

Capitol Highway Complete Streets Project

How can we address the safety issue on Capitol Highway between Huber and Kerr Parkway?

Our goals for the project

1. Reduce speeds
2. Reduce crashes
3. Improve pedestrian crossings
4. Improve access to transit
5. Enhance existing bike facilities

About PBOT's project recommendation to meet our safety goals

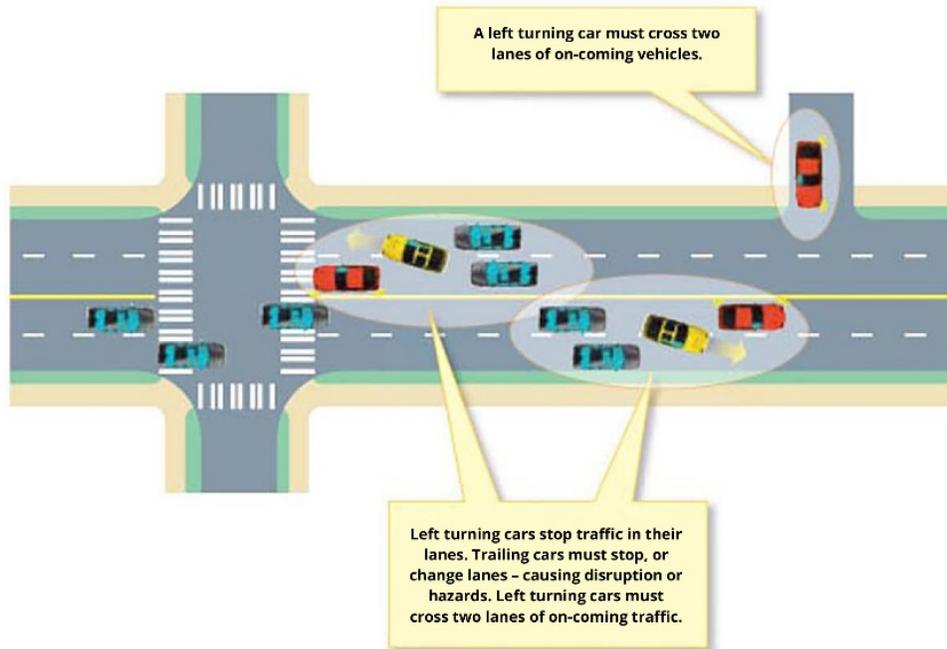
We recommend a \$275,000 project that includes:

- Adjusting the street to slow down traffic, make it easier to cross the street, and enhance existing bicycle lanes. We propose doing this by converting the 4-lane roadway to 2-lanes with a center turn lane between SW Alfred and SW Stephenson.
- Enhanced pedestrian crossings at 2 locations: Coronado and Dickinson Streets
- Updating existing bike lanes to protected bike lanes.
- Reducing the vehicle speed limit from 35 to 30 MPH.

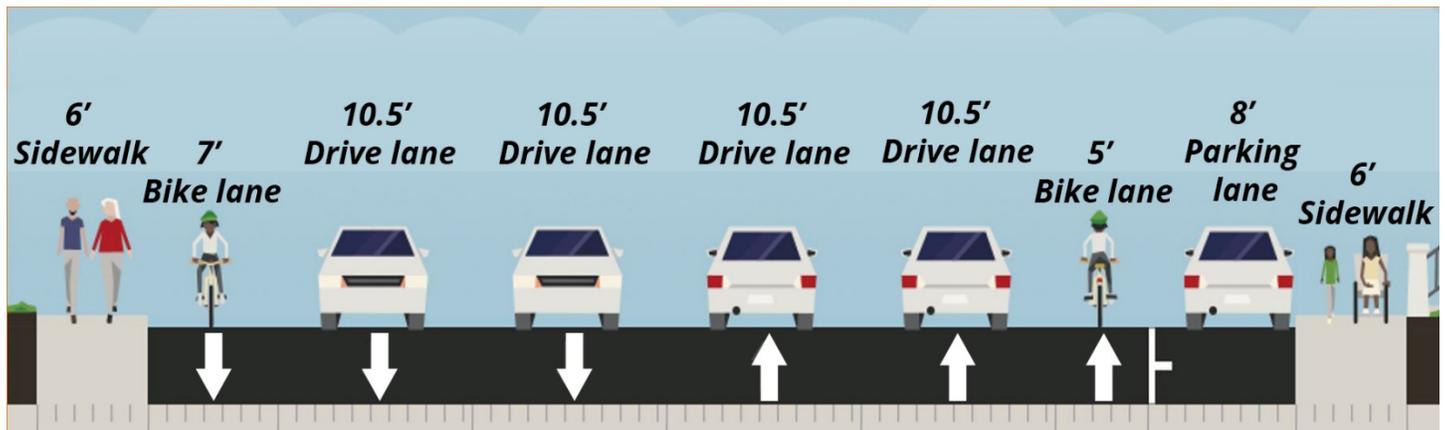
More information about the recommended roadway concept

About 4-lane roadways like Capitol Highway

Large multi-lane roads can encourage speeding, and can be hazardous places for pedestrians and vehicles.

