

Lair Hill Traffic Access Management Project

BACKGROUND



The 2001 *South Portland Circulation Study* described the transportation system in the Lair Hill area as a “layer cake of transportation history that reflects the evolution of Portland’s transportation system since its early days”. Over time, the expansion of regional traffic system, the Ross Island Bridge, Interstate 5 and Interstate 405, has been squeezed into and around the neighborhood, often taking advantage of existing local streets instead of building new facilities specifically dedicated to accommodating the growing regional traffic demand.

The result is not only a complicated street network, but one that requires mixing local and regional traffic to a degree that has long impacted the neighborhood’s livability. This includes poor local motor vehicle, pedestrian and bicycle connectivity, non-local cut-through traffic, safety concerns and pollution.

Over the years there have been several large scale planning efforts to address these problems, such as the *South Portland Circulation Study*. The project we want to talk about tonight is *not* one of those- the proposal is intended only to be short term fix, focused on low cost changes to better manage traffic access to the Ross Island Bridge at three targeted locations.

THE LONG TERM STRATEGY

The longer-term strategy for better managing traffic access to the Ross Island Bridge will be addressed through major street network changes proposed as a stand-alone project to be built in conjunction with the SW Corridor Light Rail Project. These changes to the access routes to and from the bridge are included in the pending Final Environmental Impact Statement process for the light rail project, with the intent of making it eligible for future federal grant opportunities. It is anticipated that the project would also be a candidate for inclusion in a regional funding measure in 2020. Construction of these improvements, if the funding is secured, is anticipated in the next five to six years.



This map shows the connections to the bridge that regional traffic is supposed to be using.

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This map shows the main 'cut-through' connections to the bridge that regional traffic is not supposed to be using.



The SW Kelly Way on-ramp to the Ross Island Bridge eastbound.

THE SHORT TERM STRATEGY

In 2016 and again 2018 conversations with PBOT were initiated by the neighborhood to implement a short-term access a management plan to discourage the use of SW Kelly and Corbett streets as cut-through to the SW Kelly on-ramp and use of SW Gibbs to access the SW Naito on-ramp to the Ross Island Bridge.

In 2018 neighborhood representatives gathered petition signatures from adjacent residents regarding a specific proposal to gauge community support. The results indicated a high degree of support to move forward with a test of the three proposed changes.

