

Multnomah County

Historic Columbia River Highway/Buxton Rd. Intersection Plan

Multnomah County Bicycle-
Pedestrian CAC Briefing
3-10-2021



Update

- **1/13/2021:** County staff briefing for BPCAC
- **2/18/2021:** County staff meeting with City of Troutdale staff and consultant
- **3/10/2021:** County/City response to BPCAC concerns



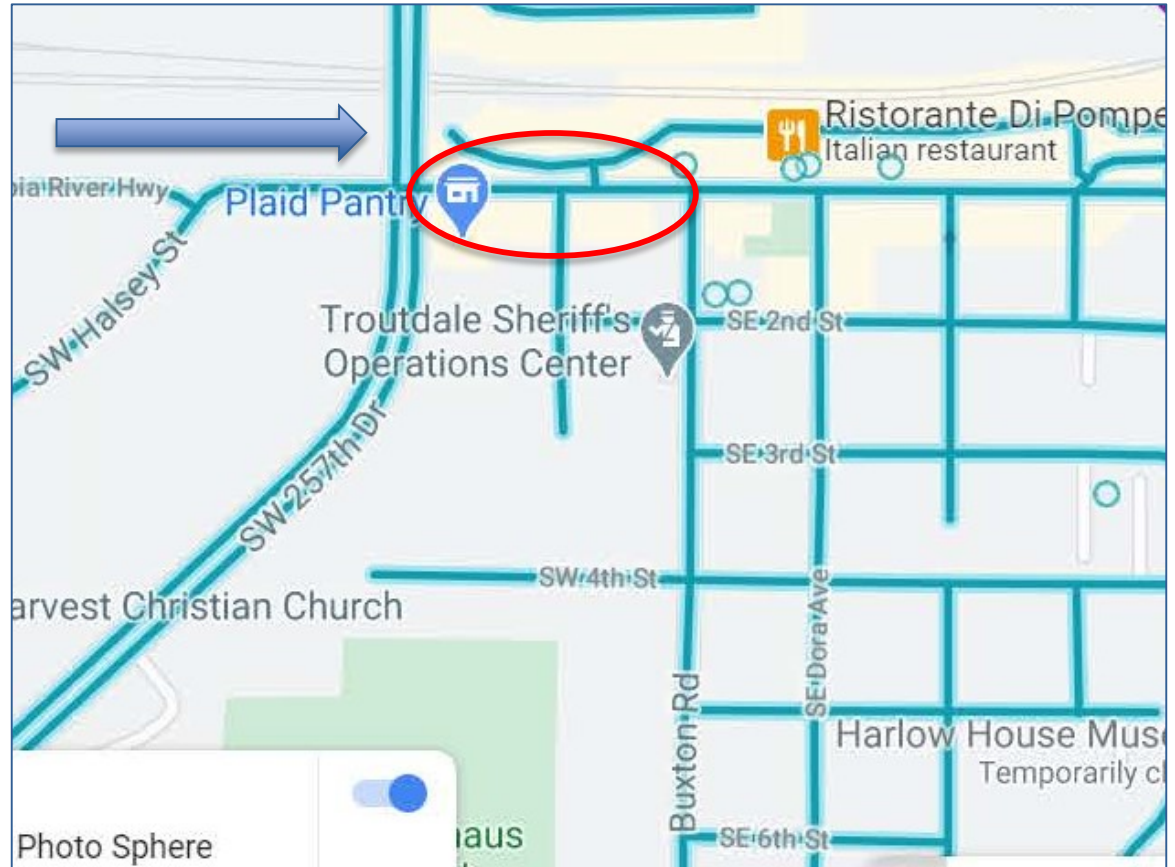
Initial Issues

- Traffic backs up on Buxton due to conflicts with eastbound HCRH traffic. Many turn right on Buxton.
- Without free right turn at Buxton, eastbound traffic on HCRH can back up to 257th blocking intersection (500 feet to west)



Initial Issues

- Distance from 257th to Buxton is about 500 feet
- Risk of EB traffic backing up into 257th intersection



Initial Issues

- Long queues formed on Buxton due to heavy traffic on HCRH



Initial Improvements

- Added right turn lane from HCRH to Buxton, which reduced queues on Buxton
- Added green bike lane for visibility and safety



