



Willamette Pedestrian Coalition

Special Ped Safety Alert

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Ped Safety Awareness Action Tomorrow

The last week has been deeply troubling. On Saturday morning, Oct. 31, Benjamin Story was struck in a hit and run collision when on Highway 99E just north of Aurora. On Sunday afternoon, Nov. 1, John Thomas Nelson was hit and critically injured on Highway 217. On Sunday evening, Nov. 1, Lindsay Leonard was killed and Jessica Finlay suffered serious injuries while crossing in a marked crosswalk on 80th and SE Foster. On Monday afternoon, Nov. 2, Susan Ogilvy was struck while crossing Scholls Ferry Road near Beaverton Hillsdale Highway. Early morning on Nov. 6, another pedestrian was injured on 79th & SE Foster, one block from where Jessica and Lindsay had been struck a week before.

There will be a quiet safety awareness action along SE Foster Rd near 80th Ave. on Tuesday, 10 November 5:00-6:30pm, near the site where two people were seriously injured and one woman, Lindsay Leonard, has been killed within the last week. If you would like to participate, you are invited to bring a homemade sign that asks everyone to watch out for one another and to share the road safely. Please contact the Willamette Pedestrian Coalition with any questions or comments: steph@wpcwalks.org.

Pedestrian Safety Awareness Action

Tuesday, Nov. 10, 2009

5:00 - 6:30pm

SE Foster Rd. at 80th Ave

What to Bring: Please bring homemade signs with a traffic safety message, such as "Please slow down, this is a neighborhood", or "This is an intersection, please watch for people. Please bring a friend!"

The Plan: We will meet at 80th & SE Foster and then install ourselves 1-2 to an intersection for as many blocks along Foster Rd. as we have people. This will be a quiet and stationary action to promote awareness of pedestrian safety needs.

"Dangerous by Design": New Ped Safety Report by Transportation for America

This morning, WPC national partner Transportation for America released a national study about pedestrian safety entitled "Dangerous by Design".

The report, [*Dangerous by Design: Solving the Epidemic of Preventable Pedestrian Deaths \(and Making Great Neighborhoods\)*](#), ranks America's major metropolitan areas and states according to a Pedestrian Danger Index that assesses how safe they are for walking. An update of the 2004 *Mean Streets* report, *Dangerous by Design* was released by Transportation for America (T4America.org) and the Surface Transportation Policy Partnership.

The report authors note that most pedestrian deaths are preventable, because they occur on streets that are designed to encourage speeding traffic and lack safe sidewalks, crosswalks, pedestrian signals and other protections. Fixing these problems is a matter of will on the part of state departments of transportation and local communities, and of shifting spending priorities, the report concludes.

The good news is that we can fight the problem at the root with strong leadership and more resources from the White House for "Complete Streets" - streets designed with *all* road users in mind.

[Ask U.S. Transportation Secretary Ray LaHood to make safer streets a priority](#)

“Although Portland is considered safer for pedestrians than most metropolitan regions in the country, the spate of recent collisions in Portland between pedestrians and motorists prove that we are still clearly not investing enough to protect our citizens from speeding traffic,” said Steph Routh.

The intersection at Scholls Ferry Rd. and Beaverton-Hillsdale Hwy, where Ms. Ogilvy was recently hit, is both congested and unsafe. Beaverton-Hillsdale Highway is one of SW Portland’s primary transportation corridors along with I-5 and Sunset Highway. The “Dangerous by Design” study reflects the danger inherent in walking along or crossing these types of major roads. More than 56 percent of the 6,367 pedestrian deaths in the urban areas studied occurred on major roads, like Beaverton-Hillsdale Hwy.

While walking conditions remain perilous across the country, many communities are working to make their streets safe and welcoming for people on foot or bicycle, the report shows. Communities across the country are beginning to reverse the dangerous legacy of 50 years of anti-pedestrian policies by retrofitting or building new roads as “complete streets” that are safer for walking and bicycling as well as motorists.

Earlier this spring, for example, the Portland Bureau of Transportation and TriMet worked with the Willamette Pedestrian Coalition, SE Uplift, Elders in Action, and Impact Northwest to approve a crosswalk at 46th & Belmont near a bus stop and facilities used by senior citizens.

The intersection had previously played host to pedestrian enforcement actions and served as an ongoing neighborhood priority for improvement.

“As Congress prepares to rewrite the nation’s transportation law, this report is yet another wake-up call showing why it is so urgent to update our policies and spending priorities,” said James Corless, director of Transportation for America.

The Willamette Pedestrian Coalition applauds Congressman Earl Blumenauer for his continued leadership in prioritizing funding for walking, cycling and mass transit as transportation modes.

Under the current federal transportation bill, less than 1.5 percent of available funds nationally are directed toward pedestrian safety, although pedestrians account for nearly 12 percent of all traffic deaths and 9 percent of total trips. Between 2007 and 2008, more than 700 children under the age of 15 were killed walking.