

PARKROSE

COMMUNITY ACTION PLAN

Existing Transportation Conditions

Spring 2021



PBOT
PORTLAND BUREAU OF TRANSPORTATION

AREA + PROJECT PLANNING

Do you have questions or comments about this report? If so, please contact: bryan.poole@portlandoregon.gov

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PARKROSE

COMMUNITY ACTION PLAN

Existing Transportation Conditions Report - Summer 2021

The Portland Bureau of Transportation (PBOT) is working with other City bureaus, Oregon Department of Transportation (ODOT) and community based organizations to provide long-term enhancements to the Parkrose neighborhood. PBOT is focusing on transportation issues within the neighborhood with a focus on Sandy Boulevard.



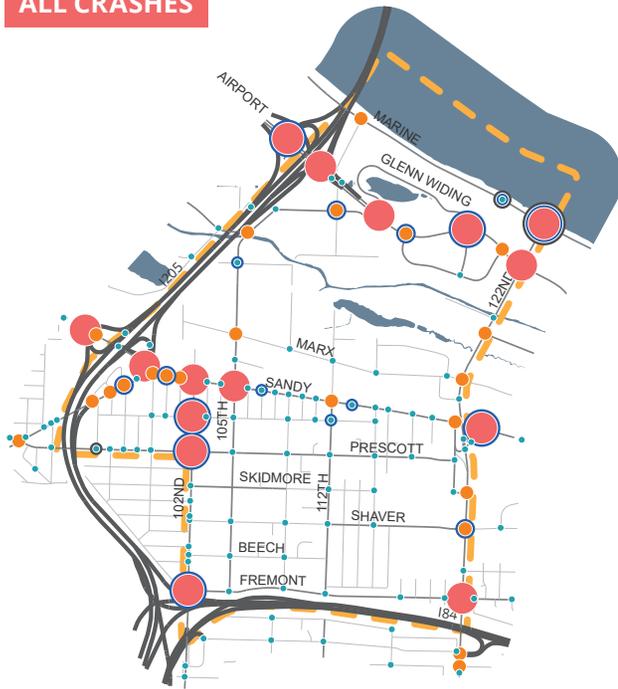
The parkrose neighborhood is located in East Portland. The neighborhood is bounded by Interstate 84 to the south and interstate 205 to the west. Marine drive runs along the Columbia River at the northern edge. NE 122nd Ave runs along the eastern border of the neighborhood. Sandy Boulevard bisects the neighborhood, which intersects NE 102nd Ave and NE 122nd Ave.



Crash History

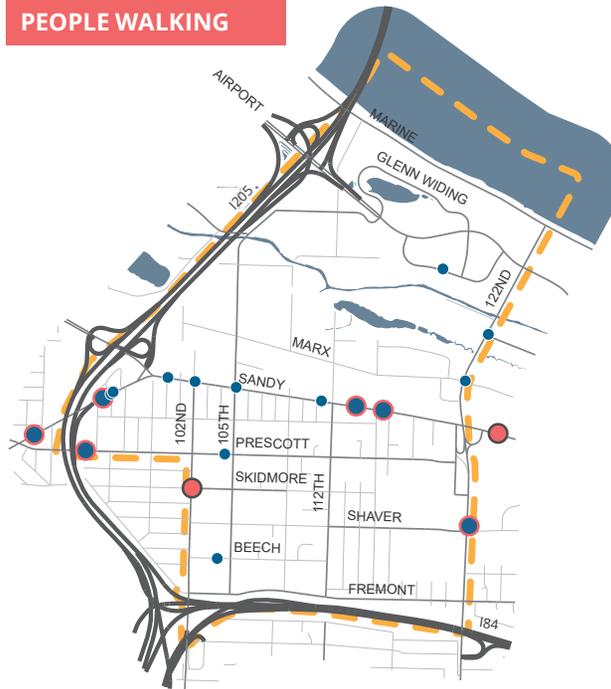
Between 2014 and 2018 there were 1,405 crashes in the Parkrose Neighborhood and the immediate surroundings. Of those, 26 were severe and 5 were fatal. There were also 19 crashes involving at least one pedestrian and 27 that involved at least one bicyclist.

