

N Columbia Blvd: Bank St to Macrum Ave

In the Fall of 2017 PBOT presented several alternatives to the community regarding a safe crossing within the vicinity of George Middle School. The result from a survey and the meeting is that most people want a safe crossing with a pedestrian activated traffic signal.

Our traffic engineers looked at several options and we have come up with two options for a traffic signal at N. Bank. A traffic signal at N. Midway is too close to the curve to be able to provide safe stopping distance.

Option 1.

A traffic signal with a median island at the intersection of Columbia Blvd and Bank St, Right in and right out at Bank. This option will install a pedestrian marked crosswalk on the east leg of Columbia Blvd @ Bank St. No left turn will be allowed eastbound from Columbia Blvd to Bank St.

Option 2.

A traffic signal with a median island at the intersection of Columbia Blvd and Bank St, Right in only at Bank. This option will install a pedestrian marked crosswalk on the west leg of Columbia Blvd @ Bank St. It will not allow a right out from Bank St to Columbia to avoid conflict with pedestrians on the west leg of Columbia Blvd. With this design Bank St will also need to be a dead end as well. No left turn will be allowed eastbound from Columbia Blvd to Bank St.

Access management:

As part of both options 1 and 2 PBOT will also install two islands at the intersections of Midway Ave/Columbia Blvd and Oregonian/Columbia Blvd for access management. This proposal is based on concerns about cut through traffic that have been expressed in community conversations.

The existing pedestrian crossing is not necessary to be removed from a traffic safety perspective. The height of the structure is an impediment to over-dimensional trucks but there are several other structures that also prohibit over-dimensional trucks.

Pedestrian Bridge

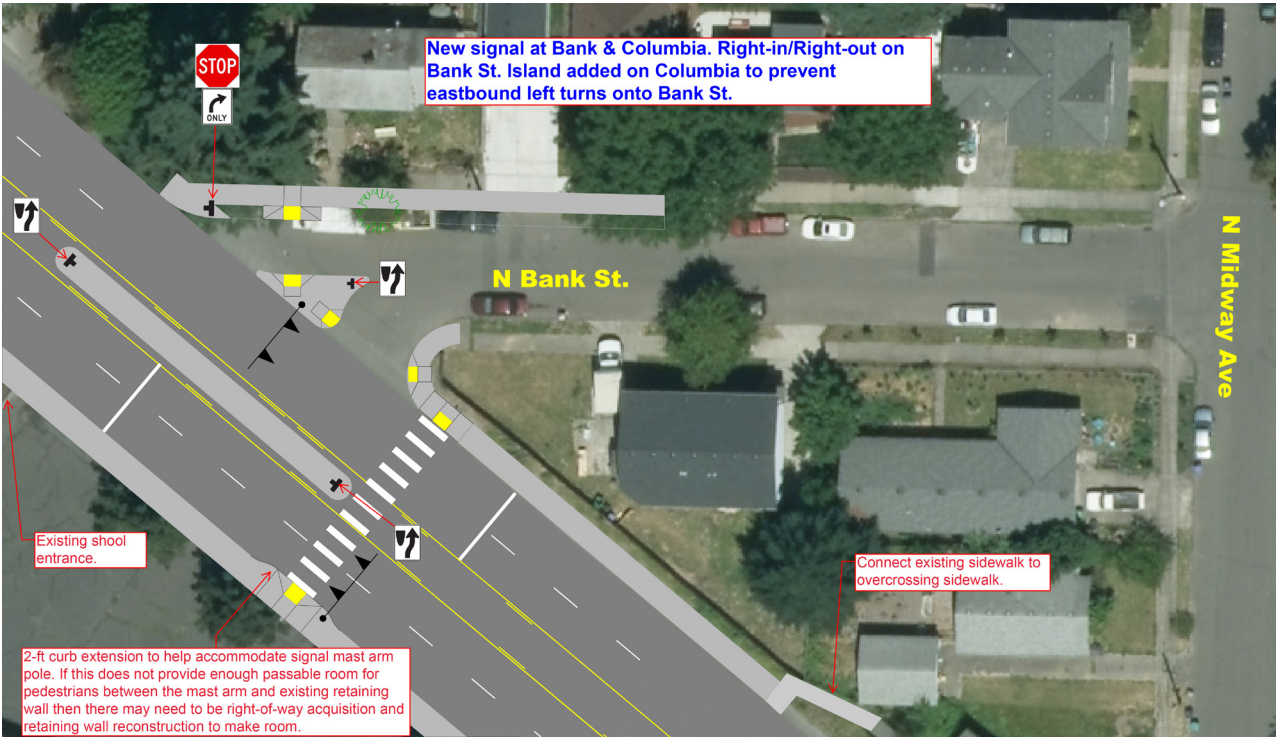
PBOT has determined that the pedestrian bridge at Midway will not affect the visibility of the traffic signal at Bank. The bridge can either stay in place for use by those who choose not to use the signal or be removed to provide improved access for freight.