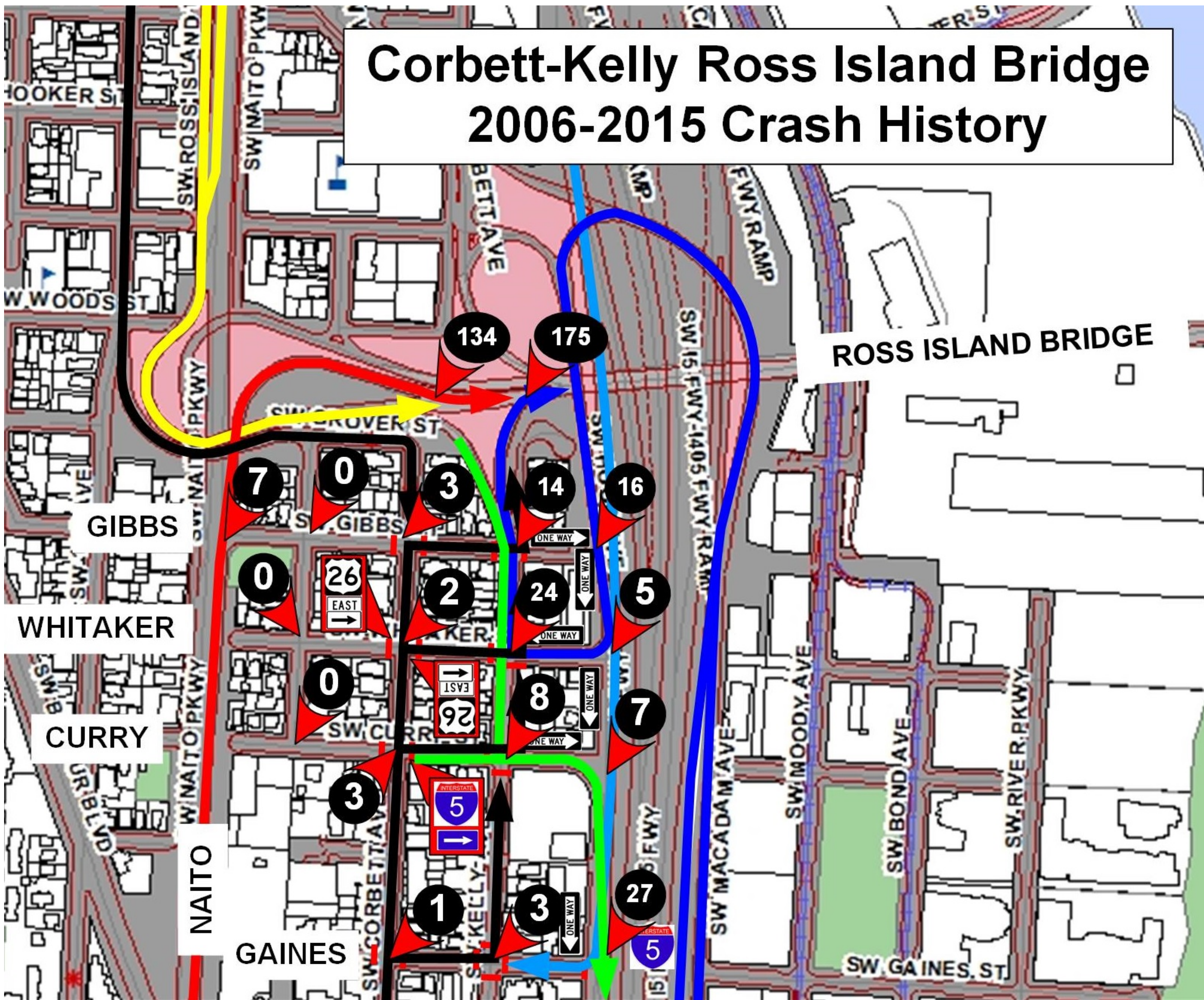
OBJECTIVES

- Discourage the use of SW Kelly and Corbett streets by regional traffic for accessing the Ross Island Bridge.
- Discourage the use of SW Gibbs St by regional traffic for accessing the Ross Island Bridge via Naito Parkway.

