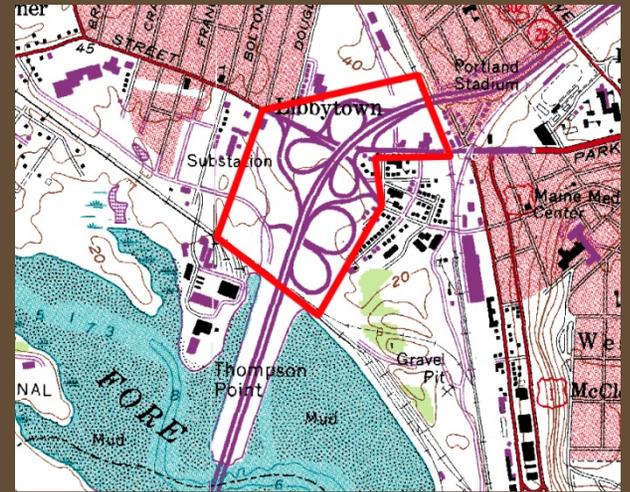
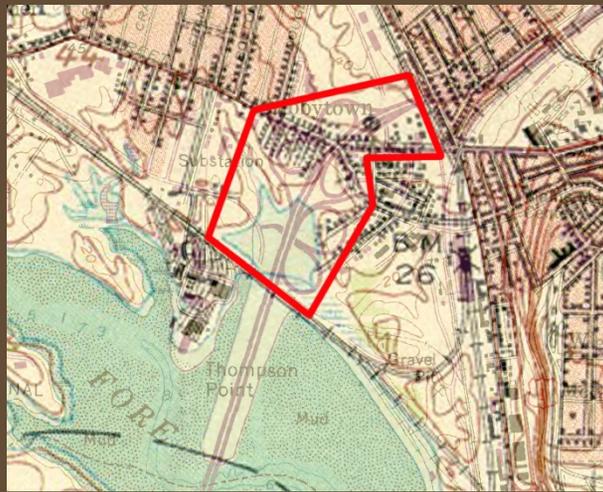
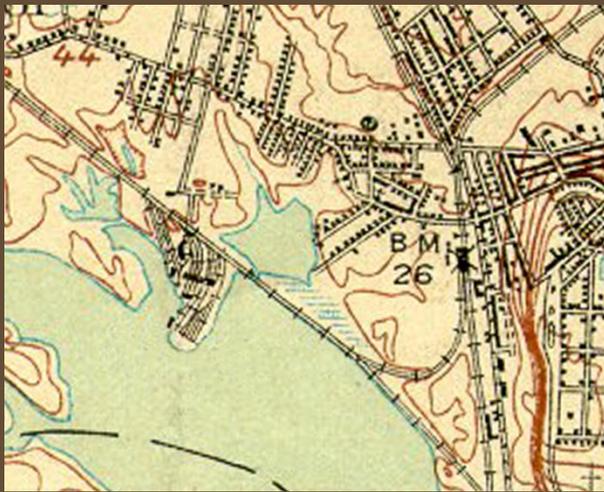


Libbytown Traffic Circulation and Streetscape Study



Public Meeting
June 10, 2013

Project Goals

- **Safety** for all users
- **Reconnect** the Libbytown Neighborhood
- Improve **mobility** for **all modes** of transportation
- Improve the **economic** climate of Libbytown

Project Team

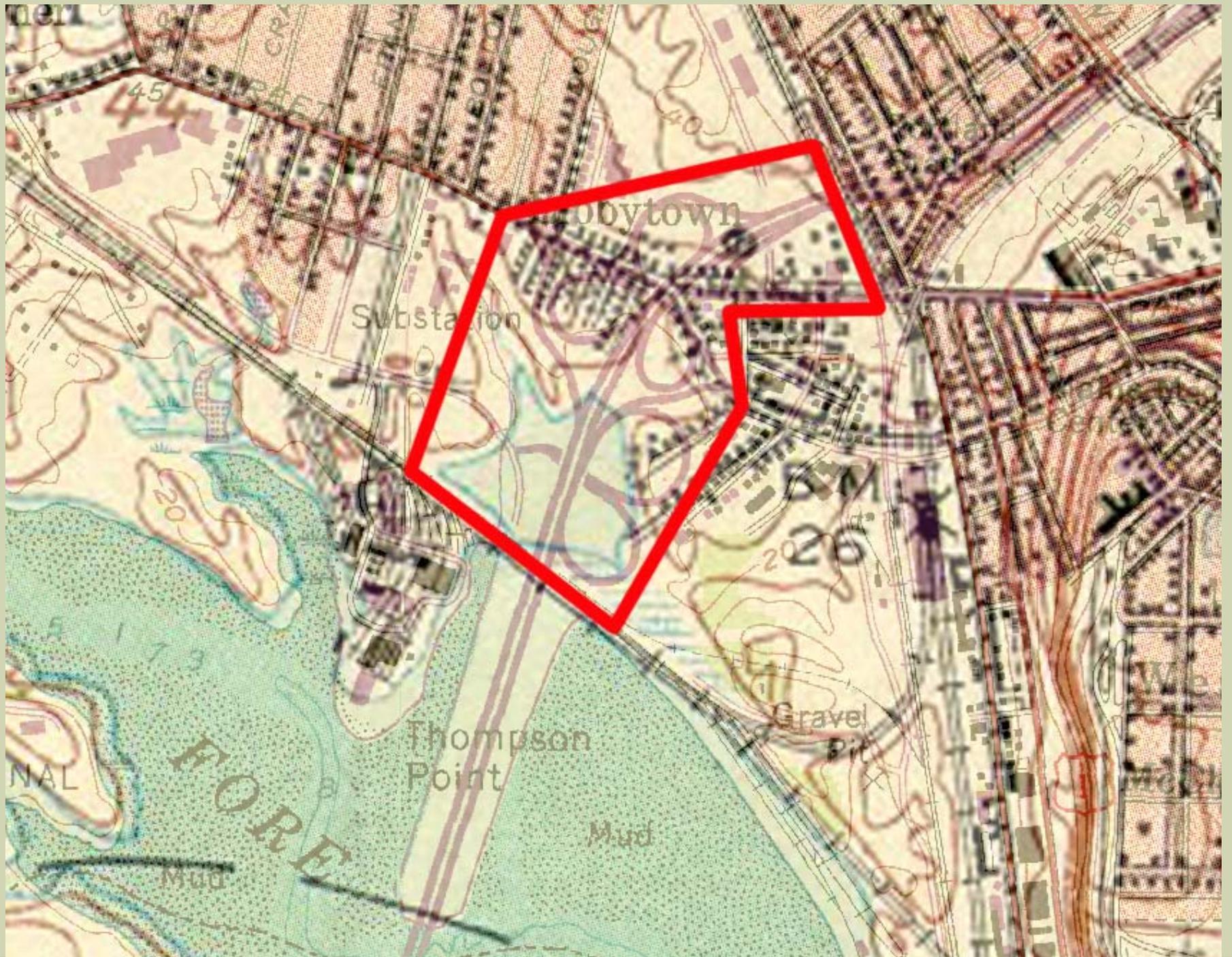
- City of Portland – Department of Public Services
- PACTS – Portland’s Regional Planning Organization
- Consultants
 - DuBois & King
 - Ransom Consulting
 - TJD&A
 - Morris Communications
 - Smart Mobility

