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**SECTION I: West Burnside Enhanced Existing: Recommended Plan**

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**SECTION II: West Burnside Enhanced Existing: Proposed Plan**

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* A cost estimate for the Recommended Plan was prepared by Harper Houf Peterson Righellis and is available as a companion document to this report.
Existing 8’ wide sidewalks along W Burnside are made even narrower in places with transit shelters and sidewalk furnishings creating a hostile pedestrian environment in places.

The historic buildings that remain along W Burnside contribute to its value but limit opportunities for increasing sidewalk width.

A redeveloped site with 15’ wide sidewalks adjacent to a historic site where an 8’ wide sidewalk has been maintained. The wider sidewalks provide space for pedestrians, street furnishings, street trees and stormwater planters.
Introduction to the West Burnside Enhanced Existing Plan Report

The Enhanced Existing Proposed Plan started with the hypothesis that significant improvements can be made to W Burnside while maintaining two-way vehicular traffic. This report documents the process to evaluate the validity of that hypothesis. The Recommended Plan achieves many of the goals of the Proposed Plan, although some of the goals particularly those related to opportunities for left turns and safer pedestrian crossings on lower W Burnside were less able to be achieved.

The West Burnside Enhanced Existing Plan report contains two sections:
Section I includes the Recommended Plan. A cost estimate for the Recommended Plan was prepared by Harper Houf Peterson Righellis and is available as a companion document to this report.

Section II includes the Proposed Plan for enhancing W Burnside Street and a technical analysis of how the transportation system would operate if the originally Proposed Plan were built.

The process to develop the Enhanced Existing Recommended Plan started with a vision for W Burnside Street that maximized opportunities for adding public space, green streets, improved sidewalks, pedestrian crossings and more locations for left turns. The challenges to designing these improvements were the functional role W Burnside plays as a major city street and the narrow right-of-way of the street.

The Proposed Plan was evaluated against adopted transportation policies and design standards. Recommendations that adversely impacted the functional operations or safety of the street were either redesigned or removed. All other recommendations of the Proposed Plan were incorporated into the Enhanced Existing Recommended Plan.

Should the decision be made to not extend the downtown one-way street system to W Burnside Street and NW Couch Street, this report identifies the improvements that could make W Burnside safer and improve its appearance.
recommended plan
Introduction to Section I: West Burnside Enhanced Existing Recommended Plan

Section I illustrates the Recommended Plan. The Recommended Plan is based on the vision for W Burnside articulated in Section II: the Proposed Plan. Whereas the vision for W Burnside is, in some places, aspirational, the improvements identified in the Recommended Plan are consistent with existing transportation policies and standards. A cost estimate for the Recommended Plan was prepared by Harper Houf Peterson Righellis and is available as a companion document to this report.
Western Segment: NW 24TH Place - 15TH Avenue

The following recommendations apply to the entire segment:

- Rebuild the street, curb, gutter and sidewalk.
- Reduce the inside travel lane from 11’ wide to 10’ wide (the outside or curb lane remains at 11’ wide).
- Increase the sidewalk from 8’ to 9’ wide.
- Add ornamental street lighting supplemented with overhead cobra lights as needed.
- Add curb extensions and stormwater treatment planters on the side streets at the intersection.
- Plant large street trees within side street curb extensions to provide tree canopy over W Burnside.
- Private development within this segment will be required to meet the City of Portland Pedestrian Design Guidelines and, where applicable, provide 15’ wide sidewalks.

Other opportunities that were considered and deemed feasible are keyed to the plan with letters in an orange circle.

A NW 24th Place
- Add stormwater planters on the south side of W Burnside, west of 24th Pl and on the north side 24th Pl.
- Enhance the two pedestrian entries into Washington Park (this work is to be done by others, subject to approval by the Parks Department, and not included in the cost estimate).

B 23rd Avenue
- Use special paving treatment in the intersection.
- Rebuild the slip lane pedestrian island to include a stormwater treatment planter.
- Provide a curb extension at the northeast corner to increase the pedestrian area (the extra area is created by reducing the size of the pedestrian island).
- Remove the split phase signal timing to improve traffic flow.

