets - pg 4</td>
<td></td>
</tr>
<tr>
<td>Road diet of N Commercial Avenue - pg 42</td>
<td>Talk to residents and neighbors</td>
<td>Build Support for Street Safety - pg 3 Policy for Street Safety - pg 3 DIY Streets - pg 4 Knowing Your Streets - pg 5</td>
</tr>
<tr>
<td>Talk to local schools for support</td>
<td>Build Support for Street Safety - pg 3 Policy for Street Safety - pg 3</td>
<td></td>
</tr>
<tr>
<td>Partial closure of N Commercial at N Killingsworth and/or N Alberta</td>
<td>Study traffic patterns on the streets</td>
<td>Knowing Your Streets - pg 3</td>
</tr>
<tr>
<td>Consider costs</td>
<td>Policy for Street Safety - pg 2</td>
<td></td>
</tr>
<tr>
<td>Think about scheduled partial closures</td>
<td>Design for Street Safety - pg 8</td>
<td></td>
</tr>
<tr>
<td>Join with other solutions</td>
<td>Design for Street Safety</td>
<td></td>
</tr>
<tr>
<td>Street trees, City Repair, and other aesthetic improvements - pg 42</td>
<td>Contact City Repair</td>
<td>DIY Streets - pg 3</td>
</tr>
<tr>
<td>Ask the City for a bioswale/bumpout</td>
<td>Design for Street Safety - pg 7 Knowing Your Streets - pg 4</td>
<td></td>
</tr>
<tr>
<td>Contact Friends of Trees</td>
<td>DIY Street Safety - pg ###</td>
<td></td>
</tr>
<tr>
<td>Plant/install you own</td>
<td>DIY Street Safety - pg ###</td>
<td></td>
</tr>
<tr>
<td>Host a block party</td>
<td>DIY Streets - pg 3 Build Support for Street Safety - 6</td>
<td></td>
</tr>
<tr>
<td>Curb extensions at N Alberta and N Commercial and NE 7th - pg 43</td>
<td>Ask the City for a bioswale/bumpout</td>
<td>Design for Street Safety - pg 7 Knowing Your Streets - pg 4</td>
</tr>
<tr>
<td>Contact the Bicycle Transportation Alliance</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

## Potential additional street safety solutions

<table>
<thead>
<tr>
<th>Solutions (on pg 17)</th>
<th>Details to consider</th>
</tr>
</thead>
<tbody>
<tr>
<td>Marked crosswalks</td>
<td>Paint on the road showing pedestrians were it is legal to cross (every corner is a crossing)</td>
</tr>
<tr>
<td>School Speed Zone Signs and/or warning beacons</td>
<td>Warns drivers and bikes about children walking</td>
</tr>
<tr>
<td>Stop signs on N Commercial</td>
<td>Stop traffic at intersections and crossings</td>
</tr>
<tr>
<td>Half signal</td>
<td>An activated &quot;half&quot; signal that stops traffic so that people on a smaller road can safely cross a large road</td>
</tr>
<tr>
<td>No right-on-red at Alberta / N Commercial</td>
<td>Turning restrictions can help prevent dangerous &quot;right and left hook&quot; crashes at intersections</td>
</tr>
<tr>
<td>Bike Lanes or Sharrows on northbound NE 7th</td>
<td>Painted area for bikes separate from cars (lanes) or in the same space as cars (sharrows). Call 503-823-CYCL (press 1) for the City's Bicycle Hotline.</td>
</tr>
<tr>
<td>Bicycle crossing signs at Going</td>
<td>Warns people of upcoming crossings at busy bicycle routes</td>
</tr>
<tr>
<td>Traffic circles (Skidmore, Shaver)</td>
<td>These are plantings and pavement in the middle of an intersection that makes cars circle around to turn, reducing dangerous crashes (T-bones). They also help to create visual barriers for cars, making streets seem shorter and slower.</td>
</tr>
<tr>
<td>Restrict parking at corners (daylighting)</td>
<td>Cars parked too near intersection corners can restrict visibility; &quot;daylighting&quot; corners with bulbouts, bioswales, parking restriction, or bike corral can help</td>
</tr>
<tr>
<td>Education</td>
<td>Improved street user education can happen through the DMV, schools, and community events</td>
</tr>
<tr>
<td>Crosswalk enforcement on Alberta Street</td>
<td>Extra police enforcement of crosswalk compliance and other laws at high-traffic intersections</td>
</tr>
<tr>
<td>Crossing Flags</td>
<td>Provide flags for people crossing the street, to make them more visible</td>
</tr>
<tr>
<td>Street trees and other aesthetic improvements</td>
<td>Streetscaping makes a road nicer to be on and is shown to slow traffic</td>
</tr>
</tbody>
</table>

Someone in the King, Boise, or Humboldt neighborhood area has signed up to pursue the safety solutions and actions listed with a check next to them.

Appendix I provides more detail on the actions and who signed up to continuing working to make the street safer.
Looking southbound along Martin Luther King Jr. Boulevard, a high-speed corridor with few crossing opportunities.
Martin Luther King Jr. Boulevard (MLK): Creating Safer Connections

The Problem

Martin Luther King Jr. Boulevard (MLK) is a major arterial and commercial street that runs the length of Northeast Portland. Businesses, restaurants, and social services draw people using all modes to MLK. The street is an important corridor in the city’s street system and has a high volume of pedestrian, cars, trucks, and buses.

During the Vision Zero Oregon project, several problems were raised:

- MLK is a physical and mental barrier for residents, business owners, and visitors.
- People riding bicycles and walking can be hard to see and have a hard time seeing other traffic.
- Car traffic is dangerously fast.
- The turn lanes are not clearly painted, causing delays for cars turning onto MLK.
- Cars swerve quickly around buses stopped for passengers, without checking for other cars, pedestrians, or bikes.
- Users do not feel comfortable or safe riding a bicycle on MLK. Don’t feel safe on MLK,” and can’t easily reach the destinations they need to along the street”

The Vision

Martin Luther King Jr. Blvd. will be a welcoming commercial main street with improved crossings, slower speeds, and better visibility.

Figure 5: MLK Corridor

- NE Ainsworth St
- NE Killingsworth St
- NE Alberta St
- NE Skidmore St
- NE Fremont St

unpredictable car and bus maneuvering
unsafe bicycling conditions
fast traffic and poor crossing opportunities
What the Street is Like Now

Traffic Volumes
- Around 28,000 daily motor vehicles
- Observed heavy pedestrian and bicycle use
- Frequent Service bus route #6 runs north and south along MLK, attracting hundreds of daily riders, many of whom are coming on foot
- Heavy bicycle cross traffic, especially at the intersection with NE Going Street
- Many children walk and bicycle along MLK to get to and from King Elementary School and the Boys and Girls Club

Existing Street Design
- MLK is a four-lane road with center curb height, raised, and/or planted medians along this stretch
- Signalized intersection occur every two to three blocks
- No bicycle lanes exist in MLK
- Sidewalks line both sides of the street
- Some unmarked crosswalks have signs warning oncoming car traffic to be alert
- “Desire paths”, which are informal walking paths, cut across many median islands, especially near transit stops and other destinations not served by a legal crossing

Fatalities
- Tuesday, June 8, 1993 at MLK and Ainsworth - At dusk, a truck traveling west on NE Ainsworth turned north onto MLK and struck a person walking on MLK.
- Monday, August 31, 1998 at MLK and Killingsworth - A person driving westbound on Killingsworth hit and killed a person walking on MLK. The car was exceeding the speed limit.
- Thursday, January 1, 2001 at MLK and Fremont - People driving two cars collided, killing one of the drivers.
- Saturday, September 3, 2005 at MLK and Wygant - On a clear, dry day, a person on a bicycle was rear-ended and killed by a person driving a car northbound on MLK.
What the Street is Like Now

Street Classification

Each city in Oregon has a transportation system plan (TSP) which defines the appropriate use of streets and intensity of traffic (Figure 10. For example, streets that are identified as Emergency Response Routes cannot have traffic calming devices, such as speed humps or raised crossings, that slow the speed of emergency vehicles. Traffic calming that interferes with the speed of traffic is not allowed on District Collectors either. The 2006 Portland TSP identifies this stretch of MLK as:

- Principal Arterial Main Street, District Collector, Major Truck Street, City Bikeway, Regional Main Street, Major Emergency Response Route, City Walkway, Major Transit Priority Street, and Major City Traffic Street

Existing Street Improvements

- Streetlights on both sides of the street
- Trees are planted in the median and along the sidewalk
- Several intersections have painted, high-visibility crosswalks
- A new median refuge island was recently installed at MLK and NE Going to aid bicycle traffic in crossing MLK

Learn More

More information about Street Classifications is available in Vision Zero Oregon guide on Knowing Your Streets - pgs 3, 7
The Vision Zero Oregon team helping the Blazers Boys & Girls Club on MLK team slow down traffic during rush hour.
Several solutions for MLK were identified during the Vision Zero Oregon project as being high priority for the people involved. Stakeholders have an immediate interest in these solutions and some people signed up to continue taking specific actions. Please use this as a guide for this specific area only and check to ensure that the information is still up-to-date.

