

EAST GLISAN STREET UPDATE

EVALUATION GUIDE

The East Glisan Street Update will be installed in two phases. PBOT will restripe the portion of the street from NE 122nd Avenue to NE 162nd Avenue in summer 2019. The portion from NE 102nd Avenue to NE 122nd Ave will be restriped in summer 2020.

Baseline data for the evaluation was collected at various times during the project development between 2017 and 2019. PBOT will collect data and evaluate each phase of the East Glisan Street Update several months after construction of the phase is completed.

Project Goals

- Reduce crash severity
- Reduce top end speeding (10 mph or more over speed limit)
- Increase ease and safety of neighbors crossing the street and accessing transit
- Improve comfort and safety for neighbors bicycling
- Make the separation of walking, biking, and driving clearer for all users

The East Glisan Street Update strives to achieve these goals without causing major disruptions to transit service, nearby neighborhoods, or other street uses.



PBOT is committed to providing meaningful access. For accommodations, modifications, translation, interpretation or other services, please contact 503-823-5185.

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Data for Safety and Operations on NE Glisan Street

Four measures will be used to evaluate safety and operations on NE Glisan Street: crashes, vehicle speeds, transit delay, and peak travel. PBOT has established results that would reflect the desired outcome, an acceptable outcome, a cause for concern, and a call to action. If the results flag a “cause for concern,” next steps may include minor interventions to address concern or continued monitoring. If the results flag a “call to action,” next steps will include more substantial interventions to mitigate the issues identified.

Crashes

The crashes evaluation measure will include all pedestrian and bicycle crashes, and deadly and serious injury vehicle crashes, in line with the Vision Zero methodology.



Complete crash data is typically available a year-and-a-half after the calendar year is completed. A minimum of three years of crash data is needed to establish a shift in trends, and a longer measurement period is preferable. Crash data over a short period can still be useful for preliminary observations, but may also be influenced by a variety of factors.

A further concern with using raw crash numbers is that infrastructure improvements may result in more people walking and biking. Therefore, even if the number of crashes increases, the crash rate may decrease. PBOT collects some bicycle and pedestrian count data to account for potential increase is usage, but exact rates will not be available.

NO NECESSARY INTERVENTION	DESIRED OUTCOME	No pedestrian, bicycle, serious injury, or fatal crashes on NE Glisan Street.
	ACCEPTABLE OUTCOME	The number of bicycle, pedestrian, serious injury, and fatal crashes decreases, or the stays the same as crash rates decrease.

CAUSE FOR CONCERN POSSIBLE INTERVENTION	The number of bicycle, pedestrian, serious injury, and fatal crashes increase somewhat compared with baseline data.
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CALL TO ACTION SIGNIFICANT INTERVENTION	The number of bicycle, pedestrian, serious injury, and fatal crashes increase significantly compared with baseline data.
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Vehicle Speeds

The evaluation uses 85th percentile speed – meaning 85% of vehicles travel at that speed or slower. This is the most common measure used by traffic engineers to establish the prevailing speed on a given road.



The evaluation also tracks the percent of top end speeding (people driving 10 mph or more over the speed limit).

NO NECESSARY INTERVENTION	DESIRED OUTCOME	85th percentile speed drop to within a few miles of the speed limit. No top end speeding.
	ACCEPTABLE OUTCOME	85th percentile speeds and top end speeding decrease somewhat when compared with baseline data.

CAUSE FOR CONCERN POSSIBLE INTERVENTION	85th percentile speed and top end speeding stays about the same when compared with baseline data.
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CALL TO ACTION SIGNIFICANT INTERVENTION	85th percentile speed and top end speeding increases noticeably when compared with baseline data.
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DEATH AND INJURY DUE TO SPEED



U.S. DEPARTMENT OF TRANSPORTATION, LITERATURE REVIEWED ON VEHICLE TRAVEL SPEEDS AND PEDESTRIAN INJURIES. MARCH 2000.

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Transit Delay



Transit delay is a useful proxy for congestion. Furthermore, one of the greatest concerns with increased congestion is that it will have a detrimental impact on transit times.

Measures to address transit delay may be different from measures to address congestion overall.

NO NECESSARY INTERVENTION	DESIRED OUTCOME	Transit delay is reduced in some spots when compared with baseline data.
	ACCEPTABLE OUTCOME	Transit delay does not change, or new incidents of delay are offset by reduced delay in other areas.

CAUSE FOR CONCERN POSSIBLE INTERVENTION	Transit delay emerges in new spots or longer delays occur at existing problem areas.
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CALL TO ACTION SIGNIFICANT INTERVENTION	Increased transit delay causes significant disruptions to transit service.
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Peak Travel



There are different ways to measure corridor travel time. One measure is the duration and frequency of travel time peaks — periods during the day when travel time measurably increases due to congestion.

One concern is the emergence of new travel time peaks, either at other times of day or at different locations along the corridor, suggesting new congestion issues. Another possible concern is that the existing travel time peaks become larger, suggesting worse levels of congestion.

Average travel time for the whole corridor is expected to increase if speeds are successfully lowered. This number is not instructive of success or failure and will not be used. Instead, the evaluation will look at travel time increases during peak hours when compared with non-peak travel time.

NO NECESSARY INTERVENTION	DESIRED OUTCOME	No new travel time peaks or increases to existing peaks
	ACCEPTABLE OUTCOME	Existing travel time peaks are slightly larger or more frequent.

CAUSE FOR CONCERN POSSIBLE INTERVENTION	New peaks emerge in other parts of the corridor or at other times of day and existing peaks become much larger or much more frequent.
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CALL TO ACTION SIGNIFICANT INTERVENTION	Many more peaks emerge at other times or at other locations along the corridor and existing peaks become much larger and much more frequent.
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Data for Safety and Operations on Neighborhood Streets

Speed and volumes will be measured on neighborhood streets that have been identified as at risk of impacts from the East Glisan Street Update. If a significant increase is found, PBOT will implement mitigation measures on the specific street to address the concern.

Mitigation measures always impact local residents as well. The most appropriate mitigation measure will depend on the nature of the problem being solved, the traffic pattern in the area, alternative routes, and desires of people living on a specific street. Therefore, specific mitigation measures will not be decided ahead of time, but will be determined as needed on a case by case basis. Examples of traffic calming mitigation measures include speed bumps, stop signs, partial road closure, and preventing certain turn movements. A more comprehensive list of measures that may be used can be found in Appendix C of the [2015 Neighborhood Greenways Assessment Report](#).



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Active Transportation Improvements

The East Glisan Street Update includes a number of improvements for people walking, taking transit, and biking. Most of these improvements cannot be measured by gathering data. Rather, PBOT will conduct a survey of improvements and determine how well the corridor aligns with current policy and guidelines once the project is completed. PBOT will also count bike volumes and transit ridership to assess potential improvements.

Enhanced Crossings

What are the crossing gaps and average crossing spacing?

PBOT's crossing spacing guidelines suggest gaps of crossings that are no more than 800 feet apart for most of the NE Glisan Street corridor, and no more than 530 feet apart in pedestrian districts.



What percent of marked crossings meet or exceed PBOT's [crossing design guidelines](#)?

Marked crossings with enhanced/active warnings at all crossing locations are recommended for NE Glisan Street.

Access to Transit

What percent of transit stops have a marked crossing within 100 ft?

What were the changes to ridership along the corridor?



Bicycle Facilities

Are there bicycle facilities throughout the entirety of the corridor?

What is the [Level of Traffic Stress](#) of the bicycle facilities?

What were the changes to bicycle volumes at key points on the corridor?

