

NE Glisan and 78th Crossing

Public Meeting at
Montavilla Methodist Church
April 22nd 2013



AGENDA

- Introductions
- Why we are here
- Community Input to Date
- Our Investigation
- Our Proposal
 - Safety Benefits
 - Project Budget
- Questions and Feedback
- Timeline & Next Steps

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



NE Glisan & 78th – Looking East



September, 2011



Community Input to Date

- We've received dozens of emails and phone calls
- Presented project proposal at Community Meeting on Feb. 25th
- Notified 4,000+ nearby residents of today's meeting



Community Input to Date

- Common questions/requests:
 - Can a Rapid Flash Beacon be installed at 78th & Glisan?
 - Can the speed limit on Glisan be lowered?
 - Can bike lanes be added to Glisan?
 - Is the school beacon on 74th appropriate?
 - Can a road rightsizing project work on Glisan east of 82nd?
 - Will a 3-lane road configuration result in diversion or delay?



Transportation

Data collection & Analysis

- Traffic Speeds
- Traffic Volumes
- Traffic Turning Counts
- Pedestrian Crossing Counts
- Street Lighting analysis
- Computer simulations of potential changes

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
- Traffic signal



Proposed Safety Improvements v2.0

- 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 Rectangular Rapid Flash Beacon and pedestrian refuge island at NE 78th
- Evaluate speed limit change post-construction

Proposed Safety Improvements v2.0

- Rectangular Rapid Flash Beacon



Proposed Safety Improvements v2.0

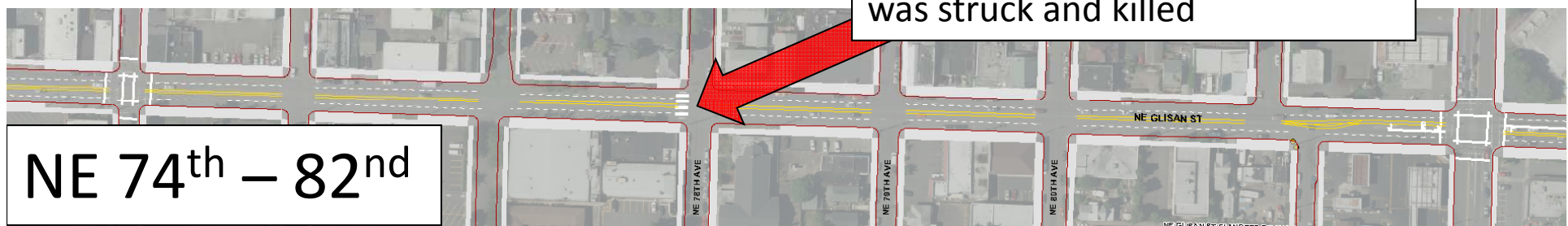
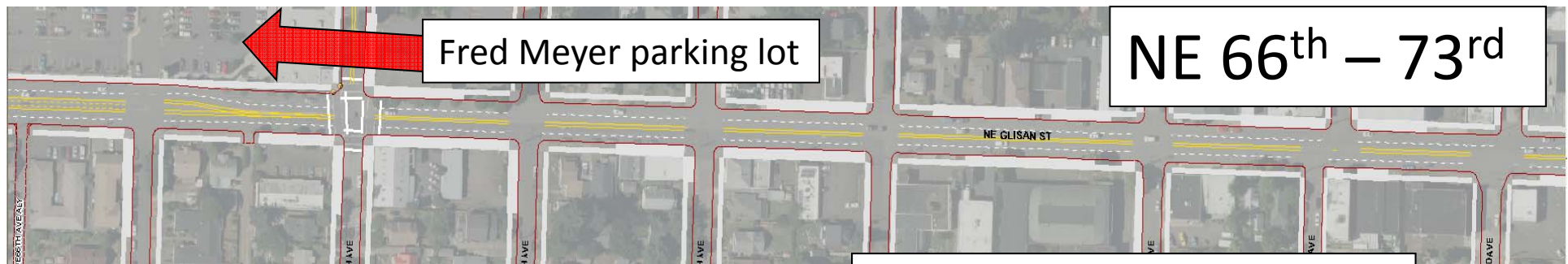
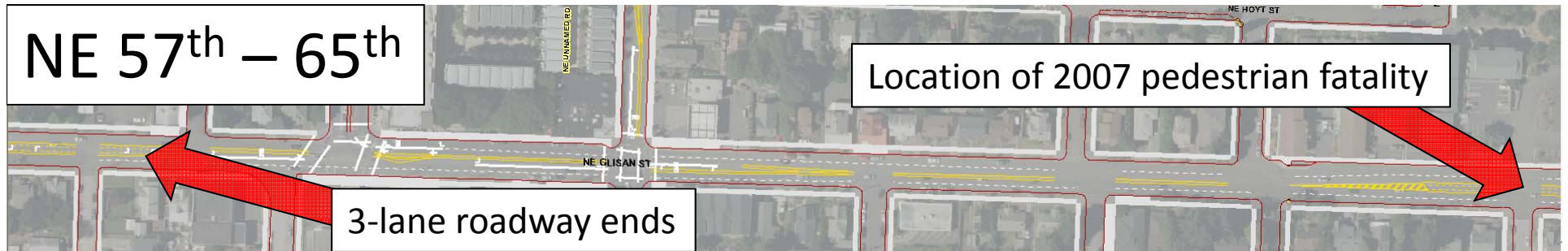
- Rectangular Rapid Flash Beacon



