

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 78th - 82nd



Location where Ms. Fitzsimmons
was struck and killed

NE Glisan & 78th - Looking East



Current Conditions

NE Glisan & 78th - Looking West



July, 2011

NE Glisan & 78th - Looking East



September, 2011



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
- 85th Percentile Speed: 36 MPH
- Over Posted Speed: 21.8%
- 10 MPH or more over Posted Speed: 0%

PEDESTRIAN STUDY
 NE GLISAN ST - NEAR NE 78TH AVE
 FEBRUARY 17TH 2013

	IN MARKED X-WALK	OUTSIDE MARKED X-WALK	TOTAL
9:30	2	2	4
9:45	4	0	4
10:00	11	0	11
10:15	6	10	16
10:30	9	20	29
10:45	4	27	31
11:00	14	29	43
11:15	10	7	17
11:30	13	7	20
11:45	13	12	25
12:00	10	8	18
12:15	2	5	7
12:30	6	6	12
12:45	3	4	7
13:00	15	10	25
13:15	17	11	28
13:30	61	32	93
13:45	9	19	28
14:00	0	3	3
14:15	3	1	4
14:30	0	0	0
14:45	1	0	1
15:00	4	3	7
15:15	3	0	3
15:30	0	0	0
15:45	4	0	4
16:00	3	1	4
16:15	5	0	5
16:30	0	1	1
16:45	1	0	1
17:00	1	3	4
17:15	0	1	1
17:30	4	1	5
17:45	2	0	2
18:00	5	5	10
18:15	3	0	3
18:30	0	2	2
18:45	3	2	5

Pedestrian Crossing Counts

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

PED PEAK AT 1300
 174

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

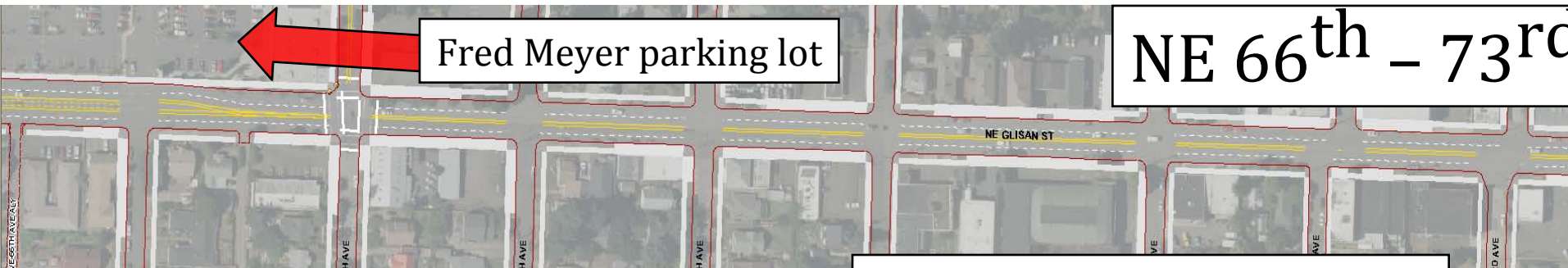
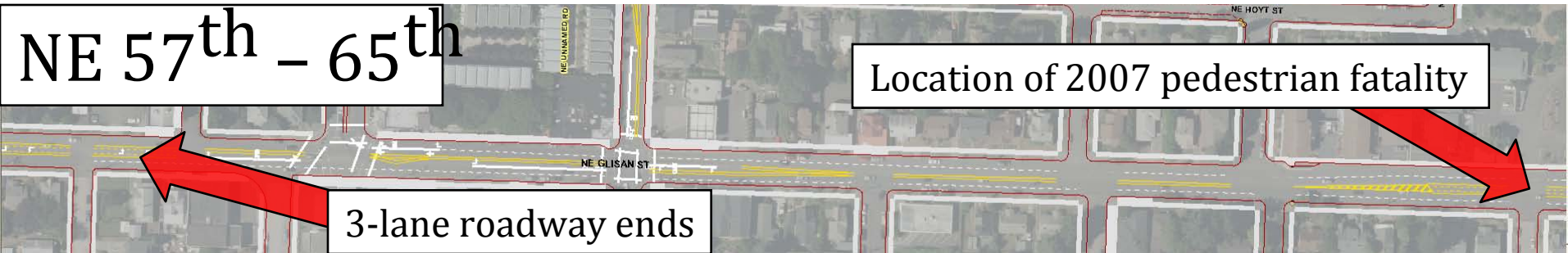
Proposed Safety Improvements