**Actions for Everyone**

There is more than one path to success, so try what makes sense for you, your neighborhood, and the situation! A good place to start is to collect information about the problem and then talk to others. All of the solutions should begin with the following:

- **Talk to residents and businesses** – Gathering signatures and support from others in the area will help to support your case. This is the time to start a letter writing campaign, petition, or other community driven project.
- **Email** safe@portlandoregon.gov or call 503-823-SAFE – Report all unsafe behavior or needed improvements. This might be a good opportunity to talk with residents and businesses, so that they can also make calls or send emails.
- **Attend the King Neighborhood Association, and the Northeast Coalition of Neighborhood’s Safety and Livability Team and/or Land Use and Transportation Committee meetings** – Make the problems known to others. In Portland, neighborhood associations are an important part of the governing structure and are a great resource for the public. These groups also have a lot of knowledge about how to get changes in the neighborhood. If you don’t know how to get something done, check with them.
- **Attend public involvement activities** – The City of Portland and other local, regional, and state governments hold public forums during many planning processes. These can be about specific projects or long-range planning. Either type of planning event is helpful to attend. If there isn’t money in the budget for this solution now, try to get it included in the long-range plans (such as the Transportation System Plan – TSP – which must be updated every five to ten years). Once a project is listed in a long-range plan it is much easier to get funding for that solution.
Solutions with Neighborhood Interest

Automate pedestrian signals to make crossing easier
Currently at some signalized intersections pedestrians must push the walk button for a pedestrian signal to be activated during the green light. If the button is not pushed, the light for cars will turn green, but the light for pedestrians will not change – making it confusing for pedestrians whether or not it is safe to cross. Implementation of automated pedestrian signals would make it safer and clearer when pedestrians can cross.

- **Gather information about pedestrian traffic** – Having information about how many people walk on MLK (during the day, nights, weekends) will make your case stronger, since the City of Portland’s Bureau of Transportation will need to justify changes to the signals. Check with TriMet to see how many people board buses or go out and count the number of people on the street during different times and days. Get started by contacting TriMet through their website: http://trimet.org/mailforms/comments_general

- **Learn more** - Safe Routes to Schools has produced a comprehensive guide to signals: www.saferoutesinfo.org/guide/engineering/traffic_signals.cfm

Increase attractiveness of businesses to slow traffic
Adding more windows to buildings or removing items blocking windows along MLK would create more of a Main Street feeling, encouraging cars to slow down and to think of the area as a destination. It would also create a safer environment for pedestrians, since there would be more activity facing the street; adding more “eyes on the street.”

- **Talk with the Portland Development Commission (PDC)** – They often offer funds for existing businesses to improve building storefronts. They also help set regulations for new buildings.

- **Encourage business owners to improve storefront attractiveness** – Vibrant, lively storefronts entice people to linger and appreciate the street they are on, slowing traffic in the process.

- **Learn more** – There is a lot of information about making streets active and safe by changing the buildings nearby. The Dudley Street Neighborhood Initiative is one example (www.dsnj.org). Jane Jacobs, the urban theorist and critic, wrote several books about this topic; her most famous was “Death and Life of Great American Cities.”
Cut through the barriers/medians to aid crossings
Currently, many planted medians on MLK have raised mounds a few feet above the street. These medians create a tunnel effect on cars, increasing their speed, and prevent pedestrians from crossing MLK. However, many “desire lines” have been worn away as pedestrians continue to cross at unmarked and unsafe areas. Cutting “at grade” crosswalks through the median would allow all users, even those in mobility devices, to cross the street. Trimming or removing the bushes can also increase visibility.

- **Gather information about pedestrian traffic** – Having information about how many people walk on MLK (during the day, nights, weekends) will make your case stronger, since the City of Portland’s Bureau of Transportation will need to justify changes to the medians. Check with TriMet to see how many people board buses or go out and count the number of people on the street during different times and days.

- **Remove the ivy** – Volunteers work to remove invasive ivy and plants all over Portland. Cutting plants on MLK can improve visibility. Check with the City at 503-823-SAFE to see if they can help.

- **Learn more** – Talk to the City of Portland to find out how the newer crossings were added and how the process worked.

Crossing guards program (at King Elementary)
The school boundary for King Elementary School extends on either side of MLK, meaning that some students who walk or bike to school must cross this busy road. Adding crossing guards at one or two key locations could encourage walking and make it safer for students.

- **Gather traffic counts and/or crash data** – Having this information will make your case stronger, since the City of Portland’s Bureau of Transportation will need to justify changes to the roads.

- **Talk to King Elementary School** – The elementary has a Safe Routes to School Coordinator who can help gather resources and volunteers to get crossing guards at MLK. If it seems appropriate, have parent volunteers help kids cross the street in the morning and afternoon.

- **Contact the Bicycle Transportation Alliance** – The BTA helps to increase education and safety for students. They may be able to help implement a safer crossing or to advocate for changes at the State level. You can contact the BTA’s Advocacy Director, Gerik Kransky, at gerik@bta4bikes.org or 503-226-0676x11.

- **Learn more** – Bike Trains and Walking School Buses are two community-based opportunities for safer crossings. Check out the successes of these options locally to learn more.
Solutions with Neighborhood Interest

Increased enforcement of traffic laws
Many people told the project team that drivers speed on MLK, talk on their cell phones, or run red lights. Improving enforcement of the current laws can make MLK safer.

- **Gather traffic counts and/or crash data** – Having this information will make your case stronger, since the City of Portland’s Bureau of Transportation or the Police Bureau will need to justify increased enforcement. Take pictures of people talking on their phones and driving dangerously.
- **Talk to the police department** – Ask for better enforcement of speeding or drunk driving along MLK. Note any days or times that seem to have a lot of problems; tell the police this information.
- **Add a speed reader board** – These boards can be set up by the police or Bureau of Transportation. They help to remind people of their travel speed.
- **Ask for pedestrian crossing enforcement** – The police department conducts enforcements of pedestrian crossings by giving tickets to people not obeying the laws. Call (503) 823-SAFE for more information.

Half/HAWK signals
Hybrid signals are lights that are only activated by pedestrians or bicyclists trying to cross a street. They aren’t very common but there are over 40 in the Portland area, mostly at busy arterial crossings. These signals make crossing MLK easier, since they provide stop lights for cars traveling on MLK. They stop cars more quickly than other crossing options, such as waiting for a break in traffic.

- **Gather traffic counts and/or crash data** – Having this information will make your case stronger, since the City of Portland’s Bureau of Transportation will need to justify changes to the signals. Documenting a person trying to cross a busy street, though photos or video, can help tell a powerful story about the need for improvements.

Learn More
New signal types that do a lot to make intersections and crossing safer have been growing in popularity - see the Vision Zero Oregon guide on Design for Street Safety for more information on signal improvements.
These additional solutions are seen as important, but they do not have someone in the community to advocate for implementation at this time. Additionally, these solutions have lower scores based on the evaluation criteria. These solutions are listed, but details are not given in this document. See the guidebooks for details on implementation of these solutions.

- **Add more pedestrian signage** – Signs cost little and draw attention to pedestrians
- **Plant street trees** – Trees improve the pedestrian experience. A lot of people like the trees on the sides of the street and wanted to see more trees planted
- **No “Right on Red”** – Changes to traffic signals that don’t allow cars to turn right on a red light; helps prevent cars from hitting pedestrians who are crossing the street
- **Add pedestrian scale street lamps** – Lighting for bicyclists and pedestrians helps them see and be seen
- **Time signals for constant speed** – Changing all of the stop lights on MLK to make cars travel the speed limit; if cars are driving faster, they will be stopped at a red light

- **Bike Trains / Walking School Buses** – Walking or biking lots of kids to school; safety in numbers
- **Crossing Flags Program** – Provide flags that people hold while crossing the street
- **Reduce speed limit** – Slows down cars on MLK
- **Participate in Park(ing) Day** – A national event where parking spots are turned into public parks for one day
- **Personal visibility** – Encourage people to take more responsibility in being seen by cars by wearing brighter clothes, lights, and other high-visibility clothing
- **Waving at drivers when crossing** – It gets them to notice you and remember that people are all around many streets
- **Restrict parking at corners (daylighting)** – Filling that corner parking spot with a bioswale, bike corral, or paint to stop cars from parking there and making it hard to see other cars, bikes, or pedestrians
- **Raised crosswalks** – Combination of a speed hump and crosswalk. It helps puts pedestrians in a more visible place on the street
- **Street banner** – These banners remind cars to watch for kids or others and help slow down the traffic by visually narrowing the street

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**Learn More**

In the long-term there are even more steps you can take. Check out the Vision Zero Oregon guides on DIY Streets, Policy for Street Safety, Knowing Your Streets, Build Support for Safety, and Street Design for Safety to find more ideas and resources.
North Mississippi Avenue and North Skidmore Street: Safer Intersections

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The intersection of North Mississippi Avenue and North Skidmore Street has a flashing red stop-sign light and four-way stop.
The Problem

The intersection of North Mississippi Avenue and North Skidmore Street has had two deaths in the last 15 years. These dangerous streets connect homes, parks, schools, businesses, and social services.

