

BEFORE: Division @ 68th



AFTER: Division @ 68th



## Division Street Lane Reconfiguration

In March 2012, a group of community leaders requested that High Crash Corridor program staff partner to identify long-awaited safety improvements on SE Division, from 60th to 80th avenues.

Through a series of public meetings, staff and community members identified lane reconfiguration as the project that would deliver high crash reduction and pedestrian safety benefits for a budget of \$105,000.

In August 2013, lanes were restriped from two 11' travel lanes in each direction to one 11' travel lane in each direction with a center turn lane and bike lanes. In addition, three pedestrian crossings were planned at 64th, 68th, 79th. The crossing at 68th was built (2017), the crossing at 79th was replaced with a signal at 80th (2022), and the planned crossing at 64th was cancelled.

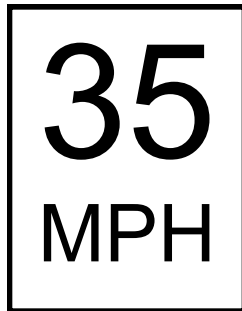
Speeding has decreased 56%, yet there has been little change in travel time over the 20 blocks. Various crash types have decreased.

Goals	Project Outcomes
<b>CRASHES:</b> Reduce the number of crashes (all modes)	50% crash reduction in the first year, post project. Will continue to collect crash data for 3 years post-project.
<b>SPEEDING:</b> Reduce auto speeds (original 35 MPH posted speed)	56% reduction in speeding
<b>PEDESTRIANS:</b> Improve pedestrian safety	Add three pedestrian islands and marked crosswalks
<b>FLOW:</b> Maintain traffic flow	Traffic volumes unchanged; Transit travel time relatively unchanged

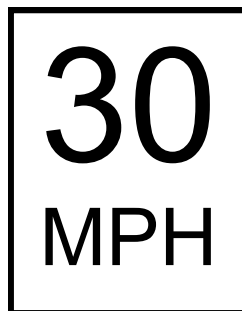
**Speed**

The previous posted speed on SE Division Street, SE 60th to 80th, was 35 MPH. The Division Street Lane Reconfiguration project has significantly reduced speeding on the project segment. The posted speed has since been reduced from 35 MPH to 30 MPH (effective October 2014.)

Previous  
Posted Speed



New Posted Speed



**85th Percentile Speed**

*85th percentile speed is the speed at which 85% of vehicles are traveling at or below, and it is considered the route's operating speed.*

	Before (5/30/13)	After (10/1/14)	Change (%)
Westbound	40 MPH	34 MPH	- 15
Eastbound	38.5 MPH	34 MPH	- 12

**Speeders**

*Percent driving over 35 MPH.*

	% Before (5/30/13)	% After (10/1/14)	% Change
Westbound	52	11	- 79
Eastbound	35	23	- 34

**Top End Speeders**

*Percent driving 45 MPH or higher.*

	% Before (5/30/13)	% After (10/1/14)	% Change
Westbound	1.8	0	- 100%
Eastbound	1	0.5	- 50%

**Crashes**

There were 298 reported crashes on SE Division St, 60th -80th, 2001-2010. Nationally, lane reconfigurations achieve about 30% crash reduction. This project has seen a 50% reduction in crashes in the first year after implementation. Once all pedestrian islands and crosswalks are installed we expect a 46% pedestrian crash reduction, which would be 2-3 fewer pedestrian crashes in 10 years (there were 5 in 2001-2010, 2 were fatalities). Bike traffic has increased with the addition of bike lanes, but no bike crashes have been reported post-project (there were 6 in 2001-2010.)

<b>Division Traffic Volume</b> <i>Number of motor vehicles traveling on SE Division St</i>			
	Before 5/30/13	After 9/30/14	Change (%)
AM Peak	854	902	+ 5.6
PM Peak	956	903	- 5.5
Ave Weekday	18,025	18,865	+ 2.8

**Alternate Routes**

SE Clinton and SE Woodward were identified as the likely alternate routes. On both streets, traffic volumes decreased significantly after the Division Street Lane Reconfiguration project was implemented and speeds remained at or below the posted 25 MPH.

<b>Woodward Traffic Volume</b> <i>East of 68th Ave</i>			
	Before	After	Change (%)
Westbound	389	255	- 34
Eastbound	494	390	- 21

<b>Clinton Traffic Volume</b> <i>West of 62nd Ave</i>			
	Before	After	Change (%)
Westbound	77	59	- 23
Eastbound	87	41	- 53

<b>Number of Crashes</b> <i>Number of motor vehicle, bicyclist and pedestrian crashes.</i>				
	Annual Ave Pre-Project	1-Year Post-Project	2-Years Post- Project*	Change (%)
All crashes	30	15	N/A	- 50
Fatal & Injury	15.6	8	8.5	- 46

\*2-Year Post-Project indicates the annual average of crashes that occurred during the two years following project implementation.