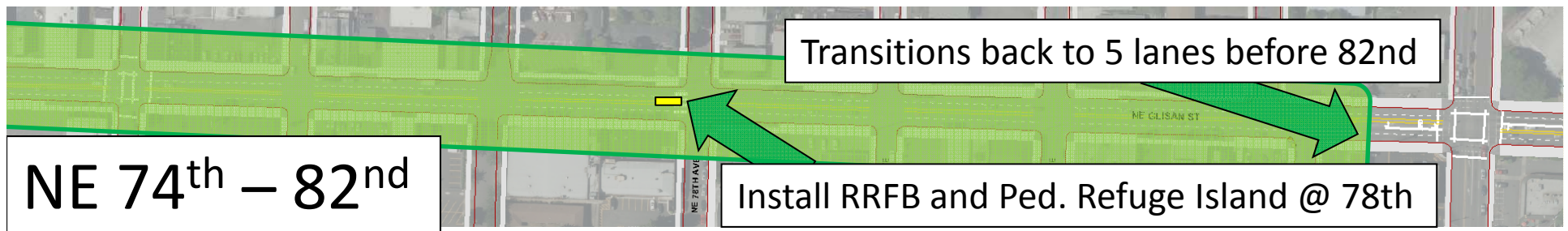
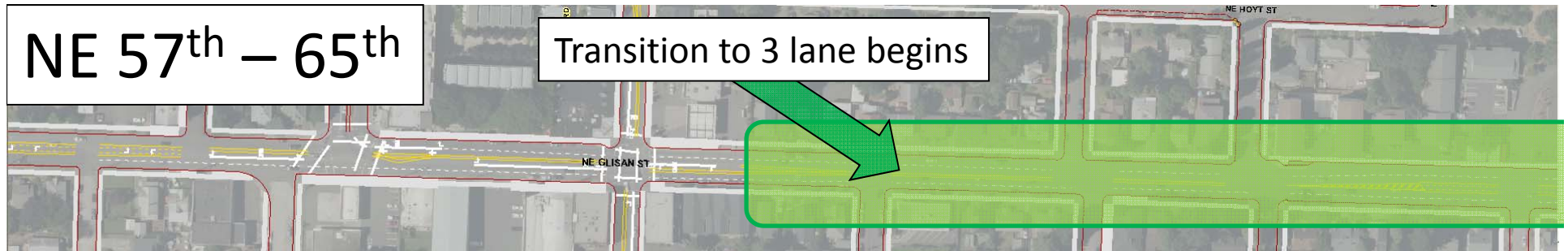
Current Conditions on NE Glisan

