Thank you for taking the time to attend the NE 102nd Ave Safety Project Open House.

Please sign in and explore the materials at your own pace. Portland Bureau of Transportation (PBOT) staff are here to listen to any concerns and ideas you have.

The following posters share:

• **Pilot** timeline and evaluation.
• **Design** proposal for the corridor and at key areas and intersections.
• **Next steps and timeline** for the pilot and after the pilot.

### About Fixing Our Streets

In 2016, Portland voters passed the city's first local funding source dedicated to street improvements and safety projects across the city. The measure, in addition to a Heavy Vehicle Use Tax, will generate an estimated $74 million over four years.

### About EPAP and EPIM

• EPAP is a guide for improving livability in outer East Portland, developed in 2009. The EPAP committee is a community led effort to implement this plan.
• EPIM is an implementation strategy for active transportation projects and programs east of 82nd Ave, developed by PBOT with community input in 2012.

### About Vision Zero

The City of Portland and our partners have committed to taking equitable and data-driven actions that aims to eliminate deadly and serious injury crashes on Portland streets. Vision Zero embraces the notion that the death of even one person on our roads is one too many.
NE 102nd Ave is on Portland’s High Crash Network. It is one of the top 20 most dangerous streets for people walking in the city.

Funding for the NE 102nd Ave Safety Project has been designated to make enhancements through Fixing Our Streets.

Residents and members of the East Portland Action Plan (EPAP), East Portland in Motion (EPIM), and other community efforts, have identified NE 102nd Ave as a high priority for walking, biking, and transit improvements.

Vision Zero is a top City of Portland transportation priority that aims to eliminate deaths and serious injuries on Portland streets.
WHAT WE’VE HEARD SO FAR

Our goals for the project

- Reduce crashes
- Improve pedestrian crossings
- Reduce vehicle speeds
- Improve access to transit
- Create bicycle facilities that serve all ages and abilities

We talked to hundreds of people at open houses, neighborhood association meetings, and community events, and got feedback through an online survey, emails, and phone calls.

WHAT WE HEARD

Concerns about the existing corridor:
- Speeds are too high.
- There are not enough safe crossing opportunities.
- It is dangerous to bike along or across NE 102nd Ave.
- There are many stories of drunk driving.
- The sidewalk on the bridge across the freeway is narrow and unsafe.

Concerns about the proposed project:
- Reducing lanes will increase congestion.
- More congestion will lead to people cutting through the neighborhood.
- It is difficult to get in or out of the neighborhood when congestion is heavy.
- Congestion leads drivers to display dangerous behaviors.

What do you think about the PBOT NE 102nd Ave Safety Project pilot proposal? (Please place a sticker)

Parkrose High School student’s opinion of the NE 102nd Ave Safety Project
PBOT is proposing to reconfigure the lanes on NE 102nd Ave, reduce the speed limit, add enhanced crossings, and improve signal operations. Modeling suggests there would be little or no additional congestion except at certain intersections, where PBOT is proposing customized treatments.

In response to community concerns, PBOT will implement the project as a pilot, mostly with paint and signage, in order to observe and respond to impacts on safety and operations.

The pilot will be installed in spring 2019 and evaluated in fall 2019. PBOT will use the evaluation data to decide on final design.
The pilot evaluation will focus on four elements of safety and operation on NE 102nd Ave.

Crashes

Vehicle Speeds

Transit Delay

Peak Travel

PBOT will monitor speed and volumes on neighborhood streets, and implement mitigation measures if there are significant increases.

PBOT will assess how well crossings, access to transit, and bicycle facilities meet current policy and guidelines.

PBOT will use results from the evaluation to determine whether interventions are necessary.

For more information please see the “NE 102nd Ave Safety Project Pilot Evaluation” guide.
6 FIVE LANES TO THREE LANES
FAQ

Why reduce lanes?
NE 102nd Ave has fast speeds and few marked crossings. Creating a safe crossing on a 5-lane street requires beacons or signals, which are expensive and can disrupt traffic flow.

Creating a safe crossing on a 3-lane street can be achieved with pedestrian islands, which are less expensive allowing more to be added. The 3-lane design also helps to reduce speeds, shorten crossing distances, create a friendlier pedestrian environment, and create space to add bike lanes.

Won’t reducing lanes create congestion?
A 3-lane street without signals can carry nearly twice as many cars as there are on NE 102nd Ave today during the peak hour.

What about the congestion we already see today?
Existing congestion is caused by slow downs at signals, which can handle less peak hour traffic.

