CITY OF PORTLAND BUREAU OF TRANSPORTATION

Sam Adams Mayor

Tom Miller Director

May 20, 2011

Memorandum

To: City of Portland Planning and Sustainability Commission

From: Stuart Gwin

Subject: **PBOT response to transportation issues raised by Rose City Park Neighborhood Association related to 60 Ave. Station Area Planning**

I. Halsey/NE 60th Intersection_
1. No left(south bd) turn lane on Halsey west bound @ 60th: Requires up to 5 light cycles before vehicles can turn south;
2. Westbound weaving of Halsey traffic occurs with those continuing through the 60th st. intersection/light - they take the curb-tight lane and then have to cut quickly into the middle lane after the intersection due to the on-street parking that is always present.
3. Intersection currently not designed to carry buses or freight, causing safety issues with these vehicles:
A. Halsey eastbound turning right/south on 60th take wide turns, pulling well into on-coming lanes (westbound Halsey and northbound 60th) often conflicting with on-coming vehicles on both streets - typically forcing those in the on-coming lanes to back up.
B. NE 60th northbound turning east onto Halsey turn wide and pull into the oncoming /westbound lane(s).
4. Eastbound weaving of Halsey traffic occurs when south side on-street parking occurs between NE 57th and 60th during the work week.
Currently, parking is allowed in this section at all times except during the week from 4:00-6:00 pm. The parking along this stretch creates major problems during work days because of constant use of this major NS route for freight, transit, and commuters. The right/southerly east-bound lane is typically used as the turn lane for NE 60th and allows the center lane to carry through traffic. When cars are parked in this southerly lane, the center land becomes packed through this section with only a short segment of the southerly lane kept free to draw out southbound turns prior to the 60th St. intersection.
5. Halsey lane widths are inadequate for buses and freight. This becomes most evident along the segment between NE 57th and 62nd Avenues. Both buses & freight trucks 42' & larger either drive in the middle of the 2-lanes east or westbound or consume 1-3' of the neighboring lane on Halsey between NE 44th (Providence) and the I-84 overpass. This become particularly treachous where on-street parking forces these vehicles to then weave into on-coming traffic to miss the parked cars.

This issues fall under the general heading of vehicular maneuvering/on-street parking conflicts: Everyone meaning the local neighborhood residents and PBOT engineers agree that lane widths are substandard and that on street parking contributes to the problem. There appear to be three possible solutions to the problem.

1. *Widening the roadway*
2. *Implementing a road diet-converting Halsey to a three lane cross-section*
3. *Parking removal*
4. *There may be signal solution, as suggested by the neighborhood. PBOT will investigate.*

The neighborhood and PBOT need to initiate discussions to determine the most feasible solutions for the problem.

6. Driveway access points cause vehicular conflicts - safety problems.
Of particular concern is southbound turns from the convenient mart onto 60th. This store is located on the SE corner of Halsey and NE 60th Ave.
Cars from this store are typically blocked from southbound traffic view by vehicles headed northbound at the Halsey intersection. There have been several complaints by neighbors about near missed collisions at that site.

Our Traffic Operations Office supports access management but will not typically revoke access permits (i.e. close driveways) unless there is a significant public safety issue. The neighborhood should initiate work with our Traffic Operations Office to see if this qualifies as "significant public safety issue."

7. PBOT's advice as to whether the proposed 60th St. Station change in zoning of this Commercial node, from CN2 to CS, presents additional safety problems at this intersection. Please address:
A. Whether the proposed commercial node has adequate depth to accommodate the implied CS zone site design in a safe manner. Will the 50' depth/single lot of Commercial allow for a safe driveway access into and out of the two corner lots on 60th and Halsey if the structures were shifted to the front/Halsey side of the lot. If no, what changes need to be made or master plan for vehicular movement needs to be considered?
A. Will a 10' setback be applied for CS development along both NE Halsey and NE 60th as Transit Streets? If not, how will vision clearance be preserved and pedestrian safety be addressed at this intersection?

These are issues that are more appropriate for Planning and Sustainability. I am going to defer to Matt for the answer. However, some on-street parking near the business greatly increases it's chance of success. Unlikely there would be on-street parking at the corner.

II. Ped. & Bike Safety Concern -NE Hasslo St Between NE 57 & 60th: This segment of roadway is unimproved, without curbs & sidewalks, and supports a high volume of freight traffic from the adjacent industrial properties to the south accessing 60th St. It is being

promoted as both a pedestrian and bicycle connection between the NE 60th Transit Station and Normandale Park/50s Bikeway. An alternative route proposed by the neighborhood recommends the construction of Pacific St., formerly vacated, from 60th to 57th that could then serve as an alternate freight route and a more direct access for both bike and pedestrian travel.
1. What short-term and long-term solutions can PBOT provide for this safety concern?
2. Are there opportunities for inter-Bureau collaboration (possibly with the Sullivan's Gulch Corridor) that could help expedite implementation?

There are no easy solutions to these issues. The development and construction of local streets are the responsibility of the adjacent property owner. This would typically involve the formation of a local improvement district where the cost of the improvements amortized over a long term and cost is attached to the property owners mortgage. Andrew Abei will provide assistance to property owners interested in forming a local improvement district. These procedures would also apply to vacated right of way, since the City has given up its interest in the property. The property owner would be responsible for constructing the new street.