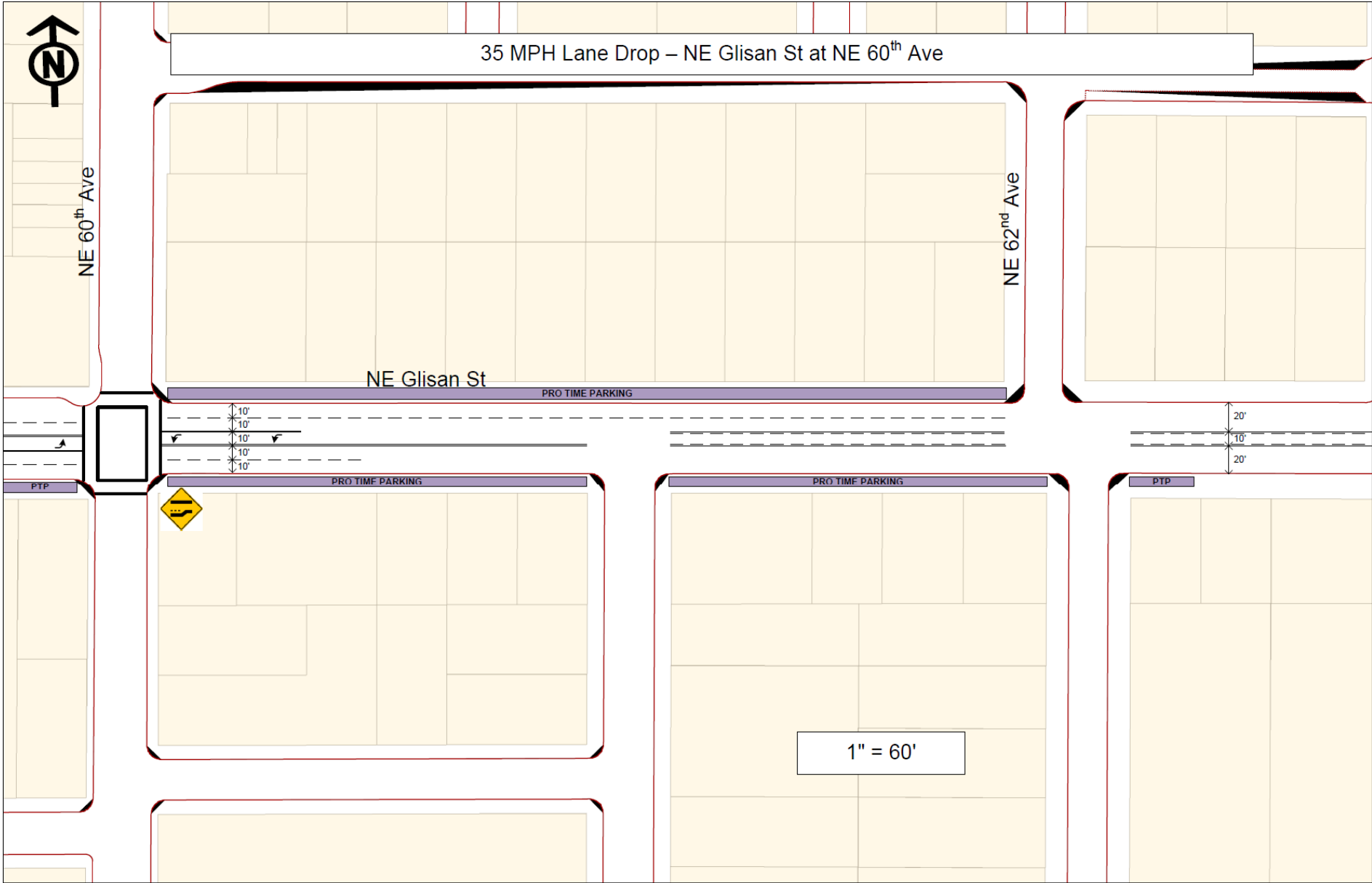


Current Conditions on NE Glisan



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



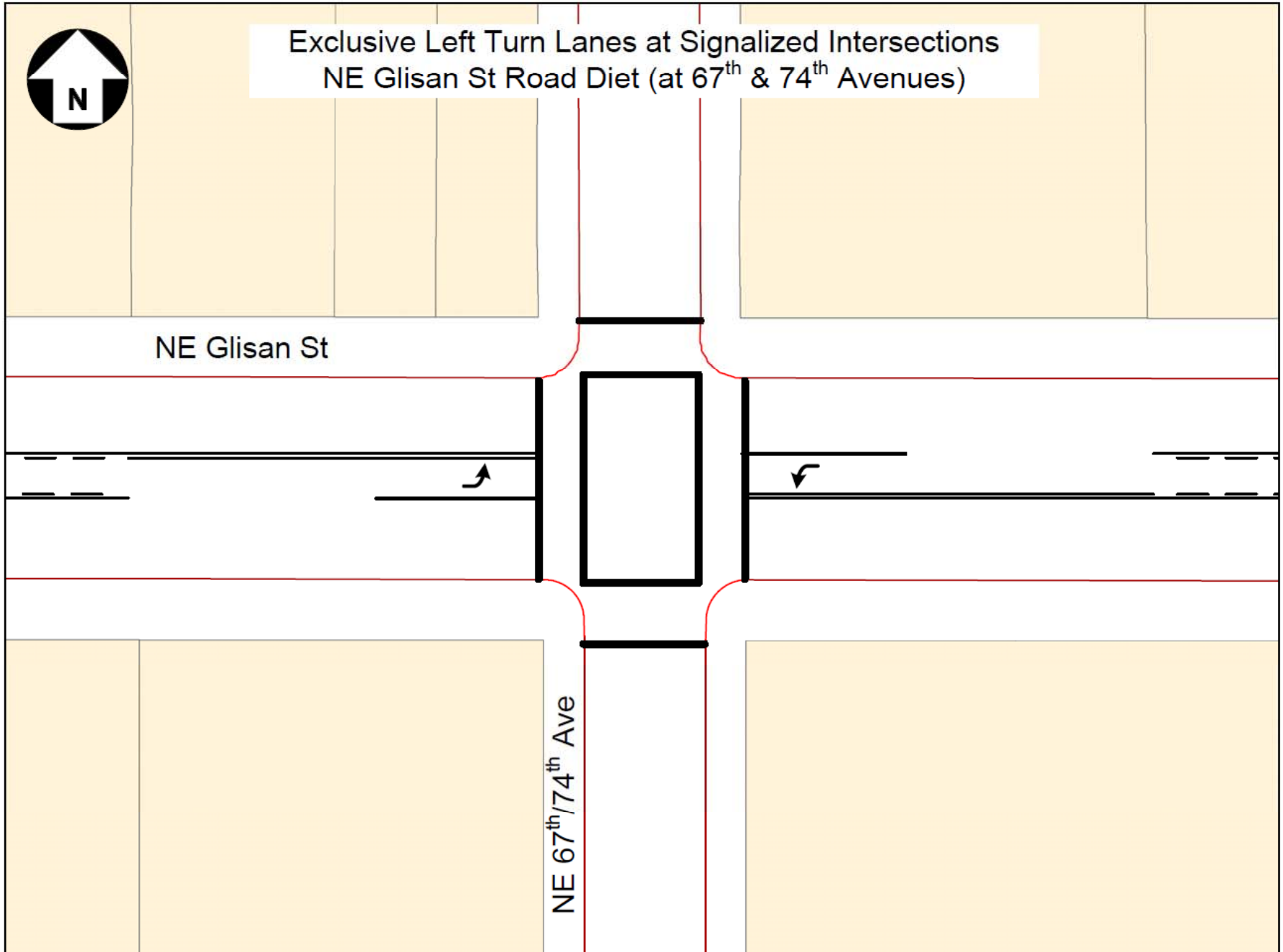


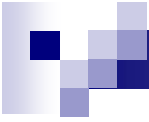


Exclusive Left Turn Lanes at Signalized Intersections
NE Glisan St Road Diet (at 67th & 74th Avenues)

