NE Glisan and 78th Crossing

Presentation to the Montavilla Neighborhood Association
AGENDA

- Introductions
- Portland Police
  - Overview of Crash
- Transportation
  - Data collection and analysis
  - Proposed solution
  - Discussion and Feedback
  - Timeline and Next Steps
- Questions
Aerial View – NE Glisan 78\textsuperscript{th} – 82\textsuperscript{nd}

Location where Ms. Fitzsimmons was struck and killed
NE Glisan & 78th – Looking East

Current Conditions
Transportation
Data collection & Analysis

- Traffic Speeds
- Traffic Volumes
- Traffic Turning Counts
- Pedestrian Crossing Counts
- Street Lighting analysis
- Computer simulations of potential changes
Speed Data - NE Glisan

Study taken 2/13/13, 11:15am – 1:20pm at NE 78th

- Posted Speed: 35 MPH
- 85\(^{th}\) Percentile Speed: 36 MPH
- Over Posted Speed: 21.8%
- 10 MPH or more over Posted Speed: 0%
Pedestrian Crossing Counts

at NE 78th & Glisan on Sunday (Feb. 17th)

<table>
<thead>
<tr>
<th>Time</th>
<th>Marked X-Walk</th>
<th>Outside Marked X-Walk</th>
<th>Total</th>
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Note: Outside marked X-Walk peds counted from NE 77th Ave to approx 100' E/NE 78th Ave
Pedestrian Crossing Safety Tool Box

- Reduce crossing distance
- Provide median refuge
- Active warning device
- Pedestrian traffic signal
Proposed Safety Improvements

- Add stop bars to existing crosswalk and additional signage (COMPLETED)

- Reorganize NE Glisan into a 3 lane roadway
  - Convert existing 4 lane roadway to 2 lane roadway with center turn lane
  - Allow for full time parking in remaining space

- Install pedestrian refuge islands at NE 78th
Current Conditions on NE Glisan

NE 57th – 65th

NE 66th – 73rd

NE 74th – 82nd
Current Conditions on NE Glisan

NE 57th – 65th
3-lane roadway ends
Location of 2007 pedestrian fatality

NE 66th – 73rd
Fred Meyer parking lot
Location where Ms. Fitzsimmons was struck and killed

NE 74th – 82nd
Project Area – NE 61st – 81st
(shown in green)

NE 57th – 65th
Transition to 3 lane begins

NE 66th – 73rd

NE 74th – 82nd
Install Ped. Refuge Island @ 78th

Transitions back to 5 lanes before 82nd
35 MPH Lane Drop – NE Glisan St at NE 60th Ave

1" = 60'
Expected Safety Improvements

- **Reduction in pedestrian crashes**
  - National studies show 46% reduction in pedestrian crashes with the addition of pedestrian islands.

- **Reduction in all crashes**
  - National studies show 29% reduction in all crashes with 3-lane roadway conversion projects.
Sample 4-Lane Roadway Section

Four-lane roads such as Rainier and Renton Avenue are designed to accommodate vehicles travelling *through*. Large multi-lane roads can encourage speeding, and can be hazardous places for pedestrians and vehicles.

- A left turning car must cross two lanes of on-coming vehicles.
- Left turning cars stop traffic in their lanes. Trailing cars must stop, or change lanes - causing disruption or hazards. Left turning cars must cross two lanes of on-coming traffic.

Sample 3-Lane Roadway Section

- Space gained by lane removal allows for roadside improvements.
- Through traffic operates more efficiently with turning vehicles in their own lane.
- A left turning car can cross one lane and take refuge in the center turn lane.
- A car turning left at the signal will not delay through traffic and crosses only one lane of oncoming traffic.
- Pedestrians crosswalks located at mid-block are shorter in the 3-lane roadway.
- A car turning left into a driveway can use the turn lane, allowing through traffic to continue.

The table to the right lists some examples of 4-lane roads that have been reduced to 2 lanes plus a center turn lane. The amount of average daily traffic (ADT) they accommodate before and after the conversion is shown.

<table>
<thead>
<tr>
<th>Roadway Section</th>
<th>Date Constructed</th>
<th>ADT Before</th>
<th>ADT After</th>
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<tbody>
<tr>
<td>Martin Luther King Jr. Way (North of I-90), Seattle, WA</td>
<td>1994</td>
<td>12,336</td>
<td>13,161</td>
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<td>Madison Street (7th Avenue to Broadway), Seattle, WA</td>
<td>1994</td>
<td>16,969</td>
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<td>North 45th Street (Wallingford Area), Seattle, WA</td>
<td>1972</td>
<td>19,421</td>
<td>20,274</td>
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</table>

*ADT - Average Daily Traffic*
SE Tacoma Street - Before/After
Questions and Feedback
Project Timeline & Next Steps

- **April Open House** – *tentatively set for April 22nd*
  - Mail flyer out to neighborhood
  - Gather broad input on proposed changes

- Finalize design and budget

- Summer Construction
Contact Information

Gabriel Graff
Operations & Safety, Active Transportation
Gabriel.Graff@portlandoregon.gov
503-823-5291

Carl Snyder
Traffic Operations
Carl.Snyder@portlandoregon.gov
503-823-5220

Rob Burchfield
City Traffic Engineer
Robert.Burchfield@portlandoregon.gov
503-823-5175

Lt. Chris Davis
Portland Police, Traffic Division
Chris.Davis@portlandoregon.gov
503-823-2188