7. Portland - East Burnside at E. 97th

Existing Conditions

7-1: Aerial photograph of light rail tracks turning from East Burnside Street onto I-205 right-of-way.

Updates to This Area

- Banfield Light Rail Project opened in 1986.
- Part time warning flashing train icons installed on Burnside in 2005. Traffic signal controlled intersections managed by Portland Department of Transportation.

Site Assessment

7-2: LRT tracks turning from East Burnside onto I-205 right-of-way.

7-3: East Burnside pedestrian crossing appears old and worn.

- The sidewalk on the north side of East Burnside requires better definition of the pedestrian channel on either side of and across the LRT tracks (Figure 7-2).
- Visual and physical strengthening of the north/south pedestrian crossing over East Burnside is needed (Figure 7-3).

Best Practice Evaluation Principles

The best practices that apply to pedestrian and bicycle improvements needed at the Portland East Burnside at 97th site include the principles below. It should be noted here that some of these principles refer to future conditions that may be desirable. The numbering of the principles refers to the same number sequencing found in the Methodology at the front of this report.

1. The pedestrian's path of travel should be direct, with minimal out-of-direction travel.
2. Proper crosswalk design makes it clear who has the right-of-way.
5. The angle of crossing for a bikeway keeps risk to a minimum when the angle of crossing is 90 degrees.
6. Pedestrian crossings over LRT tracks should be well defined for safety.
7. Enhance pedestrian safety by installing a fence or barrier, if none exists, between LRT tracks and the adjacent pedestrian zone.
13. Agencies should maintain their ongoing enforcement and public education program.

Recommendations (Performance Criteria)

The following performance-based recommendations are grounded in the Overall Principles and are made with the understanding that a thorough engineering and traffic study will be conducted at this station and adjacent street crossings at a later date to confirm the specific treatments and design requirements that work best at this location.

1. Clarify design of existing East Burnside pedestrian crossing. Consider changing surface material to concrete, removing existing bollards and replacing, relocating or adding new bollards positioned more effectively to guide the pedestrian through the crosswalk.
2. Explore methods to increase the sight distance to an oncoming LRV for pedestrians and bicyclists traveling westbound along East Burnside. Options for implementation may include: (a) convex mirrors could be installed on existing or new poles; or (b) seek the cooperation of ODOT to remove enough of the sound wall along I-205 multi-use path (+/- 50 linear feet) to enable maximum sight distance between the pedestrian walking west along East Burnside and an LRV turning from the I-205 ROW onto eastbound East Burnside. As necessary, and in conjunction with this portion of sound wall removal, consider acquiring the property closest to East Burnside. Convert this property to a passive green space. (An important consideration here is that the property closest to East Burnside cannot be negatively impacted by freeway noise.)
3. Enhance conditions that warn pedestrians and cyclists of an oncoming LRV by considering the addition of active warning devices and channeling devices to the East Burnside westbound sidewalk crossing. These can include a flashing "train" signal, pedestrian gates, railings, or bollards and cable, and creative use of landscaping.