ALL CRASHES



- — Parkrose Boundary
- 1-10 Vehicle Crashes
- 11-30 Vehicle Crashes
- 31-87 Vehicle Crashes
- At Least One Driver Had a Serious Collision
- At Least One Driver Had a Fatal Collision

CRASHES INVOLVING PEOPLE WALKING



- — Parkrose Boundary
- Collision Involving a person walking
- Collision with Seriously Injured a person walking
- Collision that was Fatal for a person walking

CRASHES INVOLVING PEOPLE BIKING



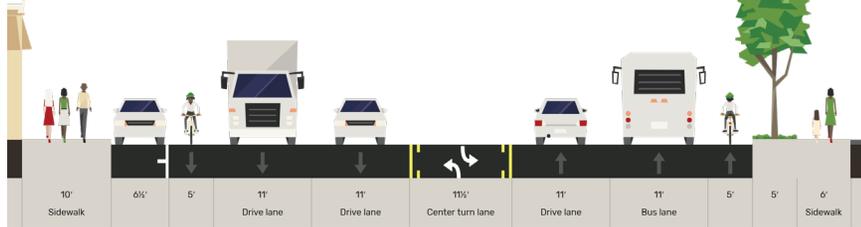
- — Parkrose Boundary
- Collision involving a person biking
- Collision with seriously injured person biking

Roadway Characteristics

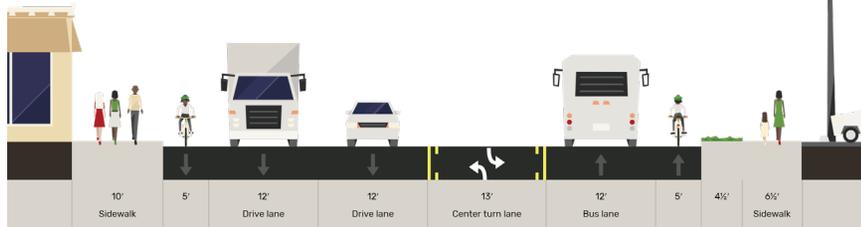
Right of Way

Sandy Boulevard is the main thoroughfare of the Parkrose Neighborhood, connecting to downtown Portland to the west and Troutdale to the east. The western segment of Sandy Boulevard (between I-205 and NE 112th Ave) consists of four general travel lanes, a center turn lane, 5' bike lanes on both sides, and parking on the south side of the roadway. East of NE 112th Ave, there are three general travel lanes (one westbound and two eastbound), a center turn lane, and 5' bike lanes on both sides. The width of Sandy Boulevard, from curb to curb, varies between 54' and 64'.

Western Segment of Sandy Boulevard



Eastern Segment of Sandy Boulevard



Sidewalks and Unimproved Roadway

The map below shows where sidewalks exist throughout the Parkrose Neighborhood. There are also a few segments of unimproved roadway in the Parkrose Neighborhood on NE 96th Ave, as well as along the heavy-rail tracks on NE Killingsworth St and NE 109th Ave.



Crosswalks & Traffic Calming

With some exceptions, most of the crosswalks within the Parkrose Neighborhood are located at signalized intersections, including at STOP Beacons or RRFBs. Some of the crosswalks are the ladder style, while some remain as the older parallel style crosswalks.

The residential segment of the Parkrose Neighborhood has speed bumps on the many of the streets; the area north of Sandy Boulevard has no speed bumps.

Pedestrian refuge islands and median islands that are not intended to assist with pedestrian crossings are scattered throughout the Parkrose Neighborhood. The islands and medians are located on higher traffic streets, such as Major City Traffic (Sandy Boulevard) or collectors.



Traffic Signals

Within the Parkrose Neighborhood, there are four primary types of signalized intersections.

- Signalized Intersection:** The most common signal type controls the usual flow of traffic. Most of these signals in this neighborhood have protected left turns, though not all do. Additionally, most of the signals within this neighborhood have been rebuilt with mast arms instead of utilizing span wires.
- Stop Beacons:** There are two stop beacons, both located on span wires and on NE Prescott Street.
- Fire Station Signal:** Located on NE 122nd Ave, this signal provides protected movements for fire station vehicles - this signal is installed on mast arms.
- Rectangular Rapid Flash Beacons (RRFBs):** There are also three RRFBs within the neighborhood. The RRFB on NE Marine Dr is installed on a mast arm, while the two RRFBs on NE 102nd Ave are installed on verticle poles in the pedestrian refuge median island. There are also three Rectangular Rapid Flash Beacons (RRFBs), **which do** not control traffic. Instead, RRFBs have strobing yellow lights that improve visibility of crossing pedestrians and bicyclists when the push-button is actuated.