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EXISTING CONDITIONS DATA

CRASH HISTORY



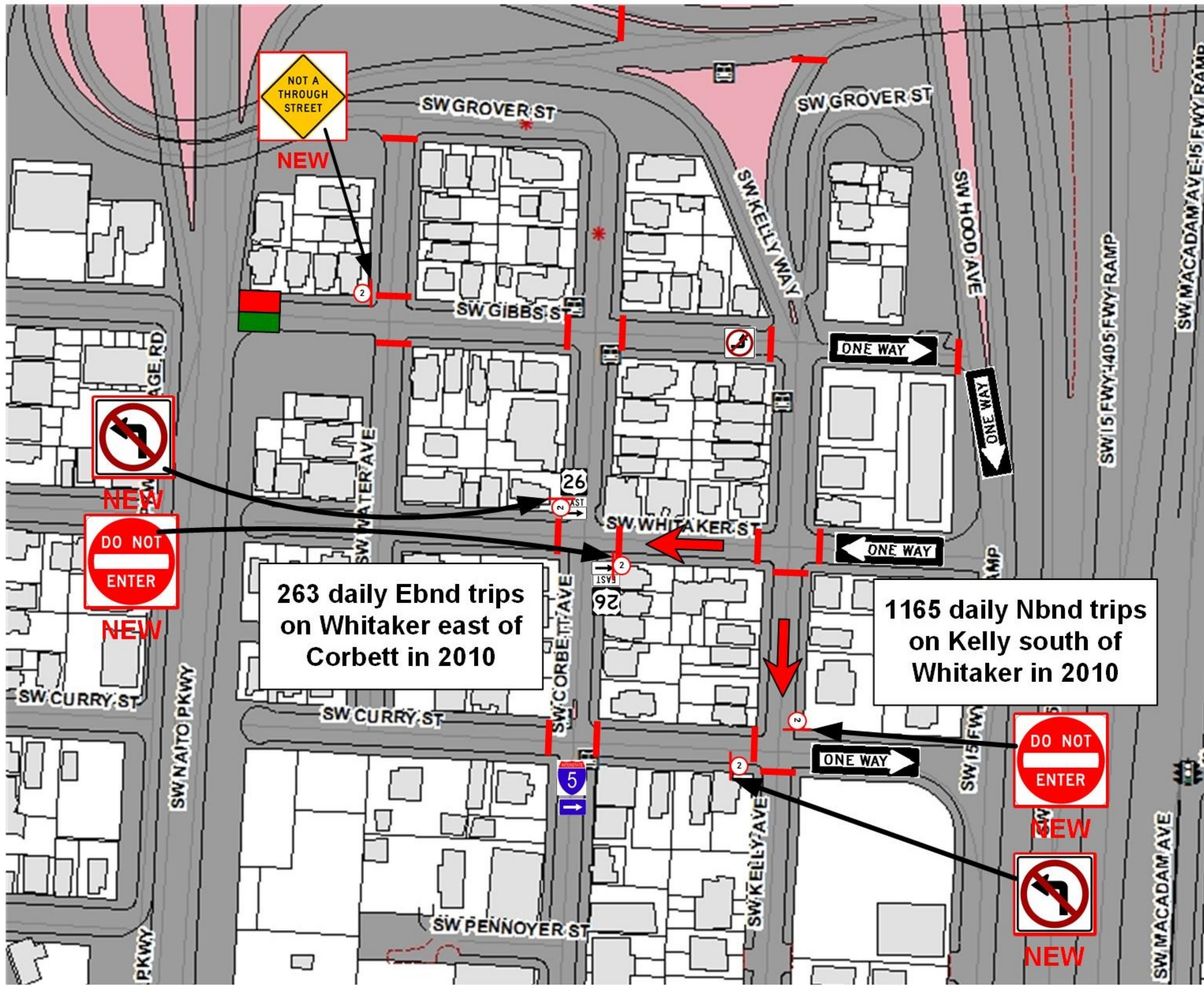
CRASH TYPE

Table 2. Crash Location Review									
Intersection	Total Crashes	Estimated Crash Rate	% Injury	Rear End	Turning	Angle	Sideswipe	Fixed Object	Backing
Kelly On-Ramp	175	1.61	35%	125/71%	22/13%	0	15/9%	11/6%	1/0.6%
Naito On-ramps Merge	134	1.43	50%	122/91%	4/3%	1/0.7%	1/0.7%	5/4%	0
Barbur at Hamilton	75	0.57	55%	39/52%	16/21%	0	11/15%	5/7%	1/1%
Gaines at Hood	27	0.53	22%	9/33%	8/30%	1/4%	6/22%	1/4%	1/4%
Kelly at Whitaker	24	0.58	46%	2/8%	2/8%	19/79%	0	1/4%	0
Gibbs at Hood	16	0.28	31%	6/38%	3/19%	0	6/38%	1/6%	0
Gibbs at Kelly	14	0.64	36%	5/36%	3/21%	3/21%	2/14%	1/7%	0

Crash data: among the most concerning crash types within the neighborhood are the angle crashes at the SW Kelly/ Whitaker intersection.