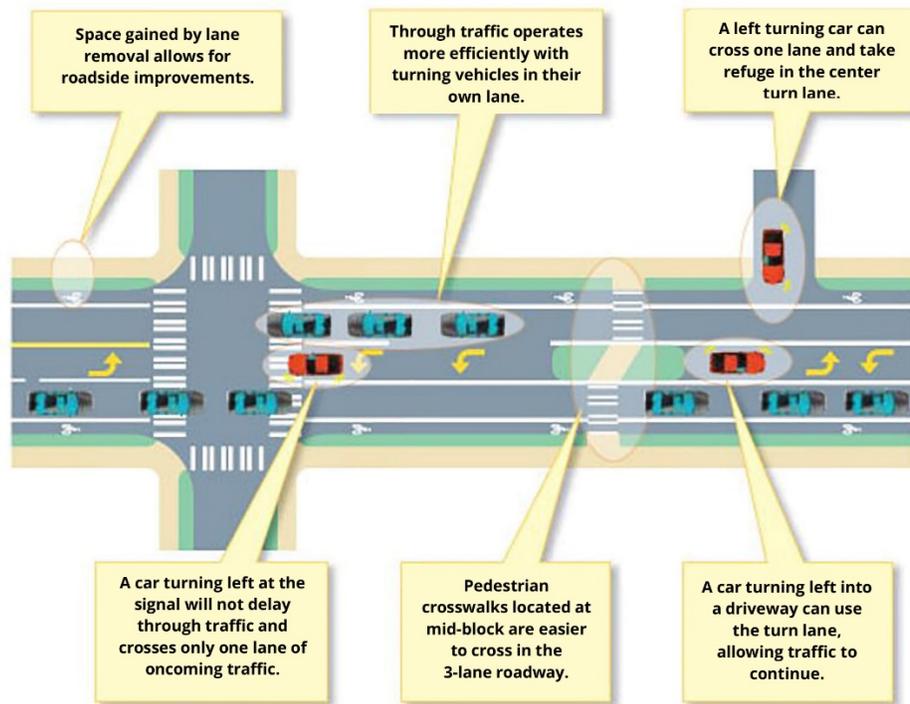


The 4-lane cross-section of Capitol Highway currently looks like this:



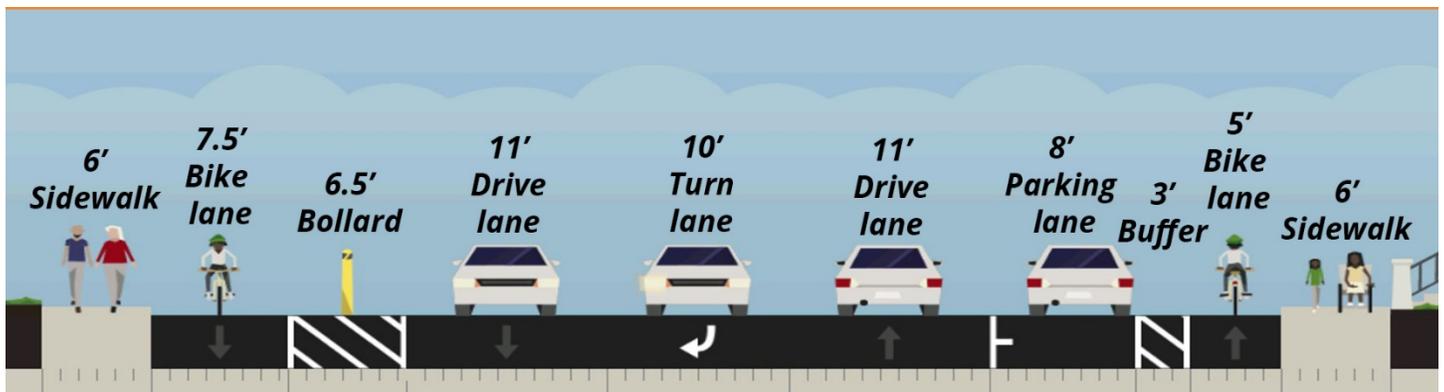
About 3-lane roadways like PBOT's recommendation

Through the use of a center median/turn lane, and left turn pockets at intersections, the roadway improves its efficiency, becomes safer and handles the same amount of traffic.