Lighting Standards

The lighting guidelines for the City of Portland recommend street lights on both sides of streets that are more 48 feet or wider.

This map represents the streets in Parkrose that are 48 feet or wider. Some segments meet the lighting guidelines for the City, while some segments do not meet the City's guidance.



Average Daily Traffic (ADT)

The counts for Average Daily Traffic (ADT) are represented in the map below. The majority of traffic is located on Sandy Boulevard, NE 122nd Ave, and the streets between Sandy Boulevard and the Columbia River.

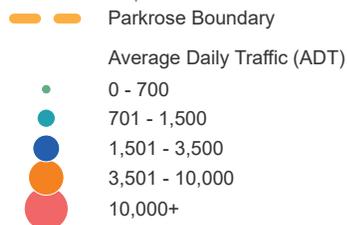
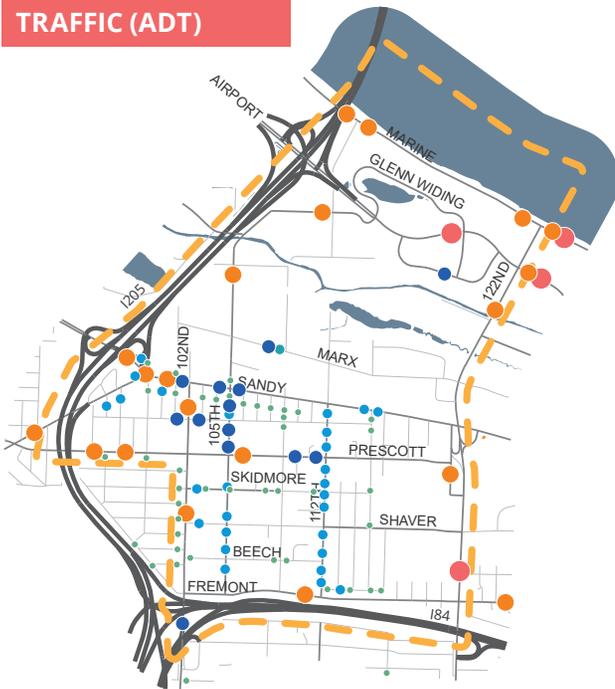
Percent 10+ Over Speed Limit

The map below shows the locations where speed counts have been recorded. The size and color of each dot represents the percentage of traffic that is 10+ mph over the posted speed limit.

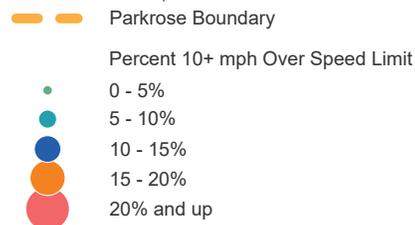
Percent of Traffic is Trucks

The map below shows the percentage of the counted traffic that is trucks. The majority of the traffic south of Sandy Boulevard are not trucks, while the streets north of Sandy Boulevard are utilized by higher percentages of trucks, up to 28.6%.