The attached maps show the proposed designs. We are interested in your thoughts about the options please respond to the email below.

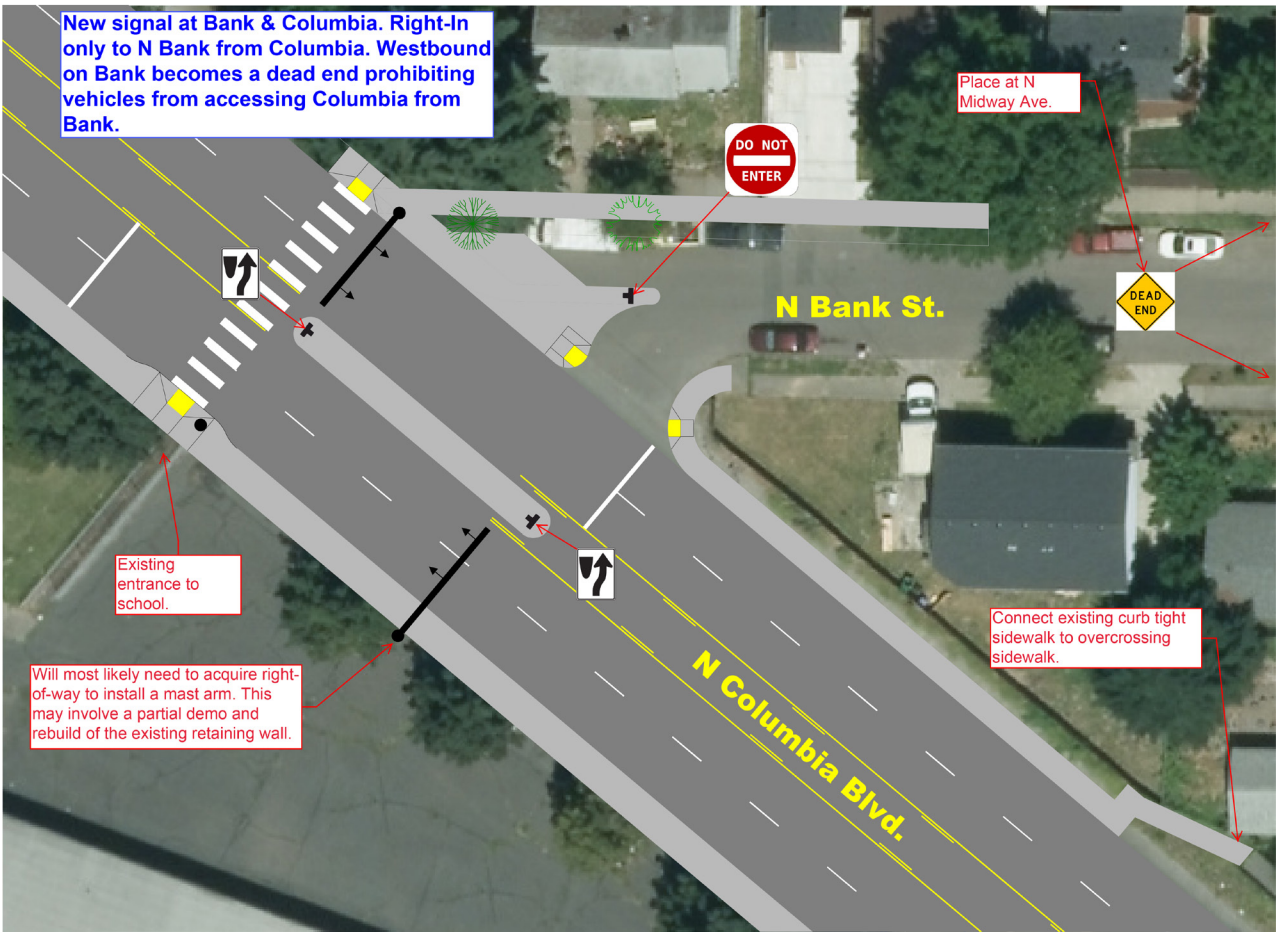
PBOT will have several community meetings possibly held at the George Middle School or other locations nearby so stay tuned for future announcements in your neighborhood.

