

Burnside/Couch Alternatives Urban Design Analysis and Evaluation

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Introduction

This paper is the urban design analysis and evaluation portion of a larger study of seven alternatives that propose improvements to West Burnside between the Burnside Bridge and NW 23rd Place. Five urban design evaluation criteria were developed as a basis for the comparison of each alternative against the No-Build/Existing Conditions alternative. The criteria is based on the City of Portland's Central City Fundamental Design Guidelines and widely recognized work of urbanists William Whyte, Boris Pushkorev, Allen Jacobs, Greg Baldwin, Francis D.K. Ching, Gordon Cullen, Bernard Rudofsky and Allen Attoe among others.

Three fundamental assumptions guided the urban design evaluation process. They are as follows:

- Burnside and Couch are both mixed use urban streets with ground floor commercial and retail combined with residential and office uses above. This pattern is found throughout much of the Central City.
- The quantity or volume of vehicles is not a significant issue. Rather, the issues are the imbalance between roadway and pedestrian space and vehicle speed and congestion.
- Burnside is grossly out of balance within the context of Portland's Central City grid system. The lack of pedestrian space and excessive traffic speeds and congestion creates a barrier.

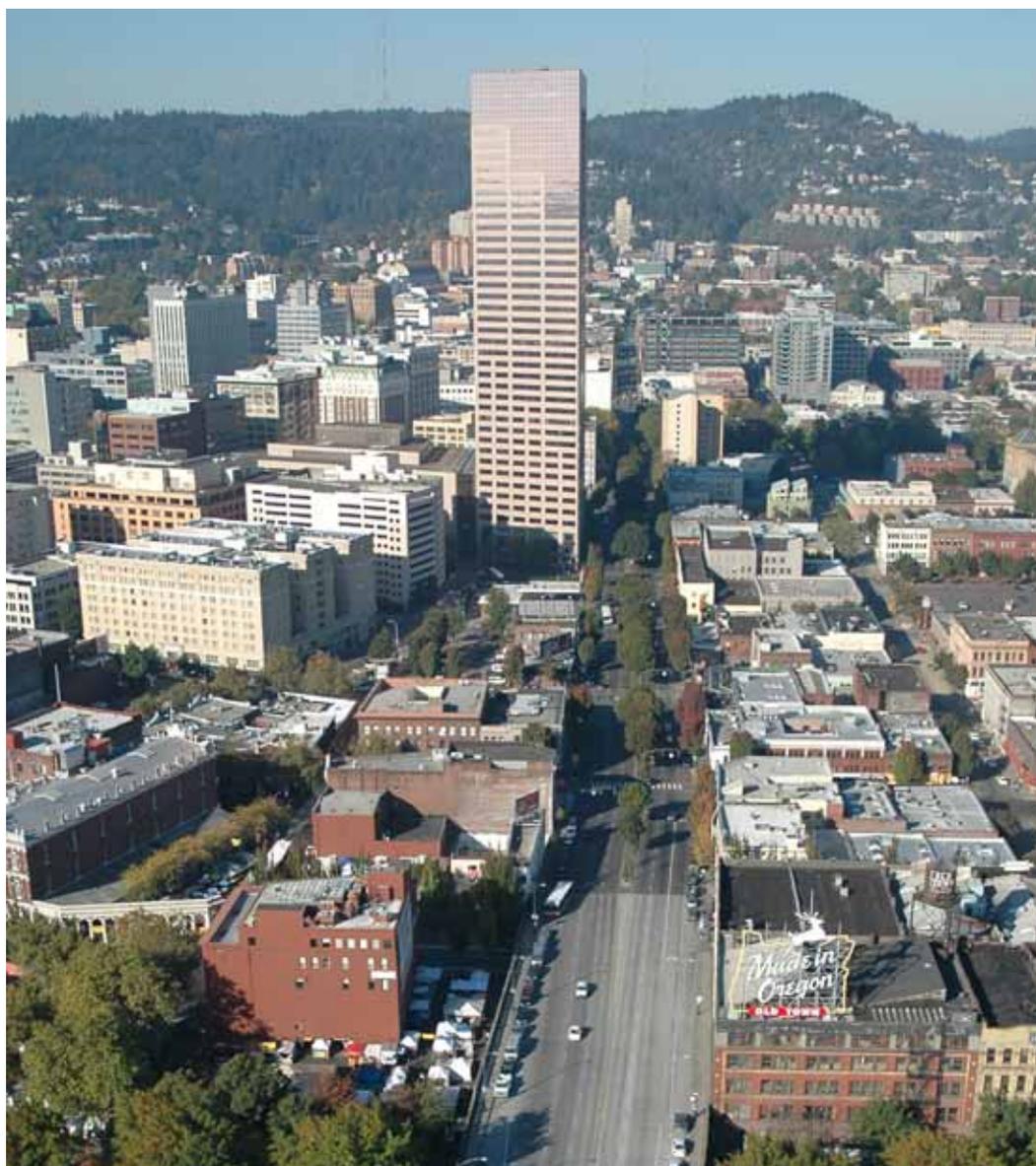
Burnside today is the result of 1920's and 1960's traffic engineering that favored automobile transportation at the expense of pedestrian space and workable land use.

Great streets, along with their appendages (plazas, portals, and parks) are the symbols of great cities. By connecting, they make vital and diverse societies whole. By accommodating, they make congregation and communication the theater of community. By design, they reflect the civic aspirations of the citizens. There are no distinguished cities without a great street or two. And there are no great streets that exist without a great city providing context.