To address congestion concerns at intersections with signals (Weidler, Fremont, Prescott, and Sandy), PBOT has analyzed dozens of alternative configurations. The designs in the following boards maximize safety while minimizing traffic impacts.

Modeling suggests with these designs there should be little to no additional congestion most days.

What will be the impact to neighborhood streets?
Some neighbors have reported cut-through traffic on heavy traffic days. PBOT anticipates the pilot will have little to no impact on congestion most days, and therefore little to no impact on neighborhood cut-through most days. However PBOT’s evaluation process includes monitoring traffic impacts on local streets.
Enhanced Crossings

PBOT is proposing adding four to six new enhanced crossings throughout the NE 102nd Ave corridor.

Enhanced crossings for this corridor will include:
- Marked crosswalks
- Pedestrian refuge islands
- Signs
- Updated curb ramps

New crossings proposed at:
- NE Shaver St
- NE Beech St
- NE Morris St
- NE Knott St
- NE Sacramento St
- NE Hancock St

What about flashing lights (RRFBs)?

One of the advantages of three vehicle lanes is that people can cross safely with a pedestrian island even without flashing lights. Fewer lanes will also improve safety at existing crossings on NE 102nd Ave.
The road widens to two vehicle lanes northbound before NE Prescott St to accommodate occasional heavy traffic turning onto Sandy. This results in some on-street parking removal from Campaign to Prescott, and no bike lane from Prescott to Sandy.

Existing island and RRFB (flashing beacon) at NE Skidmore St.

Existing island and RRFB at NE Wygant St.

Proposed new enhanced crossing at NE Shaver St, slightly offset from the intersection to accommodate left-turning buses.

Proposed new enhanced crossing at NE Beech St.
9 DESIGN ELEMENTS
FREMONT INTERSECTION

Southbound traffic has two vehicle lanes through the Fremont intersection to accommodate traffic onto I-84.

Northbound traffic widens to include a bus and right turn only lane when approaching the Fremont intersection.

Left turn box with loop detector allows southbound bikes to join the two-way bike facility on the other side of the street.

Double left turn from Fremont to 102nd supports the busiest turning movement and helps to optimize the traffic signal.

Bus platform curb extensions will be added (pending design analysis) to allow for a shorter crossing and reduce dwell time for buses. This includes sidewalk infill and new ADA-compliant ramps, but removes several on-street parking spots.

Two-way bike traffic on sidewalk to connect with two-way cycle track.
10 DESIGN ELEMENTS
FREMONT - MORRIS

**Two-way bike traffic on sidewalk to connect with two-way cycle track.**

**Ramps between sidewalk and two-way protected cycle track along the bridge. One ramp will be ADA compliant and support people with mobility devices who can’t use the narrow sidewalk, and another ramp will support bicycle travel.**

**SB outer lane merges after the I-84 on ramp to transition the street to the three lane configuration.**

**Stop sign for bikes and paint to support two-way cycle track across NE Morris Ct.**

**New enhanced crossing at NE Morris St. Includes a bike crossing to support the transition from the two-way bike lane across the street.**
MORRIS - WEIDLER

Proposed new enhanced crossing at NE Knott St.

Existing crossing with pedestrian island enhanced to support bike crossing for the Tillamook Neighborhood Greenway.

A two-way bike lane connects Bell and Tillamook as part of the greenway. This will remove some on-street parking.

Existing signalized crossing at NE Brazee St.

Proposed new enhanced crossing at NE Hancock St.

Proposed new enhanced crossing at NE Sacramento St.

The road widens to two vehicle lanes in each direction north of Weidler. This includes removing some on-street parking on both sides of the street.
12 OTHER DESIGN ELEMENTS

Speed Bumps

New speed bumps and speed cushions will reduce speeds on the following neighborhood streets that require additional attention.

- New speed bumps on NE Tillamook St as part of the Tillamook Neighborhood Greenway Project.
- New speed cushions on NE Sacramento St, a secondary emergency response route, to address very high speeds.
- Adjusting the spacing of speed bumps on NE 105th Ave in response to concerns about speeds near Prescott Elementary School.

Protected Left Turn on Prescott

In response to many community requests, the project may include a protected left turn phase for vehicles turning from NE Prescott St to NE 102nd Ave.

Protected left turns reduce the risk of left turn pedestrian crashes, which are among the most common pedestrian crashes in Portland.

Protected left turns will not be included in the pilot but may be added post-pilot, pending analysis.
Feedback?
Please fill out a survey to share your impressions of NE 102nd Ave and the pilot proposal.

Thank you.

We are looking forward to making NE 102nd Ave between Weidler and Sandy safer for everyone.

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