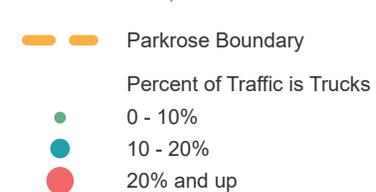
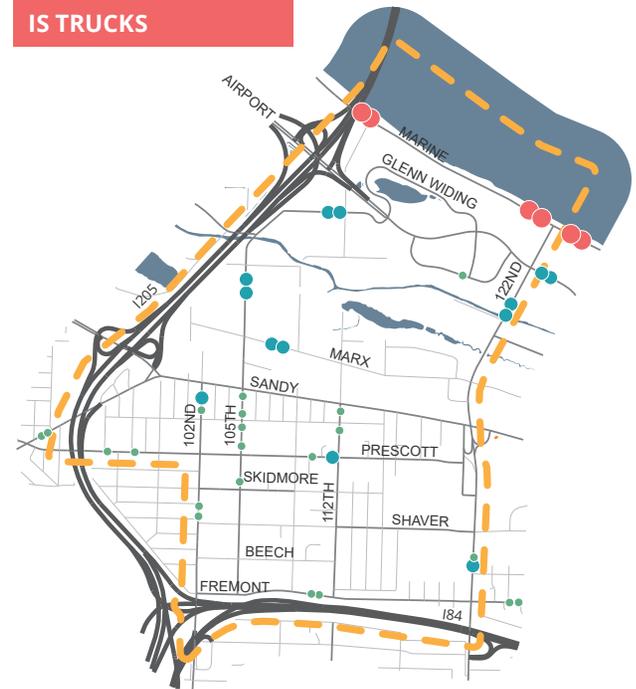
AVERAGE DAILY TRAFFIC (ADT)