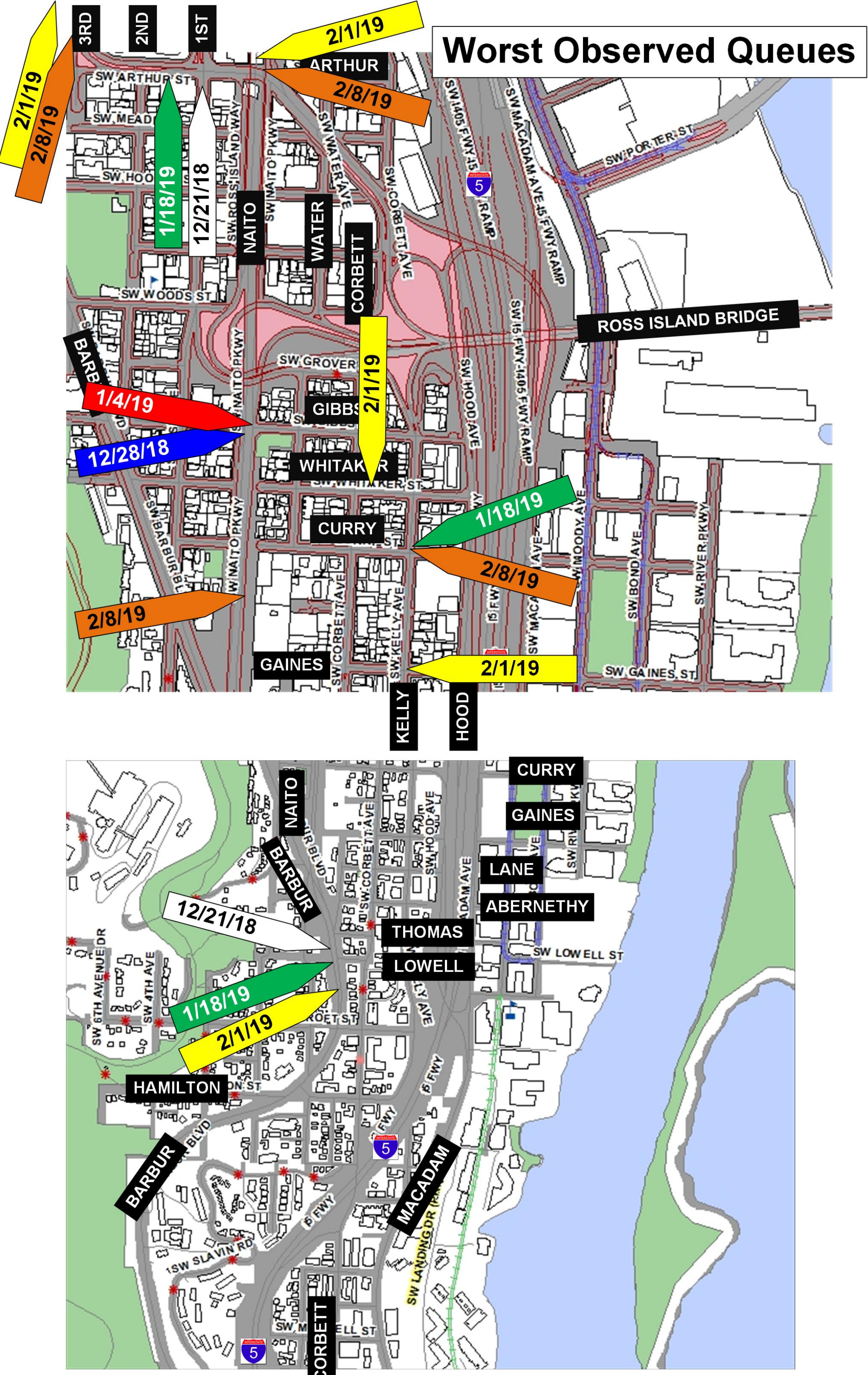
TRAFFIC VOLUMES

- Proposed One-Way Street
- Proposed Access Management, East only entry
- Existing Signs



As a result of the proposed traffic control changes, approximately 2,000 cars/day will be redirected to the appropriate paths for accessing the Ross Island Bridge eastbound.

TRAFFIC QUEUES



Traffic queue lengths have been observed and will be compared to after-test queues as part of the evaluations process.

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PROPOSED ADDITIONAL TRAFFIC MANAGEMENT FOR TESTING

Existing Traffic Management

- 1 Right turn only: Eastbound
- ➡ One-way street
- ⊘ Dead end

Proposed Additional Traffic Management

- 2 Prohibit Eastbound right turns on to Naito Parkway from Gibbs
- ➡ One-way street
 - SW Kelly: Whitaker to Kelly
 - SW Whitaker: Kelly to Corbett