~Greg Baldwin, [Great Pedestrian and Transit Streets](#), March 2004

Design Criteria Definitions

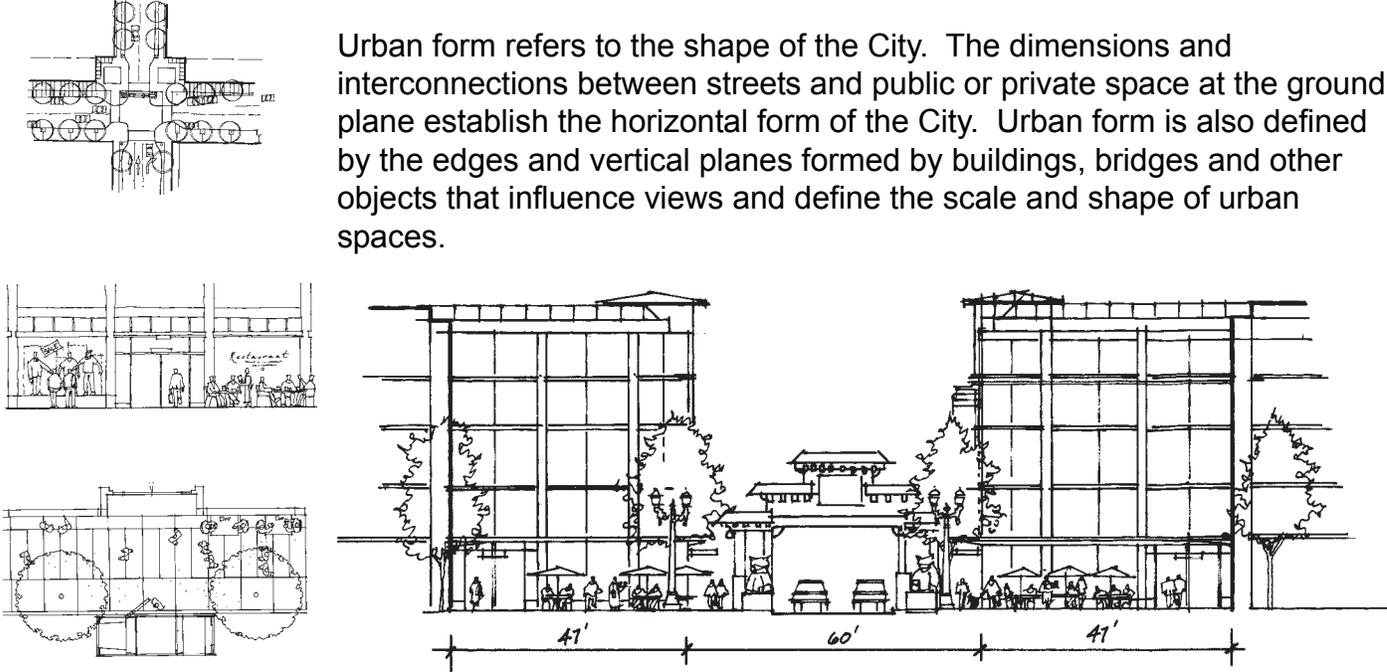
Burnside is recognized by many as the historic, cultural and geographic center of Portland. It is the geographic east/west meridian of the city. While Burnside has never been recognized as a great street or grand boulevard, its identity as a barrier between communities is well known. Seven alternatives have been created to test Burnside's existing condition against other concepts. In addition to transportation and economic criteria, five urban design evaluation criteria were established as a basis for evaluation. Each alternative was evaluated on how well the alternative meets the urban design criteria. The five urban design evaluation criteria - human scale, urban form, urban identity, linkages and sustainability - are defined as follows.



Design Criteria Definitions

Urban Form

Urban form refers to the shape of the City. The dimensions and interconnections between streets and public or private space at the ground plane establish the horizontal form of the City. Urban form is also defined by the edges and vertical planes formed by buildings, bridges and other objects that influence views and define the scale and shape of urban spaces.



Urban Identity

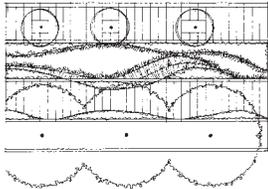
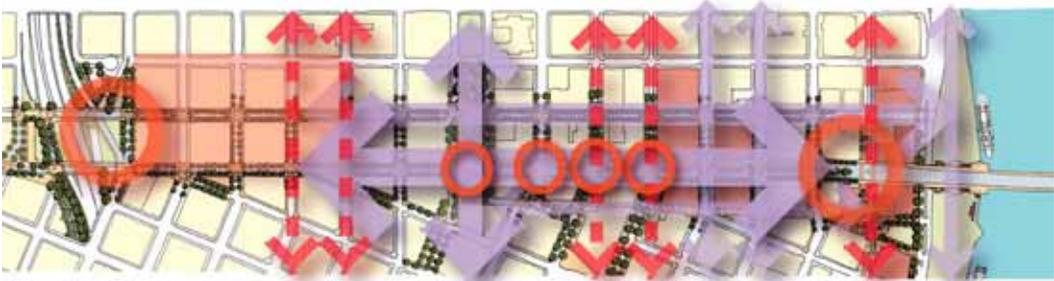
Urban Identity refers to the cultural and historical references within a place, such as architecture, memorials, civic developments, public art, public and private activities and monuments that define its identity.