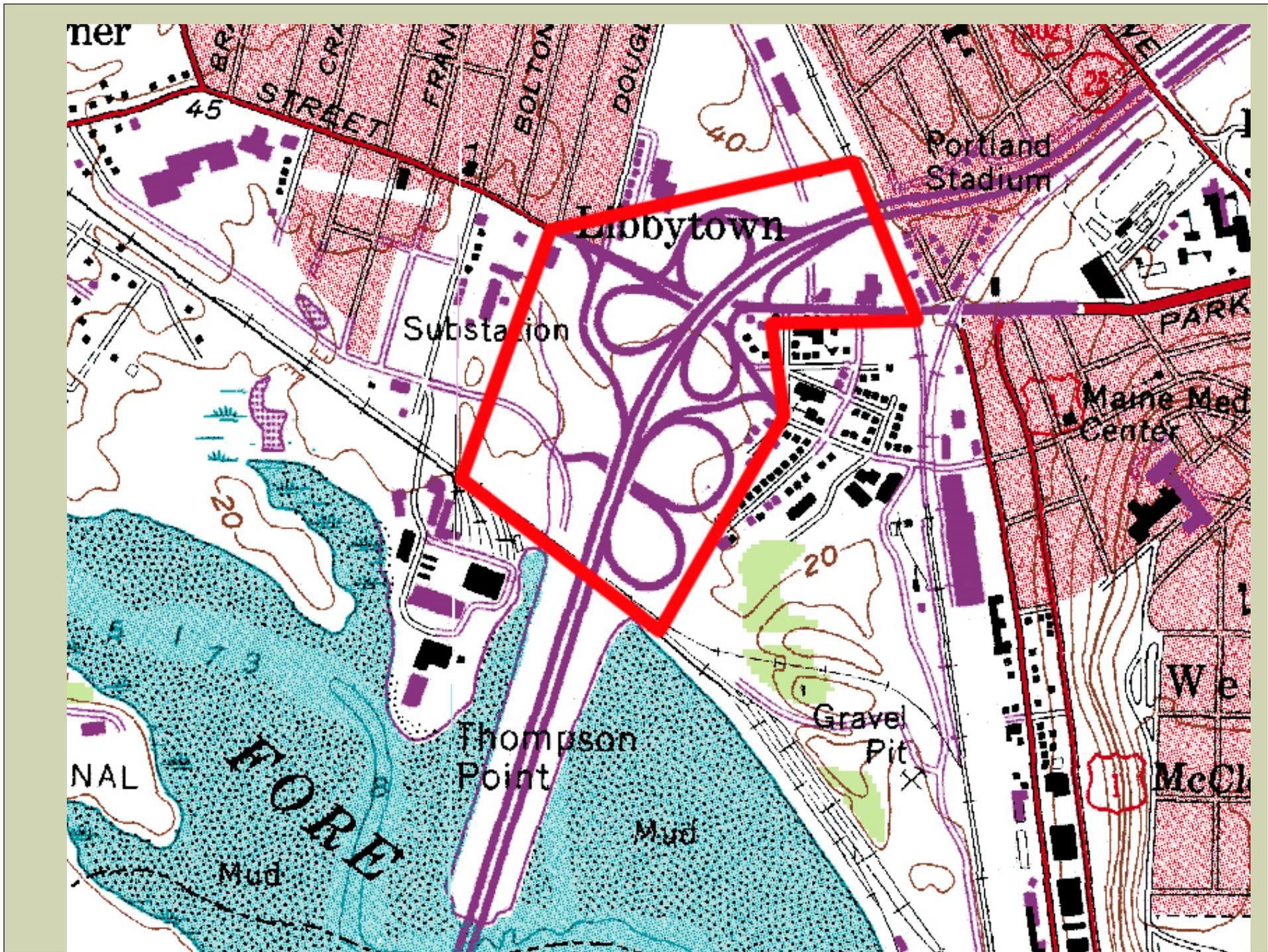
Project Schedule

- Fall 2012: Define Issues and Needs
- Winter 2013: Develop Alternatives
- Spring 2013: Analyze and Refine Alternatives

- Tonight: Present Preferred Alternative
- Complete final report: July 2013



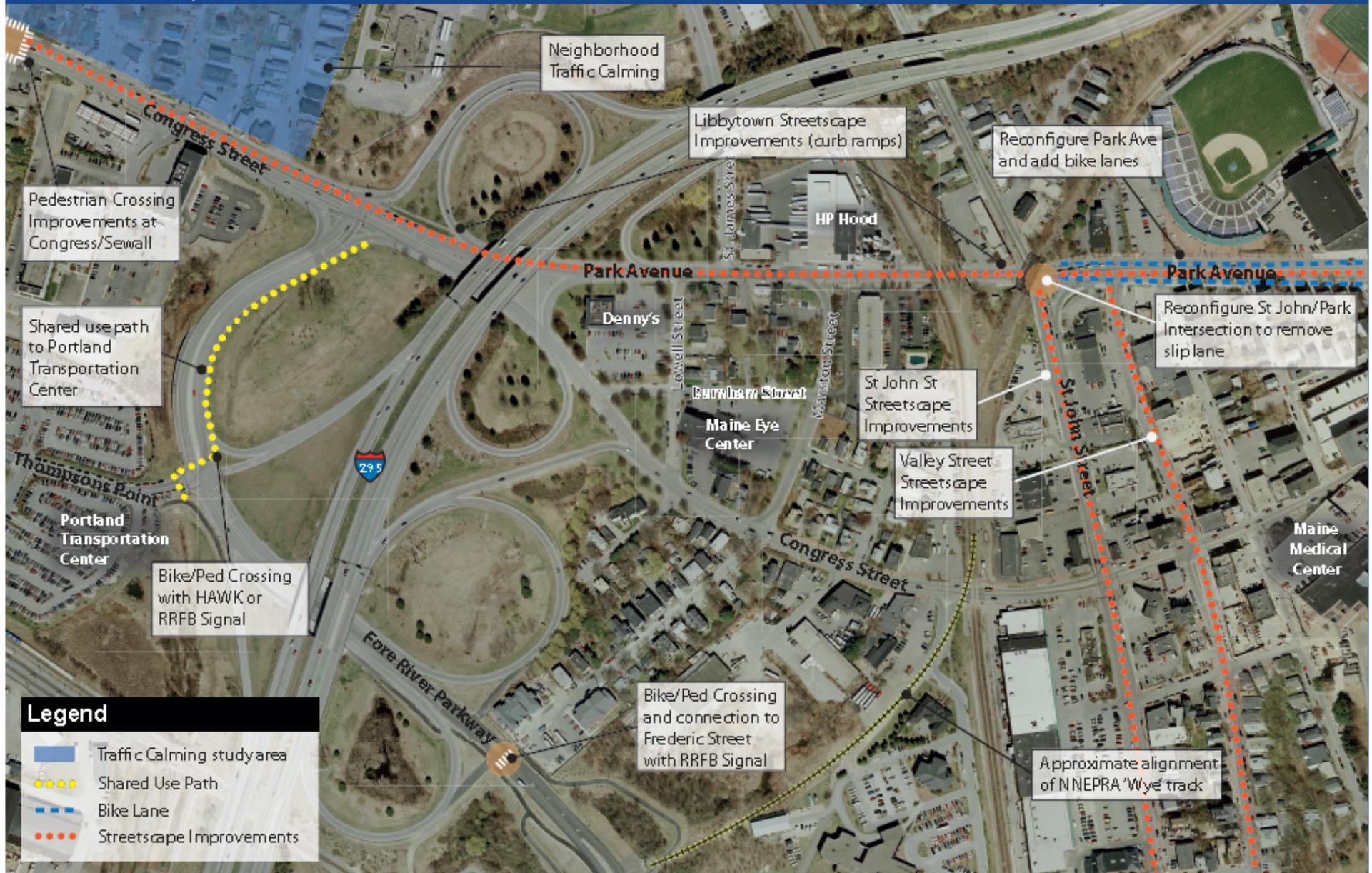






Libbytown Traffic Circulation and Streetscape Study

PACTS and City of Portland



Planned Projects

Alternatives

	Interchange Configuration	a) Park-2 way Congress 1-way	b) Park-2 way Congress 2-way
Alternative 1	<ul style="list-style-type: none"> • Close 5 ramps: A,B,C,D,F • Directs all interstate traffic to Fore River Parkway Interchange 	<ul style="list-style-type: none"> • Park is major route into downtown • Congress is major bicycle route 	<ul style="list-style-type: none"> • Both routes serve traffic • Park is major bicycle route • Congress provides on-street parking
Alternative 2	<ul style="list-style-type: none"> • Close 4 ramps: A,B,C,D • Eastbound access to Ramp F • Less traffic on Fore River Parkway Interchange 	<ul style="list-style-type: none"> • Congress 2-way between Marston and St. John • Congress provides on-street parking • Park is traffic and bicycle route 	<ul style="list-style-type: none"> • Equal emphasis for traffic, bicycles and parking on Congress and Park • Larger signal at Congress/Park/I-295 NB