- 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

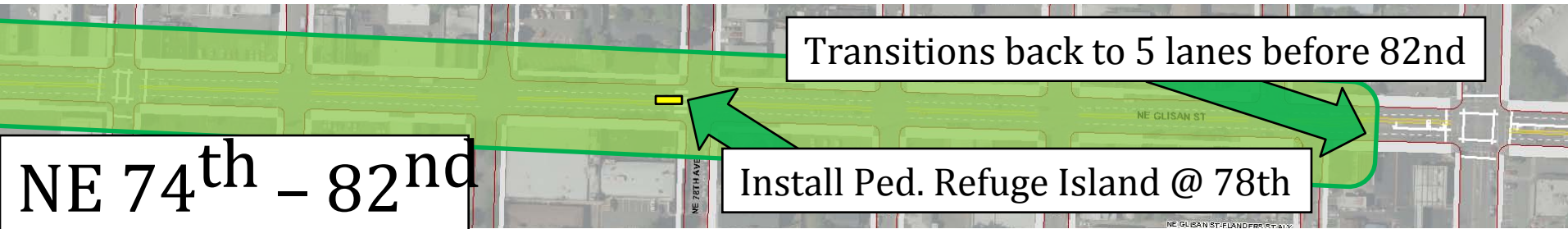
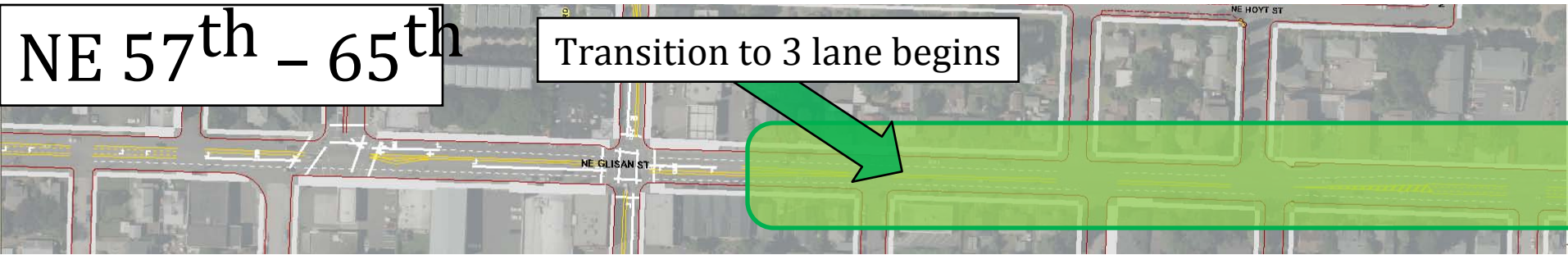
Current Conditions on NE Glisan

