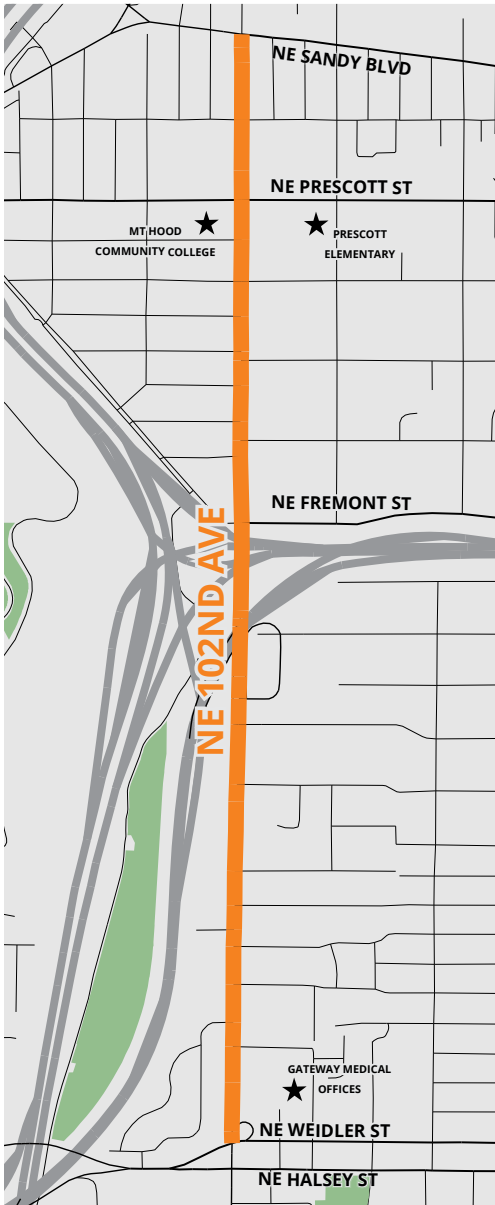


NE 102nd AVE SAFETY PROJECT

Summer 2019



NE 102nd Ave is one of Portland's High Crash Network streets for people walking. The NE 102nd Ave Safety Project extends nearly two miles from NE Weidler St to NE Sandy Blvd. It is a Fixing Our Streets and Vision Zero project that will improve access for people walking and biking, and promote safety and livability for all.

The NE 102nd Ave Safety Project will reconfigure the current street design by reducing the five motor vehicle travel lanes to three lanes, and adding buffered bicycle lanes in each direction and parking spaces (see image below).

The benefits of the new street design include:

- Shorter crossing distances
- Enhanced crossings with pedestrian islands at six locations
- Reducing speeds by lowering the speed limit to 30 MPH and designing the road for slower travel
- Buffered bicycle lanes
- Special attention to the Fremont and Prescott intersections to address congestion bottlenecks

Expected outcomes

- Fewer crashes, especially involving people walking and biking
- Slower speeds
- Minimal additional delay at Fremont or Prescott during the PM peak

PBOT is committed to providing meaningful access. For accommodations, modifications, translation, interpretation or other services, please contact 503-823-5185.

PBOT
PORTLAND BUREAU OF TRANSPORTATION



Example of what NE 102nd Ave would look like after implementation.



NE 102nd AVE SAFETY PROJECT

Next Steps

PBOT will construct the NE 102nd Ave Safety Project in two phases. Phase One will be built in mid-July and Phase Two will take place in 2020. Phase One will use paint and flexible posts to mark the new lane configuration including buffered bike lanes and six new crossings with pedestrian refuge islands.

Phase One will be installed as a pilot. Several months after pilot implementation, PBOT will evaluate safety and operations on NE 102nd Avenue and on nearby neighborhood streets and will collect feedback from the community. PBOT will use this information to offer a permanent design for NE 102nd Avenue.

Phase Two will be implemented if the final design recommends maintaining the new lane configuration. Phase Two will include hardening the pedestrian islands with concrete and adding sidewalks and transit extensions at NE Fremont Street.

For more information visit the website:

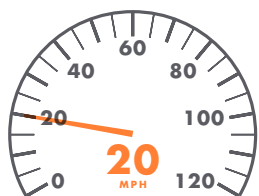
<https://www.portlandoregon.gov/transportation/NE102nd>

Or contact:

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E-mail: Christopher.Sun@portlandoregon.gov



10% LIKELIHOOD OF FATALITY OR SEVERE INJURY



40% LIKELIHOOD OF FATALITY OR SEVERE INJURY



80% LIKELIHOOD OF FATALITY OR SEVERE INJURY

DEATH DUE TO SPEED

U.S. DEPARTMENT OF TRANSPORTATION, LITERATURE REVIEWED ON VEHICLE TRAVEL SPEEDS AND PEDESTRIAN INJURIES. MARCH 2000.
WWW.NHTSA.GOV/ABOUT+NHTSA/TRAFFIC+TECHS/CURRENT/LITERATURE+REVIEWED+ON+VEHICLE+TRAVEL+SPEEDS+AND+PEDESTRIAN+INJURIES

TIMELINE

Winter -
Fall 2018

**Crash + Traffic
Data Collection
+ Analysis**

Spring -
Winter 2018/19

**Community
Discussion and
Design
Development**

July 2019

**Pilot
Implementation**

Fall -
Winter 2019/20

**Pilot Evaluation
+ Final Design**

Spring 2020

**Construction of
Concrete
Elements**