Libbytown Traffic Circulation and Streetscape Study

PACTS and City of Portland



Legend

-  Available for Other Uses
-  Cycletrack or Shared Use Path
-  Bike Lane
-  Shared Use Lane Bikeway
-  On-Street Parking
-  Directional Changes

Preferred Alternative

June 10, 2013

prepared by:



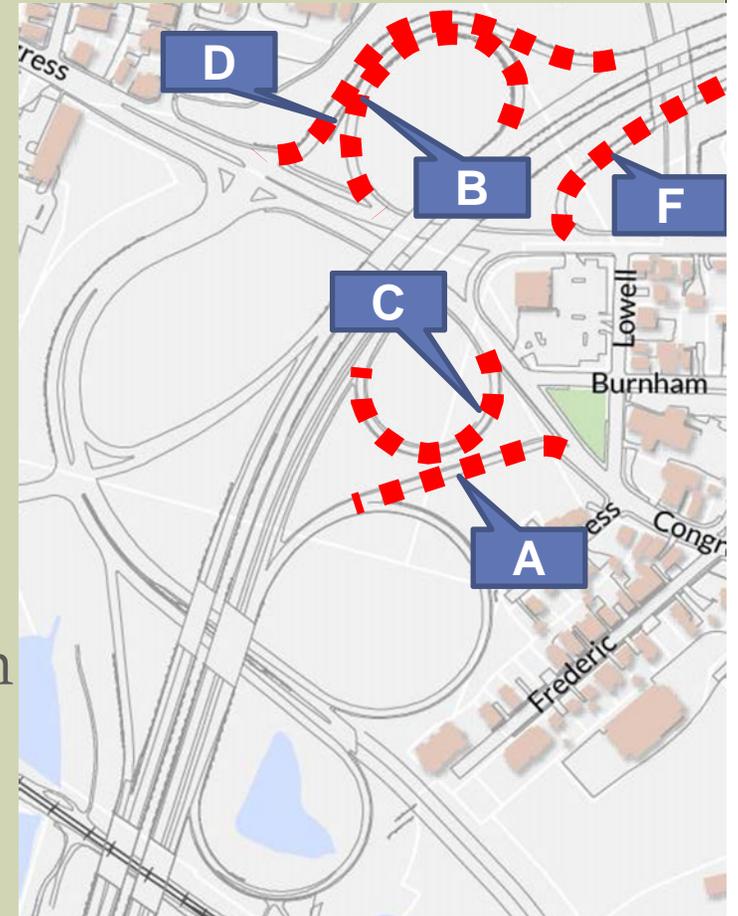
DuBois & King INC.

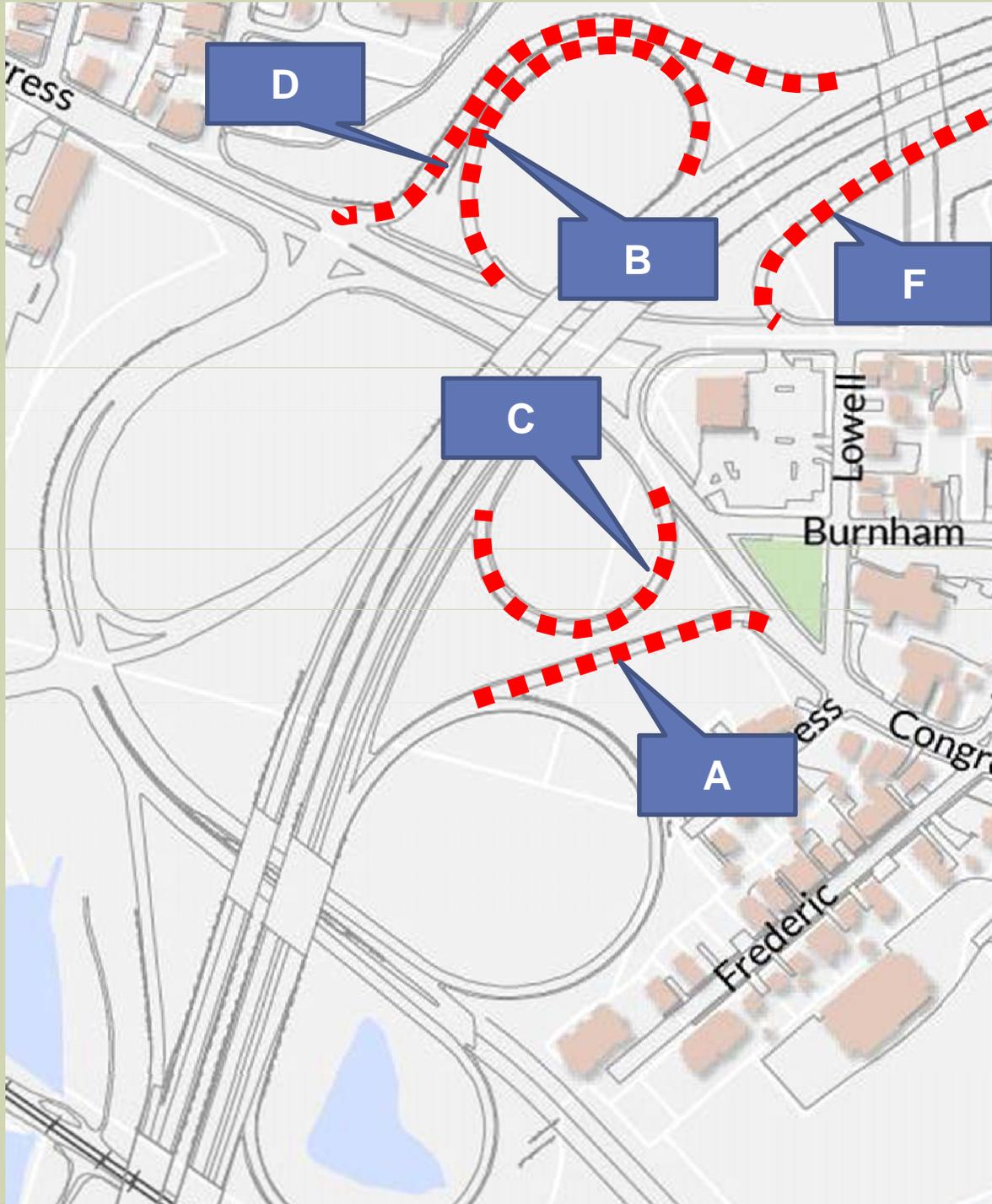
with:

Ransom Consulting Engineers & Scientists
 tj&a Landscape Architects and Planners
 Morris Communications
 Smart Mobility

Project Recommendations

- Interstate Ramps:
 - Remove four ramps A-B-C-D
 - Ramp F remains
- Park:
 - 2 way
 - Buffered bike lanes with median
- Congress:
 - 2 way
 - Bike lanes and parallel parking in selected locations





Project Recommendations:

Rationale for Ramp Removals

- Ramps A, B, C and D have high crash rates and impede safe pedestrian and bicycle transportation
- Street network can accommodate diversions to Veterans Bridge and Park Avenue.
- Closing ramp F diverts traffic to Forest Avenue interchange which is high crash location
- Public support for keeping Ramp F

Project Recommendations:

Rationale for Park - 2 way

- Provides access without at-grade railroad crossing
- Provides opportunity for bicycle lanes in both directions
- Public support

Project Recommendations:

Rationale for Congress- 2 way

- Closing interstate ramps diverts traffic to St. John north and southbound.
- Creates challenging traffic situation when combined with northbound traffic accessing Park.
- Public opinion mixed on Congress

Modeling

- Model was upgraded to account for current behavior and trends in walking, bicycling and transit use.
- Changes in traffic patterns resulting from Preferred alternative



