Looking west over Burnside and Couch with Sandy cutting diagonally through the street grid.
Lower East Burnside and Couch

East Burnside Bridgehead to 14th Avenue

Reconfiguring the NE 12th/Sandy/Burnside/Couch intersection eliminates traffic and transportation conflicts, significantly improves bicycle and pedestrian connectivity, enhances transit access and assembles two new city blocks for potential development. These capital improvements provide a more understandable and safe intersection between Sandy and Burnside.

Recommendations

The most significant technical refinements for this sub-area are to the 12th/Sandy/Burnside/Couch intersection. Typical details are shown for all other sections of Burnside and Couch.

The 12th/Sandy/Burnside and Couch improvements contain the following elements and actions:

• Close Sandy between NE 14th and NE 12th Avenues.
• Convert NE 14th to three lanes, one way northbound, removing on-street parking and provide pedestrian refuge with gateway elements.
• Preserve the NE 13th 60-foot right-of-way with two-way movement.
• Realign NE 12th to include four lanes (two southbound, two northbound) and two striped bike lanes.
• Enlarge pedestrian island at 12th/Sandy/Burnside.
• Install a new signal at NE 12th and Davis.
• Provide diagonal parking on Couch east of NE 14th Avenue.

The following improvements are for the entire sub-area:

• Convert Burnside to three lanes from the Burnside Bridgehead to 11th Avenue. Transition Burnside to four lanes west of 11th Avenue to 14th Avenue. Burnside will be one-way eastbound with full time on-street parking, a striped bike lane, wider sidewalks; existing street trees and street lighting will be preserved.
• Convert Couch to two lanes, one way westbound - Preserve on-street parking, existing sidewalks and healthy existing street trees.
• Build curb-extensions at all intersections.
• Infill street trees and street lights.
• Transition west end of couplet at NE 3rd Avenue.
• Maintain NE 3rd Avenue as a two-way street.
• Rebuild Couch Street pavement section.
• Grind and overlay Burnside Street pavement section.
• Install signals at every intersection on Burnside and Couch.
• Install signals at NE Davis and SE Ankeny on Martin Luther King Jr. Blvd.
• Install a striped biked lane on Burnside from MLK to east 13th
• Use sustainable practices in street and pedestrian area design including stormwater management, porous paving and street tree species diversity.

"Analyze feasibility of gateway feature at 12th/Sandy/Burnside."

"Lower Burnside Redevelopment Plan 1999"
Concept illustration showing street configuration at the east transition of 14th/Burnside/Sandy/Couch. The diagram also illustrates the development concept for newly assembled blocks between 12th, 13th, Burnside and Couch.

The aerial photograph above illustrates current conditions of concept illustration at top.
Concept illustration showing the 60-foot right-of-way of NE 13th Avenue with Buckman Field and Benson High School in the background.

The above Urban Design diagram illustrates the envisioned city form resulting from the improvements that enable anchor gateway developments at the east and west ends of this sub-area and greater access to points north and south. The improvements also enhance the sustainability of smaller businesses and encourage infill development between.
12TH/14TH/SANDY/BURNSIDE/COUCH INTERSECTION

Based on the limitations of the existing right-of-way the project will construct 12' sidewalks on Burnside from 14th to 13th, 12th to 11th and on Couch from 14th to Grand Avenue.

Access will be available from 12th, 13th, Burnside or Couch. Pedestrian and bicycle access on 13th will be integrated with vehicular access.

NOTES

13th Avenue between Burnside and Couch Access Criteria

- Maintain 13th Avenue as a 60-foot right-of-way for pedestrian access and limited two-way auto circulation
- In no instance shall the roadway be reduced below 40 feet.
- Use sustainable design criteria in this right-of-way for stormwater management and forest canopy.

Angled parking

- Angle parking shown in figure is conceptual only. Actual parking and traffic operations on side streets will be determined through a separate process.
14TH/SANDY/BURNSIDE/COUCH TRANSITION AND PEDESTRIAN REFUGES

14th/Couch/Sandy Pedestrian Refuge
254 square feet of queueing area
@ 10 square feet per person = 25 people

14th/Burnside Pedestrian Refuge
201 square feet of queuing area
@ 10 square feet per person = 20 people

RECOMMENDATIONS: LOWER EAST BURNSIDE AND COUCH
The Portland Development Commission recently completed the Burnside Street Improvements Phase 2 and MLK/Grand Avenue Improvements Phase 3 on Martin Luther King Jr. Boulevard and Grand Avenue between Everett and Alder Streets. The Burnside Transportation and Urban Design Plan Technical Refinements will retain the rebuilt sidewalks, 6’x6’ tree wells, new street trees, utilities and signal poles from those projects.
TYPICAL DETAIL - NORTHEAST COUCH FROM 14TH AVENUE TO GRAND AVENUE

RECOMMENDATIONS: LOWER EAST BURNSIDE AND COUCH
RECOMMENDATIONS: LOWER EAST BURNSIDE AND COUCH

TYPICAL DETAIL - EAST BURNSIDE FROM 11TH TO GRAND AVENUE

Typical Plan East Burnside from 11th to Grand Avenue

Typical Section East Burnside from 11th Avenue to Grand Avenue looking east.
TYPICAL DETAILS

LOWER EAST BURNSIDE AND COUCH STREET DESIGN STANDARDS TABLE

<table>
<thead>
<tr>
<th>STREET SECTION</th>
<th>Right-of-Way</th>
<th>Curb-to-curb</th>
<th>Through zone</th>
<th>Median</th>
<th>Bike lane</th>
<th>Parking</th>
<th>Curb</th>
<th>Sidewalk</th>
<th>Footpath</th>
<th>Tree well</th>
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Footnotes

1 Continuous planting strip
2 Preserve 60-foot right-of-way and provide special pedestrian oriented accessway to accommodate cars, trucks, bikes and stormwater management systems.

Refer to typical sections and plan for configuration
New development will set back from the face of curb 15 feet to enable wide sidewalks per Major City Transit Street requirements on Burnside, Couch, 12th and 14th Avenues at the 12th/Sandy/Burnside and Couch intersection.