PERCENT 10 MPH OVER SPEED LIMIT



PERCENT OF TRAFFIC IS TRUCKS



Safe Routes to School

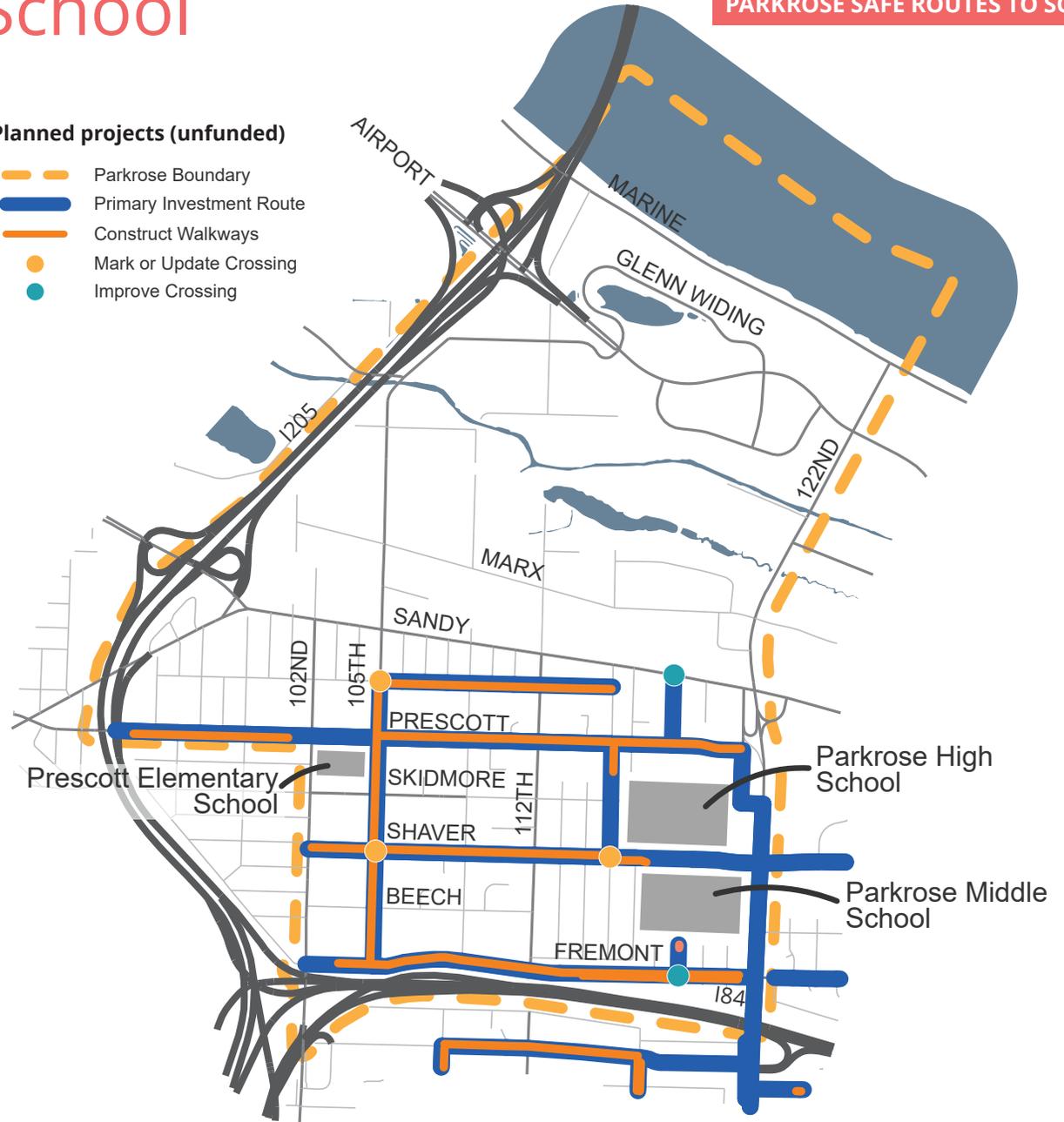
PARKROSE SAFE ROUTES TO SCHOOL

Portland's Safe Routes to School (SRTS) program is a comprehensive equity-focused program to improve walking and biking conditions around schools. SRTS uses infrastructure improvements (such as crosswalks) and educational campaigns to work toward a future where all students and families can choose active transportation as a safe, convenient, accessible, and desirable option for getting to and from school and around their neighborhoods.

There are three public schools in the Parkrose Neighborhood (Prescott Elementary, Parkrose Middle, and Parkrose High). All of these schools are located in the residential area of Parkrose that is south of Sandy Boulevard. The map to the right illustrates priority investment routes. Most of the SRTS improvements in the Parkrose Neighborhood are walkway constructions.

Planned projects (unfunded)

-  Parkrose Boundary
-  Primary Investment Route
-  Construct Walkways
-  Mark or Update Crossing
-  Improve Crossing



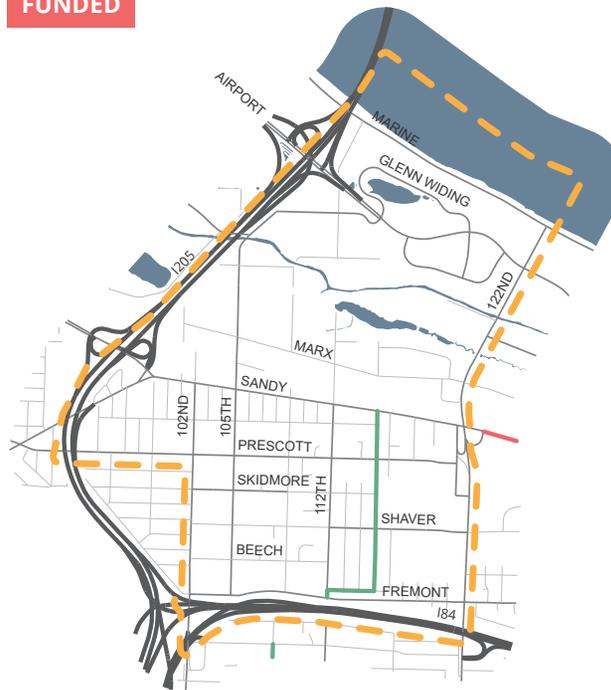
Bike Facilities

The Parkrose Neighborhood currently has standard bike lanes on its high traffic streets (Sandy Boulevard, Airport Way, and Marine Drive). NE 102nd Ave and NE 122nd Ave have buffered bike lanes. The I-205 multi-use path also runs along the western border of Parkrose, connecting to the Marine Dr bike route to the north and the Springwater Corridor further to the south. A funded neighborhood greenway will soon be installed on NE 115th Avenue.

EXISTING



FUNDED



- Parkrose Boundary
- Off-Street Trail
- Neighborhood Greenways
- Protected Bike Lanes
- Buffered Bike Lanes
- Bike Lanes

OFF-STREET TRAILS:

Trails, or multi-use paths, are located away from roads. These facilities are best for long distance and recreation.

NEIGHBORHOOD GREENWAYS:

These facilities use low-traffic neighborhood streets. Utilizing traffic diversion & filtering, as well as traffic calming, space is low-stress and prioritized for bicyclists.