Ramp Traffic

Ramp	Direction	Diverted to FRP	Other Routes
A	NB off	29%	Diverted to St.John /Veterans bridge
B	SB on	86%	Diverted to St.John /Veterans bridge
C	NB on	39%	Diverted to Park Ave, others
D	SB off	72%	Diverted to Park Ave, others

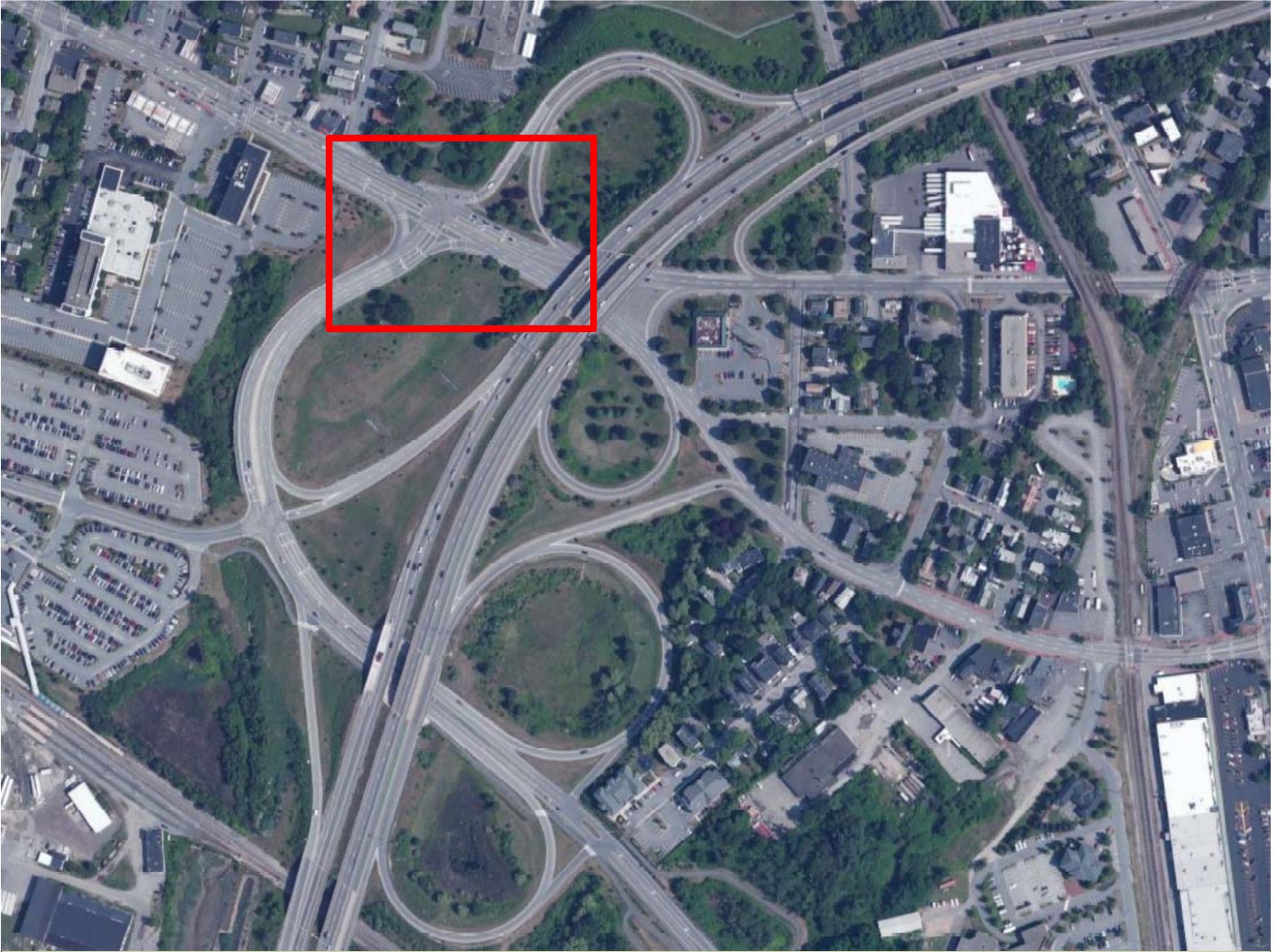
Park/Congress Traffic

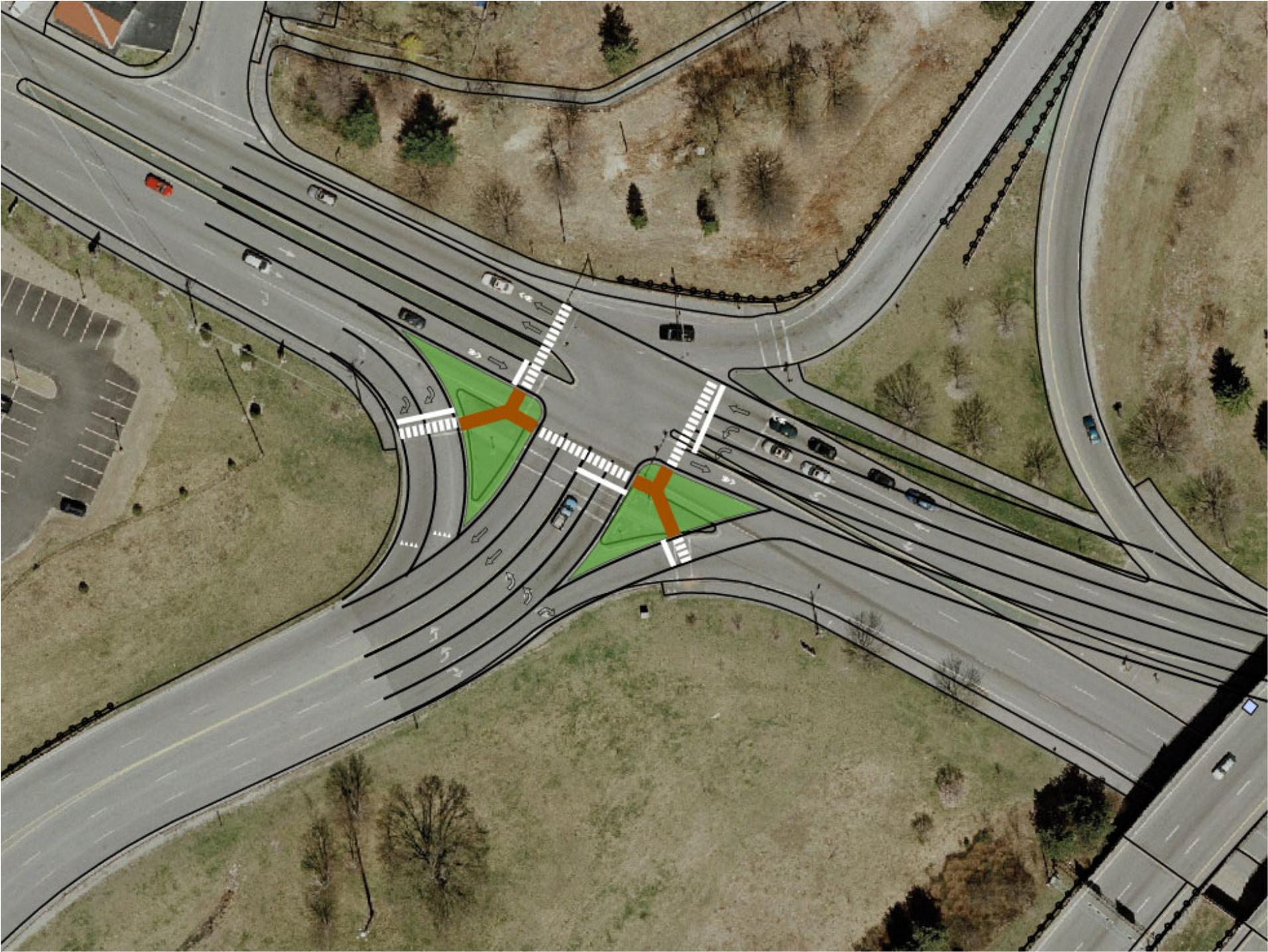
- Overall reduction in volume on both streets in the study area
- Of Remaining Traffic:
 - 60% uses Park Ave
 - 40% uses Congress



