

## **East Burnside (14<sup>th</sup>-32<sup>nd</sup>) Safety Project**

### **WORKING GROUP PROGRESS UPDATE**

**January 16, 2014**

#### **WORKING GROUP GOALS**

- Reduce the number of pedestrians, bicyclists and motorists killed or injured in crashes along E Burnside Street.
- Improve safety so that people feel comfortable walking and taking transit along E Burnside Street.
- Support the Neighborhood vision for a vibrant business district.

#### **WORKING GROUP MEETING 1 (MAY 6, 2013)**

- Identified safety problems and needs corridor wide and at specific locations

#### **WORKING GROUP MEETING 2 (JUNE 17, 2013)**

- Consensus to move forward with a design that converts a westbound travel lane to a center turn lane
- Consensus to move forward with other safety improvements:
  - Speed reader board on E Burnside westbound around 30<sup>th</sup>/31<sup>st</sup>
  - Moving bus stops far-side at some marked crosswalks
  - Traffic signal changes at 20<sup>th</sup>, 28<sup>th</sup> and 32<sup>nd</sup>, such as pedestrian push buttons and leading pedestrian intervals
  - Posted speed reduction to 30 MPH
  - Curb extensions
  - Pedestrian median islands at select unsignalized intersections

#### **PUBLIC MEETING 1 (SEPTEMBER 30, 2013) – TAKE-AWAYS**

- Improve pedestrian safety, pedestrian crossings in particular
- Reduce posted speed from 35 to 30 and enforce auto speeds
- Improve safety and ease of left turns
- Do not support 5-lane section with pro-time parking
- Keep lane reduction option on the table

#### **WORKING GROUP MEETING 3 (DECEMBER 3, 2013) – SUMMARY**

- Consensus to pursue conversion of the inside westbound travel lane to a center turn lane because of expected safety gains for all modes and an enhanced pedestrian environment.
- PBOT is uncertain how one continuous westbound lane would operate without opening to two westbound lanes at the signals to accommodate the morning commute.
- Working Group members agreed that physically testing the “one westbound lane” option would be the best way understand the impacts of it. A test includes

physically restricting access to one westbound lane by mounting white wands in the roadway at 28<sup>th</sup>.

- PBOT will collect data before the test and during the test to assess impacts on travel times, delay at the signals, queing at the signals, and vehicles diverting onto other roadways.
- The test will be implemented this spring (2014). The duration of the test will likely be a couple of weeks.

**Burnside High Crash Corridor Working Group**  
**Meeting #3, Tuesday, December 3, 2013**  
**MEETING NOTES**

**Meeting Goals**

The East Burnside HCC Working Group successfully accomplished both project goals that had been laid out for the 1½ hour meeting:

- Selected a roadway configuration to move forward.
- Identified the next steps for the public process and assigned tasks.

**Three Roadway Configuration Options**

At the meeting, PBOT put forward three roadway configuration/safety improvement options for Working Group members to discuss and select one to move forward.

- Existing configuration – No lane configuration changes, but improve unsignalized crossings for pedestrian safety.
- Hybrid configuration – Two lanes outbound, one lane inbound, one center turn lane; at 20<sup>th</sup> and 28<sup>th</sup> widen to two lanes inbound.
- One westbound lane configuration – Two lanes outbound, one lane inbound, one center turn lane.

*This configuration would need to be tested for evaluation before a determination is made whether it is a viable long-term option.*

Working Group members did not prefer the “existing” configuration with pedestrian crossing improvements at unsignalized intersections and this option was not a significant part of the discussion.

Working Group members discussed in detail the “hybrid” and the “one westbound lane” configurations; the discussion was guided by the traffic model numbers that are attached at the bottom of this summary. The model considers delay, travel time, queuing, level of service, and traffic volume/capacity ratios.

PBOT is comfortable that there is capacity on Burnside to accommodate the “hybrid” option without significant increase in travel times or queuing, and without a significant reduction in the level of service.

PBOT is uncertain how the “one westbound lane” configuration will operate, as the model did not provide consistent results. PBOT suggested that the configuration could be tested on the ground by adding temporary reflective wands in the roadway to create a single lane westbound, specifically at signals, for a period of time. An evaluation would be conducted after the test period to determine whether this is a viable road configuration to move forward. If it is not, the “hybrid” configuration would likely be recommended.