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PROPOSED TEST: PROCESS

SPRING 2019

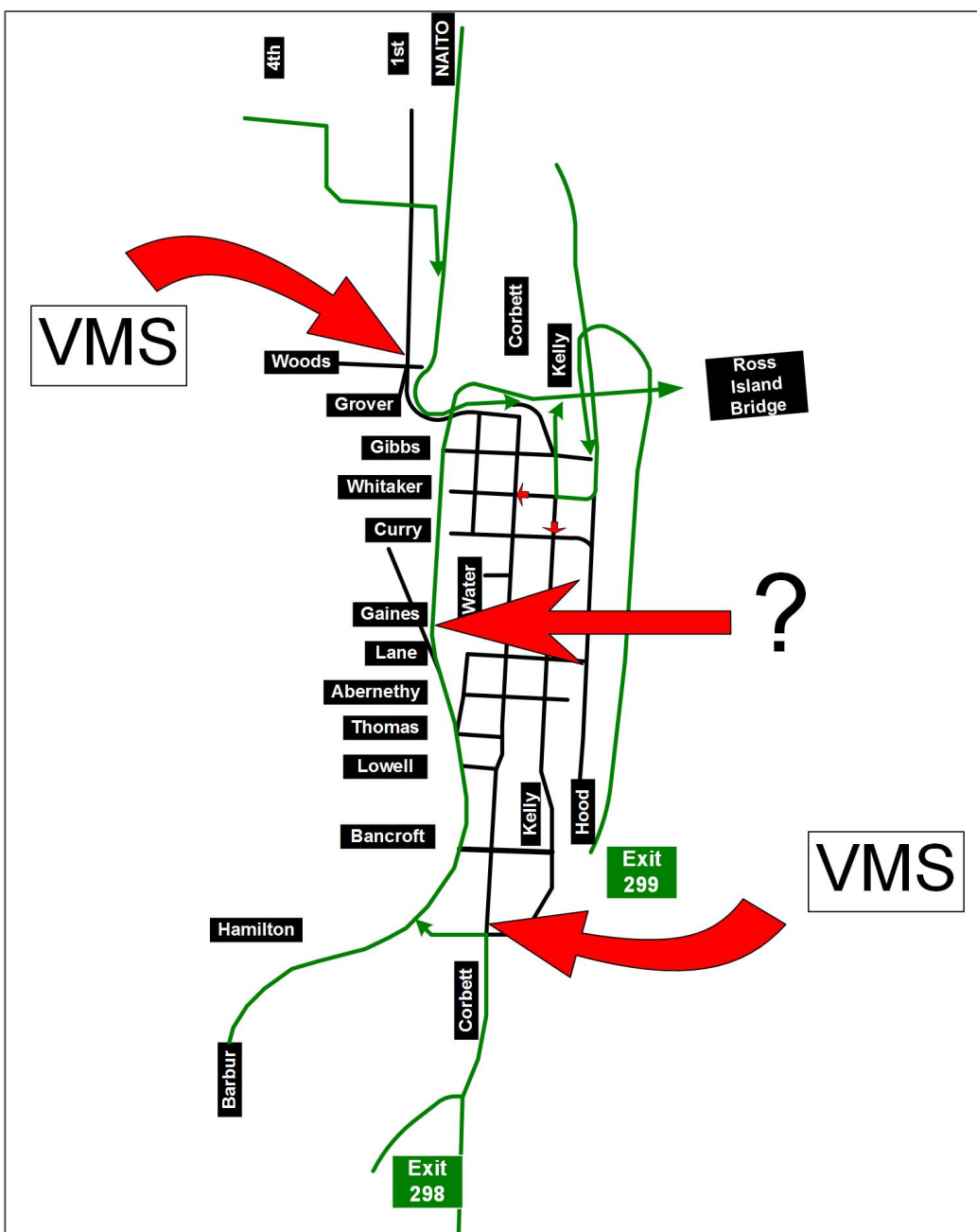
- A. **Confirm if there is public support for moving forward with test**
This is the main intent of tonight’s meeting. *Please fill out a comment card to help with this assessment.* Modifications to the proposal may result. PBOT will continue to coordinate with the Lair Hill Neighborhood Association about these changes.
- B. **Continue coordination with the Oregon Department of Transportation**
A street segment within the proposed project area is within ODOT’s jurisdiction, requiring their permission to move forward.
- C. **Pre-Implementation**
PBOT anticipates being able to install the proposed temporary test changes to the traffic control regulations later this spring. Prior to implementation PBOT will:

- Send a mailing notice to residents within the affected area.
- Install of variable message signs (VMS) approximately one week in advance of the test’s actual start at two locations to alert regional traffic of the pending changes.



Variable message sign

- D. **Implementation**
Install test devices. Duration of the test is anticipated to be six months. This will allow sufficient time for changes in traffic patterns to settle in.



Proposed locations for VMS

FALL 2019

- E. **Evaluation**
Once the test period has ended, PBOT will begin collecting after data to assess how well the project changes are working relative to the project objectives.
- Traffic speed and volume data for select streets with the project area.
 - Traffic engineer observations of traffic behavior: queue lengths at key intersections, compliance with new regulations, and unsafe behavior.
 - Survey the opinion of residents within the project area of how well the test is working and whether there is support for making the changes more permanent.

SPRING 2020

- Public Open House
Once the data collection has been collected, PBOT will schedule a follow-up open house event, similar to tonight’s event, to provide an additional opportunity for public comment on whether the test should be made permanent and if there should be any modifications.
- F. **Permanent Installation**
If the test is deemed a success, PBOT will replace the temporary traffic control devices with more permanent devices.