In a survey of road users conducted by the Vision Zero Oregon group, this intersection was identified as a location with several safety problems. Through surveys and public outreach, the situation was clarified as:

- Lack of visibility caused by the hill, which creates confusion about right-of-way at the four-way stop.
- Low stop sign compliance by people on bicycles.
- Difficulty braking and maintaining traction due to hills and weather.
- High speed motor vehicles along Skidmore, which serves highway ramps to Interstate-5. The wide, unobstructed travel lanes and long lines-of-sight encourage speeding.
- Heavy demand, including occasional freight trucks.

The Vision

Mississippi and Skidmore will serve public and commercial activity with an emphasis on walking and bicycling travel. Conditions will be improved so that everyone can respond safely while driving, walking, or biking. Speeds will be controlled so that there is time to stop. Visibility will be ensured so that no one is caught off guard. People will trust that other users will behave as expected.
What the Street is Like Now

Traffic Volumes
- 12,244 vehicles traveling north and south on Mississippi at Skidmore (April, 2005), with 734 cars per hour in the morning and 1,140 cars per hour in the evening.
- There are no counts for bicyclists or pedestrians, though unofficial peak-hour observation revealed heavy bicycle and pedestrian usage.
- The food cart pod in the parking lot adjacent to Prost (on the southwest corner of the intersection) attracts many bicyclists and pedestrians, including drivers that park off-site and finish their journey on foot.

Fatalities
- January 6th, 1998: One person was killed when two cars collided at Mississippi and Skidmore on a rainy day.
- November 15th, 2006: On a rainy day, a driver going through the intersection hit and killed a person on foot.

Existing Street Design
- Skidmore and Mississippi both have one lane in each direction with on-street parking on all streets.
- The intersection has a four-way stop with a red flashing light above it to warn users; the intersection is at the crest of a hill in both directions, limiting visibility for all users.
- Skidmore is designated as a Bicycle Route and has wayfinding signs for bicyclists.
- Both streets have sidewalks on both sides.
- There are accessibility ramps at each corner of the intersection, though the overall sidewalk network is not compliant with the Americans with Disabilities Act (ADA), which ensures that residents of all capabilities should be able to access public spaces.
Street Classification

All streets need to balance the needs of multiple users. On some streets, particularly those with high motor vehicle volumes, this balance is more difficult to achieve. For cities, the document that defines the intensity and appropriate street uses is the Transportation System Plan (TSP). The 2006 TSP identifies the roads at this intersection as:

- Skidmore: City Bikeway, Neighborhood Collector, Transit Access Street, Major Emergency Response Route
- Mississippi: Neighborhood Street, Transit Access Street, Community Main Street, Bus Route (TriMet Frequent Service Route 4)

The intersection is inside a Pedestrian District, a Comprehensive Plan designation for walkable, transit-served, dense locations with prioritization for people on foot.

The classification of Skidmore as a Major Emergency Response Route may have implications for short-term solutions to the safety concerns.

Existing Street Improvements

- ADA ramps installed during Yellow Line MAX construction
- The stop is highlighted by a flashing red light, which was requested by the neighborhood after a person was killed here.
Several solutions for the intersection of Mississippi and Skidmore were identified during the Vision Zero Oregon project as being high priority for the people involved. Stakeholders have an immediate interest in these solutions and some people signed up to continue taking specific actions. Please use this as a guide for this specific area only and check to ensure that the information is still up-to-date.

- Daylighting at intersection to increase visibility of oncoming traffic
- Traffic calming along Skidmore
- Improved enforcement of 4-way stop

Actions for everyone
There is more than one path to success, so try what makes sense for you, your neighborhood, and the situation! A good place to start: collect information about the problem and then talk to others. All of the solutions should begin with the following:

- **Talk to residents and businesses** – Gathering signatures and support from others in the area will help to support your case. This is the time to start a letter writing campaign, petition, or other community driven project.

- **Email safe@portlandoregon.gov or call 503-823-SAFE** – Report all unsafe behavior or needed improvements. This might be a good opportunity to talk with residents and businesses, so that they can also make calls or send emails.

- **Attend the Boise Neighborhood Association, and the Northeast Coalition of Neighborhood’s Safety and Livability Team and/or Land Use and Transportation Committee meetings** – Make the problems known to others. In Portland, neighborhood associations are an important part of the governing structure and are a great resource for the public. These groups also have a lot of knowledge about how to get changes in the neighborhood, so if you don’t know how to get something done, check with them.

- **Attend public involvement activities** – The City of Portland and other local, regional, and state governments hold public forums during many planning processes. These can be about specific projects or long-range planning. Either type of planning event is helpful to attend. If there isn’t money in the budget for this solution now, try to get it included in the long-range plans (such as the Transportation System Plan – TSP – which must be updated every five to ten years). Once a project is listed in a long-range plan it is much easier to get funding for that solution.

Learn More
Learn about 823-SAFE in the Vision Zero Oregon guide Knowing Your Streets
Daylighting at intersection to increase visibility of oncoming traffic

“Daylighting” is the technical term for removing barriers to visibility at an intersection. Usually the problem is a parked car that another car or pedestrian cannot see around. By removing parking at an intersection (either with a bulbout, curb extension, bike corral parking, or painted “no parking” sign) it is easier for people walking, bicycling, and driving to see each other and avoid crashes.

- **Ask the City to restrict parking** - Parking restrictions can entail “No Parking” signs or a facility such as a bicycle corral. This adds the benefit of streetscape enhancements and more bicycle parking capacity.

- **Ask for a bioswale/bulbout** - Bioswales and bulbouts extend the sidewalk and curb further into the intersection, shortening the crossing distance and improving visibility. Bioswales are such a treatment that add the benefit of stormwater management and attractive plantings. There is sometimes funding available for environmental improvements that also serve to reduce parking at the corner. Contact the Bureau of Environmental Services, Sustainable Stormwater Management at 503-823-7378 for more information.

- **Start a Park(ing) Day installation to take over a parking space** - Learn more about this action in the Vision Zero Oregon Guide on DIY Streets

Traffic calming along Skidmore

Slowing speeds along Skidmore will aid the transition for cars as they exit the interstate and begin interacting with local streets, full of bikes and pedestrians.

- **Talk to City Repair** – There may be a possibility to paint the intersection as a way to slow traffic.

- **Put up your own “Slow Down” signs** – Have businesses and residents post signs asking cars to slow down.

A DIY speed limit sign posted on N Skidmore just east of the intersection with N Mississippi

N Mississippi at the southwest corner of the intersection features a bicycle corral, which preserved intersection visibility
Solutions with Neighborhood Interest

**Improved enforcement of 4-way stop**
Currently this intersection has a flashing red light and 4-way stop signs. However, not all drivers, bikes, or pedestrians follow the rules at this 4-way stop.

- **Gather traffic counts and/or crash data** – having this information will make your case stronger, since the City of Portland’s Bureau of Transportation or the Police Bureau will need to justify increased enforcement.
- **Talk to the Police Bureau** – Ask for better enforcement of speeding or drunk driving in the area. Note any days or times that seem to have a lot of problems; tell the police this information at (503) 823-SAFE or a non-emergency number.
- **Add a speed reader board** – These boards can be set up by the police or Bureau of Transportation. They help to remind people of their travel speed.
- **Request a pedestrian crossing enforcement** – The police department will conduct a targeted enforcement of crosswalk compliance at troublesome location. Call (503) 823-SAFE or email safe@portlandoregon.gov for more information.

**Thoughts on car parking**
Automobile parking can both promote street safety and be a major detriment to it. On-street parking can help narrow the street, reducing speeds and protecting people on sidewalks. However, parking can also create hazards for bicycle riders and can block visibility near intersections, making it more difficult to see other traffic and pedestrians.

[Learn More]

If you want to learn how to better understand your street and the many uses it supports see the Vision Zero Oregon guide on Knowing Your Streets.
These additional solutions are seen as important, but lacked someone in the community to advocate for implementation at this time. Additionally, these solutions have lower scores based on the evaluation criteria. These solutions are listed, but details are not given in this document. See the guidebooks for details on implementation of these solutions.