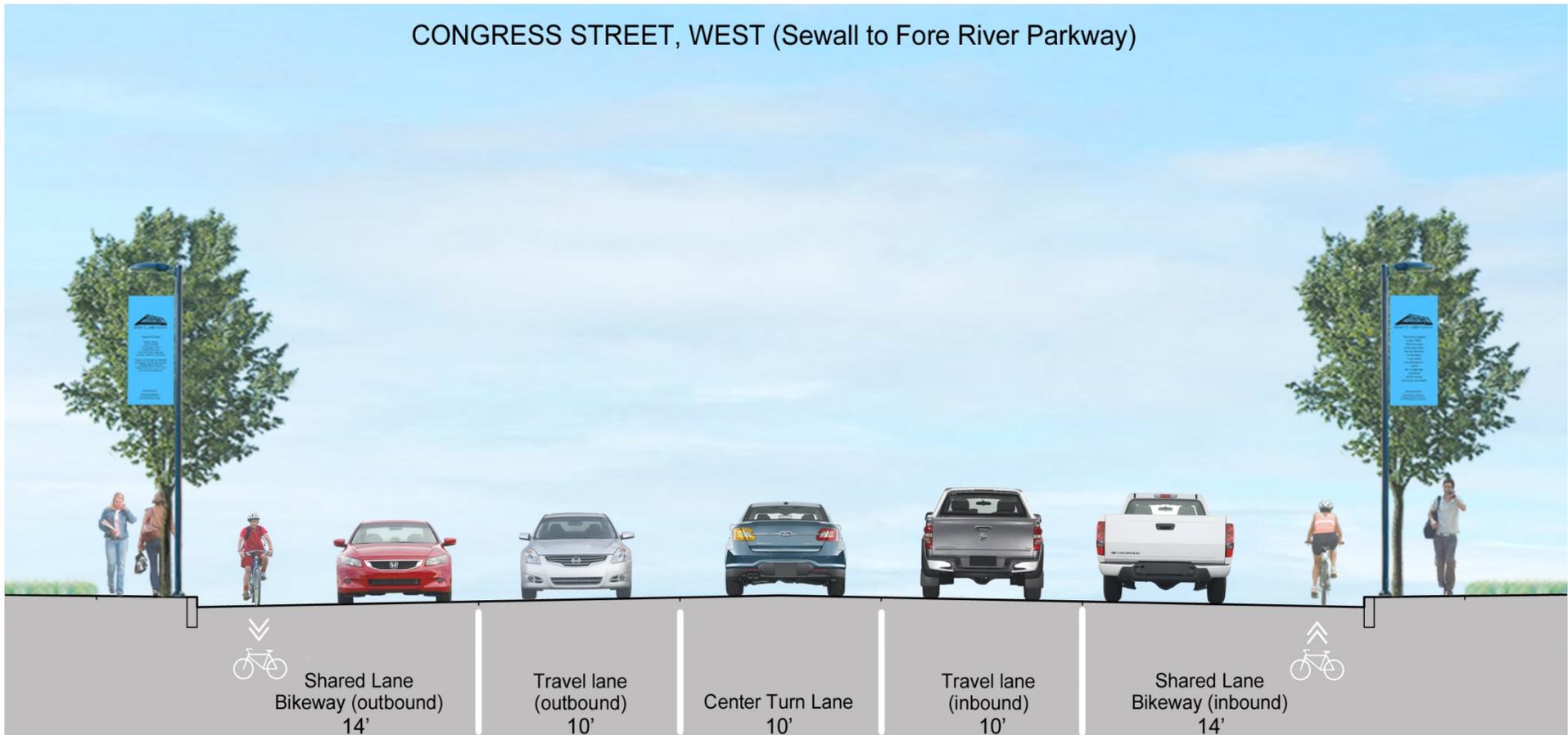
Design

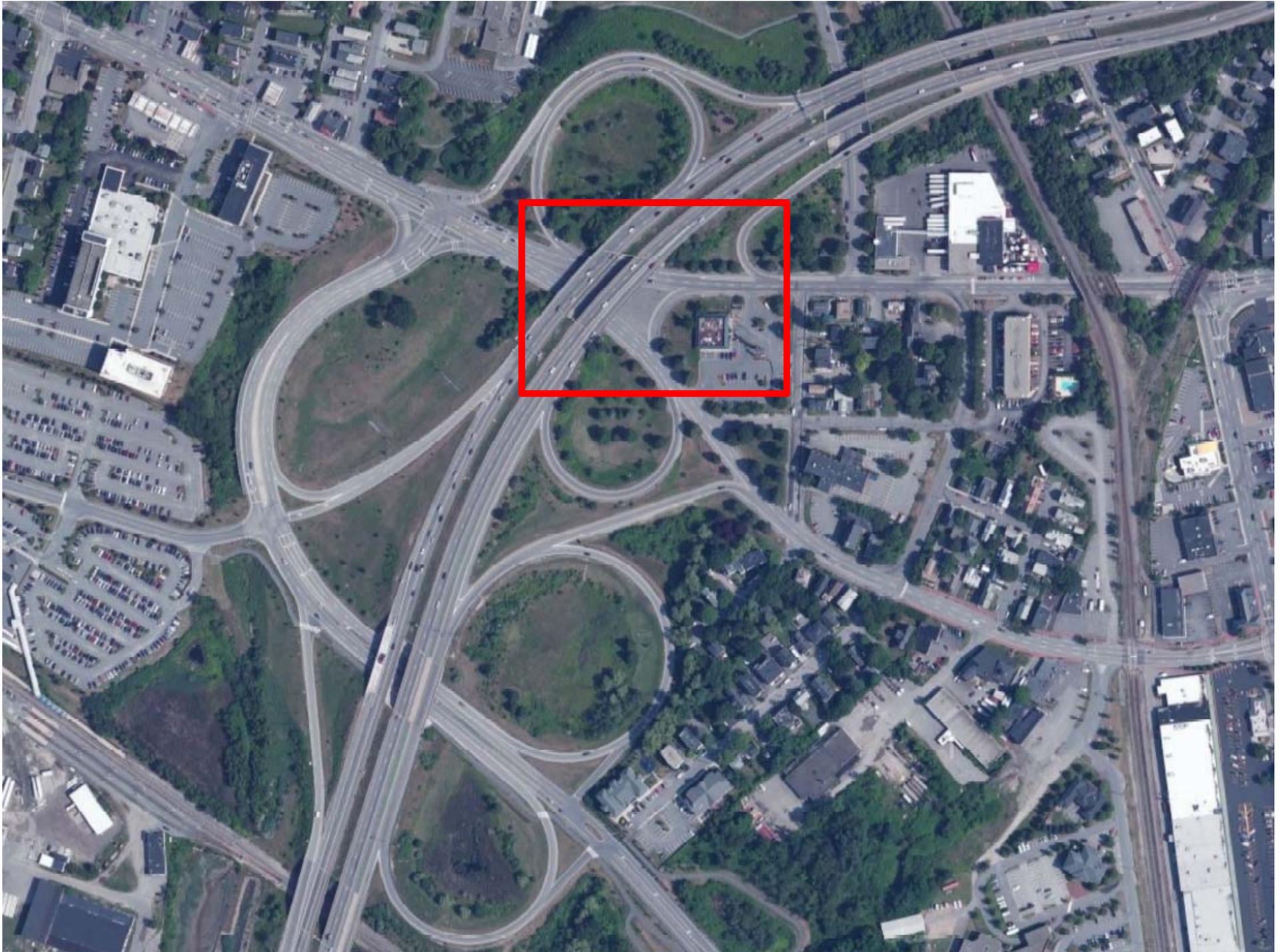
DESIGN RECOMMENDATIONS