### **Working Group Selects “One Westbound Lane” Option for Testing**

Working Group members agreed that if the “one westbound lane” option could accommodate the morning peak-hour demand, it would be more desirable than the “hybrid” option because it would provide for more on-street parking, the added parking would provide a buffer between the sidewalk and moving cars, there would be no merge required after the signals, and there would be further crash reduction expected.

The biggest concern about the “one westbound lane” configuration is that it could cause diversion into the neighborhoods if there is significant queuing. Working Group members agreed that a test would be the best way understand impacts of the “one westbound lane” option. They also agreed that implementation of the test will need to be well-orchestrated and well-communicated to the community beforehand in order to give it the best possible chance of success.

PBOT will begin designing the test. When a draft design is completed, PBOT will share it with Working Group members for feedback. Spring 2014 is the targeted time period for testing the “one westbound lane” option.

### **Outreach Strategy**

Working Group members developed an outreach strategy that includes the following:

- PBOT will develop bullets that can be used and shaped into a newsletter article
- Doug Lovelace will use the bullets to write an article about the project and three-lane test scheduled for the spring; he will share the article with the Working Group so that others may tweak it for other media
- Working Group members will contact various groups and media as follows:
  - Laurelhurst NA print and electronic news – Doug Lovelace
  - North Tabor NA print and electronic news – Doug Lovelace

- Kerns NA print and electronic news – Brendon Haggerty
- Buckman School article – Kerns NA (c/o Brendon)
- Davinci School article – Kerns NA (c/o Brendon)
- Buckman CA print and electronic news – Greg Moulliet
- SE Uplift print and electronic news – Greg Moulliet
- SE Examiner article – Greg Moulliet
- Hollywood Examiner article (explore opportunity) – Greg Moulliet
- Email project info to the BEBA distribution list – Randy Hewitt
- Montavilla NA – PBOT
- Pacific Crest Community School – PBOT
- LEP – PBOT
- PBOT will attend the January 20s Bikeway open house to share information about the project.
- PBOT will send a mailing to area businesses and potentially to residents
- PBOT will consider a variable message sign along Burnside WB before the project gets underway alerting drivers to upcoming changes.

## Synchro/SimTraffic Modeling results for Westbound during AM Peak Hour

Revised 10/23/13, using new counts at 28th

	Delay			Travel Time			Queue (ft)			LOS			Volume/Capacity		
	Existing	One WB lane	Hybrid	Existing	One WB lane	Hybrid	Existing	One WB lane	Hybrid	Existing	One WB lane	Hybrid	Existing	One WB lane	Hybrid
20th Ave	8.2	18.1	20.8	43.7	53.2	60	28	705**	187	B	C	C	0.8	0.97	0.84
28th Ave*	20.6	66.4	83.6	46.3	120.9	121.6	434	870**	384	C	E	C	0.92	1.14	0.78
32nd Ave	4.8	16.1	17.4	26.9	46.3	45.7	114	225	180	A	A	A	0.46	0.46	0.46
Chavez	144	145.2	144.7	198.2	199.3	198.9	397	397	397	F	F	F	1.35	1.35	1.35
47th Ave	21.4	22.7	21.9	64	65.8	65.1	433	433	433	B	B	B	0.79	0.79	0.79
55th Ave	9.9	10.5	10.4	32.4	33.1	32.9	91	91	91	B	B	B	0.75	0.75	0.75
60th Ave	13.1	13.2	12.3	38.7	38.5	38.1	281	281	281	C	C	C	0.72	0.72	0.72
<b>Total 20th-60th</b>	<b>222</b>	<b>292.2</b>	<b>311.1</b>	<b>450.2</b>	<b>557.1</b>	<b>562.3</b>									
<b>Delta 20th-32nd</b>	<b>33.6</b>	<b>100.6</b>	<b>121.8</b>	<b>116.9</b>	<b>220.4</b>	<b>227.3</b>									

3-lane option assumes right turn lane on Burnside; 3-lane and hybrid options include optimized signal timing.

\* Delay at 28th in 3-lane option may be low as it counts delay only for cars that get through the signal, not entire demand; hybrid option captures delay when lanes are added and dropped.

\*\* Long queue lengths could encourage diversion even though travel times are similar