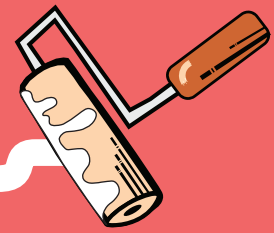


# NE BROADWAY



*Pave & Paint Existing Conditions*

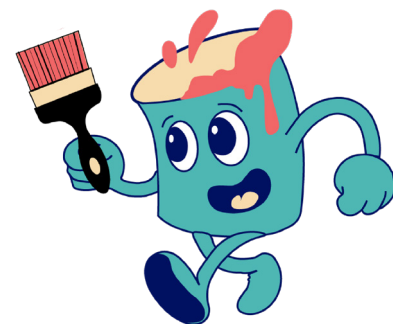


In Summer 2025, PBOT will repave NE Broadway between NE 24th Ave and NE 11th Ave as part of our ongoing commitment to maintaining our transportation system. What we found through our technical modeling exercise confirmed what we were hearing from many of those who live near or work daily on NE Broadway: **the street today is overbuilt for automobiles.**

## WHAT WE'VE HEARD:

- The street design is too automobile-centric
- A desire to reduce the number of travel lanes to make the street safer and more welcoming
- A need for more frequent and safer pedestrian crossings
- Well managed on-street parking is important.
- A strong desire by neighbors for safer, more welcoming street environment for them to visit.

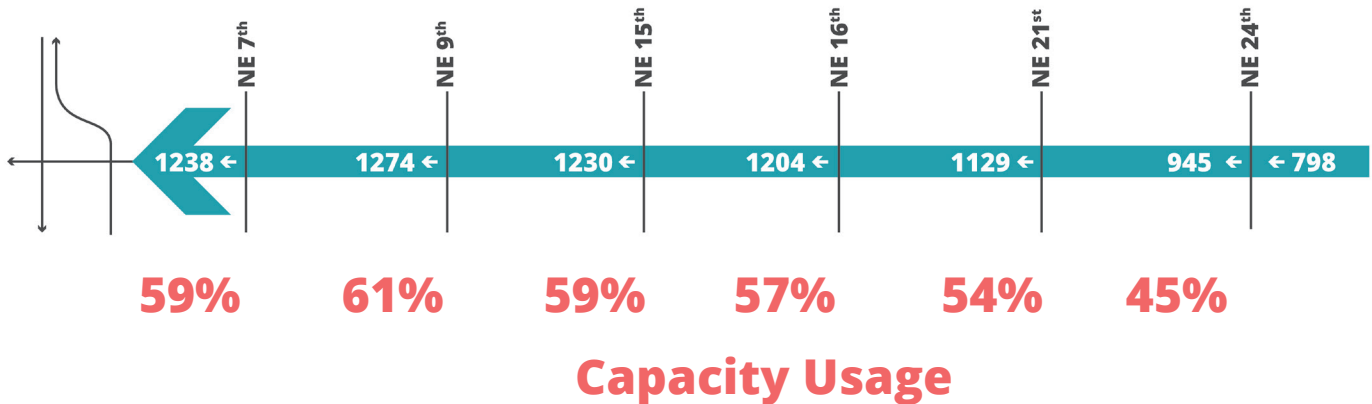
*Repaving is an opportunity to reprogram the roadway in support of many community-identified issues.*



**PBOT**  
PORTLAND BUREAU OF TRANSPORTATION

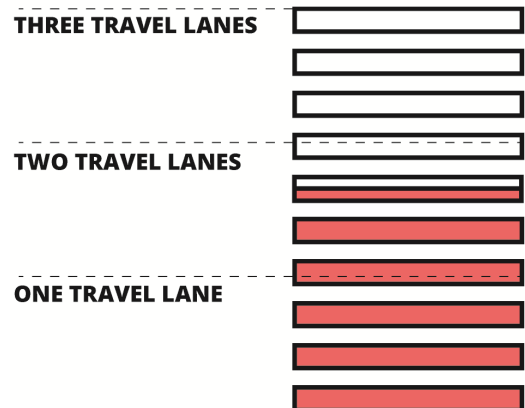
# NE Broadway Traffic Analysis

## AM Traffic Flows



With each of the three travel lanes being able to carry 700 cars per hour, NE Broadway today is only using 50-60% of the total automobile capacity during peak travel hours (morning rush hour). It is extremely overbuilt during all other times of day. This excess space dedicated to automobile movement translates to fast vehicle speeds, major difficulties safely crossing the street, and a lack of space for bike and

