



SWNI

December 20, 2010

Safety Investigation

OR99W (SW Barbur Blvd)

At SW Capitol Hwy



Overview

- Large heavily used intersection that is at 38 degrees that has a freeway ramp in the middle
- Intersection is built on a bridge structure spanning I-5
- Serves motorists, TriMet, PCC Transit, Cyclists, Pedestrians.
- Serves local residents of SW Portland and daily commuters
- Serves as interchange providing access to and from I-5

*Designed and Constructed in **1959***



Vicinity Map



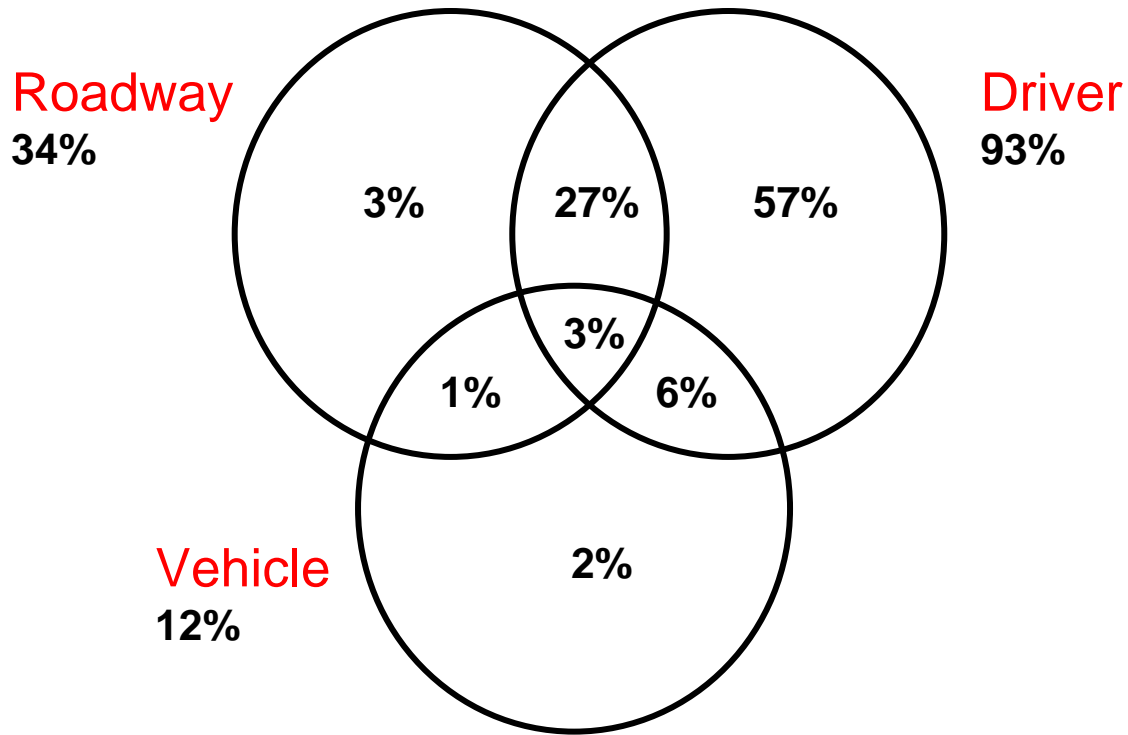


What Causes Crashes?





Contributing Factors





OR99W and Capitol Hwy Safety Investigation Review

- Evaluate striping, signing, illumination, etc.
- Pavement surface condition, bridge condition
- Improve pedestrian facilities and pedestrian safety
- Review and study collision diagrams and crash data
- Consider influence to intersections outside ODOT jurisdiction
- Review operations of intersection and surrounding areas



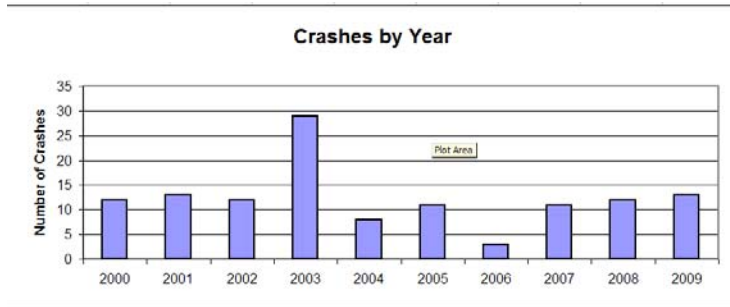
OR99W and Capitol Hwy 10-Year Crash History