Design Criteria Definitions

Linkages

Linkages, refers to the paths, urban spaces and views that connect objects, features and destinations within neighborhoods, districts and the city. The objective is to reinforce and enhance the pedestrian system, bridge pedestrian obstacles and connect destinations.



Sustainability

Sustainability refers to the ability to integrate programs and practices that conserve energy, reduce waste and eliminate redundant processes. The objective is to create facilities that are self contained and self sufficient. Some include comfortable and convenient pedestrian access to transit, walkable streets, space that supports stormwater management features and street trees that provide cooling shade and absorb storm water.



Alternatives

No-Build/Existing Conditions



No-Build/Existing Conditions



The No-Build/Existing Conditions alternative retains the existing geometry as it is today.

- Human Scale
- Urban Form
- Urban Identity
- Linkages
- Sustainability

No-Build/Existing Conditions

Human Scale

W 2nd to W Park Avenue

- 1 **Human scale was not a consideration during the reconstruction of Burnside and the lack of pedestrian scaled improvements contributes to the street's neglected quality.**
- 1 **The elements of Burnside such as sidewalks, roadway and building depth are out of scale with one another.** The Chinatown gate is out of scale with the space that it occupies and the opportunity to create a gateway feature at Broadway is significantly limited.
- 1 **The street is out of balance in favor of vehicular scale for efficiency and operations and the pedestrian environment is subordinate to traffic.**

W Park Avenue to NW 24th Place

- 1 **The dimensional and operational characteristics suggest that Burnside is grossly out of human scale and is scaled to accommodate trucks first.**
- 1 **The elements and objects that could provide human scale to the street actually compete for the limited and inadequate sidewalk space (8-foot wide sidewalks) that they require to support the roadway functions.**
- 1 **The severe imbalance between vehicular and pedestrian space is unjustifiable under accepted standards and significantly affects the livability, viability and sustainability of Burnside.**

No-Build/Existing Conditions

Urban Form

The existing configuration of Burnside poses a significant challenge to creating a coherent urban form that would complement its context of walkable streets, plazas, parks, and open spaces. Burnside is an obstacle that divides neighborhoods, districts and the City.

1

The existing configuration and condition of Burnside and the adjacent properties contributes to the disruption of Portland’s walkable grid, neglects the convergence of the north and south street patterns and inhibits significant positive changes that would contribute to the realization of good urban form on Burnside.

1

Urban Identity

The lack of space and dominance of the roadway width limit opportunities to integrate Burnside into the City’s identity as a place of walkable streets, vibrant streetscapes and gateways that provide graceful transitions between neighborhoods and districts.

1

Linkages

Clear and understandable linkages between destinations are disrupted by the counter intuitive nature of Burnside and the obstacle that the street creates at the heart of the city.

1

Sustainability

The existing configuration and condition of Burnside prevents meaningful “green streets” development and the promotion of alternative modes of transportation such as bicycles, walking and transit access.

1

Rank Score:

1.0

Enhanced Existing Conditions



Enhanced Existing Conditions



The Enhanced Existing Conditions alternative retains the existing geometry as it is today, while making lane width reductions and width changes to widen sidewalks that would range from 9 feet to 15 feet. New signals would be added at W 8th, W Park, W 9th, W 20th and W 22nd Avenues with significant changes at W 14th and at W 18th and W 19th Avenues. Protected left turns would be provided at Broadway and W 3rd Avenues.

Human Scale
Urban Form
Urban Identity
Linkages
Sustainability

Enhanced Existing Conditions

Human Scale

W 2nd to W Park Avenue

Human scale of the street is improved by reallocating right-of-way to the pedestrian environment by eliminating the south travel lane and reducing travel lane widths. Crossing distances are improved but continue to be out of scale compared to that of a typical downtown 80-foot right-of-way. 3

The elements of Burnside such as sidewalks and roadway are improved over the existing conditions but remain out of human scale. The improvements would create a more comfortable pedestrian environment by adding full time on-street parking on both sides of the street. The Chinatown gate will remain out of scale with the space that it occupies and the opportunity to create a gateway feature at Broadway will remain significantly limited. 3

The increased sidewalk width (from 12 feet to 13-15 feet) on both sides of the street is modest and remains below the recommended minimum (17 feet) for Burnside’s land use, density and zoning. The street remains out of balance in favor of vehicular scale for efficiency and operations and the pedestrian environment remains subordinate to traffic. 2

W Park Avenue to NW 24th Place

The dimensional and operational characteristics continue to suggest that Burnside is grossly out of human scale and is scaled to accommodate cars and trucks first. The proposed added left turns place turning vehicles directly into the pedestrian cross walks creating competition for space and signal crossing time. The preservation of the “Jug Handles” preserves the 120-feet to 150-feet of north/south crossing distance at 10th Avenue (streetcar street). 1

The elements and objects that could provide human scale to the street compete for the limited and inadequate sidewalk space (9-foot wide sidewalks) that they require to support the roadway functions. 1

The existing imbalance between vehicular and pedestrian space would remain. The addition of signalized left turns will create a new imbalance by enabling vehicles to compete with pedestrians for limited crossing space and time. 1

Enhanced Existing Conditions

Urban Form

- 1 **The Enhanced Existing Conditions Alternative would likely maintain the status quo. The existing configuration of Burnside poses a significant challenge to creating a coherent urban form that would complement its context of walkable streets, plazas, parks, and open spaces.** Burnside continues to be an obstacle that divides neighborhoods, districts and the City.