PROTECTED BIKE LANES:

This type of bike lane is physically separated from traffic, typically using parked **EXISTING CONDITIONS REPORT**

BUFFERED BIKE LANES:

These lane types are not physical separated from traffic. Instead, there is a wide painted median between traffic and cyclists, reserving a wider space for bicyclists.

BIKE LANES:

These facilities are lines painted on the road that delineate space for cyclists in the general right of way. They do not offer protection to cyclists.

Public Transit

The Parkrose/Sumner Transit Center is TriMet's busiest location in Parkrose. The Transit Center serves TriMet's MAX Red Line, the only MAX stop in the Parkrose Neighborhood. The Red Line extending to the Airport, Gateway Transit Center, and Downtown Portland. In addition to the MAX, Parkrose is serviced by 6 bus lines.

PARKROSE TRIMET RIDERSHIP

BUS ROUTES IN PARKROSE

- 12** Connects Tigard, Portland City Center, Northeast Portland, and Parkrose via 99W and Sandy Boulevard
- 21** Connects Parkrose, Fairview and Gresham Transit Center via Sandy Boulevard and 223rd Ave
- 22** Connects Parkrose, Maywood Park and Gateway, via 102nd, Shaver and Prescott
- 71** Connects Clackamas Town Center, Eastmoreland, Woodstock, Mt. Tabor, Cully and Parkrose/Sumner Transit Center via 60th Ave
- 73** Runs on 122nd Ave between Parkrose/Sumner Transit Center and SE 94th & Foster
- 87** Connects Gateway Transit Center, Parkrose, and Powell & 182nd Avenue along 102nd, Airport Way and 181st/182nd.