- **Bike Lanes** – Call 503-823-CYCL (press 1) for the City’s Bicycle Hotline and ask for improved bicycle facilities
- **Walking Groups** – Forming groups to walk around the area
- **Chicanes on Skidmore** – Narrowing the street would slow down cars
- **Rumble Strips** – Bumpy strips of pavement in advance of intersections alert drivers and bicyclists of the condition ahead
- **Pedestrian all-way “scramble” crossing signal** – This stops cars and bikes in all directions and lets pedestrians cross any direction (even diagonal)

- **Add pedestrian scale street lamps** – Lighting for bikes and pedestrians helps them see and be seen
- **Personal Visibility** – Encourage people on sidewalks to take more responsibility in being seen by cars by wearing brighter clothes, lights, and making themselves obvious at street crossings.
- **Waving at drivers when crossing** – Changes behaviors of all users and is a nice courtesy.
- **Reduce speed limit** – Streets classified as business districts can have 20 MPH speed limits under state law. Currently, N Mississippi Avenue is a 25 MPH road.
- **Raised crosswalks** – A combination speed bump and crosswalk; makes pedestrians more visible when crossing
- **Full Signal** – A stop light for cars, bikes, and pedestrians

Be aware that some street designs, like speed humps and traffic circles are currently prohibited on Skidmore because it is an Emergency Route for fire, police, and medical vehicles. New emergency-friendly traffic calming designs are being developed, though, so always be on the lookout for innovative ways to make streets safer while ensuring quick access for vital emergency vehicles.

Learn More

The Vision Zero Oregon guides on Street Design for Safety and DIY Streets are full of more details on many of these safety solutions
NE Killingsworth Street: Supporting a Main Street

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Looking westward along NE Killingsworth Street, at the intersection with MLK Blvd.
NE Killingsworth Street: Supporting a Main Street

The Problem

NE Killingsworth from Garfield to NE 7th Avenue connects stores, restaurants, homes, Portland Community College. These destinations draw users of all ages, in cars, on bikes, on foot, and by bus. However, the street has a history of crashes and one recent death.

In surveys and conversations with the public, Killingsworth was repeatedly identified as an unsafe and unpleasant street for people on foot, riding bicycles, and driving cars. Problems include:

- Lack of understanding of the rules of the road, specifically, who should yield to whom.
- Lack of clear delineation of space, particularly at unmarked crossings where people traveling on foot, by bike, and by car all need to negotiate a shared space. (There are no bicycle lanes.)
- High-speed motor vehicles coming from the signalized intersection, where drivers are frustrated by long waits.
- Heavy traffic demand by users of all modes

The Vision

Killingsworth will be a more vibrant main street with easy, secure, and frequent crossings. Users will be better connected to destinations in this popular area. Improved roadway marking, signals, and shared right-of-way will help provide order and consistency to all users and prevent unexpected behavior.
What the Street is Like Now

Traffic Volumes
- 13,700 motor vehicles per day travel along NE Killingsworth.
- High levels of demand based on informal observations and anecdotal evidence

Fatalities
- In 1998: a person walking was killed during the day at this intersection when a person driving too fast westbound on NE Killingsworth hit the person walking
- In 2001: at 9th Avenue, on a clear, dry day, a person on a bicycle was killed when a person driving a car struck them while traveling westbound on NE Killingsworth

Existing Street Design
- NE Killingsworth features two travel lanes in each direction, with parking on each side
- There are no bicycle lanes on this stretch of NE Killingsworth
- At the intersection with MLK, left turn lanes are provided on all legs of the intersection. The posted speed limit is 30 mph

Even at marked crossings, getting to the other side of NE Killingsworth Street can be challenging

Recent improvements include curb extensions and high-visibility crosswalks, but only on one side of the street

People continue to cross at unmarked, non-crosswalk locations even through a marked crossing may be nearby
Street Classification
All streets need to balance the needs of multiple users. On some streets, particularly those with high motor vehicle volumes, this balance is more difficult to achieve.

For cities, the Transportation System Plan (TSP) defines the appropriate use of streets and intensity of traffic. Traffic calming that slows vehicle speeds is not allowed on District Collectors, for example. The 2006 Portland TSP identifies this stretch of NE Killingsworth:

• District Collector, Major Emergency Response Route (which limits traffic calming options), Major Transit Priority Street, City Walkway, City Bikeway (per the Bike Plan for 2030), Truck Access Street, Community Main Street/Community Corridor
• Intersection with MLK is considered a multimodal intersection.

The classifications on NE Killingsworth have implications for the potential solutions, as it is both a District Collector and Major Emergency Response Route.

Existing Street Improvements
This stretch of NE Killingsworth has seen improvements for safety and the pedestrian environment. Existing improvements include:

• Pedestrian scale lighting
• Marked crossings with curb extensions NE 6th and NE 7th avenues
• On-street parking is available in some locations
• Fully signalized intersection with MLK
• Ramps for mobility devices at MLK are Americans with Disabilities Act (ADA) compliant to ensure equal access for all users

Bicycle riders travel on Killingsworth, even though there is no clear bike lane
Several solutions for NE Killingsworth streets were identified during the Vision Zero Oregon project as being high priority for the people involved. Stakeholders have an immediate interest in these solutions and some people signed up to continue taking specific actions. Please use this as a guide for this specific area only and check to ensure that the information is still up-to-date.

**Actions for Everyone**

There is more than one path to success, so try what makes sense for you, your neighborhood, and the situation! A good place to start: collect information about the problem and then talk to others. All of the solutions should begin with the following:

- **Talk to residents and businesses** – Gathering signatures and support from others in the area will help to support your case. This is the time to start a letter writing campaign, petition, or other community driven project.
- **Email safe@portlandoregon.gov or call 503-823-SAFE** – Report all unsafe behavior or needed improvements. This might be a good opportunity to talk with residents and businesses, so that they can also make calls or send emails.
- **Attend the King Neighborhood Association, and the Northeast Coalition of Neighborhood’s Safety and Livability Team and/or Land Use and Transportation Committee meetings** – Make the problems known to others. In Portland, neighborhood associations are an important part of the governing structure and are a great resource for the public. These groups also have a lot of knowledge about how to get changes in the neighborhood, so if you don’t know how to get something done, check with them.
- **Attend public involvement activities** – The City of Portland and other local, regional, and state governments hold public forums during many planning processes. These can be about specific projects or long-range planning. Either type of planning event is helpful to attend. If there isn’t money in the budget for this solution now, try to get it included in the long-range plans (such as the Transportation System Plan – TSP – which must be updated every five to ten years). Once a project is listed in the TSP it is much easier to get funding for that solution.

**Solutions with Neighborhood Interest**

- Automate pedestrian signals to aid crossing
- Crossing flag and guard programs
- Half/HAWK signal (at Garfield, 6th, and 7th)
- Audible pedestrian signals
- Leading pedestrian interval with “no right on red” and new signal configurations at MLK and Killingsworth
- Wave at drivers crossing
- Marked or raised crosswalks (at Grand, 6th, 7th)
- Bicycle facilities such as sharrows or bike lanes on Killingsworth
- Curb extensions at crossings with nearby on-street parking

**Learn More**

Engaging partners is an important step towards street safety; the Vision Zero Oregon guide on Build Support for Street Safety can help show you who to talk to and what to say to get them onboard.
**Automate pedestrian signals to aid crossing**
Currently, pedestrians must push the walk button for a pedestrian signal to be activated when crossing MLK. If the button is not pushed, the light for cars will turn green, but the light for pedestrians will not change. This can be confusing for pedestrians as to whether or not it is safe to cross.

- **Gather traffic counts and/or crash data** – Having this information will make your case stronger, since the City of Portland’s Bureau of Transportation will need to justify changes to the signals.
- **Learn more* - Safe Routes to Schools has produced a comprehensive guide to signals: www.saferoutesinfo.org/guide/engineering/traffic_signals.cfm**

**Crossing flag and guards program**
Adding crossing guards at one or two key locations could encourage more walking and make it safer for students. Crossing flag programs provide flags to pedestrians as they cross from one side of the street to the other – increasing their visibility to cars. Generally there is a container on both sides of the street to hold the flags.

- **Talk to the local elementary schools** – If the school has a Safe Routes to School program, the coordinator can help gather resources and volunteers to get crossing guards. If there isn’t someone in charge of Safe Routes to School, find out if there is someone interested in starting the program.
- **Contact the Bicycle Transportation Alliance** – The BTA helps to increase education and safety for students. They may be able to help implement a safer crossing or to advocate for changes at the State level. You can contact the BTA’s Advocacy Director, Gerik Kransky, at gerik@bta4bikes.org or 503-226-0676x11.
- **Learn more* – Bike Trains and Walking School Buses are two community-based opportunities for safer crossings.**

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*Learn More*

The Vision Zero Oregon guide on **Street Design for Safety** discusses many of the intersection signal controls available to make crossings safer for everyone.
Solutions with Neighborhood Interest

Half signals (at Garfield, NE 6th, and NE 7th)
Half signals are lights that are only activated by pedestrians or bicyclists trying to cross a street. These signals make crossing NE Killingsworth easier, as they provide stop lights for cars traveling on NE Killingsworth that are more reliable than other crossing options such as waiting for a break in traffic.

- **Gather traffic counts and/or crash data** – Having this information will make your case stronger. PBOT will also perform a detailed study in advance of any improvements. Strong personal stories can help build a case for new designs.

Audible pedestrian indicator
These are talking or beeping noises that help tell pedestrians when it is safe to cross the street. They are particularly useful for helping those who have sight impairments know when it is safe to cross.

- **Find contacts** – Check out programs and civic action groups, such as Safe Routes to School, Ride Connect, and Elders in Action. These groups could benefit from this type of improvement.