Ten Year Crash Results (OR99W at SW Capitol Hwy):

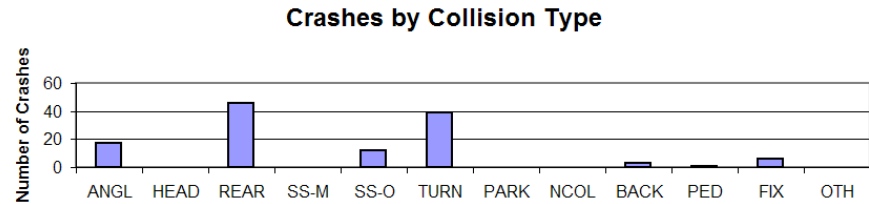
- Intersection is a top 5% SPIS location
- Total number of crashes have remained stable for the past 10 years, except for a spike in 2003.
- Rear End, Turning and Angle crashes are leading causes (82%)
- Drivers disregard traffic signal
- Driver make illegal / improper turns
- Driving too fast for conditions (see basic rule) or following too closely
- Pedestrian visibility at SE corner of intersection.



Crash History

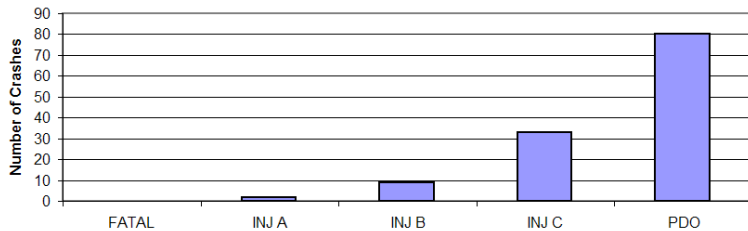


Year	Crashes	Percent
2000	12	10%
2001	13	10%
2002	12	10%
2003	29	23%
2004	8	6%
2005	11	9%
2006	3	2%
2007	11	9%
2008	12	10%
2009	13	10%
Total	124	



Collision	Fat+Inj A	All	Percent
ANGL		17	14%
HEAD			
REAR		46	37%
SS-M			
SS-O		12	10%
TURN	2	39	31%
PARK			
NCOL			
BACK		3	2%
PED		1	1%
FIX		6	5%
OTH			
Total	2	124	

Crashes by Injury Severity



Severity	People	Crashes	Percent
FATAL	0	0	0%
INJ A	2	2	2%
INJ B	10	9	7%
INJ C	48	33	27%
PDO	80	80	65%
Total	60	124	

2-veh MP 6.19 1/24/03 6PM DLIT WET TURN NE-SW / W-NE
 2-veh MP 6.21 6/23/09 12PM DAY DRY TURN SW-N/NE-SW/N-S



Intersection Affected by One Another





OR99W and Capitol Hwy ---Potential Safety Solutions

Short Term-

- Increase Pedestrian Walk Time
- Install a count down pedestrian signal head
- Install “Cross Walk Closed” signs and barriers on west leg of Barbur

Near Term-

- Improve sight distance at SE corner.
- At SE corner extend sidewalk and remark crosswalk.
- Improve signing on Barbur to direct drivers to Capitol.

Long Term-

- Close transit left turn
- Improve entire signal system.
- Overhead signage for lane assignment and turning prohibitions