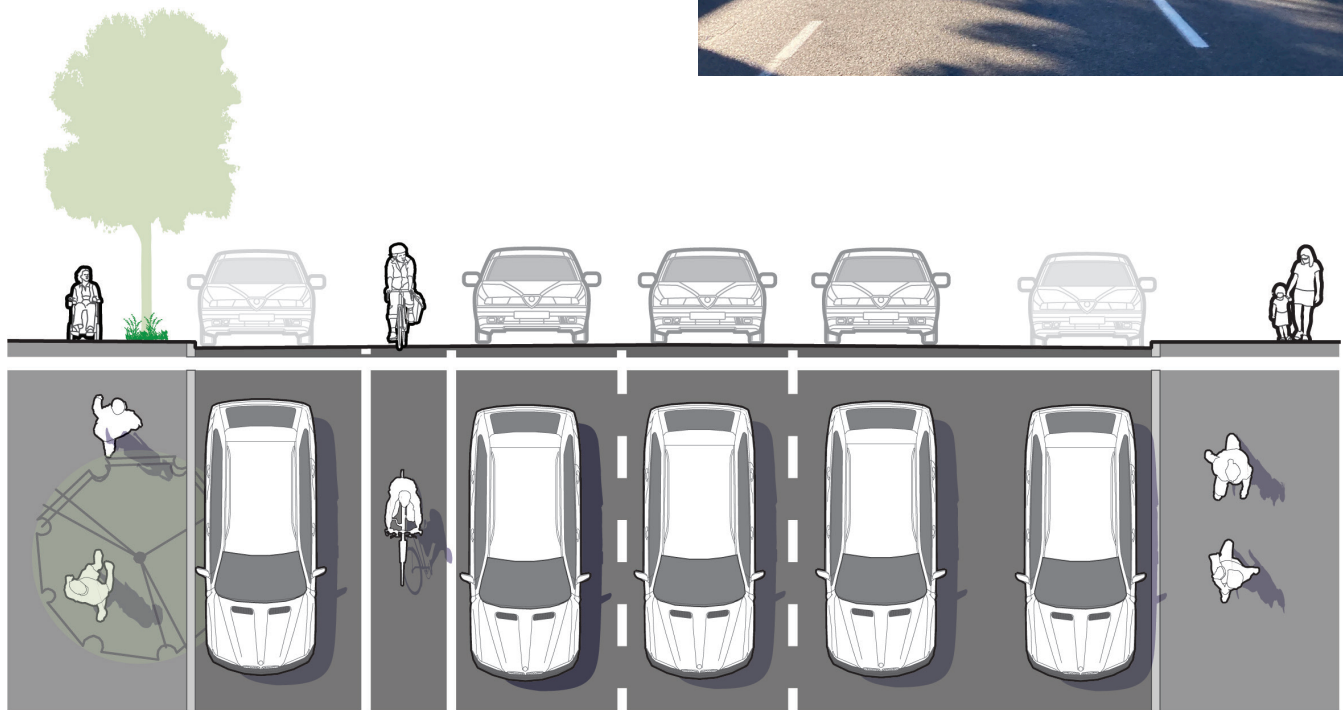
***In the busiest section of Broadway, at the busiest time of day, there is still enough capacity with two travel lanes.***



We found that if we were to eliminate the additional west-bound travel lane that is introduced at NE 24<sup>th</sup> Ave, the street would largely function well today and in the future, resulting in minimal localized diversion and only a 16 second average delay while traveling down the corridor during the peak AM period. This would allow between 14ft - 18ft of roadway space to be reallocated along the corridor.