- **Learn more** - Safe Routes to Schools has produced a comprehensive guide to signals: www.saferoutesinfo.org/guide/engineering/traffic_signals.cfm

Leading pedestrian interval with “no-right-on-red” and new signal configurations at MLK and NE Killingsworth
Theses two solutions would require changing the timing of signals and possibly adding a light for left turns. Leading pedestrian signals allows pedestrians a head start across the road, while cars are not allowed to turn right on a red light. This helps to prevent cars turning right from hitting pedestrians crossing the street.

Signal configuration to add protected left turns would result in a slightly longer stop at the lights, but would reduce the time spent waiting for a break in on-coming traffic when turning left. This would also allow more cars to turn left at each green signal and avoid crashes. However, it may require significant expense and the realignment or rebuilding of the street in some instances.

- **Gather traffic counts and/or crash data** – Having this information will make your case stronger, since the City of Portland’s Bureau of Transportation will need to justify changes to the signals. Identifying frequent conflicts, backed-up traffic, and the presence of people walking and bicycling through this dangerous intersection can support the argument for improvements.
Wave at drivers when crossing

This is a personal behavior solution that increases the pedestrian or bicyclists’ visibility. Simply waving at cars before moving off the curb can tell cars that you are trying to cross the street.

- **Call the Bicycle Transportation Alliance** – The BTA helps to increase education and safety for students learning how to cross the street.
- **How to wave** – The Willamette Pedestrian Coalition recommends waving at cars before stepping into the street. This makes your intent to cross as clear as possible. It is also nice to wave a “thank you” for those cars that stopped for you.

Marked crosswalks (at Grand, NE 6th, NE 7th)

Crosswalks are generally painted white lines on the road showing where people will be crossing the street. Raised crosswalks are similar to speed humps but are painted to look and function like a crosswalk.

- **Present information** – Since a lot of cars do not stop at marked crosswalks, the City of Portland is hesitant to install many of these. In Oregon every intersection/corner is a legal crossing. Presenting data of crashes or near crashes can help persuade the City to make changes.
- **Raised crosswalks** – While speed bumps are fairly common, raised crosswalks are still new in Portland. To get a raised crosswalk (or speed bump) you will have to show a need (speed records or crash data), show support from local residents and businesses (this is a good chance to talk to people about the need for better crossings and to gather signatures), and acceptance by emergency vehicles operators, whose support can greatly help the process.
- **Talk to local schools** – Getting support from local schools or partnering with the Safe Routes to School coordinator can make implementation easier. Be sure to mention all the support you have gathered to the City of Portland.
Solutions with Neighborhood Interest

Bicycle facilities such as sharrows or bike lanes on NE Killingsworth

“Sharrows” are painted signs on the road telling drivers that bikes will be in the lane too. Bike lanes, on the other hand, are separate lanes painted to the left of the car lane. Usually they are white solid lines between the car and bike lanes. These show drivers that bikes will stay on one side and cars should not cross the line.

- **Make your case** – Collecting information on crashes, near misses, and the number of bike riders on NE Killingsworth to help support your position. Also mention the low cost of painting sharrows and bike lanes when talking to the City.

- **Talk to the Bicycle Transportation Alliance (BTA)** – The BTA has staff to help advocate for increased facilities for bikes (including sharrows and bike lanes). You can contact the BTA’s Advocacy Director, Gerik Kransky, at gerik@bta4bikes.org or 503-226-0676x11.

- **Draw DIY sharrows on the street** – They won’t be official but they can raise awareness and get some people to pay more attention.

Curb extensions at crossings with on-street parking

Adding a curb extension is one way to remove visible barriers, such as parked cars, either at an intersection or along a roadway. By removing parking or adding a curb extension that puts pedestrians closer to the road so that they can see around parked cars, it is easier for all users to see each other and avoid crashes.

- **Ask for a bioswales and bulbouts** - Where the sidewalk is extended into parking space along with water collection pools to help improve water quality. There is sometimes funding available for environmental improvements that also serve to extend the sidewalk at the corner. Contact the Bureau of Environmental Services, Sustainable Stormwater Management at 503-823-7378 for more information.

- **Contact the Bicycle Transportation Alliance** – The Bicycle Transportation Alliance may be able to help advocate for curb extensions or give pointers on whom to talk to at the City.

Learn More

A number of recent street design toolkits, including a recent addition by the National Association of City Transportation Officials, have made great strides in bicycle facility design recommendations; you can learn about other facility types through the Vision Zero Oregon guide on Street Design for Safety.
Potential Additional Solutions

These additional solutions are seen as important, but lacked someone in the community to advocate for implementation at this time. Additionally, these solutions have lower scores based on the evaluation criteria. These solutions are listed, but details are not given in this document. See the guidebooks for details on implementation of these solutions.

- **Personal Visibility** – Encourage people to take more responsibility in being seen by cars by wearing brighter clothes, lights, and other high-visibility clothing.
- **Rapid Flash Beacons (At Garfield and at NE 7th)** – these are lights activated by pedestrians and bikes when they are crossing the street.
- **Bike Box on NE Killingsworth at MLK** – Bike boxes let bikes pull in front of cars at a stop light, giving them a head start at a green light and making sure that cars don’t turn right at the light and hit the bikers.
- **Participate in Park(ing) Day** – National event to change a parking space to a park for a day to reclaim some on-street space.
- **Seek adjustments to road classification of MLK** – Talk about benefits of changing the road from a Community Corridor to Community Main Street.
- **Emergency Response compatible speed bumps** - On district collectors/emergency response routes, stagger speed bumps so that ambulances and fire trucks don’t have to slow down.

![Wearing reflective clothing can help cars see pedestrians at night](image1)

![Rapid flash beacons warn cars that pedestrians are crossing the street](image2)

![Bike boxes (installed here at SE 7th and SE Hawthorne) let bikes have priority right-of-way and improves visibility at intersections](image3)

![Special speed hump designs allow wider emergency vehicles to avoid the hump while regular cars cannot avoid the traffic calming effect of the hump](image4)

**Learn More**

In the long-term there are even more steps you can take. Check out the Vision Zero Oregon guides on DIY Streets, Policy for Street Safety, Knowing Your Streets, Building Support for Safety, and Street Design for Safety to find more ideas and resources.
Neighborhood Streets: Slow Speeds, Safe Crossings, and Space for Everyone

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The intersection of NE 7th and NE Wygant has a marked and signed crosswalk that could be further improved with curb extensions, making it easier for students to access King Elementary School.
Neighborhood Streets: Slow Speeds, Safe Crossings, and Space for Everyone

The Problem

Vision Zero Oregon has identified several local streets in the King, Boise, and Humboldt neighborhoods that experience high speeds. As traffic speeds rise, crashes become more frequent and more deadly. These areas in particular have been identified by stakeholders as problems:

NE 7th Avenue between NE Fremont and NE Alberta (figure 16)

- NE 7th has had several speed humps installed but speeds (especially in the southbound, downhill direction) are still reported to be dangerous.
- Lack of marked crossings and little or no signage to warn cars on NE 7th of the high bicycle and pedestrian traffic in the area.
- Some drivers use NE 7th instead of MLK for north-south connections.
- King Elementary is on NE 7th just south of Alberta Street, raising particular concerns for school children in the area.

Jefferson High School Area Streets – N Alberta Street and N Commercial Avenue (figure 17)

- Significant traffic volumes and speeds over 30 MPH, combined with infrequent marked crossings, are dangerous for students going to school.
- N Commercial Ave links high-volume NE Killingsworth and Alberta Streets. It passes the main entrance to the school and athletic fields.

The Vision

Local, neighborhood streets will be safe and comfortable for walking, riding a bicycle, and playing. Travel speeds should be slow and all street users should feel welcome and act responsibly while using the road.
What the Streets are Like Now

Traffic Volumes
- 10-12,000 daily vehicles on N Alberta at N Commercial with observed speeds often in excess of the 30 MPH speed limit.
- Field observations show moderately heavy traffic for a neighborhood street on NE 7th. Bicycle use is common and several larger roads cross NE 7th

Existing Street Design
Jefferson High School Area Streets
- N Alberta is a two-way street with irregular on-street parking
- N Commercial Avenue runs along the east side of Jefferson High School. It contains a mix of parallel and angled on-street parking and loading zones; few cross streets exist to provide crossings.

NE 7th between NE Fremont and NE Alberta
- The street is one lane in each direction with on-street parking on the east side, northbound direction.
- Five of the ten north/south intersections on NE 7th are controlled by traffic lights or stop signs, including at the NE Alberta and NE Fremont intersections.

