Marine Drive High Crash Corridor
Existing Conditions
February 2012

Key Findings

- The fatality rate on NE Marine Drive is substantially higher than the Citywide rate. Every 3 out of 1000 crashes Citywide results in a fatality – on Marine Drive, 17 out of 1000 crashes results in a fatality.
- The percentage of lane departure crashes, which includes fixed object, head-on and non-collision such as roll-over, along NE Marine Drive is three times higher than the Citywide percentage over the last 10 years (17% versus 5.5%.)
- The incidence of crashes involving DUII is slightly higher than the Citywide average.
- Daily traffic volumes range from 10,000 to 15,000 cars per day. About 7% of drivers are driving 10 mph or more over the posted speed limit.
- Marine Drive is classified as a Local Truck Street adjacent to a freight district with 16-22% of the daily traffic classified as truck traffic. Compare this to NE Columbia Blvd, which is classified as a Priority Truck Street and carries 17-18% truck traffic.

Summary of Corridor Crash Data

Corridor Data Overview	
Roadway section curb to curb	2 travel lanes with occasional center turn lane, bike lanes west of 6th Avenue and shoulders east of 6th Avenue.
Total roadway width	Varies from 24 feet to 34 feet.
Total length of corridor	56,750 feet (10.75 miles)
Average daily traffic volume	Ranges from 9,500 11,000
Posted speed	40 west of 33rd Avenue; 45 MPH east of 33rd Avenue
Travel Speed	East of Gantenbein: 50% exceeding posted speed; 2% exceeding posted speed by 10 MPH or more West of 33rd Ave: 82% exceeding posted speed; 8% exceeding posted speed by 10 MPH or more West of 112th Ave: 85% exceeding posted speed; 12% exceeding posted speed by 10 MPH or more West of 122nd Ave: 90% exceeding posted speed; 18% exceeding posted speed by 10 MPH or more East of 122nd Ave: 72% exceeding posted speed; 5% exceeding posted speed by 10 MPH or more
Percentage of Truck Traffic	16% to 22%

Crash Summary Data, 2001-2010	
Injuries and Fatalities	**Crashes by Top 3 Location Types**
12 Fatalities	182 Straight roadway crashes (46%)
18 Injuries of type A severity (incapacitating)	151 Intersection crashes (38%)
61 Injuries of type B severity (non-incapacitating)	48 Driveway related crashes (access mgmt) (12%)
109 Injuries of type C severity (pain)	
207 Property damage only crashes	**Crashes by Top Collision Types**
398 Total Reported Crashes from 2001-2010	143 Rear-end (36%)
	128 Turning (32%)
1 Total crashes involving pedestrians	39 Fixed Object (10%)
7 Total crashes involving bicyclists	31 Sideswipe – passing (8%)
	17 Head-On (4%)

Marine Drive Traffic and Safety Issues
Comments were gathered at the joint meeting of the East Columbia and Bridgeton Neighborhood Associations on January 10, 2012.

- Hard to sense how fast you are going
- Mult Co Drainage District will be investigating truck traffic/load on Marine Drive
- Fog lines need to be repainted more often. Consider reflectors on fog lines.
- Install rumble strips on the fog lines
- Reduce speeds near pedestrian and bicycle crossings
- Install flashing beacons at pedestrian and bicycle crossings – make them actuated with better signage for the push button. Consider beacons in advance of the crossings as well.
- Include Portland Public Schools Student Transportation in the discussion. Are PPS transportation crashes included in the crash data? Get this info from PPS.
- Need traffic signals at 33rd Avenue and 122nd Avenue
- Add westbound left turn lanes on marine Drive at 33rd & 122nd
- Improve signage at school and add beacon to school crossing
- Realign the intersection of Faloma/6th/Marine Drive
- Sidewalks are missing at school – please add them
- 6th Avenue is posted "No Trucks" – need enforcement of this.
- Trucks don't stop at the stop sign on 6th before entering Marine Drive
- A Marine Drive Safety Task Force was convened in the 1990's and engaged the trucking association – need to build on this history
- Bridgeton/Marine Drive Transportation Study was completed in 1998 – need to build on this history
- Make MLK/Columbia work well so trucks will use Columbia
- Time to stop studying and take ACTION on Marine Drive – make something happen!
- PBOT and Bureau of Planning and Sustainability need to work together – PBOT needs to make BPS aware of transportation and safety issues

Resources
- Marine Drive Safety Corridor
- HEP Funding Request (2008)
- Bridgeton/Marine Drive Transportation Study (1998)
- Marine Drive Safety Task Force Recommendations (1990's)
- Multnomah County Drainage District
- Army Corps of Engineers
- East Portland in Motion Recommendations
- East Portland Action Plan Recommendations
- Columbia River Crossing (CRC) Study/Project