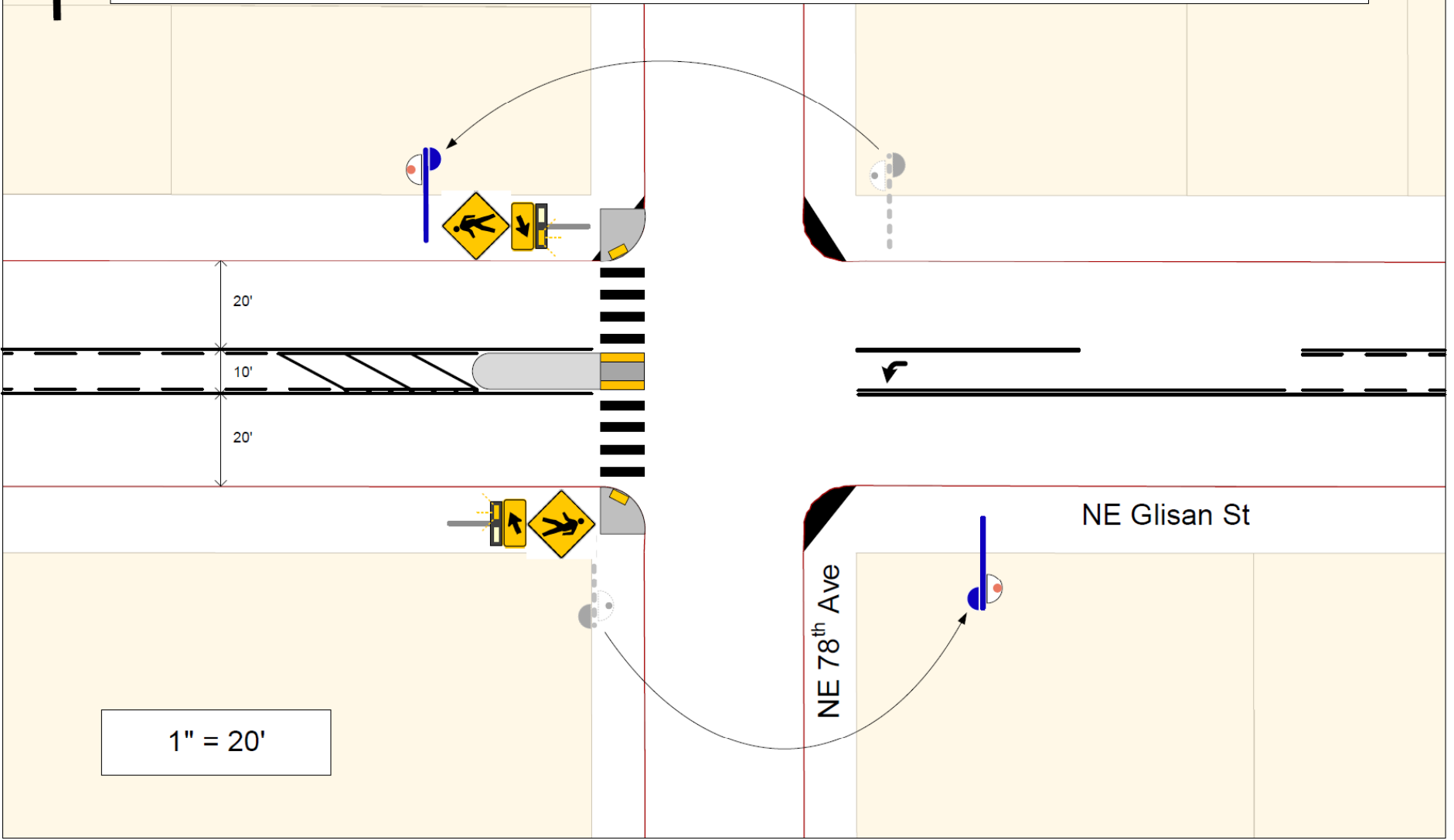
NE Glisan St

NE 67th/74th Ave





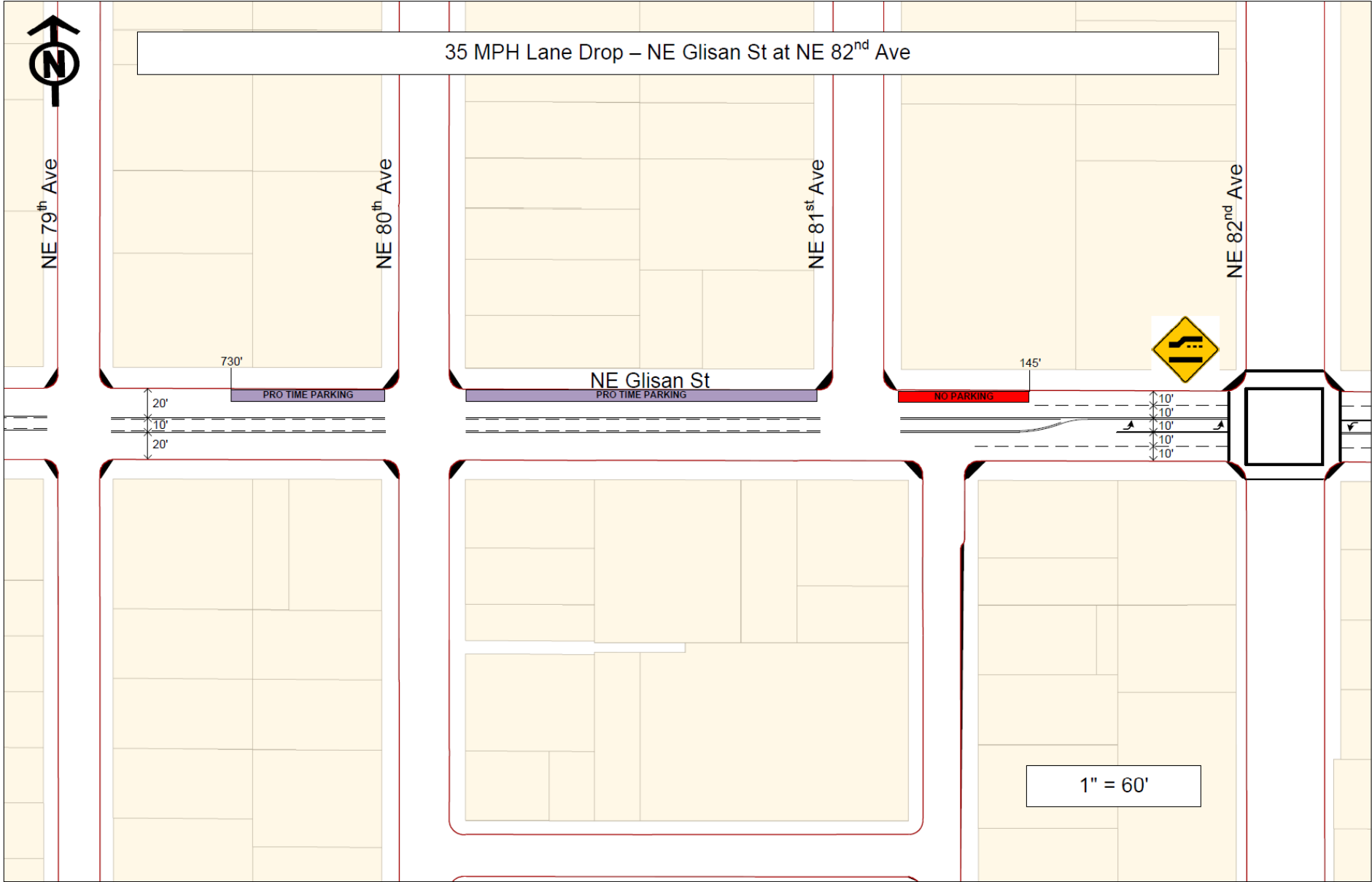
Pedestrian Refuge Island Concept w/ Three-lane Cross-section – NE 78th Ave & NE Glisan St



1" = 20'

NE Glisan St

NE 78th Ave





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.