_III. Ped. Crossing Safety Concern -Intersection NE 60th and NE Oregon St/I-84 Eastbound: _ Traffic both south and northbound on NE 60th currently have access onto I-84 Eastbound through a large skewed intersection at NE Oregon St. We have serious concerns for pedestrian safety at this location because of the distance between sidewalks as well as the height differential, significant drop from the bridge overpass sidewalk to the asphalt.
1. A pedestrian is required to travel over 60 ft. from curb to curb at this unsignalized intersection. Many of the vehicles entering Oregon St. are traveling faster than 20 mph into this downhill segment of roadway before entering I-84 eastbound. How can we assure pedestrian safety at this crossing? Possible closure of sidewalk from Oregon St. north to Ped. Crosswalk?

Two actions could help resolve these problems. First there has to be a continued reliance by the Police Bureau on enforcement of traffic laws. That appears to be in place. Second, and more importantly PBOT is studying the effectiveness of so called "fire friendly speed bumps" on NW Cornell Rd. If these tests prove successful these speed bumps could prove very effective in resolving the speeding issue at this location.

IV. Pedestrian Cross Walk Safety Concern - NE 60th Ave. at 1-84 overpass/ Max Station Area: Of major concern is the lack of safety for users of this Max Station Pedestrian Cross Walk. Numerous incidents have occurred with collisions or near misses between vehicle and pedestrian in use of this cross walk. Extensive documentation, photographs, and measurements have been made of our concerns of the safety hazards at this site. These include:
Inadequate visibility
The crosswalk is located at the crown in the center of the overpass bridge at an NE-SW

angle that aligns with interstate road beneath. The primary bus service to this station is northbound and requires riders to cross 60th St. at this crosswalk to reach the stairs to the 60th St.
Station platform. Darkness and rain during both morning and evening commutes increase the numbers of transit riders affected by our safety concerns.
Issue
1. Station Area entrance is obscured by concrete wall - making visibility of pedestrians leaving the Station available for only 20'
prior to southbound vehicles overtaking the crosswalk. Users running to catch their bus could easily be hit when using the crosswalk.
Issue
2. Lighting at the over pass, Cross Walk, and 60th St. Station is such that bare bulbs are visible to drivers. The effect of driving up a crown in the road, confronted by bare bulb lights in the dark, possibly with the addition of pouring rain, blinds the drivers from seeing pedestrians in the crosswalk. The type of lights used at this location need to be taller with the light directed downward at the sidewalk and crosswalk area, not into the eyes of vehicular drivers.
Issue
3. A pedestrian activated Crosswalk Signal Light should be installed to assist drivers in recognizing the need to stop. Both north and southbound traffic face changing lane activity on the bridge segment making a pedestrian crossing easier to miss. Both directions of travel deal with buses stopping. Southbound travel have the I-84 turn lane stacking that takes place near the cross walk. Northbound have to contend with pedestrians darting out in front of the stopped bus, using the cross walk to catch the train.
Issue
4. The Crosswalk itself is located at a diagonal with the original intent of a shortened sidewalk to accommodate Tri-Met's articulated buses. Extending this sidewalk further south and re-aligning the cross walk to a 90 degree angle will reduce the length of the crosswalk and increase safety of both ped. and vehicular travelers.
1. What are the short-term improvements that can be made to resolve this safety issue?
2. What are the long-term improvements that can be made?
3. What opportunities are there to collaborate with Tri-Met, ODOT or other bureaus to make these improvements?
4. How can our neighborhood best assist you in these improvement efforts?

Pedestrian safety at the MAX station crosswalk: TRO and Trimet have a long history of complaints at this crossing location. There have been documented pedestrian involved collisions. There is a considerable list of constraints to improve this crossing due to a variety of issues. The crest curve in 60th Ave passing over I-84 creates visibility issues between southbound drivers and pedestrians crossing 60th Ave. The ODOT structure itself makes potential improvements extremely difficult and expensive. There are both clearance issues (over the railroad) and safety concerns for an underpass sidewalk to avoid peds from crossing 60th. Relocation of the existing angled crosswalk (where visibility would be significantly improved) requires altering the structural components of the bridge. Similarly constructing signal pole foundations or

adding concrete (widening the sidewalk area) on the bridge would be expensive even if they were deemed possible. Realigning the southbound lane to allow for a west side curb extension (so an ADA curb ramp could be constructed without getting into the structural components of the bridge) would result in a southbound Right Turn Only trap lane. Signalizing the crosswalk is a possibility but would be expensive and might not be particularly effective since many peds probably would not use it and when they did it could cause vehicle backups. One issue with ped activated mid-block crossings is that a ped will push the button, if they see a gap in traffic they will cross before getting the WALK display, the traffic signal display will cycle to RED stopping traffic with no ped waiting to cross. This results in frustration for drivers and calls to BOM about the signal not working properly. Another potential project would involve removing the subject crossing and relocating it to the intersection at Willow St with signalization. The SB left turn could be a protected phase, the east leg and south legs would be signalized pedestrian crossings, and curb extensions could be included to slow traffic turning onto Willow St from 60th Ave. The bus stops could be moved closer to Willow St. This would result in some out-of-direction travel for some peds but would provide signalized crossings of both 60th Ave and the "on-ramp".

Another neighborhood issue is lighting on the overpass. The low level pedestrian lighting is said to produce glare, which causes driver visibility problems. The structure is owned by ODOT, however the low level ped lighting near the station is maintained by TriMet. The high level "Cobra" heads are maintained by ODOT. We will work with both organizations and PBOT Street Lighting to resolve the lighting issues.