

BEFORE: Glisan Street @ 78th



AFTER: Glisan Street @ 78th



Glisan Street Lane Reconfiguration

In August 2013, the Portland Bureau of Transportation (PBOT) reconfigured the lanes on NE Glisan St, 60th to 82nd avenues. PBOT and community leaders worked together to design and implement this significant safety improvement in response to a community member who was struck and killed trying to cross NE Glisan at 78th in January 2013.

The project includes the following improvements:

- Restriping of two travel lanes in each direction to one travel lane in each direction with a center turn lane and full time parking (2013).
- Marked crosswalks with rapid flashing beacons, pedestrian islands at 78th (2013) and between 65th and 66th (2014), and signage.

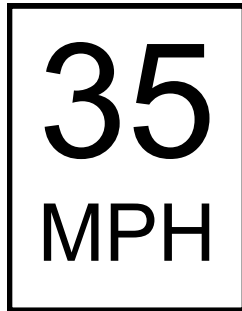
The initial analysis saw crashes decreased by over 10% and speeding has decreased 58%, yet there has been little change in travel time over the 22 blocks.

| Goals | Project Outcomes |
|---|---|
| PEDESTRIANS: Improve pedestrian safety | Add two marked crosswalks w/ rapid flashing beacons and pedestrian islands Reduce number of travel lanes pedestrians have to cross |
| CRASHES: Reduce the number of crashes (all modes) | 14% reduction in all crashes in the first year. 17% reduction in fatal and serious injury crashes in the first year. (updated numbers at end) |
| SPEEDING: Reduce auto speeds (35 MPH posted speed) | 58% reduction in speeding |
| FLOW: Maintain traffic flow | Transit travel time relatively unchanged |

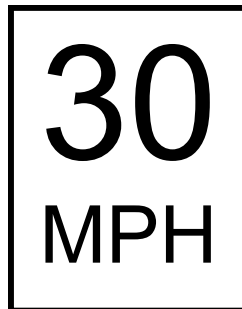
Speed

The Glisan Street Lane Reconfiguration project has reduced speeding on the project segment of NE Glisan St. As a result, the Portland Bureau of Transportation received approval in October 2014 to reduce the posted speed from 35 MPH to 30 MPH. Speed data was collected before and after project construction at NE 78th Avenue.

Previous
Posted Speed



Current
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 | After | Change (%) |
|-----------|--------|--------|------------|
| Westbound | 35 MPH | 32 MPH | - 8.6 |
| Eastbound | 35 MPH | 33 MPH | - 5.7 |

Speeders

Percent driving over 35 MPH.

| | Before (%) | After (%) | Change (%) |
|-----------|------------|-----------|------------|
| Westbound | 17.4 | 5 | - 71.3 |
| Eastbound | 15.6 | 8.5 | - 45.5 |

Top End Speeders

Percent driving 45 MPH or more.

| | Before (%) | After (%) | Change (%) |
|-----------|------------|-----------|------------|
| Westbound | 0.4 | 0 | - 100 |
| Eastbound | 0.3 | 0.2 | - 33.3 |

Crashes

From 2003 to 2012, there were 327 crashes on NE Glisan St between 61st and 81st Avenues. Six of those crashes were either fatal or serious injury crashes.

Nationally, lane reconfigurations achieve about 30% crash reduction. This project has seen about a 14% reduction in crashes. There were 7 pedestrian crashes 2003-2012 and 2 pedestrian crashes in 2014. We will continue to collect after data and monitor pedestrian crashes.

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

| Number of Annual Crashes | | | | |
|---|--------------------------|-------------------------|-------------------------|----------------|
| <i>Number of motor vehicle, bicyclist and pedestrian crashes.</i> | | | | |
| | Annual Average | 1-Year Post-Project | 2-Year Post-Project* | Percent Change |
| | <i>1/1/03 - 12/31/12</i> | <i>1/1/14- 12/31/14</i> | <i>1/1/14- 12/31/15</i> | |
| All modes | 32.7 | 28 | N/A | - 14.4% |
| Fatal & Injury A | 0.6 | 1 | .5 | - 16.7% |

Glisan Volume and Alternate Routes

One concern voiced by neighbors during this process was that motor vehicle drivers on NE Glisan would seek alternate routes on neighborhood streets to avoid possible congestion. Average weekday volumes have remained constant on NE Glisan.

NE Davis was identified as the likely alternate neighborhood route. Traffic volumes have dropped somewhat on NE Davis, indicating there has not been diversion onto this alternate route, and speeds were relatively unchanged.

| Glisan Traffic Volume | | | |
|---|-------------------------|------------------------|---------------|
| <i>Number of motor vehicles traveling on NE Glisan St</i> | | | |
| | Before <i>2/2013</i> | After <i>1/2014</i> | Change (%) |
| AM Peak | 779 | 762 | - 2.2 |
| PM Peak | 814 | 739 | - 9.2 |
| Ave Weekday | 16,619 | 16,437 | - 1.1 |

| Davis Traffic Volume | | | |
|--|--------|-------|---------------|
| <i>Average of volumes and speeds taken east of 66th.</i> | | | |
| | Before | After | Change (%) |
| Volume | 642 | 595 | - 7.3 |
| Speeds | 25 | 25.5 | + 2.0 |

Travel Time

Preliminary data shows that the time required to drive between NE 60th and NE 82nd avenues changed little after the lane re-configuration project was constructed. Westbound travel times increased about 5% and eastbound travel times remained about the same most of the day, with a 6% increase in the PM peak. This data is derived from bus travel times collected by TriMet.

