East Burnside Street Transportation Safety Project

COMMUNITY MEETING AGENDA

Monday, September 30, 2013 6:30 to 8:00 p.m. Albertina Kerr Place (424 NE 22nd Ave)

- Welcome and introductions 5 minutes
- Meeting purpose and agenda 5 minutes
- Who is affected? What is or is not working? 15 minutes
- Currenct conditions and options 30 mintues
- What do you like and what concerns you about the options? Which option are you most interested in pursuing further? 25 mintues
- Next steps 5 minutes
- Evaluation and farewell 5 minutes

FOR MORE INFORMATION

East Burnside Street Transportation Safety Project website: http://www.portlandoregon.gov/transportation/61206

High Crash Corridor program coordinator: Clay Veka, clay.veka@portlandoregon.gov, 503-823-4998

High Crash Corridor transportation safety engineer: Wendy Cawley, wendy.cawley@portlandoregon.gov, 503-823-4396

E Burnside Street (SE 14th to 32nd) – Safety Tools Considerations and Recommendations

Tools	Traffic signal changes \$100-\$500	Speed limit reduction \$100 per sign \$2,000-5,000 for speed study	Speed reader boards \$10,635	Travel lane changes & Pedestrian crossing improvement options Travel lane Pedestrian Curb extensions modification islands only \$30,000-40,000 per corner			New traffic signal \$250,000 - \$500,000
F'				\$150,000	\$10,000 - \$20,000 per island	+ Overhead flashing beacons \$200,000	
<u>Photos</u>	TURNIG THATTE MUST VICED TO PEDESTRANS	SPEED LIMIT 30	YOUR SPEED				
Expected Crash Reduction	1-2 crashes fewer every 10 years	7-8 crashes fewer every 10 years	N/A	66-159 crashes fewer every 10 years	N/A	N/A	4 crashes fewer every 10 years
Description	Examples: - Increase ped walk time - Limit Walk on Red - Leading ped interval	Consider reducing speed from 35 to 30MPH.	Consider around 30 th -31 st coming down the hill; Short-term, small speed reduction; Long-term effectiveness unknown	One travel lane in each direction, one center turn lane, protime parking on both sides of street. Safety gains for vehicles with left turn lane and peds with pedestrian islands.	Maintain existing roadway configuration. Add ped islands at some intersections, requiring removing 2-3 parking spaces/corner.	Maintain existing roadway configuration. Add curb extensions and rapid flashing beacons at some intersections.	Add traffic signal at unsignalized intersections.
Recommendations	Worth considering at 20 th , 28 th and 32 nd .	Worth considering along with any physical changes that are made to the roadway.	Worth considering.	Worth considering.	Worth considering @ unsignalized intersections only if travel lane modification is not preferred.	Worth considering @ unsignalized intersections if travel lane modific'n is not preferred or parking loss is unacceptable.	Not recommended.
&	Near-term	Near-term	Near-term	Near-term	Near term	Long term	Long term

Portland High Crash Corridor Program East Burnside, 14th – 32 Existing Conditions

- E Burnside is classified as a <u>District Collector</u>, serving traffic between neighborhoods and regional centers or major destinations. For reference Sandy Blvd is a Major City Traffic Street, which should carry regional traffic; Glisan and Hawthorne are Neighborhood Collectors that should carry traffic between neighborhoods and local destinations.
- About 18,500 cars travel along E Burnside each day.
 - During the morning commute more than 1100 cars are traveling into the City during the peak hour
 - During the evening commute more than 1300 cars are traveling out of the City during the peak hour
- The posted speed is 35 MPH. 85% of drivers are driving at 35 MPH or less; 15% of drivers are driving faster than 35 MPH.
- 346 crashes were reported over the past ten years (2002-2011) on E Burnside, from E 14th Ave to E 32nd Ave
 - 2x more pedestrian crashes than the citywide average (13 ped crashes, more than 1 per year)
 - o 50% more intersection crashes than the citywide percentage, and
 - o 2x higher reckless driving-related crashes than the citywide average,
 - o 50% more inattentive driving-related crashes than the citywide percentage.

Travel Lane Changes &

Pedestrian Crossing Improvement Options

Three lane roadway with pro-time parking



\$150,000 66-159 crashes fewer every 10 years





- One travel lane in each direction, a center turn lane, pro-time parking on both sides
- Increased safety for vehicles center turn lane provides refuge for left turns to avoid crashes that result from weaving and rear-ends
- Increased safety for pedestrians pedestrian islands provide refuge and pedestrians only cross one lane (or two lanes during peak hour) at a time
- Pro-time parking Parking lane becomes travel lane for two hours per day:
 - Westbound (north side of street) parking becomes travel lane 7-9AM
 - Eastbound (south side of street) parking becomes travel lane 4-6PM
- Near-term implementation: City is likely able to secure funding for this project without applying for a grant.