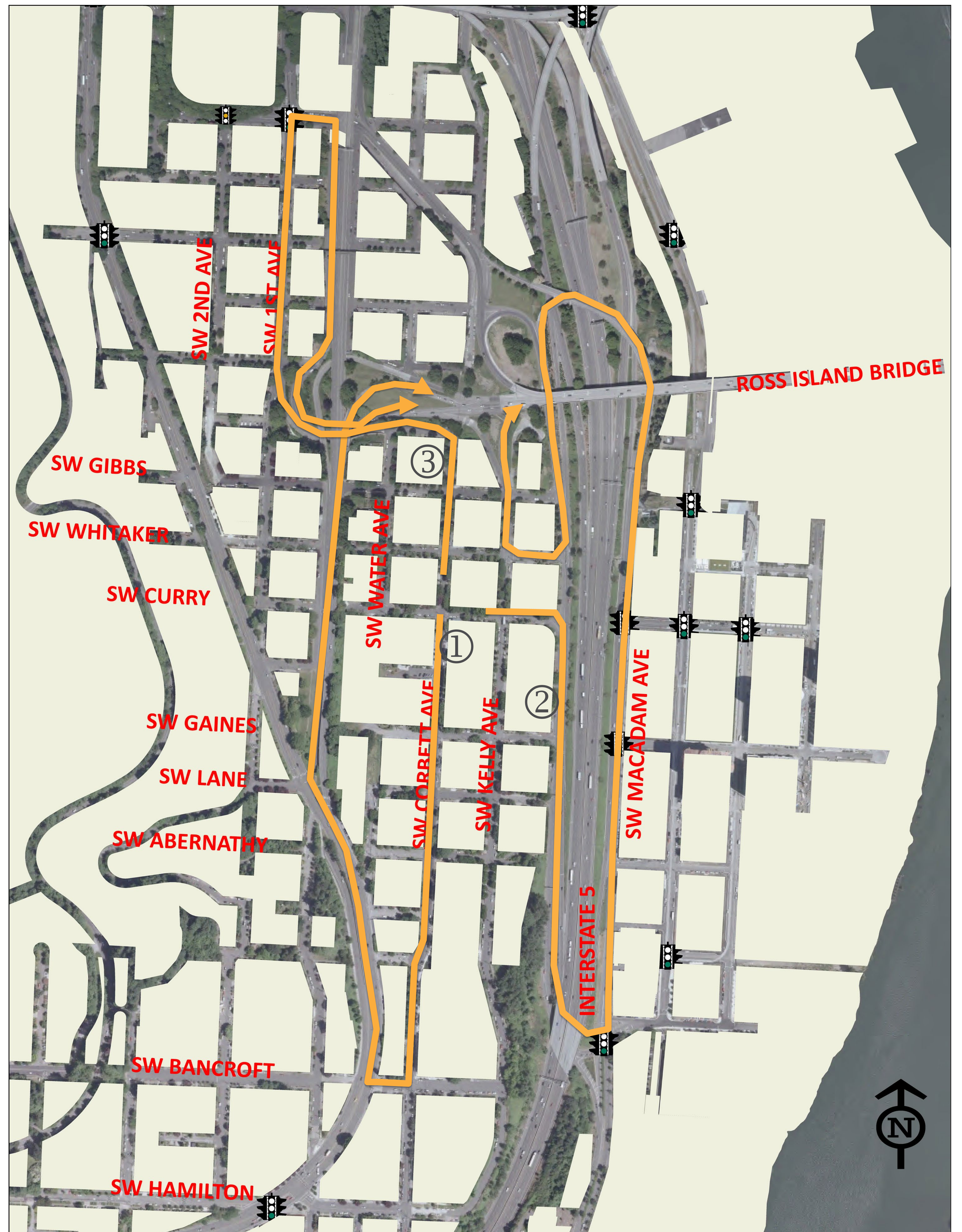
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LOCAL ACCESS AND CIRCULATION IMPACTS TO THE ROSS ISLAND BRIDGE

The main tradeoff of the proposal will be how it affects local traffic that wants to access the Ross Island Bridge eastbound.

Neighborhood traffic, for the most part, will have to use the regional traffic connections to the bridge, which will require a more out-of-direction route:

- ① SW Kelly & Corbett south to Hamilton/ Barbur and Naito Pkwy.
- ② SW Hood Ave/ Bancroft/ Macadam Ave/ Hood to Whitaker and the Kelly St on-ramp
- ③ SW Corbett northbound/ Grover/ 1st Ave/ and Arthur



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LOCAL ACCESS AND CIRCULATION IMPACTS INTO THE NEIGHBORHOOD

Another tradeoff of the proposal will be now it affects local access to destinations north of SW Curry and east of SW Corbett.

- ① From south of SW Curry, Access to SW Whitaker and Kelly will be via SW Gibbs
- ② Access to north of SW Gibbs will be via SW Hood of Kelly Way