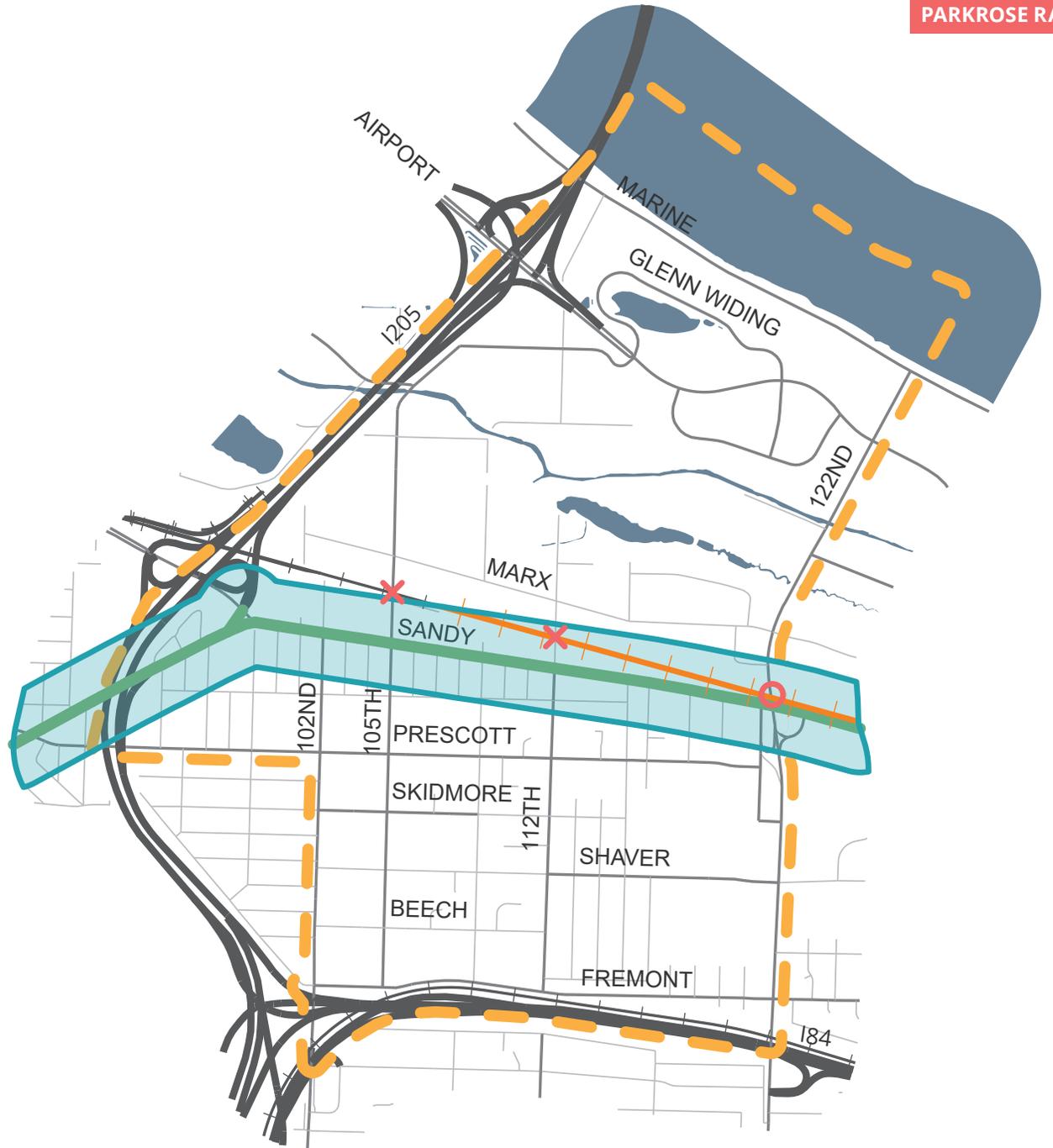


Rail

The Union Pacific Railroad is a busy regional rail line that cuts through the Parkrose Neighborhood. There are three locations where streets cross the rail line, two at-grade crossings on NE 105th Ave and NE 112th Ave, as well as a rail overpass at NE 122nd Ave.

PARKROSE RAIL

-  Parkrose Boundary
-  NE Sandy Boulevard
-  500' Buffer from Sandy
-  Railroad
-  Railroad (Within 500' of Sandy)
-  At-grade Rail Crossing
-  Rail Overpass



Transportation System Plan (TSP)

The Transportation System Plan is the 20-year plan to guide transportation policies and investments in Portland by:

- supporting the City's commitment to Vision Zero by saving lives and reducing injuries to all road users
- helping transit and freight vehicles to move more reliably
- reducing, carbon emissions and promoting healthy lifestyles
- keeping more money in the local economy, as we spend less on vehicles and fuel
- creating great places

MAJOR CITY TRAFFIC STREETS:

Major City Traffic Streets are intended to serve as the principal routes for interdistrict traffic that has at least one trip end within a City of Portland transportation district.

NEIGHBORHOOD COLLECTORS:

Neighborhood Collectors are intended to serve as distributors of traffic from Major City Traffic Streets or District Collectors to Local Service Streets or to serve trips that both start and end within areas bounded by Major City Traffic Streets and District Collectors.

DISTRICT COLLECTORS:

District Collectors are intended to serve as distributors of traffic from Major City Traffic Streets to streets of the same or lower classification or to serve trips that both start and end within a district.



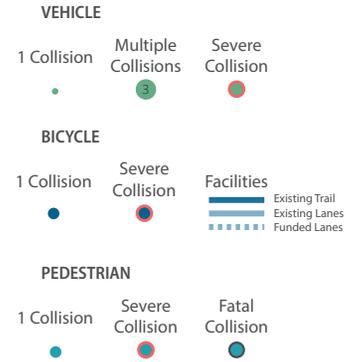
Sandy Boulevard

Sandy Boulevard, between I-205 and NE 122nd Avenue, intersects the Parkrose neighborhood and separates residential areas to the south and industrial uses to the north. This section of the street is maintained by the Oregon Department of Transportation (ODOT), but is designated as a Civic Corridor in the City's Comprehensive Plan. Civic Corridors are intended to unite the City and region, and have the potential to be distinctive civic places.