Four lane roadway with pedestrian islands and marked crosswalks



\$20,000 per island Crash reduction data unavailable

- Leave the roadway as is: 2 lanes in each direction and permanent parking on both sides
- At select intersections, remove 2-3 parking spaces per corner and add pedestrian islands
- No center turn lane to provide left turn protection for vehicles
- Increased safety for pedestrians pedestrian islands provide refuge and pedestrians only cross two lanes at a time
- Near-term implementation: City is likely able to secure funding for this project without applying for a grant.

Four lane roadway with curb extensions, rapid flash beacons and marked crosswalks



\$40,000 per curb extension \$200,000 for flashing beacon Crash reduction data unavailable

- Leave the roadway as is: 2 lanes in each direction and permanent parking on both sides
- At select intersections, add curb extensions and rapid flashing beacons (about 6' reduction in available parking area)
- No center turn lane to provide left turn protection for vehicles
- Increased safety for pedestrians curb extensions increase pedestrian visibility and rapid flashing beacons alert drivers of pedestrian waiting to cross
- Near-term implementation: City is likely able to secure funding for this project without applying for a grant.

East Burnside Street Transportation Safety Project

COMMUNITY MEETING FEEDBACK

Monday, September 30, 2013 6:30 to 8:00 p.m. Albertina Kerr Place (424 NE 22nd Ave)

SUMMARY

About 35 people attended the public meeting.

Meeting attendees were generally in agreement on the following:

- Pedestrian crossing enhancements are needed at non-signalized intersections
- A more pedestrian-friendly and business-friendly environment are desired
- There is too much vehicle diversion onto SE Ankeny St
- No new capacity for vehicles should be considered
- Additional information is desired about the benefits and costs of a roadway design that reduces a travel lane and adds a center turn lane

Meeting attendees mostly agreed with the following statements:

(Scale 1 = strongly disagree; 5 = strongly agree)

- I got the information I needed. (4.1)
- Adequate time was provided for questions and discussion by community members. (3.6)
- The meeting facilitation was effective. (4.4)
- I felt heard and listened to. (4.3)
- The presenters were clear and easy to understand. (4.3)
- Attending this training was time well spent. (4.4)

DETAILED FEEDBACK

Big Group Question: Who uses E Burnside Street?

- Cyclists
- Cars
- Pedestrians
- TriMet
- Motorbikes

- ER Vehicles
- Sidewalk travelers
- Students
- Commuters
- Tourists

- Residents
- Freight / trucks
- Shoppers
- ADA users

Small Groups Question: What is / isn't working?

What IS working?

General

- East/West TriMet stops and access on Burnside
- Sidewalks on both sides

16th & Burnside

- 16th pedestrian crossing is working!
- New crosswalk at 16th has vastly improved pedestrian accessibility
- The new pedestrian island helps pedestreians, cyclists and TriMet making the turn
- Pedestrian island
- New crosswalk at 16th is working well

20th & Burnside

- Leading pedestrian interval changes no matter if you push the button
- Left turn light
- Leading pedestrian interval

20th & Ankeny

• Median blocks car traffic on side street. Maybe more of these would prevent car traffic cutting through.

22nd & Burnside

• Vibrant commerce

32nd & Burnside

- Bike signal
- Bike sensors

What IS NOT working?

General

- Too much diverted traffic onto Ankeny
- Need more pedestrian crossings every two blocks
- More traffic calming between 20th and 28th on Ankeny to reduce car traffic and improve flow of bike traffic
- Need modern greenway retrofit traffic calming 20th -32nd on Ankeny too much auto traffic
- Speeds: $20^{th} 28^{th}$

14th & Burnside

• This new traffic light is <u>terrible</u> for pedestrians – strands me on the refuge; takes too long, must wait for multiple light changes to cross with light

14th & Ankeny

• Eastbound diverter needed

16th & Burnside

- Sidewalks 16th crossing greenway
- Yellow flasher

17th & Burnside

- Changes that are made on Burnside (example: safety tools) affect side streets (residents) between 14th and 32nd 17th between Burnside and Sandy
- Crosswalk needed

18th & Burnside

- Need pedestrian crossing
- Left turning bus. Bus on narrow street.
- No crosswalk!