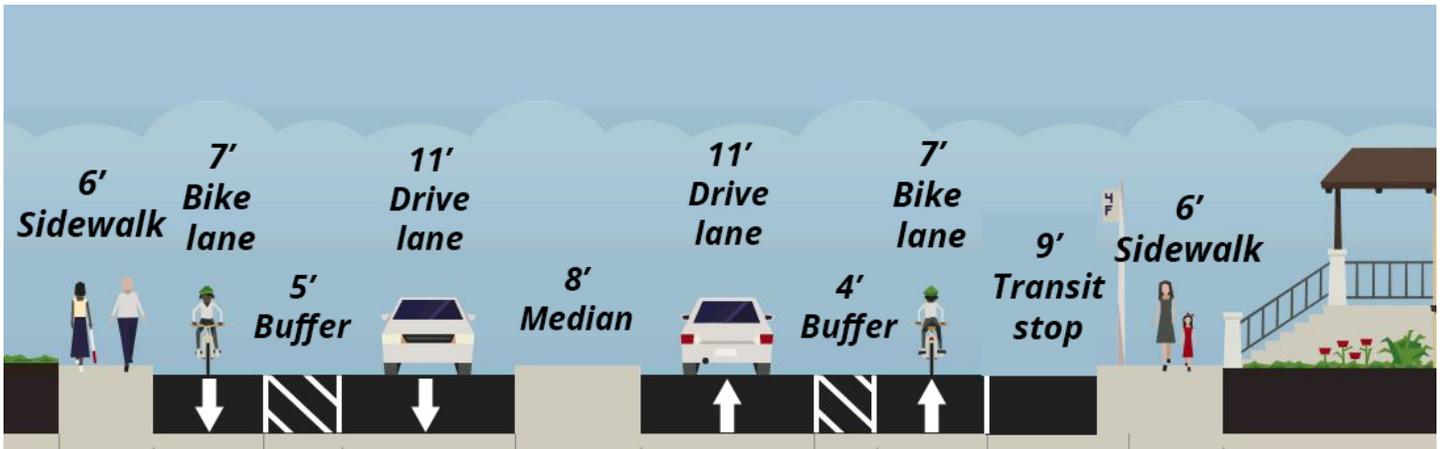


The recommended 3-lane roadway with protected bike lane cross-section looks like this:

Recommended Configuration between SW Alfred and SW Stephenson:



Recommended Bus Stop Configuration:



Preliminary analysis of road reconfiguration impact on vehicle travel time

Traffic modeling predicts:

- North bound and South bound queuing and delay increases at Pomona during peak hours.
PBOT will address this issue with traffic signal timing optimization, which can minimize queuing and delay at Pomona and along the entire corridor.
- Travel time increase from Kerr Parkway to Huber is 13 seconds in the northbound direction during PM Peak.
PBOT will address this issue with traffic signal timing optimization which can minimize travel time increase during PM Peak hour to 8 seconds.
- Travel time increase from Huber to Kerr Parkway is 30 seconds in the southbound direction during PM Peak.
PBOT will address this issue with traffic signal timing optimization which can minimize travel time increase during PM Peak hour to 11 seconds.

Analysis of road reconfiguration expected community benefits

- 19-47% reduction in all crashes
- 11-46% reduction in pedestrian and bike crashes
- A decrease in speeding.
- Enhanced pedestrian crossings and improved access to transit stops.
For example:



The policies that guide our recommendation

PBOT's design recommendation on Capitol Highway is based on local and national research and guidance.



Learn more:

- [National Cooperative Highway Research Program Crossing Treatments](http://www.trb.org/PedestriansAndBicyclists/Blurbs/175419.aspx)
www.trb.org/PedestriansAndBicyclists/Blurbs/175419.aspx
- [The National Association of City Transportation Officials Urban Bikeway Design Guide](http://www.nacto.org/publication/urban-bikeway-design-guide/)
www.nacto.org/publication/urban-bikeway-design-guide/
- [Portland's Citywide Pedestrian Plan PedPDX](http://www.portlandoregon.gov/transportation/72504)
www.portlandoregon.gov/transportation/72504
- [Portland's Bicycle Plan for 2030](http://www.portlandoregon.gov/transportation/44597)
www.portlandoregon.gov/transportation/44597
- [The Vision Zero Action Plan](#)

www.portlandoregon.gov/transportation/71730

- [SE Division Lane Reconfiguration Report](#)

www.portlandoregon.gov/transportation/article/490143

Project Webpage:

www.portlandoregon.gov/transportation/CapitolCompleteStreets

Project Manager:

Liz Rickles

elisabeth.rickles@portlandoregon.gov

503-823-7078

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