- 3 **Improvements at 14th and at 18th and 19th Avenues would create a new and significantly improved urban form.** The existing configuration and condition of Burnside and the adjacent properties are contributing to the disruption of Portland’s walkable grid, neglects the convergence of the north and south street patterns and is inhibiting significant positive changes that would contribute to the realization of good urban form on Burnside.

Urban Identity

- 2 **Improvements at 14th and at 18th and 19th would create two new gateway opportunities and would significantly improve the Fireman’s Memorial site.** The lack of space and dominance of the roadway width limit opportunities to integrate Burnside into the City’s identity as a place of walkable streets, vibrant streetscapes and gateways that provide graceful transitions between neighborhoods and districts.

Linkages

- 2 **Clear and understandable linkages between destinations are disrupted by the counter intuitive nature of Burnside with the blocks to the north and south.** The “Jug Handles” continue to create a disconnect in the pedestrian system which reinforces Burnside’s configuration as an obstacle to views and walkability. Changing the pedestrian crossing materials from striping to special paving is not likely to be enough to overcome the obstacle although wayfinding signage may help orient pedestrians.

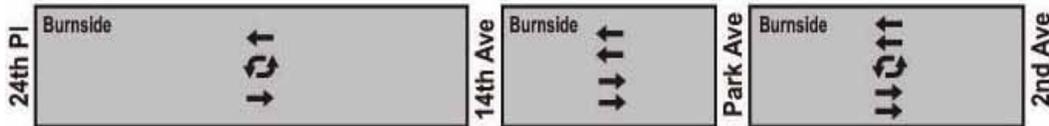
Sustainability

- 2 The enhanced configuration and condition of Burnside provides some meaningful “green streets” development and the promotion of alternative modes of transportation through wayfinding.

Rank Score:

1.9

5-4-3 Alternative



5-4-3- Alternative



The 5-4-3 Alternative provides a 5 lane cross section with left turn lane/pockets from Park Avenue to 2nd Avenue. From Park Avenue to 14th Avenue the cross section would remain at 4 lanes without left turns opportunities. From 14th Avenue to NW 24th Place the cross section includes one westbound and one eastbound lane with a continuous center left turn lane. Sidewalks would be widened throughout, ranging from 10-feet to 15-feet. Continuous street trees and furnishings would be added. New signals would be added at W 8th, Park, W 9th, W 20th, W 22nd Avenues.

Human Scale
Urban Form
Urban Identity
Linkages
Sustainability

5-4-3 Alternative

Human Scale

W 2nd to W Park Avenue

- 3 ▣ **Human scale of the street is improved by reallocating right-of-way to the pedestrian environment by eliminating the south travel lane and reducing travel lane widths.** Crossing distances are improved but continue to be out of scale compared to that of a typical downtown 80-foot right-of-way.
- 3 ▣ **The elements of the Burnside streetscape are improved over the existing conditions but remain out of human scale. The improvements would create a more comfortable pedestrian environment by adding full time on-street parking on both sides of the street.** The Chinatown gate will remain out of scale with the space that it occupies and the opportunity to create a gateway feature at Broadway and other locations will remain significantly limited.
- 2 ▣ **The increased sidewalk width (from 12 to 15 feet) on both sides of the street is modest and remains below the recommended minimum for Burnside’s land use, density and zoning (17 feet).** The street remains out of balance in favor of vehicular efficiency and operations while the pedestrian environment remains subordinate to traffic.

W Park Avenue to NW 24th Place

- 2 ▣ **The dimensional and operational characteristics are improved by continue to suggest that Burnside would remain slightly out of human scale and scaled to accommodate cars and trucks first, especially without on-street parking.** The proposed added left turns place turning vehicles directly into the pedestrian cross walks creating added competition for space and signal crossing time. The preservation of the “Jug Handles” preserves the 120-foot to 150-foot of north/south crossing distance at 10th Avenue (streetcar street).
- 2 ▣ **Burnside from Park to 14th Avenues would remain as it is today except for lane width reductions and an insignificant sidewalk widening from 8-feet to 9-feet.** West of W 14th Avenue the elements and objects such as street trees and furnishings add human scale to the expanded (13.5-foot wide) sidewalk space and help protect pedestrians by providing an edge between the roadway and walking area. However, without on-street parking to buffer pedestrians from the roadway, Burnside will continue to feel traffic oriented.
- 3 ▣
- 2 ▣ **The existing imbalance between vehicular and pedestrian space will remain.** The addition of signalized left turns will create a new imbalance by enabling vehicles to compete with pedestrians for limited crossing space and time.

5-4-3 Alternative

Urban Form

The 5-4-3 Alternative would moderately improve the urban form of Burnside. Wider sidewalks, especially west of 14th Avenue, within the 60-foot right-of-way areas will provide greater coherency to the sidewalk system while creating better transitions at building lines and public spaces. The triangular spaces, except at 10th Avenue, will provide an opportunity for small plazas that support bus stops and on-street parking.

3

Urban Identity

Wider sidewalks and better utilization of the triangles would provide an opportunity to improve Burnside’s identity. New opportunities for street trees, furnishings and public art with complementary development could improve the vibrancy of the street and strengthen neighborhood and district gateways. However the lack of on-street parking from Park Avenue west will continue to place an emphasis on the traffic priority of the street.