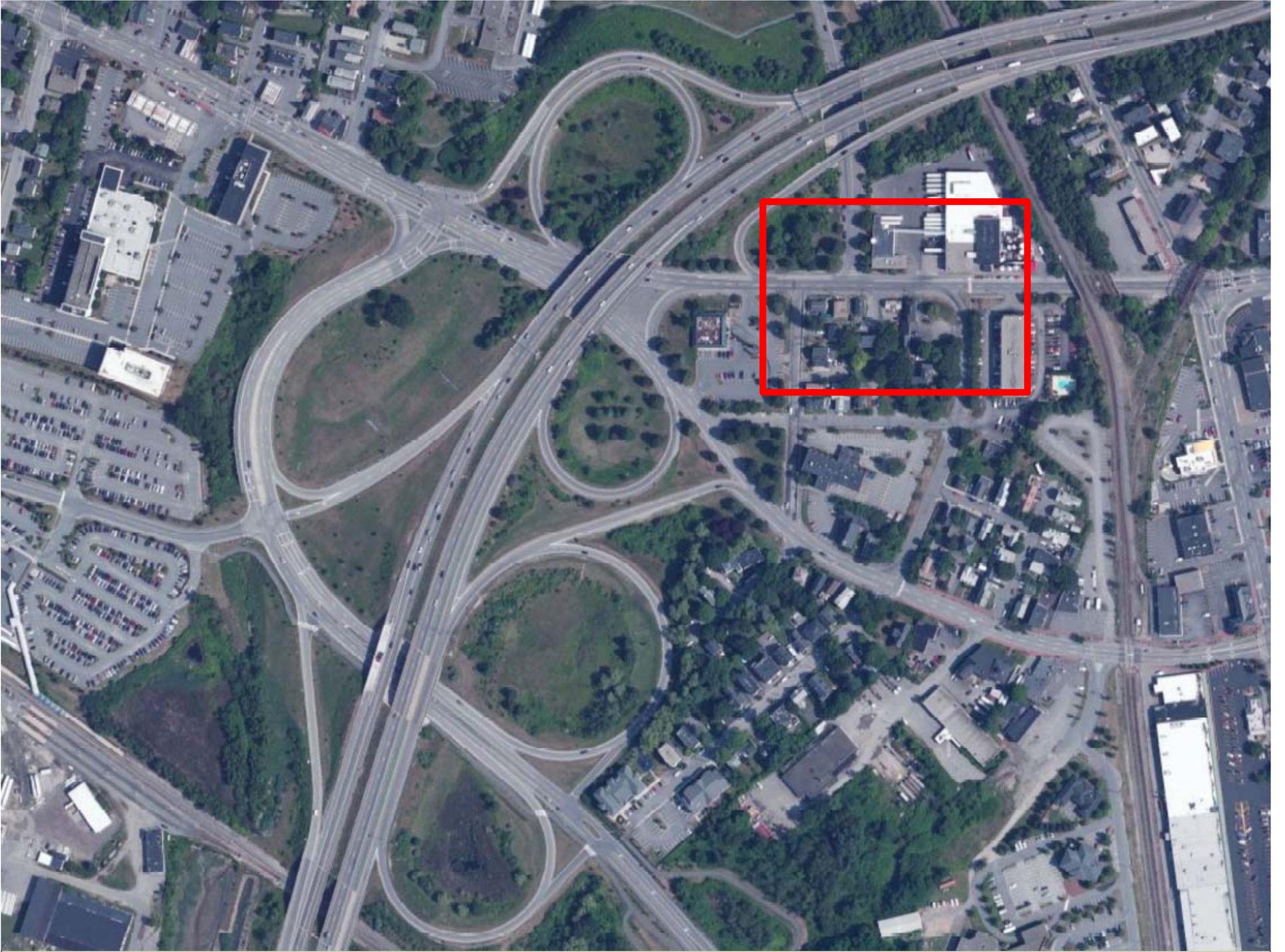


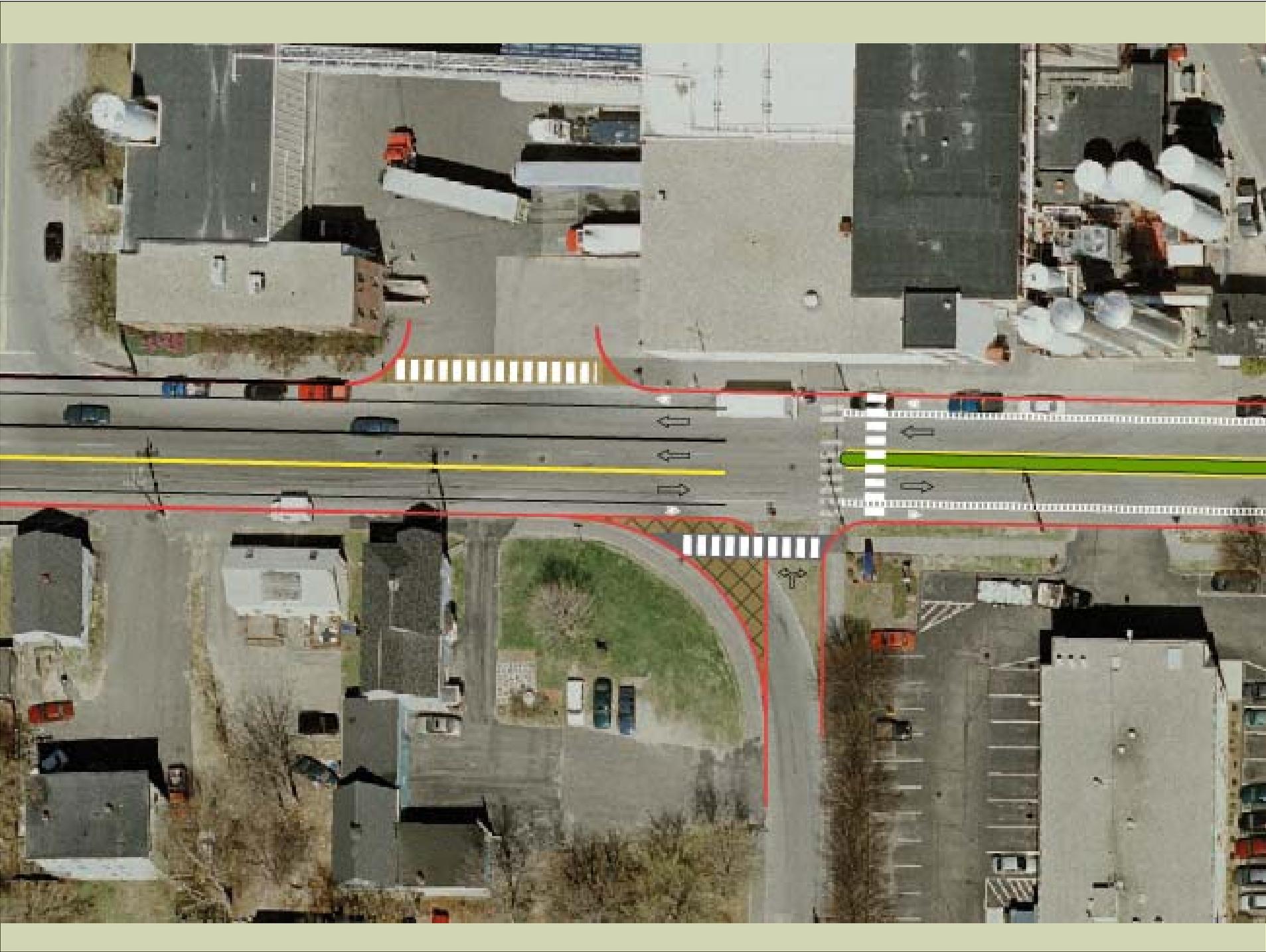


CONGRESS STREET, WEST (Sewall to Fore River Parkway)