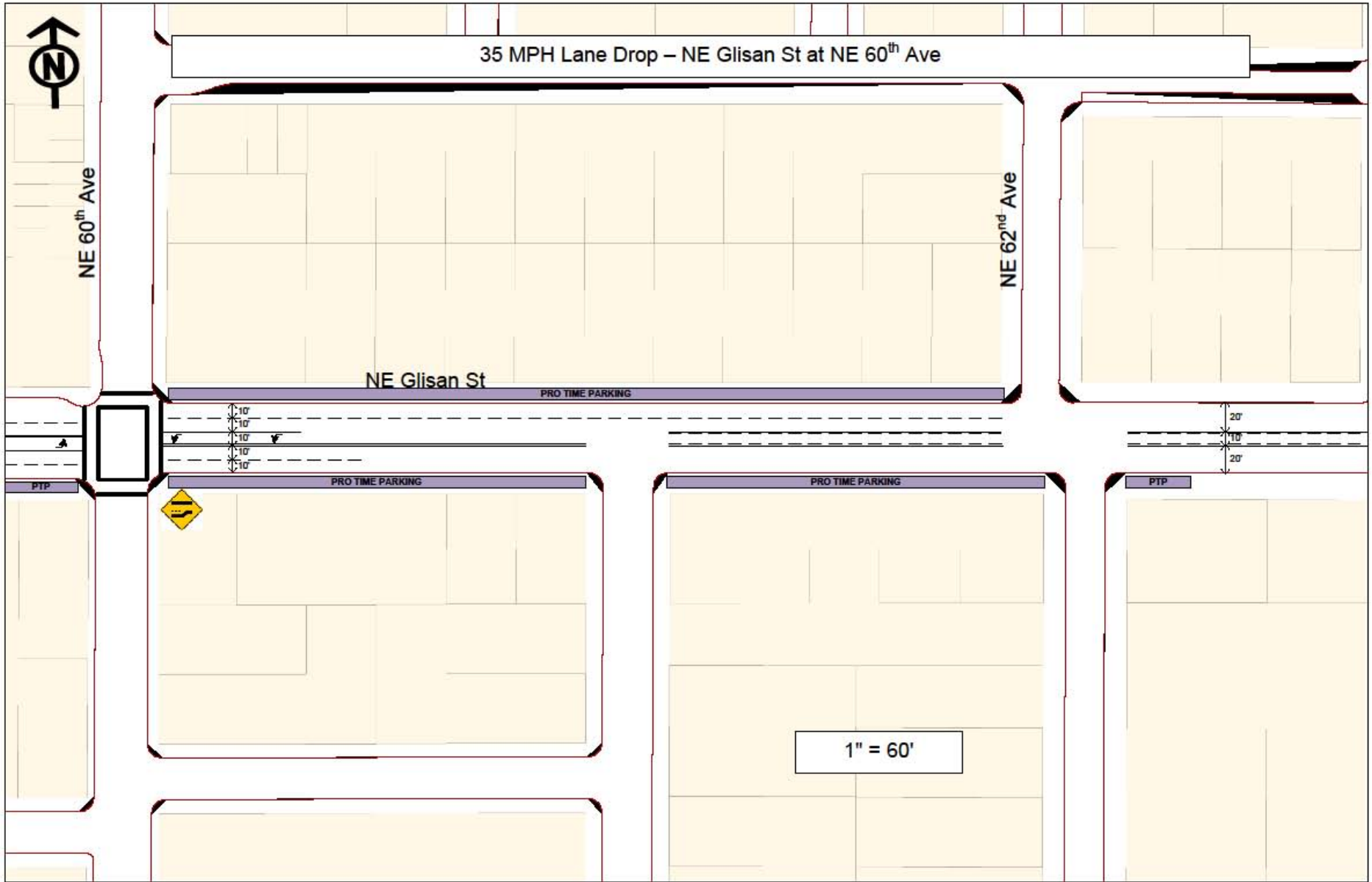


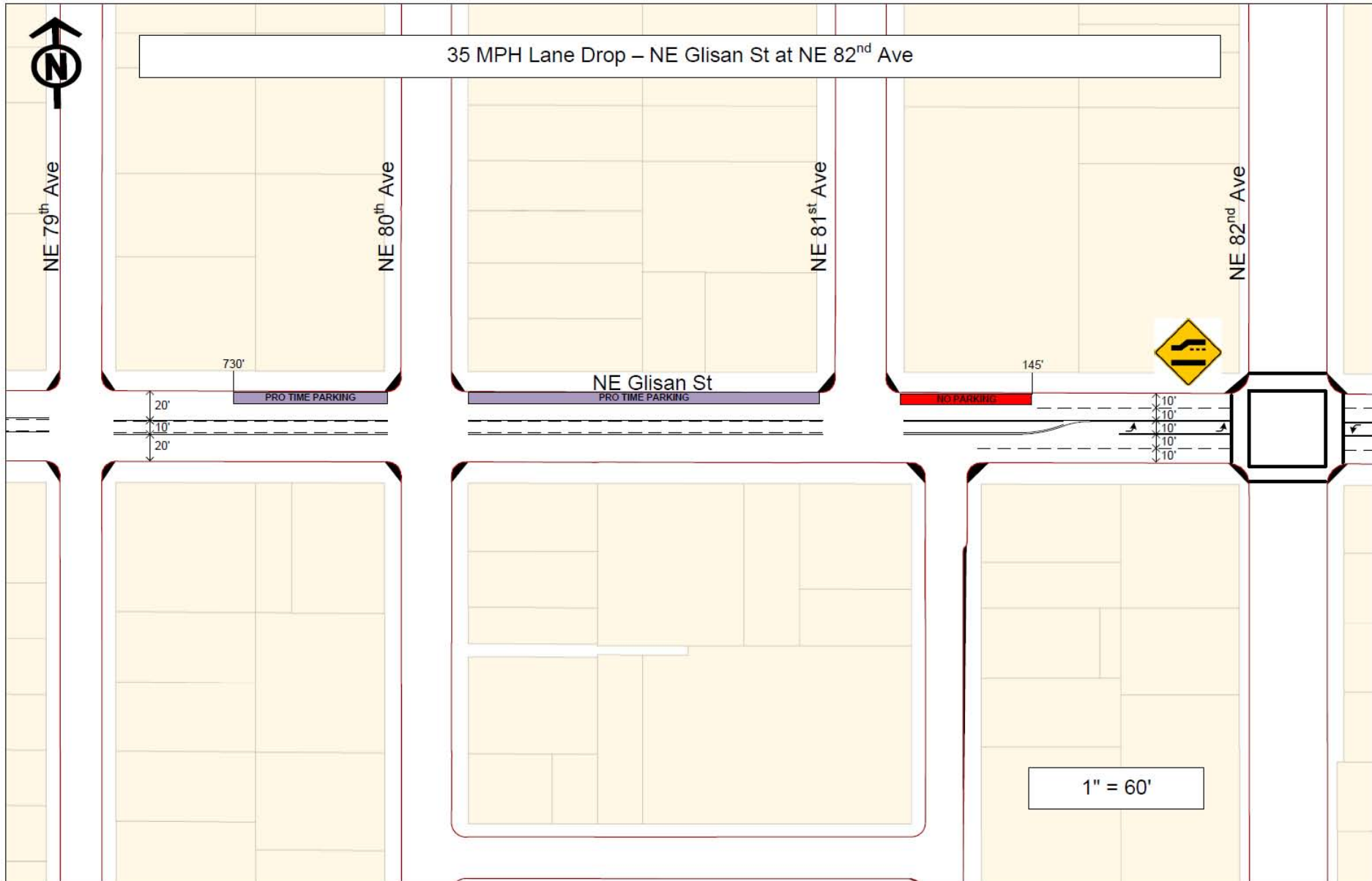
Current Conditions on NE Glisan



Project Area - NE 61st - 81st (shown in green)









Expected Safety Improvements

- **Reduction in pedestrian crashes**