4

Linkages

Clear and understandable linkages between destinations are disrupted by the counter intuitive nature of Burnside with the blocks to the north and south. The crossing distances between 2nd and Park avenues will remain excessive while crossings will be more in scale with downtown north/south streets. The lack of on-street parking west of W 8th Avenue will continue to reinforce the automobile orientation of the street. The “Jug Handles” continue to create a disconnect in the pedestrian system and new left turns on Burnside will add new pedestrian and vehicular conflicts.

3

Sustainability

The configuration and condition of Burnside presents opportunities for meaningful “green streets” development and the promotion of alternative modes of transportation such as bicycles, walking and transit access.

3

Rank Score:

2.7

Three-Lane 1-1-1



Three-Lane 1-1-1



The 1-1-1 Alternative provides a 5 lane cross section with left turn lane/pockets from Park Avenue to 2nd Avenue. From Park Avenue to 14th Avenue the cross section is reduced to 3 lanes with center lane left turns. From 14th Avenue to NW 24th Place the cross section includes one westbound and one eastbound lane with a continuous center left turn lane. Sidewalks would be widened throughout. New traffic signals would be added at 8th , Park, 9th, 20th and 22nd Avenues.

Human Scale
Urban Form
Urban Identity
Linkages
Sustainability

Three-Lane 1-1-1

Human Scale

W 2nd to W Park Avenue

Human scale of the street is improved by reallocating right-of-way to the pedestrian environment by eliminating the south travel lane and reducing travel lane widths. Crossing distances are improved but continue to be out of scale compared to that of a typical downtown 80-foot right-of-way. 3

The elements of the Burnside streetscape are improved over the existing conditions but remain out of human scale. The improvements would create a more comfortable pedestrian environment by adding full time parking to both sides of the street. The Chinatown gate will remain out of scale with the space that it occupies and the opportunity to create a gateway feature at Broadway and other locations will remain significantly limited. 3

The increased sidewalk width (from 12-feet to 15-feet) on both sides of the street is modest and remains below the recommended minimum for Burnside's land use, density and zoning (17-feet). The street remains out of balance in favor of vehicular efficiency and operations while the pedestrian environment remains subordinate to traffic. 2

W Park Avenue to NW 24th Place

The dimensional and operational characteristics are improved but continue to suggest that Burnside would remain slightly out of human scale and is scaled to accommodate cars and trucks first, especially without on-street parking. The proposed added left turns place turning vehicles directly into the pedestrian cross walks creating added competition for space and signal crossing time. The preservation of the "Jug Handles" preserves the 120-feet to 150-feet of north/south crossing distance at 10th Avenue (streetcar street). 2

Burnside from W Park Avenue to NW 24th Place would support the addition of elements and objects such as street trees and furnishings that would add human scale to the expanded (13.5-foot wide) sidewalk space and help protect pedestrians by providing an edge between the roadway and walking area. However, without on-street parking to buffer the sidewalks from the roadway, Burnside will continue to feel traffic oriented. 3

The existing imbalance between vehicular and pedestrian space will remain. The addition of signalized left turns will create a new imbalance by enabling vehicles to compete with pedestrians for limited crossing space and time. The addition of traffic signals would provide more protected pedestrian crossing opportunities. 2

Three-Lane 1-1-1

Urban Form

- 3 **The 1-1-1 Alternative would significantly improve the urban form of Burnside.** Wider sidewalks, especially within the 60-foot right-of-way areas will provide greater coherency to the sidewalk system while creating better transitions at building lines and public spaces. The triangular spaces, except at 10th Avenue, will provide an opportunity for small plazas that support bus stops and on-street parking.

Urban Identity

- 4 **Wider sidewalks and better utilization of the triangles would provide an opportunity to improve Burnside's identity.** New opportunities for street trees, furnishings and public art with complementary development could improve the vibrancy of the street and strengthen neighborhood and district gateways. However the lack of on-street parking from Park Avenue west will continue to place an emphasis on the traffic priority of the street.

Linkages

- 3 **The lack of clear and understandable linkages between destinations is disrupted by the counter intuitive nature of Burnside with the blocks to the north and south.** The crossing distances between 2nd and Park avenues will remain excessive. The lack of on-street parking west of 8th Avenue will continue to reinforce the automobile orientation of the street. The “Jug Handles” continue to create a disconnect in the pedestrian system and new left turns in Burnside will add new pedestrian and vehicular conflicts.

Sustainability

- 3 **The existing configuration and condition of Burnside improves opportunities for meaningful “green streets” development and the promotion of alternative modes of transportation such as bicycles, walking and transit access.**

Rank Score:

3.2

Three-Lane 2-1



Three-Lane 2-1



The 2-1 Alternative provides a 5 lane cross section with left turn lane/ pockets from Park Avenue to 2nd Avenue. From Park Avenue to NW 24th Place the cross section is reduced to 3 lanes with two westbound and one eastbound lane. Sidewalks are widened throughout to 15 feet east of W 8th Avenue and 13.5 feet west of 8th Avenue. Continuous street trees and furnishings would be added. New traffic signals would be added at 8th, W Park, 9th, 20th and 22nd Avenues.