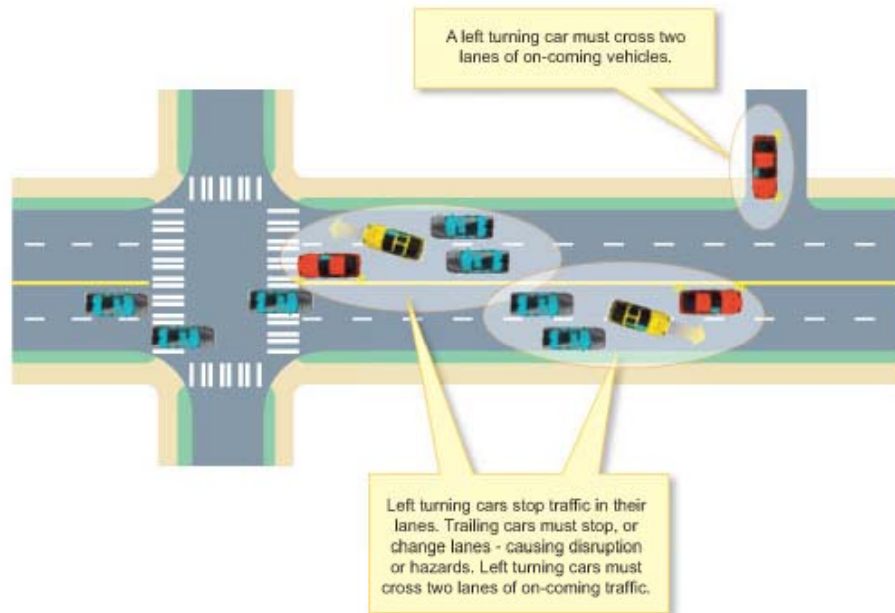
- **Prevent over 100+ crashes over the next 10 years**

