An Overview of 82nd Avenue of Roses

The 82nd Avenue of Roses corridor is currently perceived as an unfriendly and difficult to navigate environment for pedestrians and bicyclists. Pedestrians are more likely to die or be seriously injured from a collision on the corridor than anywhere else in Portland, with the corridor averaging over one pedestrian fatality a year. The sidewalk right-of-way is narrow and is heavily cluttered with impediments ranging from utility poles and roadway signage to encroaching shrubbery. The corridor has many curb ramp deficiencies, and several portions of sidewalk missing.

What are High Crash Safety Corridors?

- High crash safety corridors are roadways identified as having a higher incidence of fatalities and serious-injury traffic crashes than the citywide average for similar roadways.
- High crash corridor action plans typically utilize the "Three E" multidisciplinary approach to improving tools and solutions with Engineering, Education and Enforcement.
- The distinct advantage of high crash corridor safety plans is their ability to react to an identified crash problem in a short period of time.
- High crash safety corridor implementation is relatively inexpensive and dramatically impacts crash rates.
- Drivers are urged to pay extra attention and obey all traffic laws in high crash corridor areas.
- In many cases, high crash safety corridors are an intermediate step for development of more-permanent, long-term safety infrastructure improvements that require greater funding.

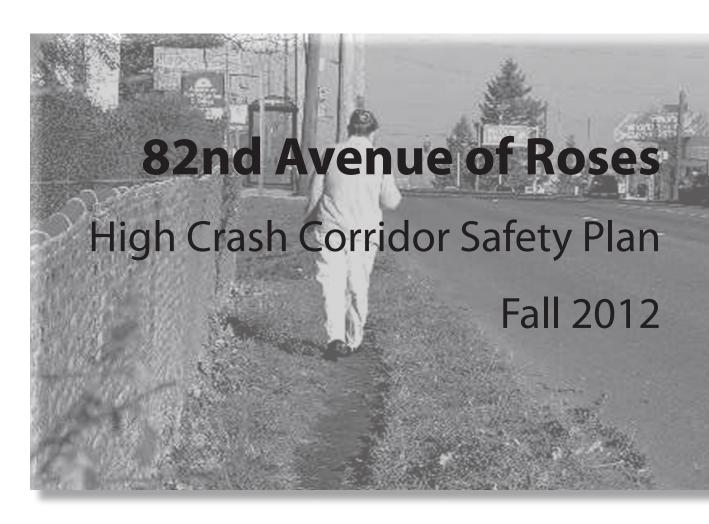
Why Focus on 82nd as a High Crash Corridor?

- 1995 to 2004 crash data identified the 82nd Avenue of Roses as Portland's most dangerous roadway. The data highlighted it as having the highest incidence of traffic crashes, injuries and fatalities, and the highest number of high crash intersection locations in the city of Portland.
- Historical traffic data shows 4% of Portland's arterials—high-volume major streets like 82nd Avenue of Roses account for over 66% of Portland's pedestrian fatalities and 58% of Portland's serious pedestrian injuries.

Contact Wendy Cawley at the Portland Bureau of Transportation regarding the 82nd Avenue High Crash Corridor Plan at wendy.cawley@portlandoregon.gov.

streetsmart

go safe















82nd Avenue of Roses High Crash Corridor Safety Plan

82nd & Foster Rd

TriMet/ODOT/PBOT

• 2012 pedestrian audit



Key Findings on 82nd Avenue of Roses

- In 2004 crash data, 2 of the top 5, and 5 of the top 25 high crash locations in Portland were on 82nd Avenue of Roses (#s 1, 4, 13, 23, & 24).
- In 2009 data, 2 of the top 10, and 5 of the top 50 high crash locations in the city were on 82nd Avenue of Roses (#s 5, 9, 21, 30 & 34).
- The average distance between signalized pedestrian crossings frequently is more than 1,000 feet.

82nd & Powell Blvd

ODOT Safety Project

- Signal upgrade: **COMPLETE**
- Americans with Disabilities Act standard pedestrian ramps: **COMPLETE**
- Roadway access management: NOT FUNDED

Enforcement & Education Activities

- Targeted enforcement of 20 MPH school zone speed limit in September 2011. Violators were encuraged to attend "Share the Road" safety classes.
- Children received booster seats courtesy of ACTS Oregon at the following schools: Kelly, Prescott, Rigler, Russell, Scott, and Woodmere.
- Targeted police patrol along 82nd Ave resulted in 205 citations in July 2011.
- Police & PBOT crosswalk enforcement action at NE 82nd & Pacific St in July 2011 resulted in 26 citations and 2 warnings.
- Place transportation safety ads in local high school newspapers.

82nd & Columbia Blvd

• New signal at southbound ramp and turn lanes (Port of Portland development project): **COMPLETE**

82nd from Alberta St to Prescott St

FUNDED

82nd at SE Stark St & Washington St **ODOT Safety Project**

• 2014/15 signal project: PLANNED/

via 2014/15 Regional Flex Funds: PLANNED/FUNDED

• Streetscape improvements

82nd & Tolman St

• 2013 Neighborhood Greenway will include enhanced ped/bike crossing of 82nd if

82nd & Duke St

- 2014/15 STIP Project: PLANNED/FUNDED
- Signal upgrade, increases signal visibility and reduces collisions: NOT FUNDED
- Enhance street signs: NOT FUNDED
- Relocate bus stops to far side and add bus pullouts
- Improve sidewalks to meet Americans with



- 2014/15 STTP Project: PLANNED/FUNDED
- Signal upgrade, increases signal visibility and reduces collisions: NOT FUNDED
- Add "Signal Ahead" sign for northbound traffic to reduce collisions: **NOT FUNDED**
- Americans with Disabilities Act standard pedestrian ramps on west side: **COMPLETED**

Corridor-Wide Improvements

- Pedestrian countdown signals installed at all traffic signals: **COMPLETE**
- Install new and larger street name signs along the 82nd Avenue of Roses corridor: NOT FUNDED
- Signal upgrade: PLANNED/FUNDED
- · Americans with Disabilities Act standard pedestrian ramps
- Roadway access management

TriMet/ODOT/PBOT

- Larger bus shelters
- Parking removal on Division

82nd at Taggert St & Holgate Blvd, and Foster Rd & 84th Ave

• Bike parking and "Bike & Shop" pilot project, recommended by East Portland Action Plan: PLANNED/FUNDED

- Add pedestrian/bike push-button crossing signal as part of 130's Bikeway: **NOT FUNDED**
- Add 318 ft of sidewalk on west side of 82nd from Bybee Blvd toward Cooper St: COMPLETE