Human Scale
Urban Form
Urban Identity
Linkages
Sustainability

Three-Lane 2-1

Human Scale

W 2nd to W Park Avenue

- 3 **Human scale of the street is improved with reallocating right-of-way to the pedestrian environment by eliminating the south travel lane and reducing travel lane widths.** Crossing distances are improved but continue to be out of scale compared to that of a typical downtown 80-foot right-of-way.
- 3 **The elements of the Burnside streetscape are improved over the existing conditions but remain out of human scale. The improvements would create a more comfortable pedestrian environment by adding full time on-street parking on both sides of the street.** The Chinatown gate will remain out of scale with the space that it occupies and the opportunity to create a gateway feature at Broadway will remain significantly limited.
- 2 **The increased sidewalk width on both sides of the street is modest and remains below the recommended minimum for Burnside's land use, density and zoning (17-feet).** The street remains out of balance in favor of vehicular efficiency and operations while the pedestrian environment remains subordinate to traffic.

W Park Avenue to NW 24th Place

- 2 **The dimensional and operational characteristics are improved but continue to suggest that Burnside would remain slightly out of human scale and is scaled to accommodate cars and trucks first, especially without on-street parking.** The preservation of the "Jug Handles" preserves the 120-feet to 150-feet of north/south crossing distance at 10th Avenue (streetcar street).
- 3 **Burnside from W Park Avenue to NW 24th Place would support the addition of elements and objects such as street trees and furnishings that would add human scale to the expanded (13.5-foot wide) sidewalk space and help protect pedestrians by providing an edge between the roadway and walking area.** However, without on-street parking to buffer the sidewalks from the roadway Burnside will continue to feel traffic oriented.
- 3 **The existing imbalance between vehicular and pedestrian space will remain but is significantly improved over the existing conditions.**

Three-Lane 2-1

Urban Form

The 2-1 Alternative would significantly improve the urban form of Burnside. Wider sidewalks, especially west of W Park Avenue within the 60-foot right-of-way areas, will provide greater coherency to the sidewalk system while creating better transitions at building lines and public spaces. The triangular spaces, except at 10th Avenue, will provide an opportunity for small plazas that support bus stops and on-street parking.

3

Urban Identity

Wider sidewalks and better utilization of the triangles would provide an opportunity to improve Burnside's identity. New opportunities for street trees, furnishings and public art with complementary development could improve the vibrancy of the street and strengthen neighborhood and district gateways. However the lack of on-street parking from Park Avenue west will continue to place an emphasis on the traffic priority of the street.

4

Linkages

The lack of clear and understandable linkages between destinations is disrupted by the counter intuitive nature of Burnside with the blocks to the north and south. The crossing distances between 2nd and Park avenues will remain excessive. The lack of on-street parking west of 8th Avenue will continue to reinforce the automobile orientation of the street. The “Jug Handles” continue to create a disconnect in the pedestrian system.

3

Sustainability

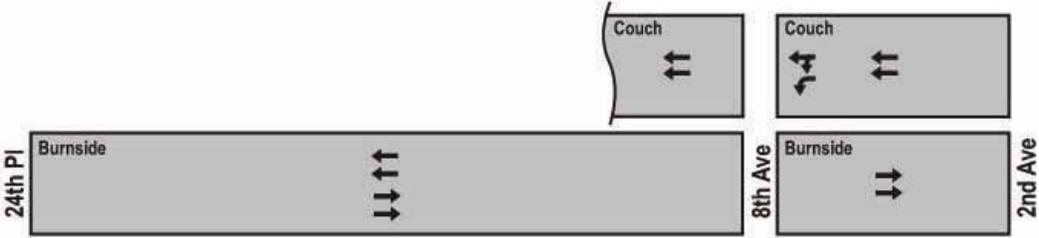
The existing configuration and condition of Burnside improves opportunities for meaningful “green streets” development and the promotion of alternative modes of transportation such as bicycles, walking and transit access.

3

Rank Score:

3.2

Truncated Couplet



Truncated Couplet

The Truncated Couplet Alternative provides a 2 to 4 lane cross section, one way eastbound on Burnside from 2nd Avenue to Park Avenue. Couch would be one-way westbound within the existing cross section. New signals would be added at every intersection on Couch between 2nd and 8th Avenues. From Park Avenue to NW 24th Place the cross section is reduced to 4 lanes as it is today without protected left turn opportunities. Sidewalks would be widened between 2nd and Park. The transition from Couch back to Burnside would occur at 8th Avenue. New signals would be added at 8th and Park.

- Human Scale
- Urban Form
- Urban Identity
- Linkages
- Sustainability

Truncated Couplet

Human Scale

W 2nd to W 8th Avenue

Human scale of the street is significantly improved with reallocating westbound traffic to Couch Street. Eastbound traffic on Burnside would operate in 2 and 3 lanes on the south side of the median. The remaining 54 feet of right-of-way would be used to create a festival street on the north side of the median. Crossing distances would be reduced to approximately 26 feet which is in scale with other streets in the Central City.

5 ■

The elements of the Burnside streetscape would be significantly improved over the existing conditions and bring human scale to the pedestrian environment. The Chinatown gate would have a prominent space while presenting additional opportunities to create gateway features at W 2nd and 3rd Avenues, and at Broadway.

5 ■

The increased sidewalk width on both sides of the street is significantly more in keeping with recommended standards for Burnside's land use, density and zoning (21-feet on the north and 15-feet on the south). The street would be more in balance with a stronger and flexible pedestrian environment with on-street parking.