Fatalities and Injuries
- Since 1993 over a half dozen pedestrian and bicycle injuries and over a dozen automobile injuries have been reported on the streets directly next to Jefferson High School
- In 1994 a mechanical failure caused an automotive death at NE 7th and NE Alberta
- Since 1993: over a dozen other injuries have occurred on NE 7th between NE Fremont and NE Alberta
**Street Classification**

All streets should balance the needs of multiple users. This can be more difficult on high-volume and high-speed streets. For cities, the Transportation System Plan (TSP) defines the appropriate use of streets and intensity of allow traffic. Designations from the 2006 Portland TSP include the following:

- These sections of N Alberta and N Commercial are within a Pedestrian District
- Alberta is a Community Transit Street and provides access to several nearby bus routes and the MAX Yellow line
- NE 7th between NE Fremont and NE Skidmore is a City Bikeway

**Existing Street Improvements**

**Jefferson High School Area Streets**

- N Alberta and N Commercial have had speed bumps installed in the past few years.
- A zebra-stripe crosswalk of Alberta was installed on the east side of the intersection with N Commercial (see picture opposite page, bottom left).
- Slow 20 mph School Zone warnings only exist on Alberta Street.

**NE 7th between NE Fremont and NE Alberta**

- The intersections at NE Alberta, NE Prescott, and NE Fremont have traffic signals and crosswalks.
- Four speed bumps have been installed along this stretch of NE 7th.
Several solutions for neighborhood streets were identified during the Vision Zero Oregon project as being high priority for the people involved. Stakeholders have an immediate interest in these solutions and some people signed up to continue taking specific actions. Please use this as a guide for this specific area only and check to ensure that the information is still up-to-date.

- Raised crosswalks/speed bumps
- Speed enforcement
- Road diet of N Commercial Avenue
- Partial closure of N Commercial Avenue
- Street trees, City Repair, and other aesthetic improvements
- Curb extensions at N Alberta and N Commercial and NE 7th

**Actions for Everyone**

There is more than one path to success, so try what makes sense for you, your neighborhood, and the situation! A good place to start is to collect information about the problem and then talk to others. All of the solutions should begin with the following:

- **Talk to residents and businesses** – Gathering signatures and support from others in the area will help to support your case. This is the time to start a letter writing campaign, petition, or other community driven project.

- **Email safe@portlandoregon.gov or call 503-823-SAFE** – Report all unsafe behavior or needed improvements. This might be a good opportunity to talk with residents and businesses, so that they can also make calls or send emails.

- **Attend the King or Humboldt Neighborhood Association, and the Northeast Coalition of Neighborhood’s Safety and Livability Team and/or Land Use and Transportation Committee meetings** – Make the problems known to others. In Portland, neighborhood associations are an important part of the governing structure and are a great resource for the public. These groups also have a lot of knowledge about how to get changes in the neighborhood, so if you don’t know how to get something done, check with them.

- **Attend public involvement activities** – The City of Portland and other local, regional, and state governments hold public forums during many planning processes. These can be about specific projects or long-range planning. Either type of planning event is helpful to attend. If there isn’t money in the budget for this solution now, try to get it included in the long-range plans (such as the Transportation System Plan – TSP – which must be updated every five to ten years). Once a project is listed in the TSP it is much easier to get funding for that solution.
Raised Crosswalks/Speed humps
Raised crosswalks are similar to speed humps but are painted to look and function like a crosswalk. Speed tables (or humps) consistently slow traffic and are often more effective than frequent stop signs, which can encourage abrupt stop-go travel.

- **Present information** – Since a lot of cars do not stop at marked crosswalks, the City of Portland is hesitant to install many of these (although every intersection/corner is a legal crossing). Presenting data of crashes or near crashes, especially at locations with heavy pedestrian use or near schools, can help convince the City of the need. While speed humps are fairly common, raised crosswalks are still new in Portland. To get a raised crosswalk (or hump) you will need to:
  - Show a need (speed records or crash data).
  - Show support from local residents and businesses (this is a good chance to talk to people about the need for better crossings and to gather signatures).
  - Gain acceptance by emergency vehicles operators, who have a vital interest in being able to move quickly on all streets.
  - **Talk to local schools** – Getting support from local schools or partnering with the Safe Routes to School coordinator can make implementation easier. Be sure to mention all the support gathered to the City of Portland when you present your case.

Speed enforcement
Showing cars how fast they are driving helps to remind drivers of the speed limits.

- **Gather traffic counts and/or crash data** – Having this information will make your case stronger, since the City of Portland’s Bureau of Transportation or the Police Bureau will need to justify increased enforcement.
- **Talk to the Police Department** – Ask for better enforcement of speeding or drunk driving in the area. Note any days or times that seem to have a lot of problems; tell the police this information.
- **Add a speed reader board** – These boards can be set up by the police or Bureau of Transportation and display driving speeds to people passing by in their car.
- **Pedestrian crossing enforcement** – The police department conducts targeted enforcement of traffic law compliance at problematic locations. Call (503) 823-SAFE for more information.
- **“Slow down” signs** – Create your own signs that encourage people to slow down.
Solutions with Neighborhood Interest

Road diet for N Commercial Avenue
Slowing speeds by reducing the amount of room set aside for cars will slow car speeds and encourage more bikes and pedestrians.

- **Talk to residents on N Commercial** – It will be important to talk with businesses and residents on N Commercial Ave to see if they would like a road that is narrow for cars, with extra space for bikes, pedestrians, and storm water management such as bioswales. Explain the safety and economic benefits of slowing cars.
- **Talk to schools** – Getting support from the local schools can support the plan for a road diet. Many schools have Safe Routes to School coordinators who would be happy to meet with you about safety concerns.
- **Pursue other solutions** – Realigning and rebuilding a road can be a major, expensive project. Effective road narrowing can occur simply by realigning parking, narrowing painted lanes, adding bicycle lanes, and other relatively quick solutions.

Partial closure of N Commercial Avenue at N Alberta and/or N Killingsworth
Partial closures prevent vehicular access in some directions along certain stretches of street. Usually, the partial closure is installed to limit car access while maintaining full travel options for people walking or on bicycle. These can be restrictions created through physical barriers

- **Study traffic patterns on the street** – Closures work well where traffic may primarily travel in one direction or where turning traffic can create significant hazards. Also look out for frequent foot and bicycle use that may benefit from protected street access.
- **Consider costs** – Closures can be enacted through street design changes, which can be expensive, or signage and painting, which can be quicker and less costly but not always as effective.
- **Think about scheduled partial closures** – A closure doesn’t have to function 24/7. N Commercial Avenue is near a school, which has heavy student traffic at certain times of day. Partially closing streets with signage or gates during busy times can help make the them safer.
- **Join with other solutions** – Closures can be a great opportunity to also install curb extensions, road diets, and stormwater management. Promoting closures as part of a broader streetscape improvement may make it a more attractive option for more people.

Learn More
Learn about the many other benefits of safer streets, from healthier people to economic growth, in the Vision Zero Oregon guide on Build Support for Street Safety
Solutions with Neighborhood Interest

Curb extensions at N Alberta and N Commercial and at locations along NE 7th
Adding a curb extension is one way to remove visible barriers, such as parked cars, either at an intersection or along a roadway. By removing parking or adding a curb extension that puts pedestrians closer to the road making it is easier for everyone to see each other and avoid crashes.

- **Ask for a bioswale/bulbout** - Where the sidewalk is extended into that parking space and includes water collection pools to help improve water quality. There is sometimes funding available for environmental improvements that also serve to extend the sidewalk at the corner. Contact the Bureau of Environmental Services, Sustainable Stormwater Management at 503-823-7378 for more information.

- **Contact the Bicycle Transportation Alliance** – The BTA may be able to help advocate for curb extensions or give pointers on whom to talk to at the City. You can contact the BTA’s Advocacy Director, Gerik Kransky, at gerik@bta4bikes.org or 503-226-0676x11.

Street trees, City Repair, and other aesthetic improvements
Street trees and other improvements such as art work, benches, and fountains make the street a nicer and more pleasant place to walk, bicycle, and drive.

- **Contact City Repair** – There has been a long history of City Repair helping neighborhoods to paint intersections with colorful designs as a way of building community and slowing traffic. Learn more at http://cityrepair.org/.

- **Ask for a bioswale** – This is where water is collected to help improve water quality. There are usually smaller plants but there can be trees planted in the bioswale as well. Contact the Bureau of Environmental Services, Sustainable Stormwater Management at 503-823-7378 for more information.

- **Contact Friends of Trees** – Residents and businesses can plant trees in the median stripe between the sidewalk and road. Learn more at www.friendsoftrees.org.

- **Install your own** – If you are a resident along these streets, you can add benches, flowers, and other attractive features along the sidewalk. Get your neighbors involved too for an even bigger effect. The local neighborhood or business association may want to get involved.

- **Host a block party** – Getting people together to brainstorm ideas for making the roads better places to walk is important.

Learn More
The Vision Zero Oregon guide on DIY Streets has great tips on immediate steps you can take to calm traffic and improve the streets in your neighborhood.
Potential Additional Solutions

These additional solutions were seen as important, but lacked someone in the community to advocate for implementation at this time. Additionally, these solutions had lower scores based on the evaluation criteria. These solutions are listed, but details are not given in this document. See the guidebooks for details on implementation of these solutions.