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

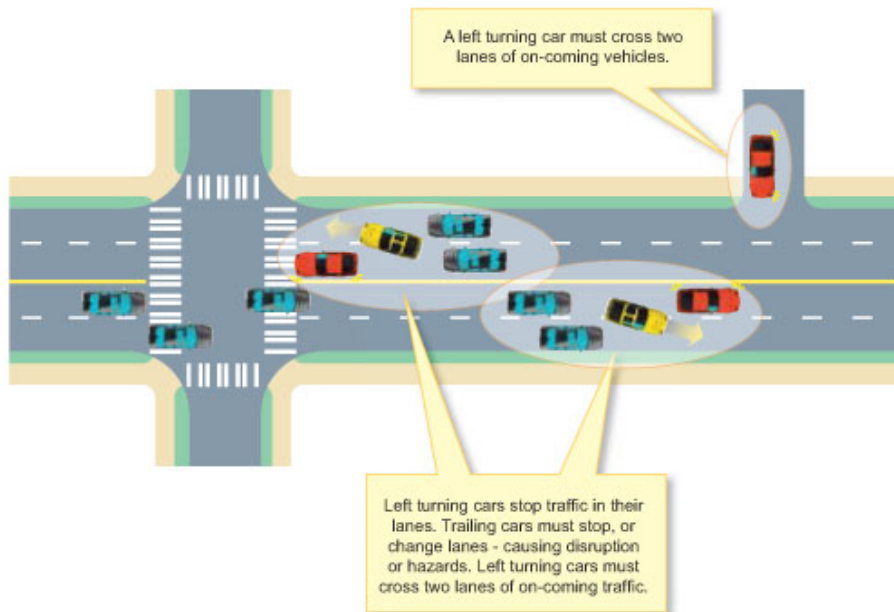
- **Reduction in all crashes**

- National studies show 29% reduction in all crashes with 3-lane roadway conversion projects.