- NE Glisan between 60th and 82nd had 572 crashes between 2003-2013

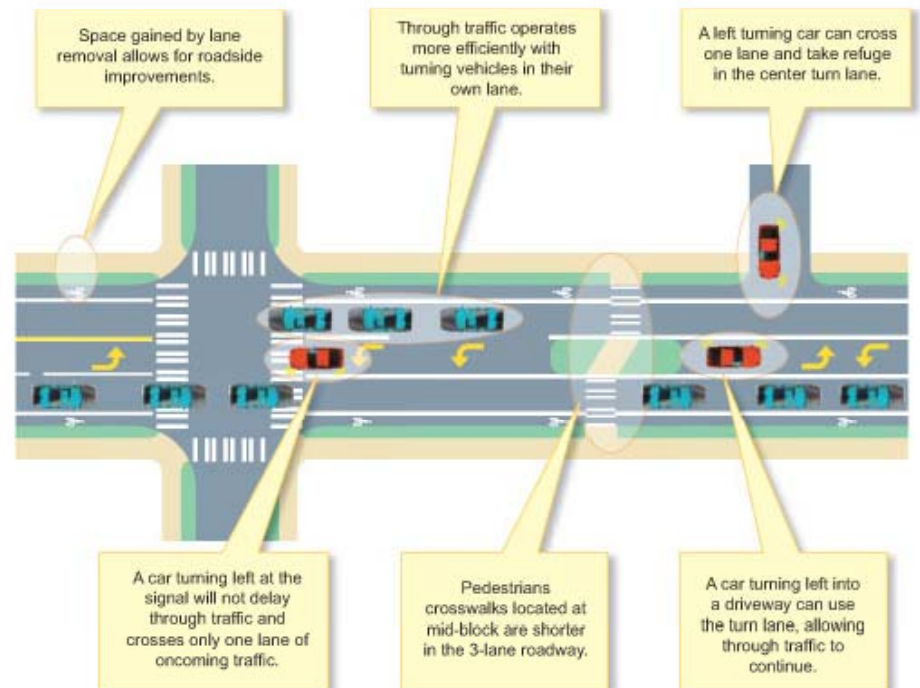
3-Lane Roadway Concept

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



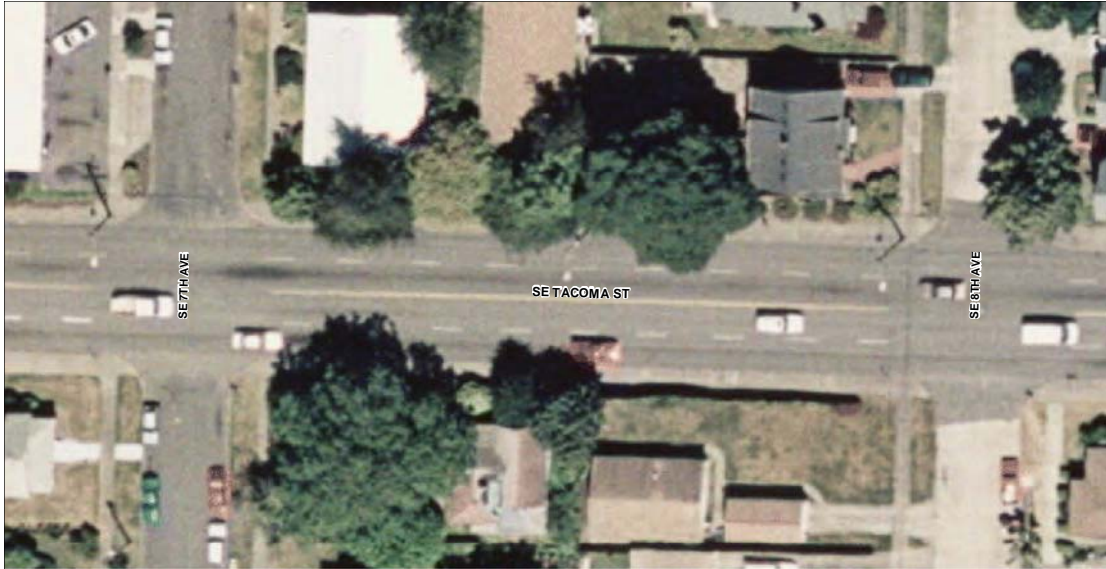
Through the use of a center median/turn lane, and left-turn pockets at intersections, the roadway improves its efficiency, becomes safer and handles the same amount of traffic.

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





Project Cost Estimate

	Bureau of Transportation	TriMet	TOTAL
Restriping	\$24,368		\$24,368
Median Refuge Island & 2 ADA Ramps	\$24,000		\$24,000
4 Rectangular Rapid Flash Beacons (hardware)		\$15,000	\$15,000
RRFB Foundations & Install	\$38,700		\$38,700
Signal adjustments (loops, etc)	\$10,000		\$10,000
Design, Engineering & Management	\$15,350		\$15,350
Contingency	\$1,718		\$1,718
TOTAL	\$114,136	\$15,000	\$129,136



Project Funding

- \$115,000 allocated in the 2013/14 Transportation's **Neighborhood Livability and Safety** program budget request
- Transportation Budget is pending approval of the Mayor and City Council
- TriMet has committed \$15,000 for Rapid Flash Beacon hardware



Questions & Feedback

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- Can the speed limit on Glisan be lowered?
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Project Timeline & Next Steps

- **Finalize design**
- **2013/2014 Transportation Budget finalized 3rd week of June**
- **Project notices mailed to residents**
- **Late Summer/Early Fall Construction**



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82nd & NE Glisan



1939



Today