C 22nd Avenue
- Add new traffic signal for pedestrian safety.
- Prohibit left turns at the intersection.
20th Place / Morrison Street
• Configure a one-way slip lane with a pedestrian island from W Burnside to SW Morrison St.
• The slip lane island will improve the continuity of the sidewalk along W Burnside and provide area for an improved transit stop and stormwater treatment.
• Widen the sidewalk on SW Morrison St between W Burnside and SW 20th Pl.
• Add a new traffic signal for pedestrian safety and improved transit access.
• Prohibit left turns at the intersection.
**SW 19th Avenue / SW Alder Street / 18th Avenue**
- Reduce SW 19th Ave and SW 18th Ave to one lane each adjacent to the Firemen’s Memorial Plaza. The area created by removing the lanes can be used to expand the plaza and provide stormwater treatment.
- Provide parking on both sides of SW 19th Ave.
- Add westbound left turn pocket at 19th Ave with protected signal phase.
- Provide pedestrian island within the intersection of SW Alder St, W Burnside, SW 19th Ave and SW 18th Ave to improve pedestrian safety along W Burnside and provide space for a transit stop, street trees and stormwater treatment.

**Central Segment: 15th Avenue - 9th Avenue**
The following recommendations apply to the entire segment:
- Add curb extensions planted with large street trees to provide tree canopy over W Burnside. Include stormwater treatment planters as required.
- Repair street lights as needed or replace with ornamental lighting.
- Private development within this segment will be required to meet the City of Portland Pedestrian Design Guidelines and, where applicable, provide 15’ wide sidewalks.
- Grind and overlay street pavement.

Other opportunities that were considered and deemed feasible are keyed to the plan with letters in an orange circle.

**16th Avenue**
- Replace the existing, substandard traffic signals at the north and south legs of 16th Ave.

**15th Avenue / Washington Street**
- Remove the slip lane at the southwest corner of NW 15th Ave and W Burnside and provide a continuous sidewalk to the corner. The reconfigured area will improve pedestrian safety along W Burnside and provide space for a transit stop, street trees and stormwater treatment.
- Realign the northwest radius and increase the size of the pedestrian island.
- Use special paving treatment in the intersection.
Section I: Recommended Plan

Plans: 19th > 14th [1:100] / 13th > 9th [1:100]

**NW Couch Bridge / I-405**
- Add parking with narrow sidewalk on south side of structure (this will require approval from ODOT and is not included in the cost estimate).
- Add curb extensions except at the southwest corner.
- To increase safety, through pedestrian movement on NW Couch St from NW 16th Ave to NW 14th Ave will be on the north side of Couch St to reduce pedestrian/vehicle conflicts. Improvements to the bridge structure are subject to approval by ODOT.

**West Burnside Pedestrian Bridge / I-405**
- Cantilever an addition to the existing bridge structure to accommodate an expanded pedestrian walkway.
- This recommendation is dependent upon structural feasibility and associated costs as well as ODOT approval. The cost of this improvement, including right-of-way and structures, is not included in the cost estimate.

**14th Avenue**
- Realign 14th Ave to intersect W Burnside with a perpendicular alignment.
- This alignment would provide increased sidewalk width for street trees and stormwater as well as plaza area and an increased development opportunity area.
- This recommendation depends upon acquiring right-of-way from ODOT. Preliminary discussions indicate that this may not be possible.

**13th Avenue / SW Stark Street**
- Add stormwater treatment and street trees to the existing curb extension.

**10th Avenue / SW Oak Street**
- Remove slip lane and create an expanded plaza with a transit stop, street trees and stormwater treatment.
- Use special paving treatment in the intersection.