4 ■

Couch would be in scale with most other east/west Central City streets. Pedestrian oriented curb extensions, 12-foot sidewalks with street trees, on-street parking and furnishings would provide an acceptable scale given the 60-foot right-of-way.

4 ■

The transitions at W 2nd and W 8th Avenues will be challenging especially at W 8th Avenue where turning radii and pedestrian crossings conflict and create a truck oriented scale at the North Park Blocks. The wide turning radii would likely encroach on the Park Blocks between Burnside and Couch possibly impacting some of the older Elm trees.

1 □

W 8th Avenue to NW 24th Place

The dimensional and operational characteristics in this reach are the same as the existing condition and suggest that Burnside is grossly out of human scale and is scaled to accommodate trucks first.

1 □

The elements and objects that could provide human scale to the street actually compete for the limited and inadequate sidewalk space (8-foot wide sidewalks) that they require to support the roadway functions.

1 □

Truncated Couplet

Urban Form

W 2nd to W Park Avenue

- 3 **The changes created by the one way system improvements would significantly improve the urban form by better complementing the context of the Central City walkable street system, providing stronger gateways, making plazas and providing better transitions between the right-of-way and buildings.** This alternative also provides flexible urban space that can accommodate innovative architecture at the convergence of the grid and on the north side of Burnside. It could also be scaled to provide flexible public space for events and festivals. Impacting the Park Blocks could have a significant negative affect on one of Portland's Olmsted parks.

W Park Avenue to NW 24th Place

- 1 **Burnside will remain much as it is today as this alternative proposes no improvements west of Park Avenue.**

Urban Identity

W 2nd to W 8th Avenue

- 5 **Burnside would have a new image and identity with a flexible pedestrian oriented environment that would accommodate public events.** New opportunities for street trees, furnishings, fountains and public art with complementary development could improve the vibrancy of the street and strengthen neighborhood and district gateways. New and full-time on-street parking will help energize the street with more people coming and going at all times of the day. However, roadway improvements that impact the North Park Blocks would potentially create a negative image of the City's commitment to preserving and enhancing Portland's Olmsted Parks.
- 1 **Couch will likely become a more vibrant street drawing more people from the south side of Burnside north to shop and dine.**

W 8th Avenue to NW 24th Place

- 3 **Burnside west of W 8th Avenue would remain as it is today.**

Truncated Couplet

Linkages

The ability to comfortably walk across Burnside and to walk east and west along the street between W 2nd and W 8th Avenues will improve connectivity to businesses, residents and destinations. The lack of clear and understandable linkages between destinations from W 8th Avenue to NW 24th Place is disrupted by the counter intuitive nature of Burnside with the blocks to the north and south and would remain as it is today.

4
1

Sustainability

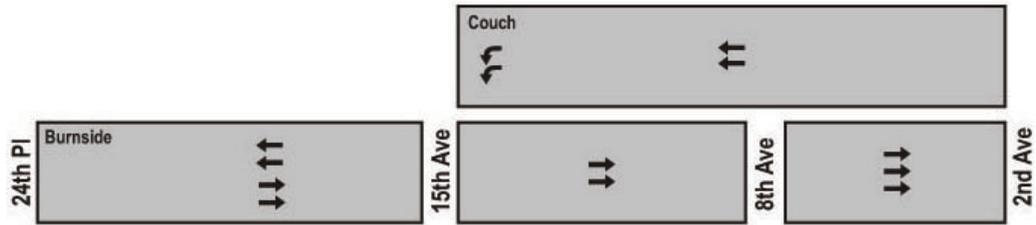
Burnside between W 2nd and 8th Avenues will have significant opportunities for “green streets” applications and promote alternative modes of transportation. West of W 8th Avenue to NW 24th Place the existing configuration and condition of Burnside prevents meaningful “green streets” development and the promotion of alternative modes of transportation such as bicycles, walking and transit access.

5
1

Rank Score:

2.6

Proposed Couplet



Proposed Couplet

The Proposed Couplet provides a 2 to 4 lane cross section, one way eastbound on Burnside from 2nd Avenue to 15th Avenue. Couch would be one-way westbound within the existing cross section. New signals would be added at every intersection on Couch between 2nd and 15th Avenues. From W 15th to NW 24th Place the cross section is 4 lanes as it is today without protected left turn opportunities. Sidewalks would be widened between 2nd and 15th Avenues. The transition from Couch back to Burnside would occur at 15th Avenue. New signals would be added at every intersection on Couch from 2nd to 15th and on Burnside at 8th, Park, 9th, 20th and 22nd.

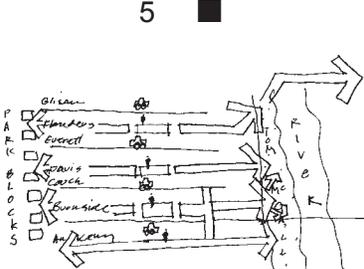
Human Scale
Urban Form
Urban Identity
Linkages
Sustainability

Proposed Couplet

Human Scale

W 2nd to W Park Avenue

The human scale of the street is significantly improved with reallocating westbound traffic to Couch Street. Eastbound traffic on Burnside would operate in 2 and 3 lanes on the south side of the median. A festival street design is proposed for the 54-foot right-of-way on the north side of the median which reinforces and enhances the pedestrian system and complements and connects plazas, parks and open space. Crossing distances are reduced to approximately 26 feet which is in scale with Couch Street and other streets in the Central City.