- **Marked crosswalks** – Painting on the road showing pedestrians where it is legal to cross (every corner is a crossing)
- **School Speed Zone Signs and/or warning beacons** – Warn drivers and bikes about kids walking
- **Stop signs on N Commercial** – Make it harder for cars to drive without slowing or stopping
- **Half signal** – Adding a light that stops cars, but is turned on by pedestrians and bikes (at Alberta/ Commercial Avenue or mid-block on either street)
- **“No right on red” at Alberta/N Commercial** – Preventing cars from turning right at a red light, so that they don’t hit bikes or pedestrians crossing the street on their light
- **Bike Lanes or Sharrow on northbound 7th** – Painted area for bikes separate from cars (lanes) or in the same space as cars (sharrow). Call 503-823-CYCL (press 1) for the City’s Bicycle Hotline.
- **Bicycle crossing signs at Going** – Extra signs tell cars to expect bikes
- **Traffic circles (Skidmore, Shaver)** – These are plantings and pavement in the middle of an intersection that makes cars circle around to turn, reducing dangerous crashes (T-bones). They also help to create visual barriers for cars, making streets seem shorter and slower.
- **Education** – Teach traffic safety in the classrooms (possibly Jefferson High School civics, government, or debate classes)
- **Crosswalk enforcement on Alberta Street** – Make sure that cars and bikes stop for pedestrians at crosswalks and that pedestrians use crosswalks to cross streets. Call 503-823-SAFE, email safe@portlandoregon.gov or contact your local police precinct to request enforcement.
- **Block Party on N Commercial Ave.** – Temporary closure of the street for a community party; this could be arranged by Jefferson High School
- **Street trees and other aesthetic improvements** – Planting trees and improving the streetscape can make a road appear friendlier and is proved to slow speeds by visually narrowing the space.

Warning signage can alert everyone of crossing traffic and vulnerable users

Sharon White, of PBOT, conducts a crosswalk enforcement to promote yielding compliance of cars.
Bicycle and walking travel at NE 7th and NE Fremont is often heavy; nearby Irving Park attracts people from the local neighborhoods, especially families with children.
Creation of the Neighborhood Street Safety Action Plan: The Vision Zero Oregon Approach

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2. Identification of neighborhood street safety problems and problem areas ........................................... 49
3. Identification of neighborhood street safety priorities, creation of the street safety vision, and development of possible solutions ........................................... 54
4. Development and implementation of evaluation criteria ........................................... 55

Learn More

You can access the following appendices in digital format through the website:
A: Vision Zero Neighborhood Safety Analysis and Selection
B: Road Safety Existing Conditions Report
C: Public Involvement Plan
D: Neighborhood Walking Tour Summary
E: Road Safety Survey Summary and Results
F: Formal and Intercept Interview Summaries
G: Stakeholder/Public Meeting #1
H: Evaluation Criteria Public Outreach Summary
I: Stakeholder/Public Meeting #2
J: Project Workplan Overview
K: Evaluation Criteria
Creation of the Neighborhood Street Safety Action Plan: The Vision Zero Oregon Approach

The creation of the Neighborhoods Street Safety Action Plan involved four major steps:

1. **Study area selection**
2. **Identification of neighborhood street safety problems and problem areas**
3. **Identification of neighborhood street safety priorities, creation of street safety vision, and development of the possible solutions**
4. **Development and implementation of evaluation criteria**

Through the entire project, from identifying problem-areas to providing feedback on proposed solutions, the team sought out the advice of both experts in the field and the public. Road safety improvements will only be successful if they appeal to the people who live, work, play in, and travel through the area every day.

*Learn More*

Each specific step, including public involvement methods, is described below. For more detailed information about each step, please see the Neighborhood Street Safety Action Plan Appendix.

1. **Study area selection**
   - Neighborhood safety threat analysis
   - Assessment of neighborhood involvement and interest
   - Bicycle Transportation Alliance (BTA) input and partnering opportunities

2. **Identification of neighborhood street safety problems and problem areas**
   - Data collection
   - Stakeholder and Advisor Interviews
   - Neighborhood Survey
   - Street Safety Walking Tour
   - Street classifications

3. **Identification of neighborhood street safety goals, creation of street safety vision, and development of the possible solutions**
   - Stakeholder meetings
   - Problem prioritization
   - Evaluation criteria development
   - Alternative solutions

4. **Development and implementation of evaluation criteria**
   - Evaluation of solutions and priorities
   - Stakeholder input and review
   - Recommendation development
   - Action: teaching kids at the Blazers Boys & Girls Club of Portland about street safety
1. Study Area Selection

The project team followed a three-phase process to select a neighborhood to engage as a pilot neighborhood for Vision Zero Oregon. The ideal neighborhood candidate would be one with:

- A high incidence of roadway fatalities
- Be a traditionally underserved community
- Contain supportive neighborhood structures with expressed interest in the Vision Zero project

The **first phase** of our analysis narrowed down the 95 recognized neighborhood associations in the City of Portland to a list of eight neighborhoods based on analysis of crashes and environmental equity indicators of household earnings and percentage of ethnic minorities.

The **second phase** focused on qualitative measures of neighborhood involvement and interest, which narrowed the eight neighborhoods down to four: Foster-Powell, Lents, South Tabor, and King.

The **third and final phase** involved collaborating with the Bicycle Transportation Alliance (BTA) to select the pilot neighborhood(s), with input from the Portland Bureau of Transportation (PBOT). The King neighborhood was selected, with the Boise and Humboldt neighborhoods added to the study area as well. Together the three neighborhoods have crashes not just on the major streets, but also within the internal street network. These three neighborhoods also represent a wide variety of street types where a range of street safety solutions could be explored.
The project team used data collection, formal interviews, surveys, and a walking tour in order to learn about these neighborhoods. The team investigated where street safety problem areas were located, and what the community would like to see changed in terms of street safety.

**Data Collection**

After the King, Humboldt, and Boise neighborhoods were selected as the study area, the project team began studying the area through site visits and crash data to understand the area and to find the most dangerous locations. The study area extends between Interstate 5 (I-5) and NE 15th Avenue west to east and Ainsworth to Fremont north to south. The area is well served by public transportation, including bus lines #6 (on MLK), #8 (on 15th), #24 (on Fremont), #44 (on Vancouver and Williams), and #72 (on Killingsworth west of MLK and Alberta east of MLK), as well as the Yellow Line MAX (on Interstate Avenue). It is near the I-5 and I-84 highways, as well as a short distance from downtown, the Oregon Convention Center, and the Rose Quarter.

Most of the deaths in the area were caused:

- When a car hit another car or hit a fixed object (such as a light pole or barrier)
- When a car turned left or right into a pedestrian or bicyclist
- When a car rear-ended a bicyclist. (See pgs 50-51 for an index of fatalities and injuries).

**Interviews**

The project team conducted six formal interviews at the beginning of the process to learn about specific problems in the study area to form connections with individuals, groups and businesses; and to better understand the needs of the neighborhoods. The following people were interviewed (detailed summaries are included in the appendix):

- Laura Koch - Program Director, Community Cycling Center (CCC)
- Grant Moorehead - King Resident
- Greg Raisman - Traffic Safety Specialist, Portland Bureau of Transportation (PBOT)
- Stephanie Routh - Willamette Pedestrian Coalition
- Alan Silver and Trace Salmon - King Neighborhood Association
- Sharon White - Portland Bureau of Transportation (PBOT)

Informal discussions were also conducted with people the project team met on the streets in the study area. These intercept interviews collected information from road users.

**Findings/Results**

- Neighborhood associations help members of the public pursue street safety in different ways. Sometimes it is simply telling people to contact the City; at other times the association takes on the task themselves
- People need to support the many good things that are happening on streets, not just complain about what is wrong
- Destinations and connective networks are just as important as any specific problem
- Most people are not sure who to talk to about street safety concerns or how to get involved
- Immigrants and people new to the city often struggle to adapt to the unique traffic laws and designs in Portland
- The top three concerns of people are safe crossings, walkable destinations, and accessibility for users of all abilities

Stakeholders helped identify problem areas
Figure 16: Roadway Fatalities and Injuries in the King, Boise, and Humboldt Neighborhood Study Area (1993-2009)

Fatalities (1993-2009)
*Please note: The number inside each fatality marker corresponds to one death. A catalog of these fatalities is available here.

- Bike Fatalities
- Pedestrian Fatalities
- Other Fatalities

Injuries (1993-2009)
- Bicycle Injuries
- Pedestrian Injuries
- Other Injuries
Index of fatalities and injuries in King, Boise, and Humboldt (1993-2009)
Below is a catalog of the reported roadway deaths in the study area from 1993 to 2009. In addition, over 2,000 injuries were reported over the same time period. A map corresponding to these fatalities is presented on pg 51.

1 Tuesday, June 8, 1993
A person walking was killed at dusk crossing MLK when a truck traveling west on NE Ainsworth turned onto MLK and struck them.

2 Thursday, February 1, 1996
A person in a car was killed on a sunny day when their vehicle stalled on the exit ramp from northbound I-5 to North Alberta Street and they were rear-ended by another vehicle.