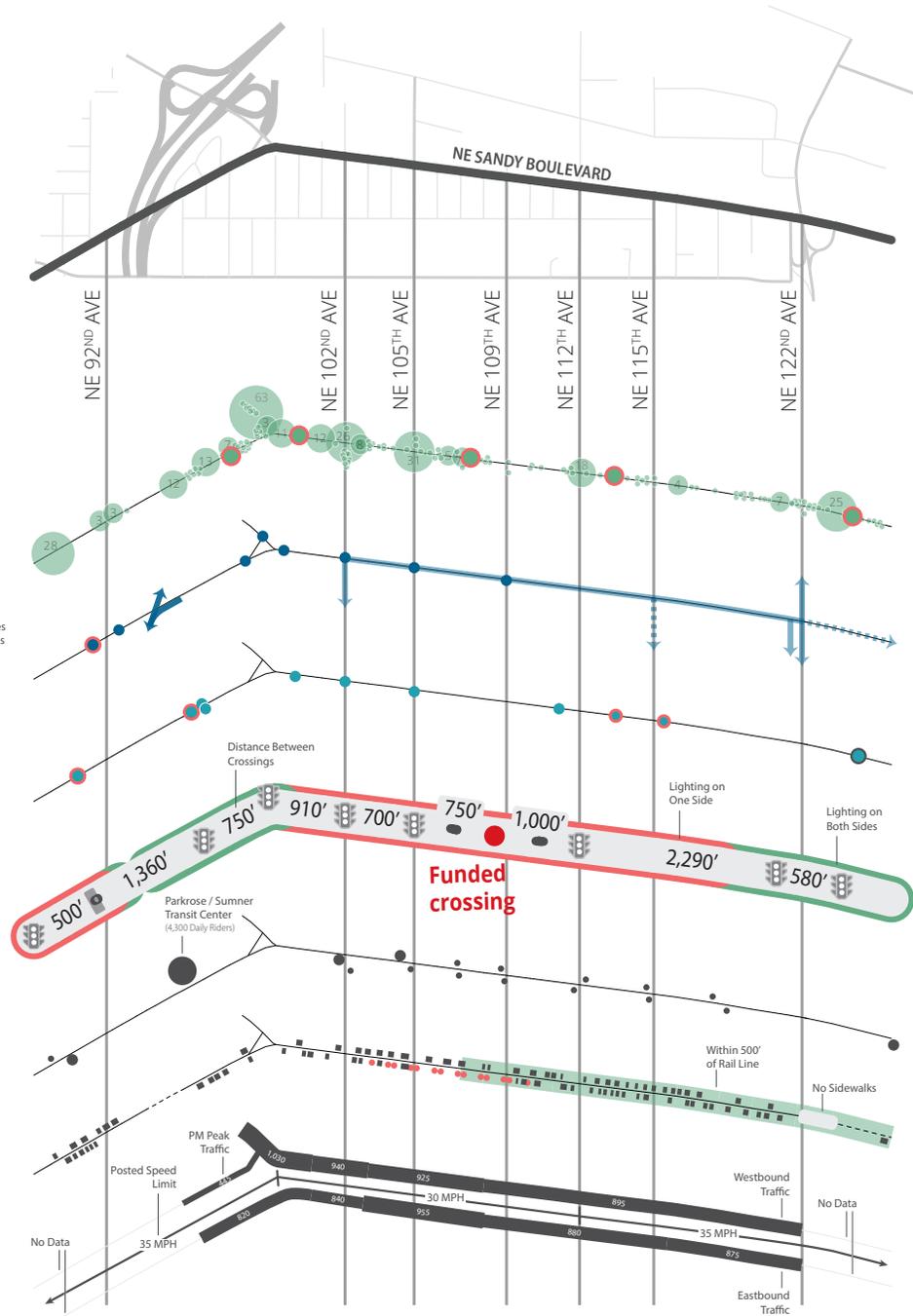
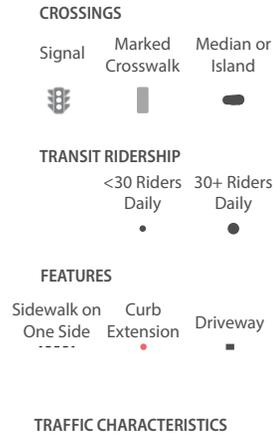
Currently, the street experiences high volumes of motor vehicles, as well as high rates of crashes. There are limited places for people walking to cross the street, and lighting typically only exists on one side of the street. There are bicycle lanes on most of the corridor, but they are close to traffic and sometimes between parked cars. The pictures below illustrate the existing conditions of Sandy Boulevard, and the following page outlines the characteristics of the road and where crashes have occurred in the past.



Collisions (2014-2018)



Street Characteristics





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Questions or comments? Please contact:
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