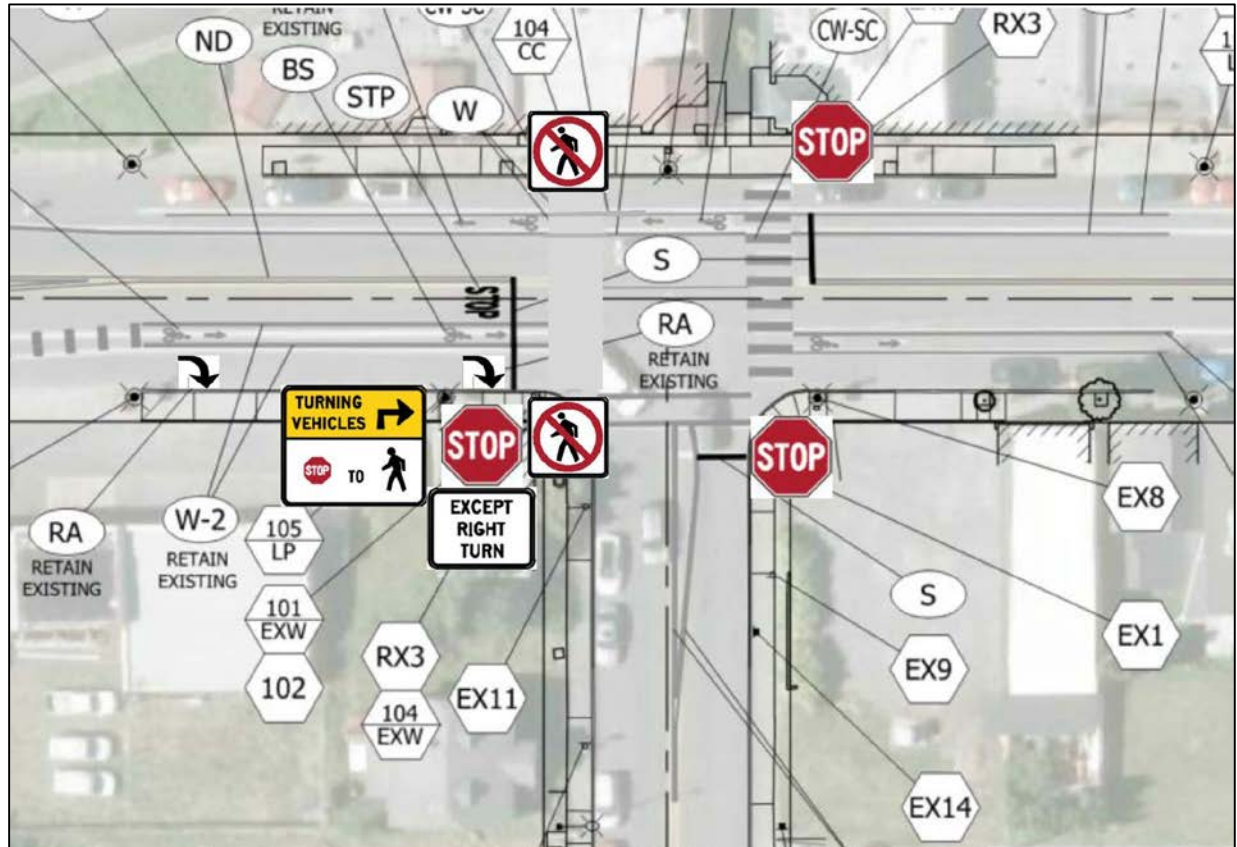
New Issues

- Sightlines for HCRH drivers in EB through lane obscured by traffic in right turn lane
- Increase in conflicts between HCRH EB through lane and Buxton/HCRH turn movements
- Ped conflicts with right hand turn lane from HCRH to Buxton



