

# Safety by the Numbers

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bike perspective and sensibility makes them safer drivers.

More than ever, Portland drivers are conforming to the safety expectations of bicyclists.

The recent death of Dustin Finney, 28-year-old biking victim of a hit-and-run on Southeast 85th and Division, was Portland's first bicycle-related fatality in nearly two years. At 1 a.m., Finney was struck from behind when an intoxicated 18-year-old drove his SUV into the bike lane.

Though in six of the past 12 years, there have been zero bike fatalities, with 2008 having the lowest number of total fatalities in recorded history, Finney's tragic death reminds

a bicyclist riding straight conflicts with a car turning right into an intersection or driveway. However, a rider is six times more likely to be seriously injured in a T-bone crash, when a car or cyclist fails to stop at red light or stop sign.

Bicycles, regulated as a traffic vehicle under law, are expected to follow the same rules of the road, which means stopping at red-lights and stop signs, signaling turns, and not riding under the influence.

Though it is not required for cyclists over the age of 16 to wear a helmet, it is strongly encouraged.

City safety experts say that Portland has not needed a mandatory helmet law in order to get people to wear helmets and instead, have

headway in creating more bike-friendly streets and safe route alternatives.

Portland's bicycle plan for 2030 calls for a network of "low stress bikeways" on residential streets that provide connections to schools, parks, homes, transit, and commercial areas.

In east Portland, the Neighborhood Greenways system has begun to take shape on many residential streets, where bicyclists and pedestrians are given priority to low traffic and low speed streets.

For example, streets stamped with white bicycle arrows, like Northeast Going and Shaver Streets, and 9th, 17th, and 30th Avenues, act as safe bike boulevards that run parallel to busier, commercial corridors like Alberta Street and Martin Luther King Jr. Boulevard.

Early Monday around 7:30 a.m., a local resident named Jack watches the morning rush of cyclists whizz past his front porch on Going and Rodney, an established connector from Vancouver Avenue east towards MLK.

"The throughways are great for cyclists," he says. "We hope they bring more bicyclists and slow down the car traffic."

Often, Jack watches drivers swerve around bicyclists and wishes



PHOTO BY CARI HACHMANN/THE PORTLAND OBSERVER  
Northeast Going Street is designated a bike boulevard. Marked by white bicycle arrows, the road runs parallel to Alberta Street, offering a safer, alternative route for bicyclists.

for better enforcement. Although he's not entirely pro-cyclist, he says living in Portland, "You have to be."

"If you can't learn to drive along side bikes, you might want to live somewhere else," said Jack.

PBOT plans to tailor more facili-

ties on busy roads, especially streets where more than 3,000 cars pass per day, with wider bike lanes, buffered bike lanes and cycle tracks that provide separation between bicyclists and motor vehicle traffic and allow cyclists to travel more safely.