The elements of Burnside such as sidewalks and roadway are significantly improved over the existing conditions and bring human scale to the pedestrian environment. The Chinatown gate will have a prominent space while additional opportunities are created for gateway features at W 2nd and 3rd Avenues, Broadway, the North Park Blocks, 10th, 13th, 14th and 15th Avenues.

The increased sidewalk width on both sides of the street is significantly more in keeping with recommended standards for Burnside’s land use, density and zoning (21-feet on the north and 15-feet on the south). The street would be more in balance with a stronger and flexible pedestrian environment with on-street parking.

Couch would be in scale with most other east/west Central City streets. Pedestrian oriented curb extensions, 12-foot sidewalks with street trees and furnishings would provide minimal acceptable scale given the 60-foot right-of-way.

The transition at second Avenue will be challenging where turning radii and pedestrian crossings are at extremes but will produce a walkable human scale environment from W 2nd to W 15th Avenues. Enlarged island refuges with special edge features to provide protection for pedestrians would help mitigate the crossings. (Today there are crossing prohibitions).

5 ■

5 ■

4 ■

4 ■

3 ■

Proposed Couplet

Human Scale

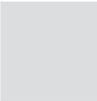
W 14th Avenue to NW 24th Place

- 2 **The dimensional and operational characteristics are marginally improved. Burnside continues to be out of human scale and is scaled to accommodate cars and trucks first.** The lane reductions (1-foot from each lane) adds 2-feet to the north and south sidewalks which will enable the addition of street trees and some street furnishings to provide protection for pedestrians. Pedestrian crossings would be reduced from 44-feet to 40-feet.

- 2 **The elements and objects that provide human scale to the street actually compete for the limited and inadequate sidewalk space (10-foot wide sidewalks) that they require to support the roadway functions.**

- 2 **The existing imbalance between vehicular and pedestrian space will remain.**

Rank Score:



Proposed Couplet

Urban Form

W 2nd to W 14th Avenue

The changes created by the one way system improvements would significantly improve the urban form by better complementing the context of the Central City’s walkable street system, providing stronger gateways, making plazas and providing better transitions between the right-of-way and buildings. This alternative also provides flexible urban space that can accommodate innovative architecture at the convergence of the grid and on the north side of Burnside. It could also be scaled to provide flexible public space for events and festivals.

5 ■

W 14th Avenue to NW 24th Avenue

Burnside would remain much as it is today as this alternative proposes modest sidewalk widening, street trees and furnishings from 14th to 24th Place.

4 ■

Couch would be improved consistent with the blocks between NW 10th and NW 12th Avenues.

2 □

Urban Identity

W 2nd to W 14th Avenue

Burnside would have a new image and identity with a flexible pedestrian oriented environment that would accommodate public events. New opportunities for street trees, furnishings and public art with complementary development could improve the vibrancy of the street and strengthen neighborhood and district gateways. New on-street parking from will help energize the street with more people coming and going at all times of the day.

5 ■

Couch will likely become a more vibrant street drawing more people from the south side of Burnside north to shop and dine.

4 ■

W 14th Avenue to NW 24th Place

Burnside west of W 14th Avenue would significantly change with street tress and furnishings.

3 □

Linkages

- 5 ■ **The ability to comfortably walk across Burnside and east and west along the street between W 2nd and W 14th Avenues would significantly improve connectivity to businesses, residents and destinations. The addition of curb extensions and on-street parking would bring people to, across and along Burnside creating a seamless north/south connection to neighborhoods, districts, businesses and residences.**
- 3 □ **From W 14th Avenue to NW 24th Place, improvements at intersections, triangles and on the I-405 bridges would moderately improve pedestrian connections.**

Sustainability

- 5 ■ **Burnside between W 2nd and 14th Avenues will have significant opportunities for “Green Streets” applications, enable bicycles to use Couch and Burnside as they do on the downtown one-way street grid and provide significantly improved access to transit. West of W 16th Avenue to NW 24th Place the configuration of Burnside would enable some meaningful “green streets” development and the promotion of alternative modes of transportation such as bicycles, walking and transit access improvements.**
- 2 □

“To be sure, traffic can at times move slowly, always more slowly on the access streets, particularly at intersections. There can be what engineers and laymen alike refer to as congestion. But so what? It is not necessary or even desirable to move fast on these side roads or at most intersections. There, the pace should be more deliberate.”

~ A. Jacobs, *Great Streets*, page 55

| <p>Location/Measure of Effectiveness</p> <p>How well does each alternative address the evaluation criteria?</p> <p>Evaluation Scale</p> <table border="1" data-bbox="285 558 646 642"> <tr> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>Low</td> <td></td> <td>Medium</td> <td></td> <td>High</td> </tr> </table> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Low | | Medium | | High | No-build Alternative | Enhanced Existing | 5-4-3 Alternative | Three-lane (1/1) | Three-lane (2/1) | Truncated Couplet | Proposed Couplet |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------|--|------|----------------------|-------------------|-------------------|------------------|------------------|-------------------|------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | | | | | | | | | | | | |
| Low | | Medium | | High | | | | | | | | | | | | | |
| 2nd Avenue to 24th Place | | | | | | | | | | | | | | | | | |
| <i>Human Scale</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | | | | | | | | | | |
| <i>Urban Form</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | | | | | | | | |
| <i>Urban Identity</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | | | | | | | | |
| <i>Linkages</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | | | | | | | | |
| <i>Sustainability</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | | | | | | | | |

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