# NE Broadway Today's Layout

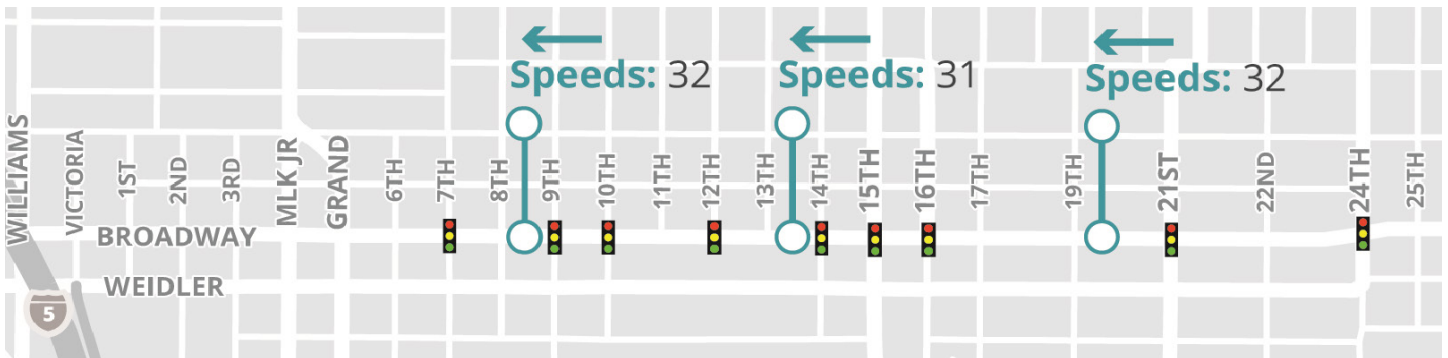
Broadway today is 52' to 56' feet wide between curbs. It has three general purpose travel lanes, a narrow striped bike lane, and on-street parking on both sides of the street. Between 17th and 24th Ave, it is as wide as 82nd Avenue.



## This type of street design translates to:

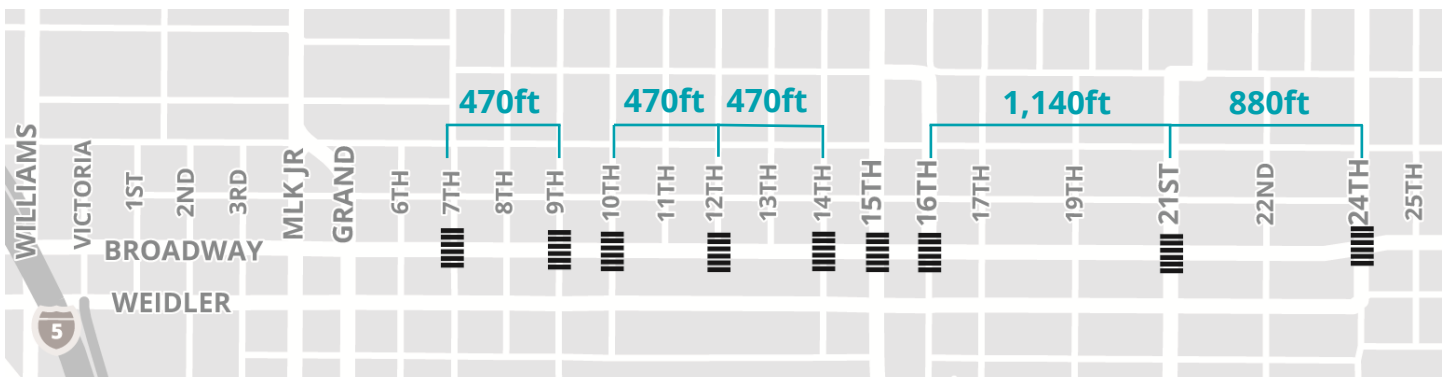
- Too much space and capacity for vehicles to speed through the corridor.
- A loud, unpleasant streetscape environment that doesn't support sidewalk activity.
- A poor-quality and underutilized bike lane.
- Real difficulty for pedestrians to safely cross the street at unsignalized intersections.
- Too many and too severe traffic crashes.

## Speeds and Signals



Vehicle speeds on NE Broadway are too fast. This is partly a function of the auto-mobile centric design the street has today, but also a function of outdated and uncoordinated traffic signals that allow drivers to speed without any impediments. By retiming the corridor for an operating speed more compatible with a commercial main street, we can make the street operate slower with a more steady progression.

## Crossing Gaps



Pedestrians struggle to safely cross the street at the large gaps between signalized intersections. Additional pedestrian refuges and marked crosswalks will help improve pedestrian safety and make it easier for people walking to access business and destinations on either side of the main street. Specifically, we're looking at creative strategies to add new crossings with median islands at the unsignalized intersections between NE 16th Ave and NE 24th Ave where crossing the street is exceptionally difficult.

Visit our website and sign up for project email updates:  
[Portland.gov/BroadwayPave](http://Portland.gov/BroadwayPave)

Questions? Get in touch:  
[BroadwayPave@portlandoregon.gov](mailto:BroadwayPave@portlandoregon.gov)