Transit Travel Time (median)

Preliminary data TriMet bus travel times, NE 60th to NE 82nd.

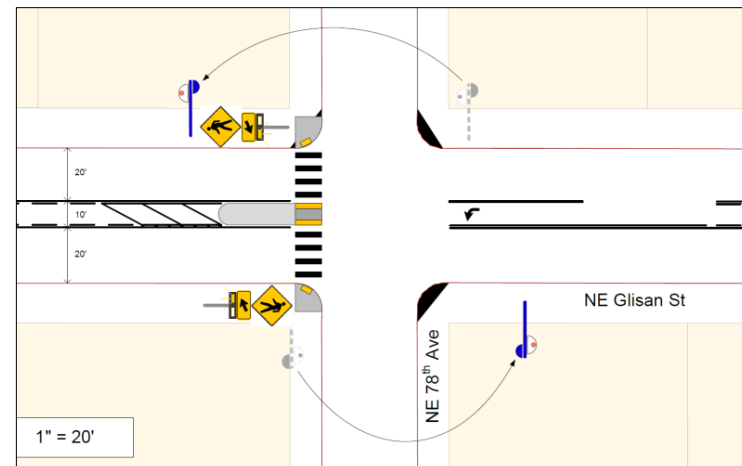
| | Before 8/1/12-7/31/13 | After 10/1/13-11/15/13 | Time Change |
|------------------|--------------------------|---------------------------|----------------|
| Westbound | | | |
| AM Peak | 4:34 | 4:47 | + 0:13 |
| Mid Day | 4:16 | 4:31 | + 0:15 |
| PM Peak | 4:21 | 4:25 | + 0:04 |
| Eastbound | | | |
| AM Peak | 3:40 | 3:33 | - 0:07 |
| Mid Day | 4:26 | 4:27 | + 0:01 |
| PM Peak | 6:34 | 6:50 | + 0:16 |

Conclusion

The Glisan Street Lane Reconfiguration reduced the total number of crashes by about 14% percent in the first year, with a similar reduction in fatal and serious injury crashes. The project has achieved about a 58% reduction in speeding and has resulted in reducing the posted speed from 35 MPH to 30 MPH. The amount of traffic measured on NE Glisan has remained about the same, and preliminary data shows that transit travel times have changed very little.

Two enhanced pedestrian crossings, including rapid flash beacons and pedestrian median islands, were installed at 65th and at 78th avenues. Sidewalks are more comfortable to walk along because they are now buffered by permanent parking (in most places) and traffic speeds are slower. In addition, crossing NE Glisan as a pedestrian is easier as there is only one travel lane in each direction to cross and the double threat is eliminated. Drivers no longer have to “punch and pray” turning left onto Glisan from side streets and have a designated space to wait for a gap when turning left off of Glisan.

The City will continue to monitor this project and update this report as additional data is available.



Updated Crash Analysis 2026

The Glisan Street Lane Reconfiguration was completed in 2013. Pre-project data includes ten years of crash data from April 2003 to March 2013. Post-project data includes ten years of data from January 2014 to December 2023. The first quarter of the construction year was included in pre-project data to incorporate key crashes that occurred in non-construction months of the construction year and more accurately inform trends. This analysis uses a different methodology from previous analyses in this report. Please see the [Evaluation Methodology Appendix](#) for details on the thresholds, comparisons, and data limitations of this analysis. For consistency, staff did not change previous crash analyses in this report.

After project completion, rates of deadly and serious crashes, pedestrian crashes, and Vision Zero focus crashes showed minimal change compared to area trends. Crashes involving people biking and the overall crash rate also reduced more than they did areawide.

Ten post-project Vision Zero focus crashes involved pedestrians. Three involved drivers traveling on NE Glisan Street striking pedestrians at unmarked crosswalks. While this type of road reconfiguration typically makes these crossings safer, these crashes highlight the need to further reduce crossing gaps. Three additional pedestrian crashes involved drivers turning left from a neighborhood street striking pedestrians crossing Glisan Street. Two of those occurred at NE 67th Avenue, a signalized intersection, before PBOT installed left turn calming at that intersection in 2019 to address this type of crash. The final four pedestrian crashes involved pedestrians travelling on NE Glisan Street and were not directly addressed by this project.

Two bike crashes were not addressed by this project because they involved cyclists travelling on NE Glisan Street. A third involved a cyclist crossing NE Glisan Street at an unmarked crosswalk.

Two single-vehicle crashes resulted in one serious injury and one death. Additionally, there were two rear-end and two head-on crashes at unsignalized intersections that resulted in serious injuries. The severity of crashes involving vehicles travelling on NE Glisan Street demonstrate a need for continued speed management.

| Comparative analysis of crashes on NE Glisan St | | | | | |
|---|--------------------------|--------------------|--------|---|--------------------|
| Change in crash rates on NE Glisan Street between 61st and 81st Avenues | | | | | |
| | Before 4/1/03-3/31/13 | After 2014-2023 | Change | Citywide and District average change | Relative change |
| Deadly and Serious Injury Crashes | 0.7 | 0.9 | +29% | +24% | +3% |
| Pedestrian Crashes | 0.9 | 1.0 | +11% | +13% | -1% |
| Bicycle Crashes | 0.6 | 0.3 | -50% | -21% | -37% |
| Vision Zero Focus Crashes* | 1.9 | 1.9 | 0% | +3% | -3% |
| All Crashes | 30.1 | 23.9 | -21% | -10% | -11% |

*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.