20th & Burnside:

- Need left turn signal onto Burnside cars run red lights (driver's experience)
- Bad pedestrian experience (horrible ramps, crowded with LEP students during morning school commute)
- Need N/S TriMet line, 20th would be great
- Keep an eye on ped rates with new residential building
- Need improved ADA ramps!

20th & Ankeny:

- Illegal left turns
- Bikes don't stop and cause car accidents
- Bicyclists too fast on sidewalk
- Traffic cut through because avoiding Burnside
- Unsafe for pedestrians and bikes and cars; illegal turns and bike riders don't stop
- Dangerous intersection
- Car and bike poor driving

• Need modern divider – slower traffic

22nd & Burnside:

- Bad visibility for drivers and pedestrians
- Feels unsafe for drivers and pedestrians (there was an accident there a couple of years ago)
- Reduced parking and more need because restaurant
- Too many people, crosswalk not sufficient
- Ped crossings hard
- No crosswalk!

24th & Burnside:

- Need pedestrian crossing (marked crosswalk) on both sides
- Need to improve existing pedestrian crossing
- Crosswalk NOT visible
- Cars hardly ever stop here
- Construction has the sidewalk closed, but there is no warning about it by the marked crosswalk on 24th

26th & Burnside:

- No sidewalk during construction dangerous
- Poor visibility on corners
- No crosswalk!

28th & Burnside:

- Increase pedestrian shopping district widen sidewalks and change cross-section to 1 eastbound lane, 1 westbound lane, and 1 center turn lane/reversible lane
- Getting into Whole Foods
- Freight turning to deliver problems
- 18-wheelers in /out of Coke
- Left turn signals not actuated by bikers weight
- Way too wide with little to no ped infrastructure
- Need pop out sidewalks and bioswales
- On Sat, 9/28/13, building on 28th and Burnside flooded bioswales could have solved this

28th & Ankeny:

• Auto diversion – work with 20s Bikeway project

30th & Burnside:

- New high-density apartment at 30th will create more pedestrian difficulties. We need another crosswalk for safety with bus stop.
- Whole Foods access
- Car speeds
- Construction has sidewalk closed with no safe way to cross to the other side.

- No crosswalk!
- Slow traffic down here west of 32nd, downhill

Small Group Discussion of Lane Configuration and Pedestrian Crossing Options:

General summary:

- 1. Three-lane roadway with pro-time parking Vast majority of participants **dislike** this option
- 2. Pedestrian island and Curb extension Vast majority of participants strongly request enhanced pedestrian crossings and like both of these optoins
- 3. A previous option that PBOT had taken off the table: 2 eastbound travel lanes, a center turn lane, and 1 westbound travel lane was revisited
 - 13 participants requested PBOT to further pursue this option (the original count was 11, but two of the meeting facilitators who are neighborhood and business representatives, had not been included in the vote and asked to add their votes here)
 - o 10 participants want more information about this option
 - o 4 participants do not want to pursue this option

Three lane roadway with pro-time parking

- NO
- Diverts traffic to Ankeny
- At night, without parked cars, it turns into a freeway
- No changes that increase the perception of a "large" road
- Three lanes <u>only</u> with parked cars. Glisan at Fred Meyer (65th) turns into a highway without parked cars
- Consensus we dislike the 3 lane roadway with pro-time parking
- Reinstate the original proposal without pro-time parking; revisit traffic counts!
- I want the 3-lane option with parking back on the table; 2 minutes extra delay (at peak) is worth the safety benefits!
- Pro-time very difficult for residential parking would all Burnside go to 1 or 2 hour parking limit?
- Consider 3-lane cross section with reversible lane (and wider sidewalks)
- We are STRONGLY for the 3-lane option, NOT 5
- NO new capacity induced demand? You will get the volumes and speeds you design for.
- Too much speed increase?
- Enforcement issues?
- Lose overnight parking on Burnside with new apartments with little to no parking = more parking issues for side neighborhoods
- Traffic right next to sidewalk during peak school/traffic hours. Feels unsafe.
- 5/5 people at our table do not like this idea!
- 5/5 people like pedestrian crossings and/or combo of curb extensions
- Like flashing beacon, especially at bus stops
- Long-term add some strategic traffic signals.

• Long-term: mirror lights (pedestrian beacons?) on Burnside like Sandy (16th, 18th, 24th)

Four lane roadway with pedestrian islands and marked crosswalks

- Make more ped friendly crossings between 12th and 28th
- Paint every crosswalk because drivers don't know that it's a crosswalk
- I ride the bus home every day it turns left off 16th and goes over to Sandy. This pedestrian island gives the driver the chance to see folks crossing Burnside and those vehicles and bikes going west on Burnside it is safer for all of us.
- As many ped islands as possible would be good. Especially at 30th seems like an effective and affordable solution.
- Might help with traffic calming
- Crosswalk at 22nd!!
- In favor of these!!
- Combine Option 2 with Option 3.