3 Monday, September 4, 1995
A person in a car was killed in broad daylight in a head-on collision on the I-5 to North Alberta Street ramp.

4 Thursday, October 31, 2002
On Halloween day, a person in a car traveling north on N. Michigan Avenue was killed when they collided with a fixed object.

5 Friday, August 25, 2000
A person walking was killed at night when a person driving a car turned left off N. Michigan Avenue into a driveway and struck them.

6 Monday, August 31, 1998
A person walking was killed during the day at this intersection when a person driving too fast westbound on N. Killingsworth hit them.

7 Wednesday, January 10, 2001
On a clear, dry day, a person on a bicycle was killed when a person driving a car struck them while traveling westbound on N. Killingsworth.

8 Friday, August 23, 2002
A person walking was killed when struck by a person driving a car near the Going Street ramp of I-5.

9 Monday, June 2, 2008
A person driving collided with a fixed object on the I-5 entrance ramp and was killed.

10 Monday, December 29, 2009
A person in a car was killed when their car struck a fixed object on the I-5 ramp here.

11 Tuesday, January 6, 1998
A person in a car was killed when two vehicles collided at this intersection on a rainy day.

12 Wednesday, November 15, 2006
On a rainy day, a person walking was killed when a car traveling west on Skidmore struck them.

13 Monday, May 17, 2004
A person traveling by bicycle was struck during the day by a person in a car traveling westbound on Webster.

14 Friday, October 7, 1994
A person driving was killed when their vehicle experience mechanical difficulties.

15 Saturday, September 3, 2005
On a clear, dry day, a person on a bicycle was rear-ended by a person driving a car northbound on MLK and was killed.

16 Thursday, January 1, 2001
On this rainy day, two drivers of cars collided at an angle at this intersection and one person was killed.

17 Monday, January 8, 1996
A person walking was killed on a rainy night when the driver of a car struck them while turning left from northbound 18th Avenue to westbound Fremont.
2. Identification of neighborhood street safety problems and problem areas

Survey
The project team conducted an online survey that asked residents, business owners, and people visiting the neighborhood about the safety of the streets. The survey was also distributed on paper at seven locations around the study area including: Northeast Coalition of Neighborhoods Office, Oregon Association of Minority Entrepreneurs Office, Whole Foods at NE 15th and Fremont, Portland Community College Student Center and Art Building, Concordia University Student Center, and the Oregon Human Services office at MLK and Alberta.

Emails were also sent to a mailing list of interested individuals informing them about the availability of the online survey. The email addresses were collected through meetings, interviews, survey respondents, and recommendations from the BTA.

The survey was open from February 22 through April 20, and about 120 people took the survey. A winner was randomly selected from survey respondents when the survey closed and was sent a $15 Visa gift card, as advertised.

Survey Findings
- People feel less safe traveling by foot or bicycle than they do traveling by car.
- Slow traffic, quality sidewalks, dedicated bikeways, and signalized crossings contribute to a feeling of street safety.
- Streets should be usable by all people and encourage interactions between travelers.
- 76 out of 120 respondents rated “Slower, safer streets” as the first or second most important street characteristic; only 10 ranked “Fast travel” as the first or second most important characteristic.
- Fourteen of the respondents had been involved in a crash in King, Boise, or Humboldt neighborhood. Five were driving, two were walking, six were bicycling, and one was a passenger in a car. Most of those crashes involved people traveling by different modes (not car to car crashes).
- People responded overwhelmingly in favor of the statement: “I want my neighborhood’s roads to be safer”.

Survey respondents do not feel involved in the process of making streets safer
2. Identification of neighborhood street safety problems and problem areas

**Walking Tour**

The March community walking tour was the first public event held by the Vision Zero Oregon team. The purpose of the walking tour was to hear from people that live in and travel through the neighborhoods about what makes them feel safe and unsafe on these roads. The walk provided an opportunity for community members to point out specific dangerous locations and also brainstorm ideas on how to improve the problem areas.

The walk was a 1.25 mile route in the King neighborhood that highlighted a variety of road types, road safety issues, and some street safety solutions already implemented in the neighborhood. The walk met and ended at a local coffee shop, Reflections Coffee and Books, at 446 NE Killingsworth Street.

**Walking Tour Comments**

- Crossing MLK can be difficult and scary because cars do not stop and even if they do, only one lane stops at a time.
- The bushes/plantings in the median of MLK make it hard for cars to see pedestrians trying to cross.
- Speed limits need to be enforced on MLK - some cars go over 50 MPH.
- Greenway routes for bicyclists and pedestrians feel safe and are easy to use; they should have a 20 MPH speed limit.
- Neighborhood streets are best to use for commuting by bicycle
- The parking lot on MLK which was converted into a pedestrian-friendly zone feels protected and safe for walking in.
3. Identification of neighborhood street safety priorities, creation of street safety goals, and development of possible solutions

The first Stakeholder Advisory Committee (StAC) meeting was held on March 23. Members of the public and transportation and safety activists attended the first StAC meeting. The purpose of the meeting was for attendees to identify neighborhood street safety priorities, create street safety goals, and develop lists of possible solutions for each of the four problems identified.

The group reviewed the list of unsafe areas collected from interviews, survey responses, crash data, the walking tour, emails, and comments, and added more areas of concern. The StAC then voted on the top four priorities for the Street Safety Action Plan to focus on. The four selected were:

- Martin Luther King Jr. Blvd: Creating Safe Connections (pg 8)
- North Mississippi Avenue and North Skidmore Street: Safer Intersections (pg 18)
- NE Killingsworth: Supporting a Main Street (pg 26)
- Neighborhood Streets: Slow Speeds, Safe Crossings, & Space for Everyone (pg 36)

The meeting attendees were divided evenly into four groups so that small groups of stakeholders could develop goals for each specific problem area of the neighborhood. Details on the goals are listed in the appendices to the Plan.

After each goal was decided upon for the respective problem area, the meeting attendees brainstormed possible solutions to reach the goal. Meeting attendees were encouraged to use the Draft Street Safety Guidebooks, developed by the project team, to find a variety of solutions for the problem.

Finally, the groups presented their goals and some of the possible solutions back to the larger group for comment, feedback, and further ideas. These solutions and problems became the foundation for the Neighborhood Street Safety Action Plan.
4. Development and implementation of evaluation criteria

Evaluating alternative recommendations is an integral stage of planning projects and can provide opportunities to solicit feedback from the public about their priorities and values. The solutions were evaluated internally by the project team using the evaluation criteria:

- Speed reduction efficacy
- Increased visibility for all road users
- Improved perception of street safety
- Community compatibility
- Technical compatibility
- Time
- Cost

The evaluation criteria were validated and prioritized with input from the public, furthering the neighborhood focus of Vision Zero Oregon.

The project team set up a feedback station at the City of Portland’s N. Williams Open House on Saturday, April 16th, 2011. The focus of the table was a large matrix of the seven criteria. Attendees were asked to vote on the three most important criteria. There was a space for other ideas to be added and voted upon.

The next day (April 17th), on a warm and dry Sunday morning, the project team set up a feedback station at an outdoor table at The Fresh Pot. At this busy coffee shop in the popular North Mississippi Avenue commercial district, passers-by were asked to vote on the three most important criteria.

At the second STAC and Public meeting on April 20th, 19 attendees rated each of the solutions developed at the first STAC meeting, based on:

- Community compatibility (how well the solution would be accepted by the neighborhood)
- Perception of safety (how safe the solution would make you feel).

These two criteria were selected for STAC review and input due to their high priority indicated at the community events and their subjectivity. This evaluation helped to prioritize which solutions should have action taken first. It also gave stakeholders a chance to begin “championing” a solution. This process helped narrow down the solutions for each problem area.

Those solutions with support voiced were put into the “Solutions with neighborhood interest” and those without clear community interest at this time, were place in the section of “Potential additional solutions”. (All solutions are listed on pgs 4-8)

A draft of the Street Safety Action Plan was presented in early May to the Boise, King, and Humboldt Neighborhood Associations, as well as the NECN Safety and Livability Team and the NECN Land Use and Transportation Committee. The draft was also distributed to STAC members and all contacts collected throughout the project for final comments.
Action: teaching kids about street safety on Martin Luther King Jr. Blvd.

Putting the Neighborhood Street Safety Action Plan into Practice

The Vision Zero Oregon project contacted the Blazer’s Boys and Girls Club, to see if they were interested in road safety. The project team learned that an 18-year-old girl had been hit and seriously injured by a car in front of the building in early April.

Collaborating with Boys and Girls Club staff, the project team went to the club on a Friday afternoon in late April to collect stories about road safety from the children. The students also helped raise awareness of street safety by coloring “Slow down for kids” signs and waving them at drivers along MLK.

This was a great opportunity to get children thinking about safety and to test out some of the solutions suggested in this Neighborhood Street Safety Action Plan.
Children from the Blazers Boys & Girls Club telling drivers on MLK to “Slow Down!” and “Watch Out for Kids!”