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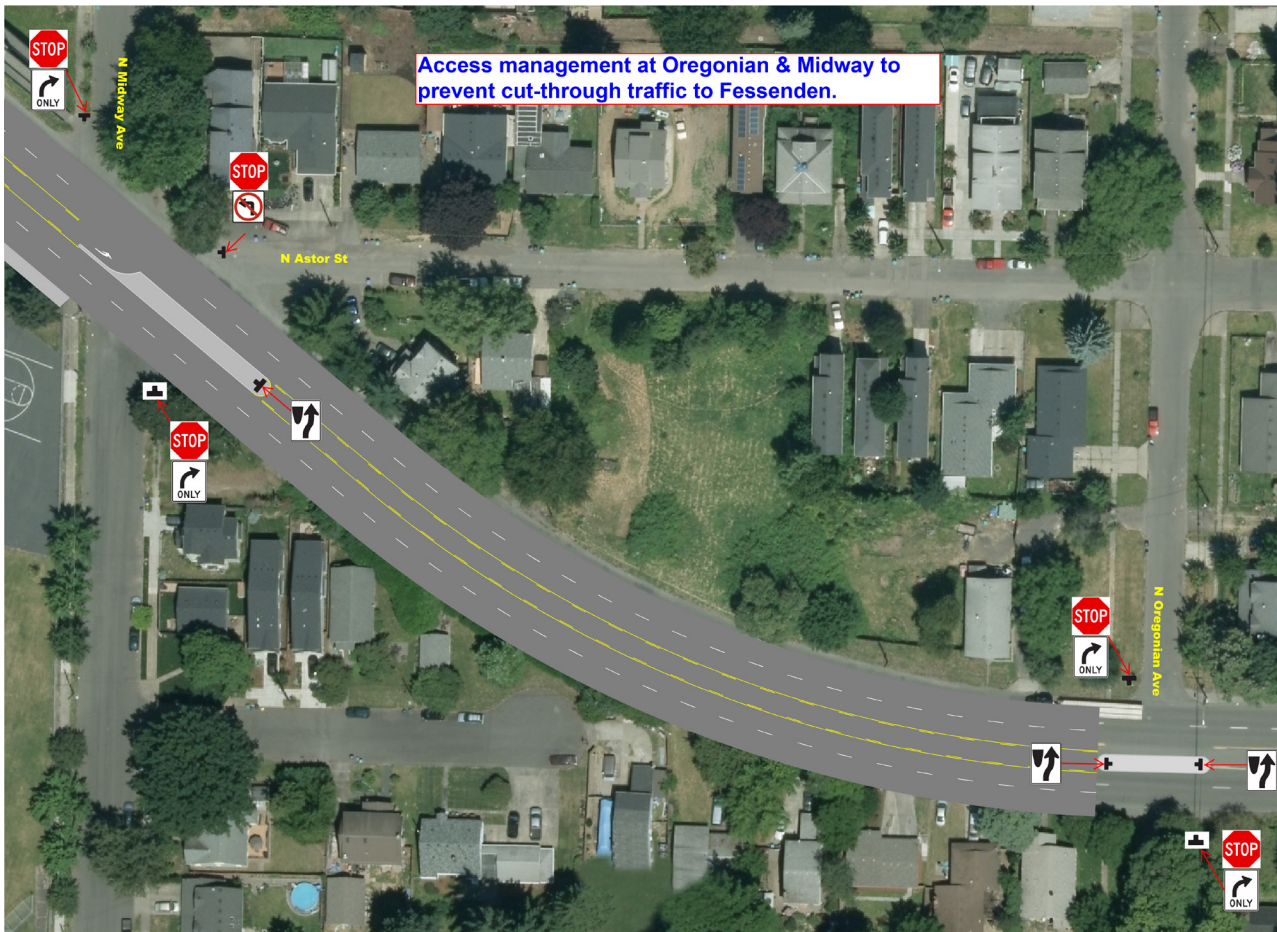
Hablo Español.



Columbia Blvd. Bank to Macrum Right In Right Out
East Leg Crosswalk Concept



NW Crosswalk Bank St. Right In



Columbia Blvd. Midway Oregonian Access Control