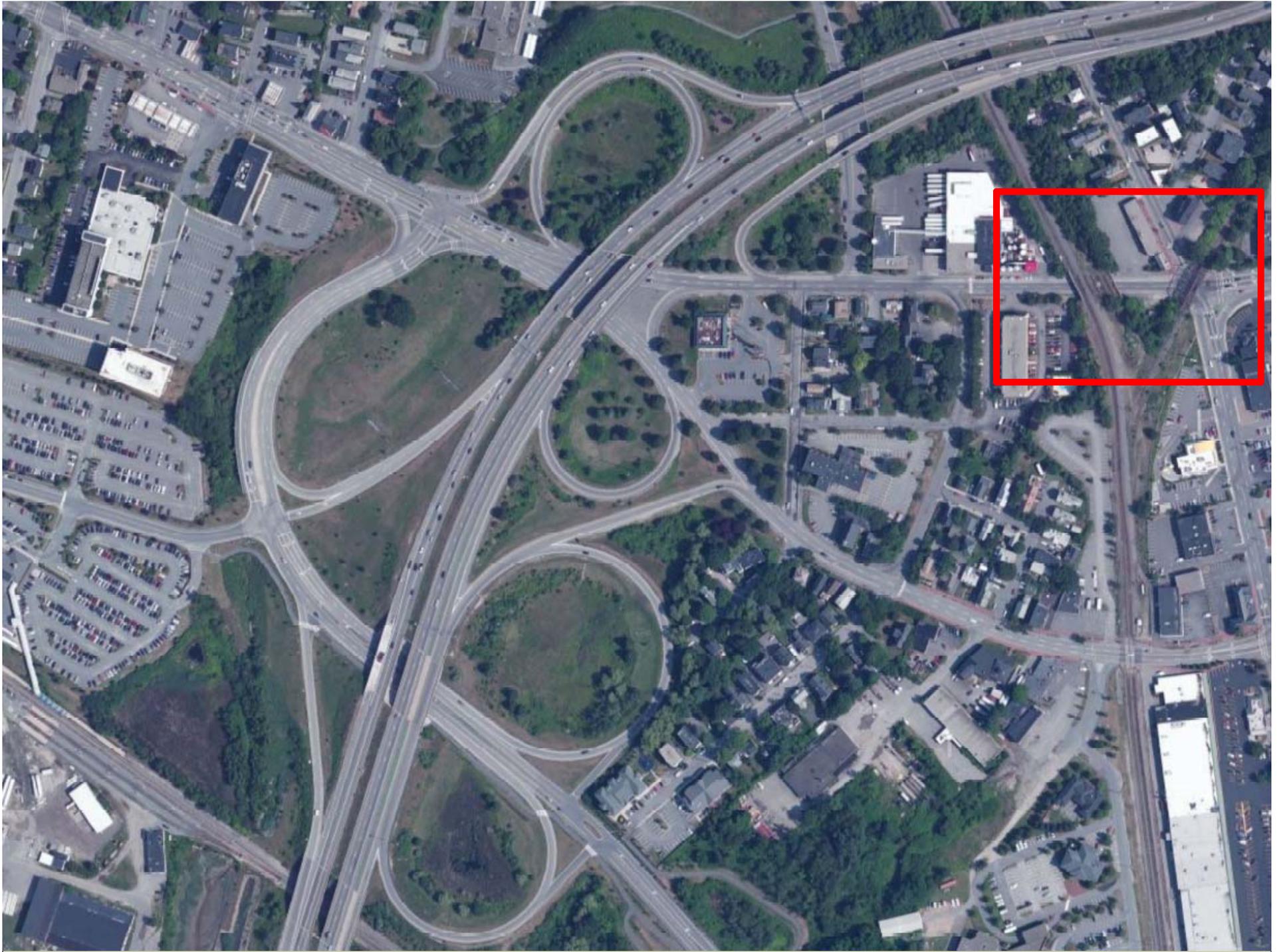


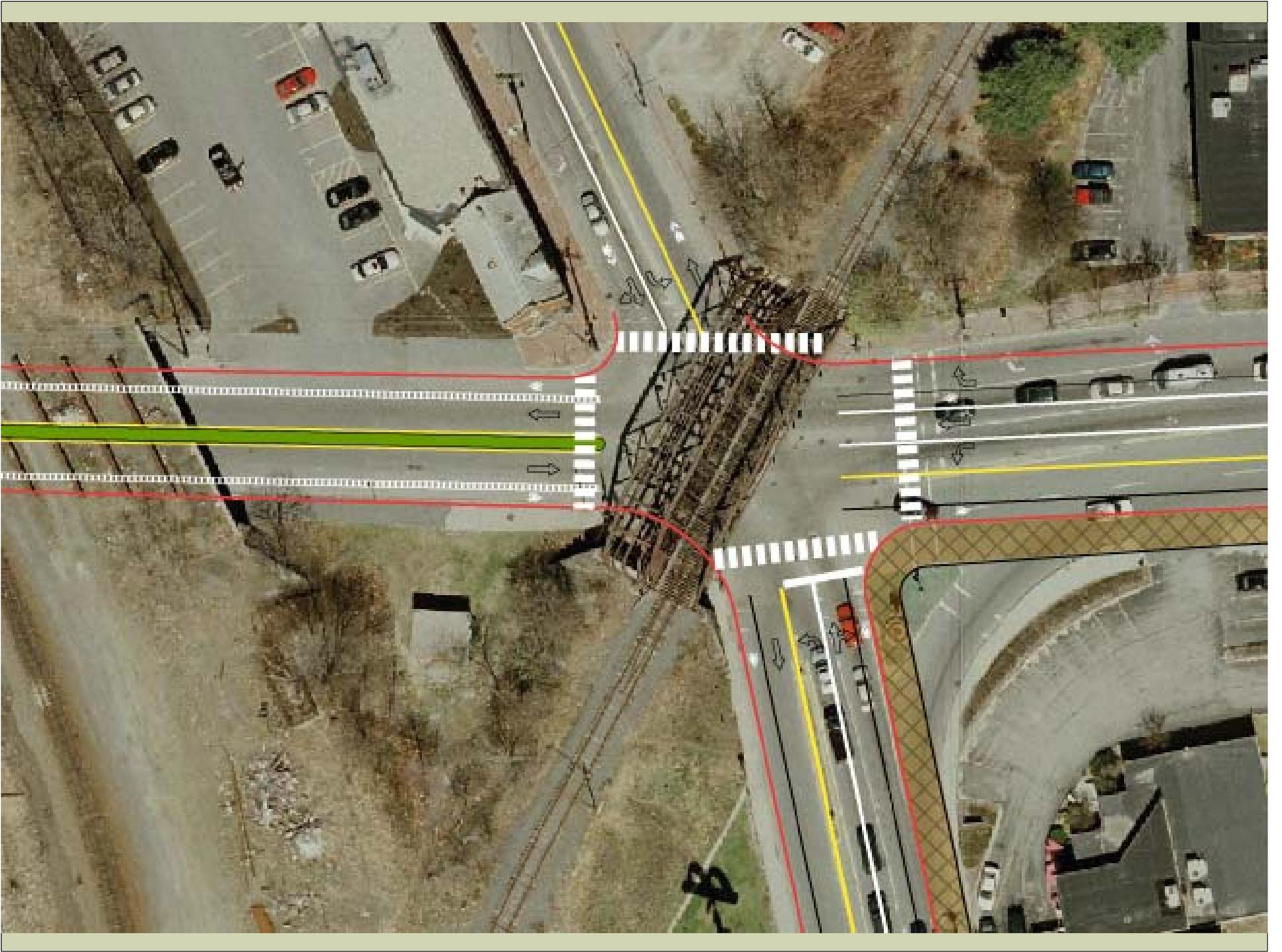








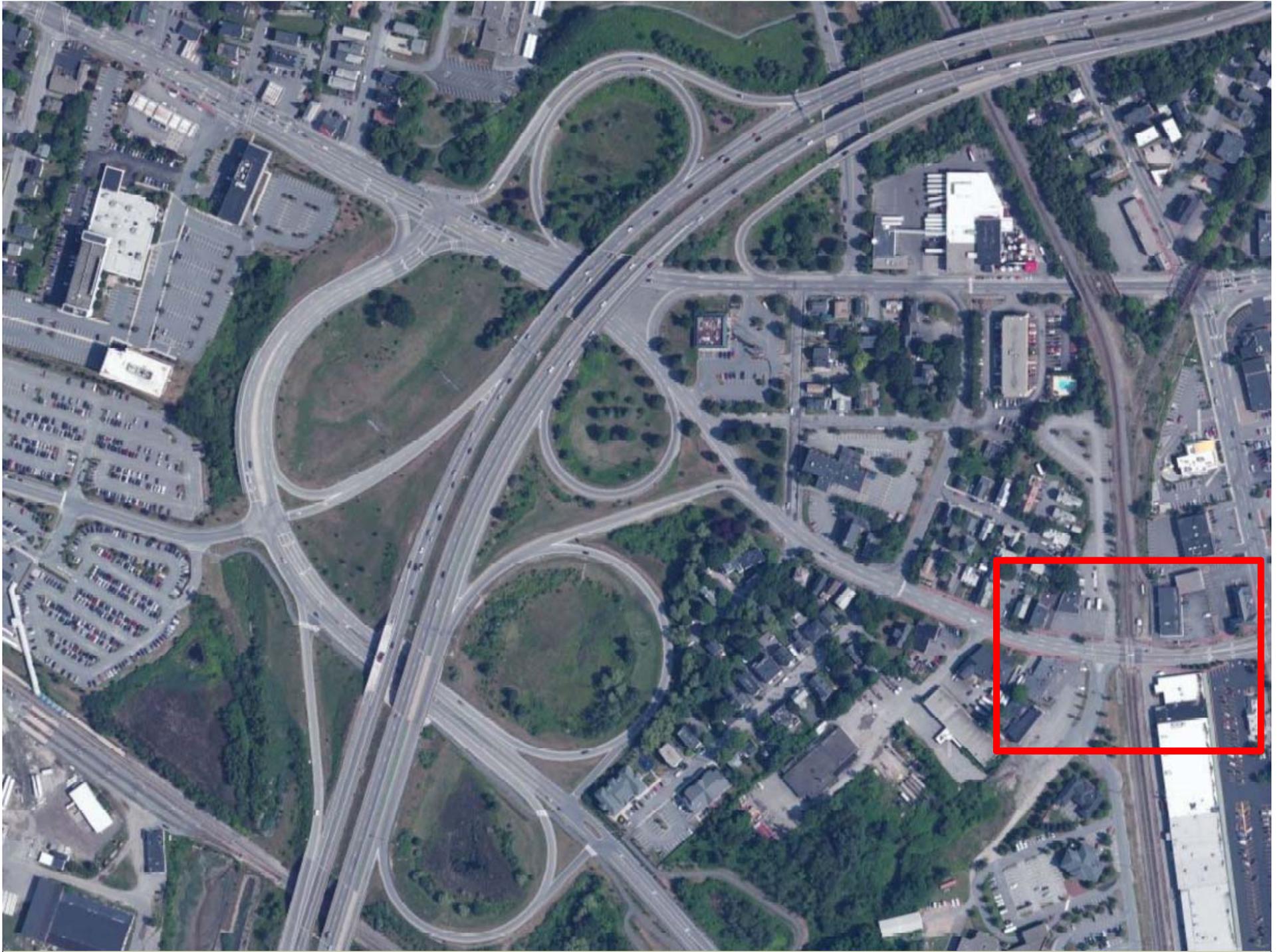


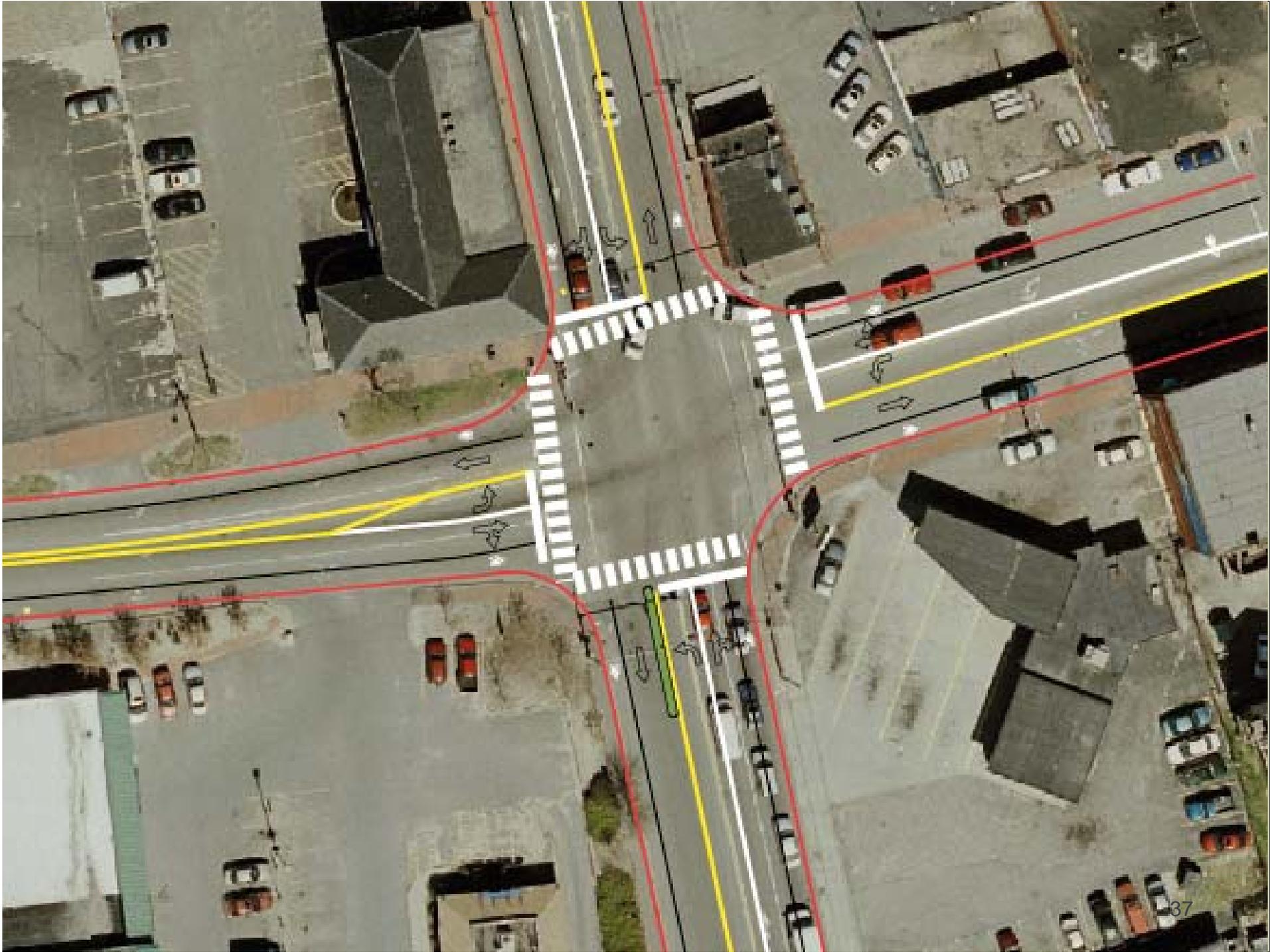












Implementation Strategy:

Short Term: Parallel Tracks

- 1) 2 Way Conversion of Park
 - a) Does not require signal at Congress
 - b) Does not require ramp closure
- 2) Ramp Closures: Work with MDOT to define process and additional study required
- 3) 2 Way Conversion of Congress
 - a) Requires ramp closures
 - b) Requires signal at Congress/Park

Implementation Strategy:

Long Term

- 4) Install Streetscape Amenities
 - a) Trees
 - b) Lighting
 - c) Amenities
- 5) Consider other uses of interchange lands
- 6) Consider roundabouts at major intersections



Next Steps

- Public Meeting
- Final Refinements and Analysis
- Present to City Traffic Committee
- Submit Final Report to City and PACTS

Thank You

Discussion