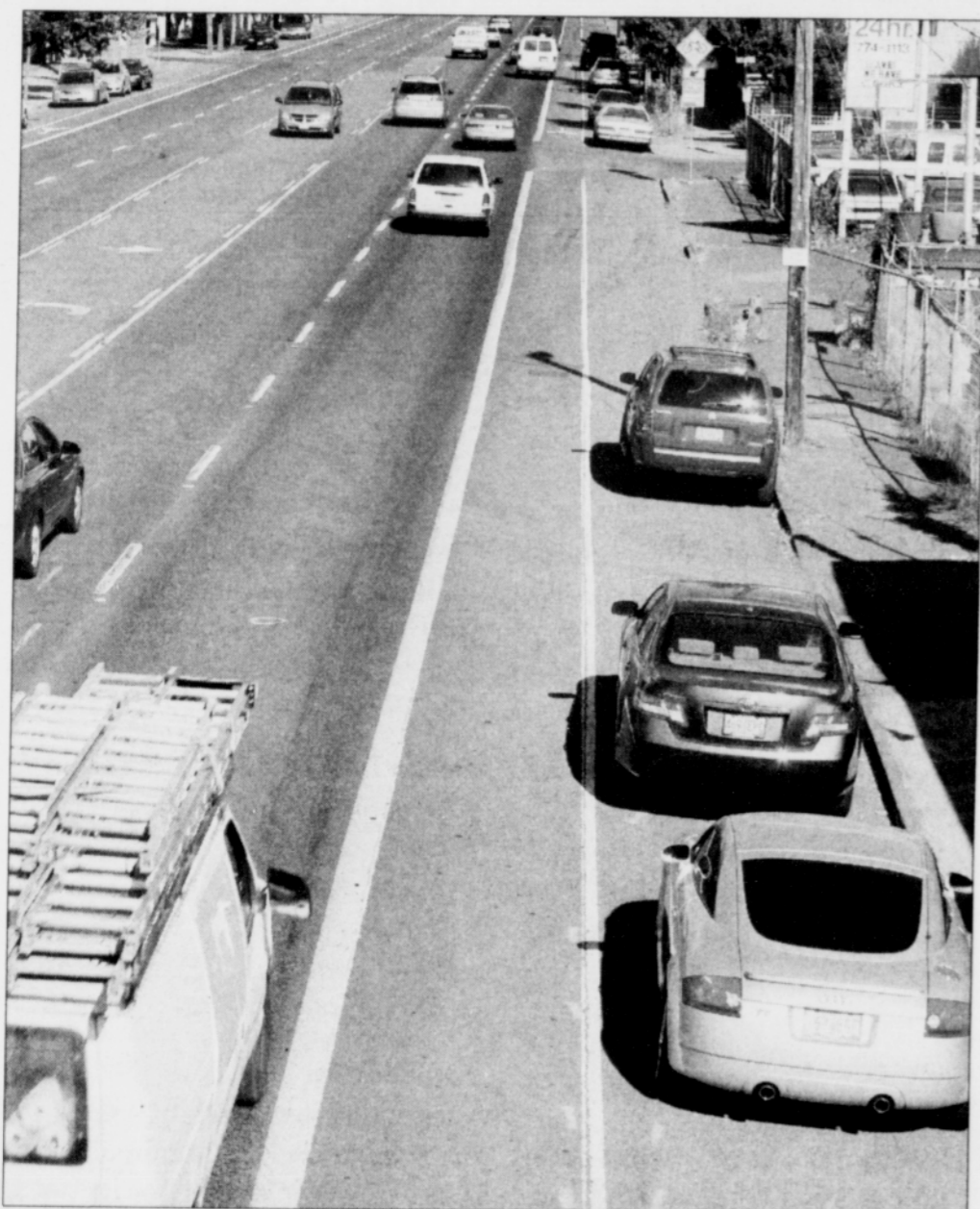


PHOTO BY CARI HACHMANN/THE PORTLAND OBSERVER

A bicycle lane did not protect Dustin Finney, 28, who was recently killed by a hit and run driver as he traveled in the lane on Southeast Division Street, between 85th and 87th Avenues. The site proves how little room for error there is on busy arterials like this one, which sadly, was already slated for safety improvements.

us that cyclists' fate rely on more cautious drivers, safer roads, and smarter cycling.

By creating a city that is safest for the most vulnerable travelers—cyclists and pedestrians—Portland's Bureau of Transportation hopes to see crash rates continue to decline.

"One issue is getting people to follow the rules of the road," said Raisman, referring to both autos and bikes. Educating the public and funding projects that will improve the streets are two ways the city plans to go about decreasing accidents for not only bikes, but all modes of transportation.

For bikes, the most common accident is the right hook crash, where

found education and encouragement to be just as effective as a tool to relay the importance.

In June, the Bureau of Transportation kicked off the "Street Smart: Go Safe" campaign, in an effort to improve traffic safety in the city.

Through greater enforcement, the movement intends to curb distracted driving like cell phone use and texting as well as red light running by upping. For example, police have located problem intersections downtown where both cars and bikes frequently run red-lights and are issuing more tickets.

Aside from educating drivers and bikers of how to co-exist on the road, Portland is making significant

## Service changes effective September 4

We will be making schedule and/or route adjustments to relieve passenger crowding, to provide more reliable service, or to match service with ridership levels. There will be new schedules on 24 bus lines and MAX Blue Line.

### MAX Blue Line

To relieve crowding, there will be a trip added to MAX Blue Line service during afternoon rush hours.

### Bus lines with route, schedule and/or frequency changes

Schedules will be adjusted and some routes will change for the following lines: 4, 6, 8, 9, 12, 14, 19, 20, 32, 33, 35, 44, 48, 51, 53, 54, 56, 58, 75, 76, 78, 84, 88, 94.

New schedules are available at [trimet.org](http://trimet.org), TriMet Ticket Office in Pioneer Courthouse Square, local libraries or at Fred Meyer, Safeway and most Albertsons stores.

### Fall increase effective September 1

Some TriMet fares will increase starting September 1. This fare increase includes: 5-cent for Adult tickets, \$4 for Adult 1-Month Passes, \$2 for Adult 14-Day Passes, \$1 for Youth 1-Month Passes and Adult 7-Day Passes, and a 25-cent increase for 1-Day Passes. No increase for individual Youth tickets and Honored Citizen tickets and passes.

### New 30-Day Pass starting September 1

In response to requests from riders, we're introducing the 30-Day Pass that is valid for 30 days from the date of purchase.

## 2011 Fall Service Update



For more information, visit [trimet.org](http://trimet.org) or call 503-238-RIDE (7433).

TRIMET