

Fwd: In regards to NE 33rd and Hancock

Cohen, Scott <Scott.Cohen@portlandoregon.gov>

Tue, Aug 31, 2021 at 4:43 PM



Hi Grant Park and Hollywood Neighbors, I wanted to be sure you saw this email to the Beverly Clearly School community about the current conditions and changes scheduled for NE Hancock and NE US Grant Ok at NE 33rd. This is independent of the neighborhood greenway project on NE Hancock.

Feel free to reach out with questions.


Thanks,

Scott Cohen (he/him)
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Translation and Interpretation: 503-823-5185

From: Hernandez, Carlos <JuanCarlos.Hernandez@portlandoregon.gov>**Sent:** Tuesday, August 31, 2021, 4:09 PM

Thank you for dedication to making Northeast Portland a safer place. Over the last few years City of Portland Bureau of Transportation (PBOT) staff have heard from residents and school community members that several intersections along NE 33rd Ave are unsafe. These intersections include two key Safe Routes to School corridors, NE US Grant PI from 32nd to 38th and NE Hancock St from 30th to 59th.

In 2019, PBOT staff installed several safety measures at NE 33rd Ave and US Grant PI in response to neighborhood concerns, including high visibility crosswalks, leading pedestrian intervals that provide more time for people walking across the street, and traffic calming treatments that slow turning vehicles.

In response to a recent pedestrian crash on NE 33rd Ave at NE Hancock St, a PBOT team met and a traffic engineer was assigned to assess the NE 33rd corridor from NE Broadway to NE Knott St with a particular focus on the intersections with recent reported crashes from the community at NE 33rd Ave and US Grant PI and NE 33rd Ave and NE Hancock Street.

The traffic engineer reported that both NE Hancock St and NE US Grant PI were Local Service Traffic Streets, and NE 33rd Ave was a District Collector Street. At the intersection with NE Hancock north and south direction of travel was signalized while east and west was STOP controlled. There was a left turn pocket for movements north to west and a median turn lane for movements south to east. There were no protected left turns at this intersection (green arrows on the signal). Pedestrian crossing signals to cross NE 33rd Ave were observed with high visibility marked crosswalks.

there were left turn pockets traveling north to west and south to east. Pedestrian crossing signals were observed on all legs of the intersection, including high visibility marked crosswalks.

During the on-site investigation at the intersection of NE 33rd Ave and NE Hancock St multiple vehicles tried to take advantage of the half signal to make left turns. These left turns seemed to happen abruptly as people attempted to beat either oncoming traffic or pedestrians crossing NE 33rd Ave. The most recent DMV crash records available showed that just over half of all recorded crashes happened at NE 33rd Ave and NE Hancock St when one or more vehicles made a left turn. Just south of NE Hancock a short northbound merge lane on NE 33rd Ave introduces an additional maneuver needed as drivers approach the intersection. Several staff members suggested that removing the merge lane may reduce conflicts approaching NE Hancock.

The intersection of NE 33rd and US Grant PI, seemed to have similar issues with left turns as Hancock, though the full signal seemed to assist predictability. This intersection had Leading Pedestrian Intervals in all directions which also seemed to help pedestrians get a head start crossing the street. Turn calming measures are also installed at this intersection to slow vehicles turning onto NE US Grant PI from NE 33rd Ave.

After the field observations and team meeting, staff recommends the following near-term improvements:

- Remove 20 feet of parking from all corners leading to both intersections at NE 33rd Ave and NE Hancock St and NE 33rd Ave and NE US Grant PI to improve visibility.
- Install bike boxes at NE US Grant PI at NE 33rd and restrict right turns on red from NE US Grant PI to NE 33rd Ave to reduce turn conflicts for people walking and bicycling.
- Prohibit all left turns and through movements at NE Hancock and NE 33rd to eliminate the majority of turning conflicts. This would be accomplished by extending plastic tuff curb into the intersection as an immediate response and explore concrete islands in the future. NE Hancock St would become right turn in and out only at NE 33rd Ave.
- Approach ODOT with the possibility of moving the northbound merge lane just south of Broadway, understanding that it could potentially disrupt the I-84 eastbound off ramp.

NE 33rd Ave will undergo re-paving in spring 2022 from NE Sandy to just north of NE Liberty St. The paving will provide staff the opportunity to re-examine the above safety measures and determine a more permanent path forward. Community members will be kept updated through the Beverly Cleary School administration and through direct emails with residents. If the Grant Park neighborhood association would like to discuss these changes at an upcoming meeting, PBOT program coordinator Scott Cohen is available to present about these safety measures.

Thank you again for your dedication to safety for Portland.

Sincerely,

Carlos Hernández, P.E.

Traffic Engineer

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