

PBOT

PORTLAND BUREAU OF TRANSPORTATION

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NE Alameda & NE Fremont Intersection Safety Improvement Pilot Project Plan

Background

NE Alameda is a neighborhood greenway and priority safe route to school corridor. The intersection of NE Fremont and Alameda is a busy crossing for people walking, biking, rolling, and driving. The amount of traffic on NE Alameda coupled with the number of crashes and turning movements at the NE Fremont creates an unsafe, uncomfortable intersection for all users.

Initially, the [Slow Streets program](#) planned to install more robust left-turn traffic calming at the intersection. After hearing from nearby residents and the neighborhood association, PBOT changed the design and proposed a pilot project creating a simpler intersection with fewer turning movements and significantly less crash potential.

Pilot Project Goal

The project's goals are:

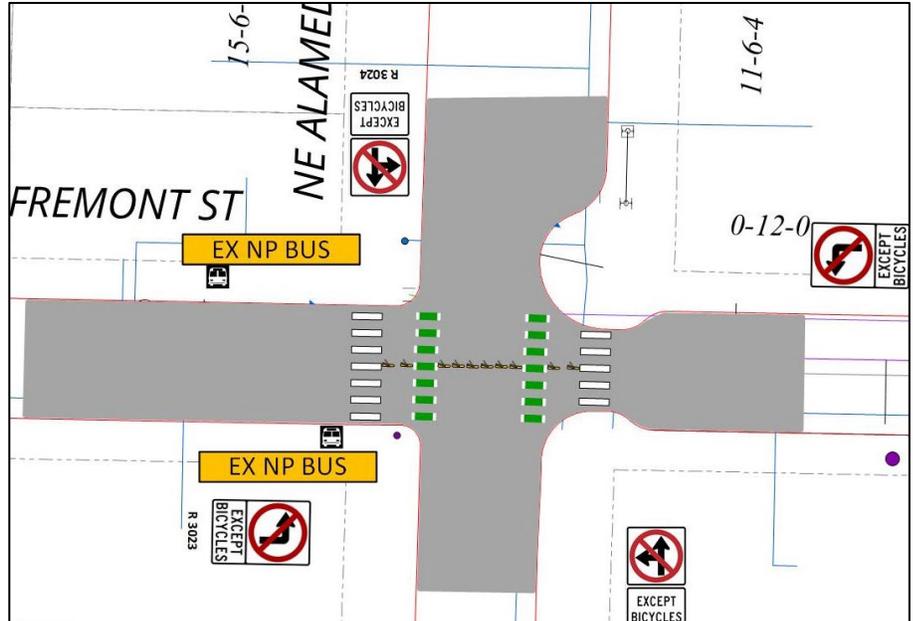
- To reduce crashes and crash potential at NE Alameda and NE Fremont.
- Create more crossing opportunities for people walking, biking, and rolling.
- Reduce automobile volumes on NE Alameda neighborhood greenway

Pilot Project Design

The project will include plastic curbing and posts along the double yellow centerline, as well as turn restriction signs (see image). In addition, advance warning signs alerting people to the traffic pattern change will be installed.

Pilot Project Schedule

Spring 2022 – Data collection
Spring 2022 – Public notification
Summer 2022 – Construction
Winter 2023 – Data collection
Spring 2023 – Evaluation report with recommendation for intersection operations



Plan view design depicting signs and centerline median restricting turns and through traffic at NE Alameda and NE Fremont



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Pilot Project Success Factors & Considerations

In 2015, City Council authorized the [Neighborhood Greenway Assessment Report](#). City Council directed PBOT to adopt updated guidelines for neighborhood greenway operations, relating specifically to traffic speeds and volumes and intersection crossing opportunities for people walking and biking. The report specifically laid out guidance for how potential issues on streets adjacent to neighborhood greenway improvement projects should be addressed:

Guidelines for local service streets: As a result of traffic calming efforts on neighborhood greenways traffic volumes should not exceed 1,000 cars per day or 50 cars per hour during peak demand on adjacent local service streets.

Rationale: 1,000 cars per day or 50 cars per peak hour serve as the target volumes for neighborhood greenway operations. Local service streets can operate efficiently within the automobile thresholds recommended for neighborhood greenways. (Page 11)

PBOT's robust data collection efforts at 15 locations in the project area will help determine the local impact of the intersection change. Non-local traffic should be using collector streets, such as NE 33rd and NE 41st/42nd to access destinations outside the neighborhood. While some additional traffic to local streets may occur, PBOT is committed to ensuring those streets operate as well or better as the neighborhood greenway.

If post project data shows that a local service street in the project area went from less than 1,000 vehicles per day before implementation to over 1,000 vehicles, PBOT will work with the neighborhood to consider the following mitigations:

- Install traffic calming on the local service street, such as speed bumps.
- Investigate additional signage on the local service street, such as stop signs.
- Install traffic operational changes on the local service street, such as creating a one-way street.
- Remove or modify the intersection change at NE Alameda and NE Fremont.

TriMet Impacts

Although the project does not impact typical transit operations, the Line 70 uses NE Alameda from 33rd to Fremont during snow events. The Line 70 bus will no longer be able to use that route and will likely shift to NE Prescott from 33rd to 42nd. That means no service for three stops typically served by the Line 70 bus during a snow event on NE 33rd (NE Skidmore, Shaver, and Bryce Streets).

Contact

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