



Oregon

Kate Brown, Governor

Oregon Transportation Commission


Office of the Director, MS 11

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DATE: May 10, 2021

TO: Oregon Transportation Commission



FROM: Kristopher W. Strickler
Director

SUBJECT: *Agenda H – Improving Pedestrian Safety Initiative*

Requested Action:

Request approval for the department to establish and implement a one-time pedestrian safety improvement initiative and refine programmatic approach to ensure emerging pedestrian safety trends are quickly addressed.

Background:

Recent research from ODOT demonstrates that people who earn low wages and are from Black, Indigenous, and People of Color (BIPOC) communities make up a disproportionate percentage of pedestrians and, by extension, a disproportionate portion of people injured or killed in pedestrian-related crashes.

Through the All Roads Transportation Safety, Safe Routes to School Infrastructure, Sidewalk Improvement, and Pedestrian and Bicycle Strategic Investment programs ODOT invests tens of millions of dollars annually in safety improvements across state and local roads based on a data-driven prioritization of the roads and intersections in most urgent need of improvements. However, in some instances these programmatic investments take years to emplace.

As such, ODOT proposes investing \$10 million to provide immediate improvements to those roadways with demonstrated trends of pedestrian-related incidents across the state in order to make these locations safer now for all users of our transportation system. These funds would come from unallocated HB 2017 safety funds that are slated to go to regions to support safety needs.

Of this \$10 million, ODOT would invest \$3 million to address immediate needs on 82nd Avenue in Portland including:

- Reducing the speed limit permanently from 35 to 30 mph through the corridor, between Northeast Killingsworth and Southeast Clatsop streets;
- Installation of new rectangular rapid flashing beacons – pedestrian activated signals – at Northeast Pacific Street and Southeast Mitchell Street this summer;
- Adding digital speed feedback signs that increase driver awareness at 10 strategic locations through the corridor;

- Improving three pedestrian crossings without signals by adding enhanced lighting, new signs and additional striping; and,
- Installing new enhanced pedestrian crossings at Northeast Webster and Alberta streets and Southeast Mitchell Street. These new crossings will include new lighting, signs and striping.

The remaining \$7 million will be dedicated to improve pedestrian safety along portions of state highways across all of Oregon, as identified through a data-informed pedestrian safety trends analysis and in close coordination with local partners. This work is underway.

The projects identified through this initiative will be implemented quickly, within six months, and, combined with our other longer-term safety investments, will substantially improve pedestrian safety in those areas of greatest need.

As a part of this effort, ODOT will work with local jurisdictions to identify small-scale projects to maximize opportunities for emerging small businesses.

Finally, as part of this broader effort, ODOT will hire an independent consultant to review all of ODOT's pedestrian safety programs to find a long-term programmatic solution for augmenting our pedestrian safety investments with more rapidly delivered improvements.

Attachments: None