

WHY IS THIS PROJECT NEEDED?

ODOT is evaluating much-needed roadway improvements for busy Powell Boulevard (US 26)

#1 CRASH SITE IN FREQUENCY & SEVERITY

SE 122nd & Powell had the highest number and severity of crashes on a state highway in 2012.

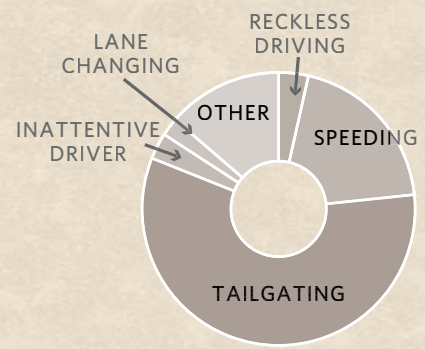
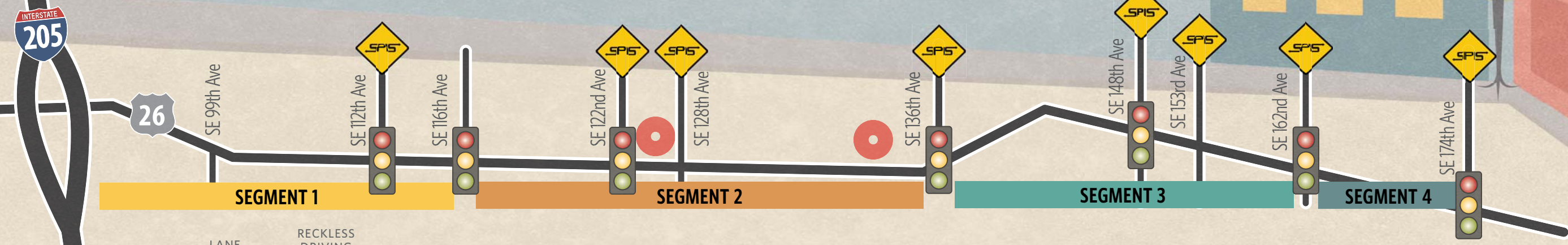
8 SITES SAFETY PRIORITY INDEX SYSTEM

ODOT uses SPIS to prioritize funding at sites that will benefit from safety improvements. SPIS identifies locations that have high and severe crash levels.

This corridor had eight sites within the top 10% SPIS ranking in 2012.

1,024 TOTAL CRASHES

This is 37 percent over the statewide average!
 (Between 2009-2013)



Over half of these crashes are tailgating & speeding related

Tailgating reduces the safe stopping distance of a vehicle and limits a driver's reaction time. Adding center medians with left-turn pockets will lessen collisions caused by tailgating and speeding.

HIGH PEDESTRIAN RISK

A number of factors affect pedestrian safety including:

- Lack of sidewalks along the corridor
- There may be a lack of signalized crossings
- Cars cross into bike lane to get around turning traffic
- Driveways and on-street parking are not clearly marked
- Some parking layouts cause cars to back-up onto Powell's biking, walking, and driving lanes

PEDESTRIAN FATALITIES

There were two pedestrian fatalities in the corridor between October 2013 and 2014. None of the drivers involved were impaired by drugs or alcohol, and the collisions occurred at dusk.

These fatalities are tragic occurrences and ODOT will examine which roadway improvements will provide the biggest increase in pedestrian safety.

SAFETY IMPROVEMENT PROGRESS

In 2013, ODOT completed construction on a project to bring immediate safety improvements to the Powell corridor.

New safety features include:

- Pedestrian crossing beacons at SE 119th, 141st, 156th & 168th
- Sensors to improve traffic signal safety
- Accessible ramps at intersections
- Clearly defined striping on bike lanes and shoulders