The Four E's of Safety

Engineering

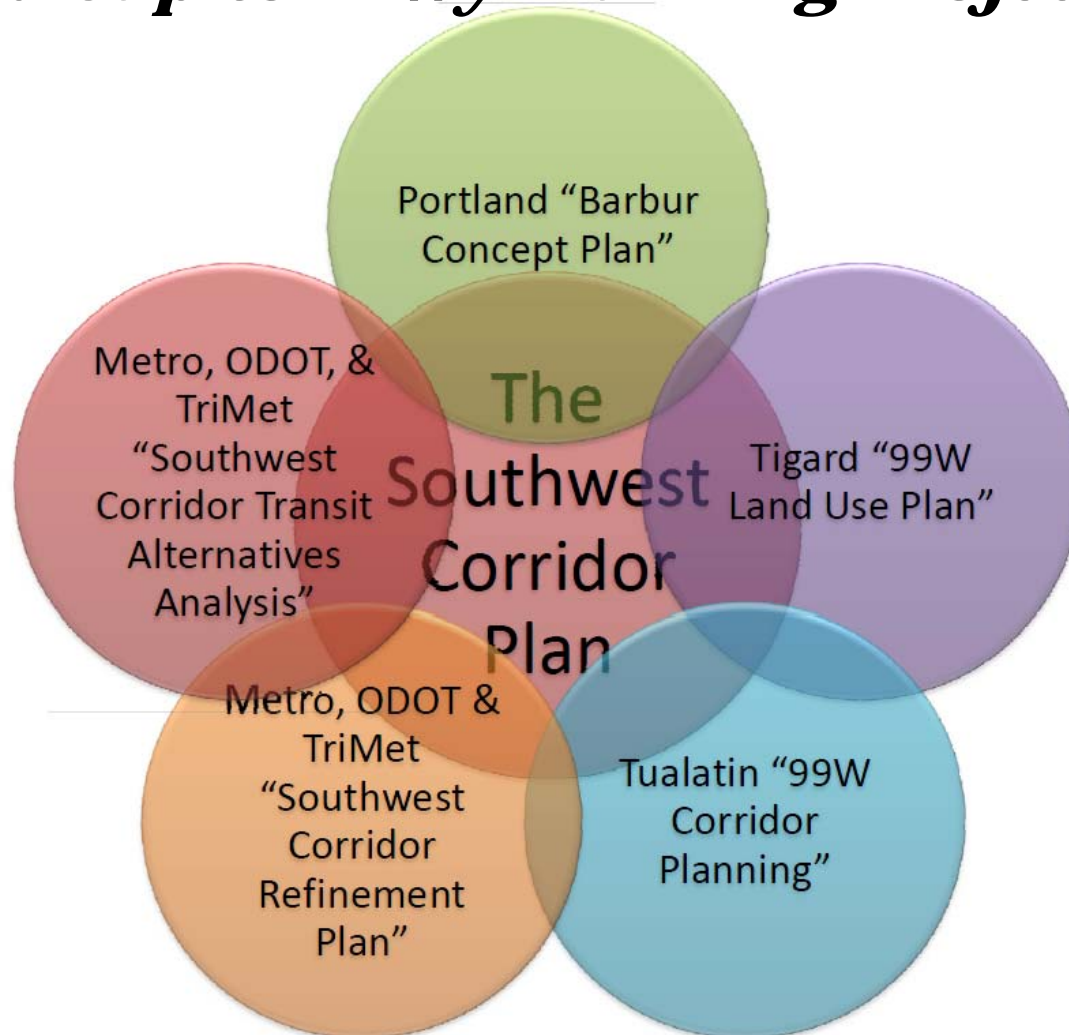
Enforcement

*Emergency
Management
Service*

Education



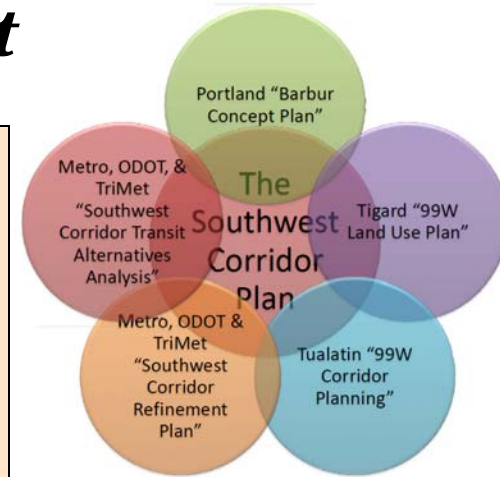
OR99W and Capitol Hwy Planning Projects





OR99W and Capitol Hwy Involvement

- I-5: Iowa St Viaduct Replacement
- SW 26th / Barbur Blvd. / I-5 Intersection
 - Phase I Water Quality / Quantity
 - Tyron Creek Project
- Barbur Transit Center
 - Water Quality Enhancement
- Barbur Sidewalk Infill Project “ARRA”.
- Capitol Hwy: Taylors Ferry to Multnomah Village
- Capitol Hwy at Alfred St. Pedestrian Improvements





OR99W and Capitol Hwy Involvement



- Portland Police Bureau
- Office of Neighborhood Involvement
- Alliance of Portland Business and Neighborhood Associations
- Portland Bureau of Transportation
- Friends of Barbur Bridges
- Metro

- TriMet
- Portland Parks and Recreation
- Portland Community College
- Oregon Trucking Association
- AAA
- Willamette Pedestrian Coalition
- Bicycle Transportation Alliance
- And many others.....

You!