Proposed Fix

- All way stop except for right turn from HCRH to Buxton
- Close west crosswalk



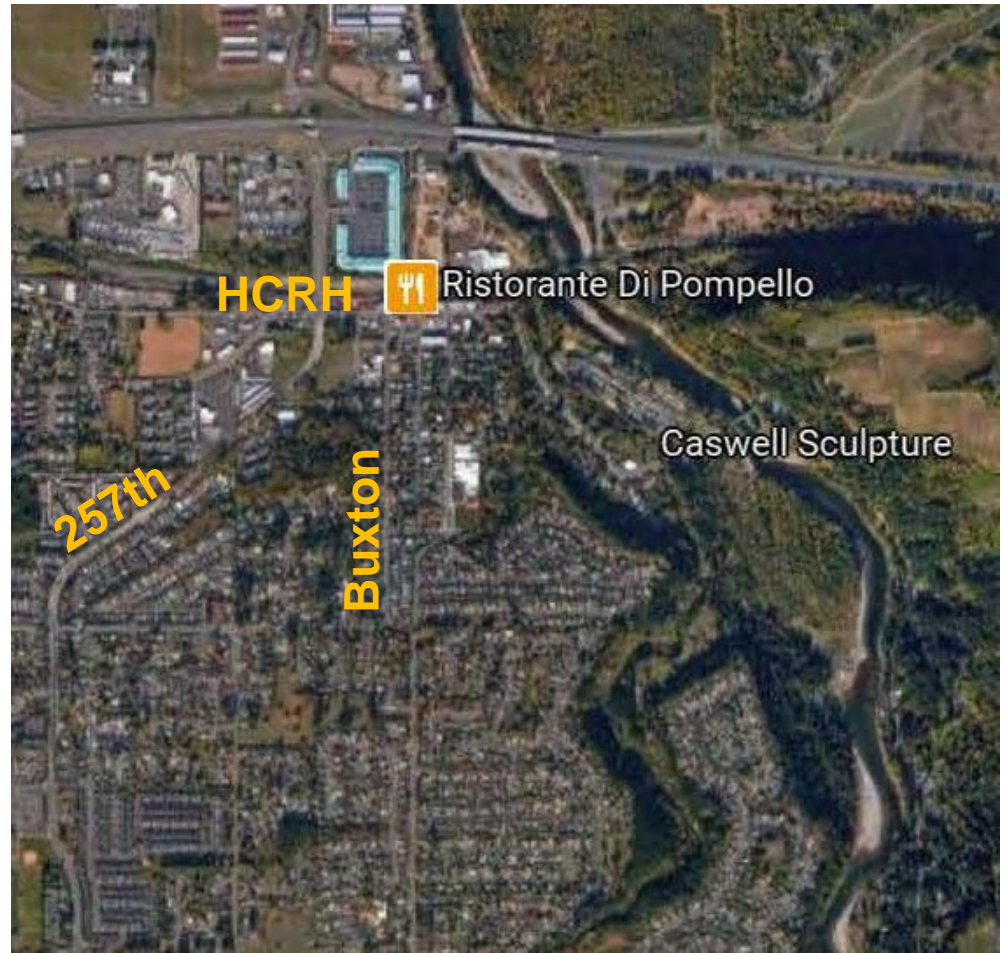
CAC Concern #1

- Why can't drivers use 257th instead of Troutdale Rd./Buxton?
 - 257th is a major arterial and through route to I-84
 - Where is the traffic on Buxton Road headed?
 - Concern the plan will induce demand to Buxton



Response to CAC Concern #1

- Buxton is the major north/south arterial for east and south Troutdale; Troutdale Rd. extends south to growing areas in Gresham/Boring
- It's not a cut-through route to avoid 257th: it is the direct route for residents
- 257th is out of direction for these areas and a busy truck route



CAC Concern #2

- Can you make it a full stop intersection for all legs (including right turn to Buxton) and keep the west pedestrian xing?

Response

- All way stop would back traffic up to 257th, create gridlock at major intersection
- Big increase in lighting needed to keep both xings open



CAC Concern #3

- Just remove west ped xing but don't install the barriers and No Ped Xing signs. Most peds will use the east xing

Response

- This would create a safety risk, as drivers don't expect to see peds in the unmarked xing



CAC Concern #4

- The plan sacrifices pedestrian safety for traffic movement.

Response

- Closure of the west crosswalk will improve pedestrian safety.
 - Concentrates pedestrians away from traffic to reduce conflicts at busy intersection, where many eastbound vehicles turn right and most northbound vehicles turn left.
 - Pedestrian visibility is much better in east crosswalk.



CAC Concern #5

- Concerned about pedestrian safety in the south ped xing across Buxton at HCRH, due to conflict with free right turn from HCRH.

Response

- The plan includes this sign facing eastbound traffic on HCRH turning right on Buxton.



Questions and Discussion