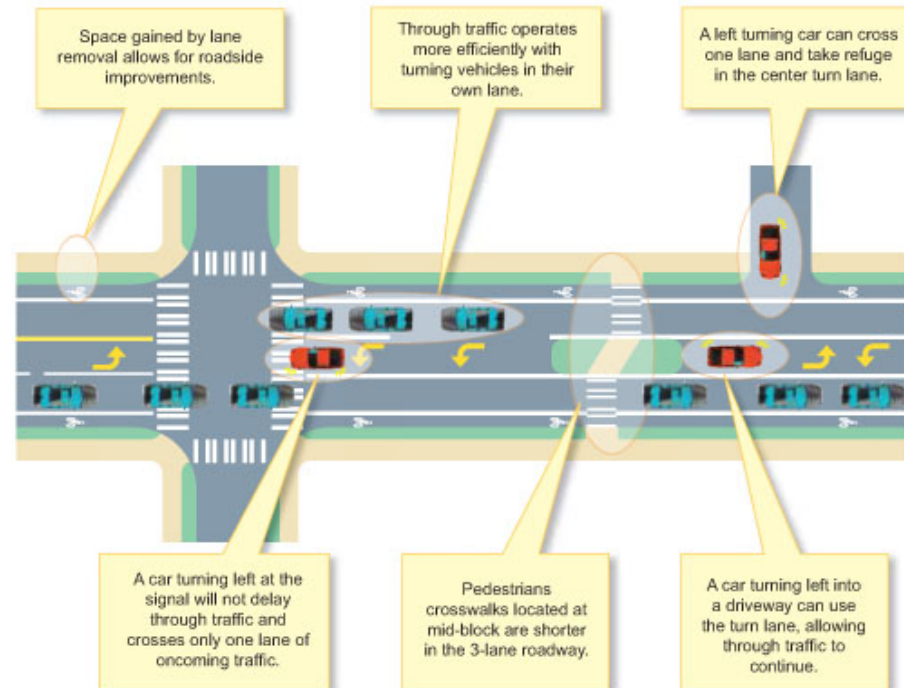
3-Lane Roadway Concept

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.



Sample 3-Lane Roadway Section



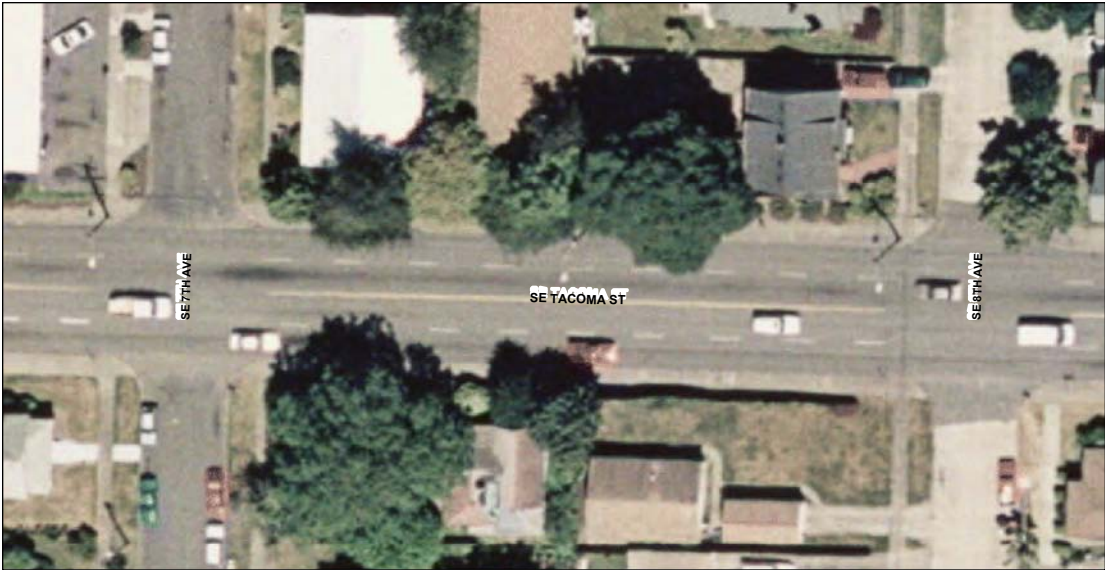
Through the use of a center median/turn lane, and left-turn pockets at intersections, the roadway improves its efficiency, becomes safer and handles the same amount of traffic.

The 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.

Roadway Section	Date Constructed	ADT Before	ADT After
Martin Luther King Jr. Way (North of I-90), Seattle, WA	1994	12,336	13,161
Madison Street (7th Avenue to Broadway), Seattle, WA	1994	16,969	18,075
North 45th Street (Wallingford Area), Seattle, WA	1972	19,421	20,274

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**



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