Four lane roadway with curb extensions, rapid flash beacons and marked crosswalks

- 16th and 26th as part of 20s bikeway project
- As a 65-year old woman, curb extensions give me hope that I will actually make it across the street before the white man goes away; I think that alternative painting could work if you use paint that won't wear off quickly
- 28th Ave needs bioswales and curb extensions
- Painted or real curb extensions helps with visibility and protection for crossers!
- What good is a new crosswalk if its not an <u>effective</u> crosswalk? Must add rapid flash to make it work at 24th and to any potentially new crosswalks.
- Can rapid flash be included with pedestrian islands?

Other written comments:

- Bike riders don't obey rules of the road and don't have insurance; run into people and cars so unreported
- Generally traffic is geared towards downtown, not circular like Paris
- Reduce speed limit
- More N/S TriMet lines like on 20th
- I came to a traffic calming thing before and I realized you've decided already
- People don't remember rules of road take written DMV test every 4 years
- Bioswales breed mosquitos
- Wider sidewalks!

Other verbal comments/questions:

- How many bikes are currently using Burnside?
- Need bike diverters on Ankeny at 12th, 20th, 28th
- 20th & Sandy why does the pedestrian signal not change on both sides?
- 16th & Burnside is the sign missing the bike symbol? If so, can it be added?
- 28th left turn there is only enough time for one car to get through

- We need to design the roadway to remove the psychological experience of "I can just go." More signals.
- Pepsi Co Bottling there are times when enormous freight trucks stop right on Burnside
- The new Linden building at 12th & Burnside has a small sidewalk at a major intersection; Portland should require wide sidewalks to offer real pedestrian improvements

WRITTEN EVALUATION

E BURNSIDE TRANSPORTATION SAFETY PROJECT

EVALUATION RESPONSES

Community Meeting – September 30, 2013

COMMENT: We received 20 completed evaluations. About 32 people participated in the meeting.

RANKING KEY

Strongly Agree:	-
Agree:	4
Neutral:	3
Disagree:	2
Strongly Disagree:	1

STATEMENTS RANKING	AVR RANK
1. I got the information I needed.	4.1
2. Adequate time was provided for questions and discussion by community	3.6
members.	
3. The meeting facilitation was effective.	4.4
4. I felt heard and listened to.	4.3
5. The presenters were clear and easy to understand.	4.3
6. Attending this training was time well spent.	4.4

ADDITIONAL COMMENTS

- 3. The meeting facilitation was effective.
 - It's OK to ask for people to STOP talking in their small groups while instruction / guidelines are being given out.

QUESTIONS

1. What was particularly useful to you about this community meeting?

- Being able to be part of making my community more livable and friendly for its residents.
- Good data was helpful.
- Hearing others' opinions /thoughts

- Hear proposals and how others in community feel
- Hearing the options and understanding the process
- The information that was provided because I was unaware.
- Good to see others came and what the City is considering
- Yes
- Having map handy was great!
- Idea of widening sidewalks between 28th & 20th/16th to increase pedestrian district. 1-west, 1-east, and 1-reversible lane / center turn
- Having PBOT hear our concerns
- Learning the options and others feelings

2. What didn't work for you, or what would have made the meeting more useful to you?

- Conflicting city to city division goals
- More information before writing on the maps felt like a rehash of April meeting
- Too big of an agenda, not enough time
- Thought it went pretty well
- Vocal participants dominated the conversation.
- Good overview
- Group discussion structure
- We didn't really address that the City / developers are trying to make fewer people want to drive. If we are trying to promote biking/walking/not having a car, why are we not considering a three lane road diet because it adds 2 mins to our commutes?
- More discussion time. Lots of passionate view points, not enough time for soapboxes.
- Started slow (first 15 minutes)

3. What additional information would be helpful to you?"

 More information about price considerations and how those factor in to PBOT decision making

- Tie in with 20s Bike Corridor
- Not sure
- N/A
- More info about how similar changes have affected other areas (in city and outside)
- Education about a reversible lane.
- 3-lane option

4. Please share any additional thoughts/

- Great job by Wendy & Clay!
- Not really
- Great meeting
- Thank you for listening to us!
- Worried about induced demand w/ 5-lane option. Please reconsider 3-lane option.
- Increasing a business district as the density increases will reduce car traffic <u>ONLY IF</u> you create a pedestrian area!
- Mississippi Ave & 9th Street Berkeley, CA examples