**9th Avenue**
- Add new traffic signal.
- Prohibit left turns from W Burnside.

**TYPICAL NOTES**

1. Add curb extensions with large trees, stormwater treatment facilities, paved urban space and space for signal poles where applicable
2. Reduce inner lane to 10’ wide and increase sidewalk to 9’ wide along W Burnside
3. 15’ tall single ornamental light typical at 65’ spacing
4. On-street parking

**TYPICAL LEGEND**

- Rebuilt sidewalk
- Proposed New Tree
- Existing Tree
Lower Segment: Park Avenue - 2nd Avenue

The following recommendations apply to the entire segment:
- Reduce the inner travel lane to 10’ wide and increase sidewalk width to 9’ wide.
- Add curb extensions with large street trees planted on side streets to provide tree canopy over W Burnside and include stormwater treatment planters as required.
- Repair or replace ornamental street lights as needed.
- Private development within this segment will be required to meet the City of Portland Pedestrian Design Guidelines and, where applicable, provide 15’ wide sidewalks.
- Replace missing street trees as necessary.
- Grind and overlay street pavement.

Other opportunities that were considered and deemed feasible are keyed to the plan with letters in an orange circle.

NW Park Avenue
- Add new traffic signal.
- Prohibit left turns from W Burnside.
- Remove right turn lane on north side of W Burnside between Park Ave and 8th Ave, and bus layover area on the south side of W Burnside between Park Ave and 8th Ave. The area reclaimed from the street can be added to the park.
- Use special paving treatment in the intersection.

Broadway Avenue
- Realign the east curbline between W Burnside and SW Pine.
- Use special paving treatment in the intersection.

4th Avenue
- Use special paving treatment in the intersection.

3rd Avenue
- Replace angled parking with parallel parking and increase the sidewalk width on the east side of SW 3rd Ave between W Burnside and SW Ash St to provide added pedestrian areas and space for street trees and stormwater treatment.
Section I: Recommended Plan

Plans: Park > 4th [1:100] / 3rd > Bridge [1:100]

RECOMMENDED TYPICAL SECTION: between 15th Ave and 9th Ave
Concept:
W Burnside side street
curb extensions

Extensive curb extensions on the side streets at the intersection of W Burnside allow for a variety of urban design improvements to be introduced. These could be modified and tailored to suit the opportunities each intersection presents. In addition to large street trees and signal poles, the space created by the curb extension could be occupied by some combination of bike parking, cafe seating, stormwater planters, or street furnishing like benches, drinking fountains and trash cans. When redevelopment happens, sidewalks are widened to include stormwater planters and street trees along along W Burnside. The opportunity for large curb extensions exists west of I-405 due the necessity to rebuild the entire street. East of I-405, W Burnside will receive a grind and overlay treatment, and the curb extensions will be more modest, though still large enough in many instances to accommodate a street tree and signal pole.

TYPICAL SECTION:
SIDE STREET CURB EXTENSIONS

The narrow (nine-foot) sidewalk along the enhanced W Burnside from 24th Pl to 9th Ave provides a clean, uncluttered through zone for pedestrians. The curb extension on the side street takes on a variety of urban functions such as intercepting and treating stormwater before it reaches W Burnside and creates a planting refuge for large canopy street trees to reach out across W Burnside. This space also locates signal poles out of the through zone of the sidewalk and the remaining flexible hardscape provides ideal space for bike parking, cafe tables or possibly vendors.
Concept: W Burnside signal pole locations

To help maintain a clear pedestrian through zone along W Burnside, signal poles will be relocated to side street curb extensions or located within center medians wherever possible.

TYPICAL SKETCH:
Signal Pole located on side street curb extension to keep pedestrian through zone clear

CONCEPT: TYPICAL SIGNAL PLACEMENT FOR WEST AND CENTRAL SEGMENTS

To maintain a clear pedestrian path along a narrow, 9’ wide sidewalk and a 60-foot R. O. W.:
- Locate the signal pole on the side street curb extension
- Use a double mast arm to limit the quantity of poles where possible
- Attach lighting and walk/wait heads to pole where possible
- Plant large canopied trees closer to signal poles than is typical

CONCEPT: TYPICAL SIGNAL PLACEMENT FOR EAST SEGMENT

To maintain a clear pedestrian path:
- Locate the signal pole on the center median where possible