**Volume**

One concern voiced by neighbors during this process was that motor vehicle drivers on Division would seek alternate routes through the neighborhood to avoid possible congestion. Traffic modeling indicated that there was capacity on Division to accommodate the lane reconfiguration without adding significant delay that would lead to diversion. One year after project completion, traffic volumes have remained about the same. It should be noted that 2014 bicycle counts within the project segment show 500 bicycles per day using the new bike lanes.

### Travel Time

Preliminary data shows that the time required to drive between SE 60th and SE 80th avenues changed very little after the lane reconfiguration project was constructed, with the largest difference in median travel time being 16 seconds longer eastbound in the PM peak.

The preliminary data is derived from bus travel times collected by TriMet.

### Conclusion

The Division Street Lane Reconfiguration has reduced the number of people injured or killed on SE Division St, 60th-80th, by about 46% in the first year. Immediately, the project has achieved a 56% reduction in speeding and brought the operating speed of the roadway down. The amount of traffic measured on SE Division has remained about the same, and there has been no traffic diversion onto local roadways. Preliminary data shows that transit travel times have changed very little.

A pedestrian island was installed at 68th Avenue in 2015. Two additional pedestrian islands will be installed at 64th and 71st in 2017. Sidewalks are more comfortable to walk along because they are now buffered by the bike lanes, fewer bicyclists ride on the sidewalks, and traffic speeds are slower. In addition, crossing SE Division as a pedestrian is easier as there is only one travel lane in each direction to cross and the double threat is eliminated. Bicyclists have a designated bike lane for more comfortable travel. Drivers no longer have to “punch and pray” turning left onto Division from side streets and have a designated space to wait for a gap when turning left off of Division.

Transit Travel Time (median)			
<i>Preliminary data TriMet bus travel times, SE 60th to SE 77th.</i>			
	Before 3/3/13-4/20/13	After 9/10/13-10/4/13	Change
<b>Westbound</b>			
AM Peak	3:36	3:30	-0:06
Mid Day	3:24	3:22	-0:02
PM Peak	3:21	3:22	+0:01
<b>Eastbound</b>			
AM Peak	2:46	2:47	+0:01
Mid Day	3:13	3:07	-0:06
PM Peak	3:16	3:32	+0:16



**Updated Crash Analysis, 2023**

PBOT crews constructed the Division Street Lane Reconfiguration project in 2013. This updated crash analysis (2023) includes 2008-2012 pre-project data and 2014-2018 post-project data.

The data shows a substantial decrease in all crashes (50%) and an even greater decrease in bicycle crashes (63%) and no change to pedestrian crashes or to fatal and serious injury crashes. To better evaluate the effects of this project on crashes, staff compared the percentage change of different crash types with the change citywide and in a 1-mile radius around the project area (a square that included SE Cesar E Chavez Boulevard, SE 102nd Avenue, SE Stark Street, and SE Holgate Boulevard). Fatal and serious injury crashes and pedestrian crashes increased by over 20% in the comparison area while not increasing at all on Division. Bike crashes decreased in the comparison area, but the decrease was much more significant on Division. The decrease in bike crashes on Division is particularly promising because the project added bike lanes, meaning bicycle volumes likely increased over this time period.

For better statistical accuracy, PBOT strives to do crash analysis that includes five years of post-project data, which is only available about seven years after the project is complete. To address this delay, PBOT engineers released the initial project report shortly after construction and subsequently updated it with initial crash data once it was available. For consistency, staff did not change the preliminary crash data in this report, but rather added the updated crash analysis on this page.

<b>Crashes on SE Division St</b>					
<i>Number of crashes on SE Division Street between 60th and 80th Avenues</i>					
	Before 2008-2012	After 2014-2018	Change	Citywide and 1-mile average change	Relative change
Fatal and Serious Injury Crashes	2	2	0%	22%	-18%
Pedestrian Crashes	4	4	0%	21%	-17%
Bicycle Crashes	8	3	-63%	-14%	-56%
Vision Zero Focus Crashes*	13	8	-38%	6%	-42%
All Crashes	159	79	-50%	4%	-52%

*\*Vision Zero focus crashes are all crashes that involved a person dying, a person suffering a serious injury, a person biking, and/or a pedestrian.*