82nd Avenue Plan
PLANNING FOR A FUTURE CIVIC CORRIDOR

PROJECT TEAM
April Bertelsen
Transit Coordinator and Project Lead

Wendy Cawley
Traffic Engineer

Mauricio Leclerc
Area & Project Planning Supervising Planner

Kevin Donohue
Mapping and Project Support

Taylor Campi
Stephanie Lonsdale
Corrine Montana
Mike Serritella
Plan Production Support

Marty Stockon
Project Manager, BPS 82nd Avenue Study

Radcliffe Dacanay
Former Project Manager, BPS 82nd Avenue Study and Photography

To obtain a copy of this document or more information about this project, please contact:

April Bertelsen
Portland Bureau of Transportation
1120 SW 5th Avenue, Suite 800
Portland, OR 97204
Phone: 503-823-6177

Website: www.portlandoregon.gov/transportation/82ndAve

Bureau of Planning and Sustainability, companion website:
82nd Ave Study: Understanding Barriers to Development
www.portlandoregon.gov/bps/72125

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# 82nd Avenue Plan

PLANNING FOR A FUTURE CIVIC CORRIDOR

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Appendix A: Adopting Resolution

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View appendices online at: www.portlandoregon.gov/transportation/82ndAve
Introduction

82nd Avenue Is Becoming a Civic Corridor

The purpose of this plan is to identify capital improvement projects, policies, design practices and other recommendations to support the incremental transformation of 82nd Avenue into a Civic Corridor, as envisioned in the Portland 2035 Comprehensive Plan.

The primary focus of this plan is increasing safety and removing transportation barriers. The City of Portland and our partners are working to eliminate deaths and serious injuries on our streets to meet our Vision Zero goal. This plan identifies many safety improvements to help remove 82nd Ave from the Vision Zero High Crash Corridor network.

This plan covers 82nd Ave from NE Killingsworth to SE Clatsop (city limits). This section of 82nd Ave is currently designated a State Highway (OR 213) and under the jurisdiction of the Oregon Department of Transportation (ODOT). This plan is also intended to be in service to a larger effort underway, the eventual transfer of ownership of this segment of 82nd Avenue from ODOT to the City of Portland, under the stewardship of the Portland Bureau of Transportation (PBOT).
82nd Avenue Plan Overview

Chapter 2: 82nd Ave Today
This chapter contains a brief summary of existing conditions along 82nd Ave.

Chapter 3: Safety, Access and Transit Improvements
This chapter contains basic safety, access and transit capital improvements to help support the incremental transformation of 82nd Avenue into a Civic Corridor, as envisioned in the Portland 2035 Comprehensive Plan, and help meet the City’s Vision Zero policy and goal. Most of the recommended projects are enhanced pedestrian and bicycle crossings, increased lighting, signal changes to reduce conflicts and other minor improvements to existing signals. In addition, Enhanced Transit priority treatments and bus stop improvements are recommended along 82nd Ave to improve the reliability, speed and capacity of TriMet bus line 72.

Chapter 4: New right-of-way dedication and frontage improvements
This chapter contains changes to PBOT’s current property dedication requirements during redevelopment to provide wider sidewalk corridors along 82nd Ave. These improvements will be made incrementally over time, as redevelopment occurs. The change would bring PBOT right-of-way dedication requirements more in line with the existing private property Special Setback development requirements along 82nd Ave (45 feet from each side of the center line) in the Portland Zoning Code, Title 33.

Chapter 5: Next Steps and Recommendations for Future Study
This chapter contains next steps and future recommendations that are beyond the scope of this plan or require additional planning, analysis and public engagement.

Chapter 6: 82nd Ave Public Engagement
This chapter contains a summary of the multiple planning processes along 82nd Ave in recent years that lead to and informed this plan, as well as, the more recent public engagement efforts during the development of this plan.
Planning Context

The Portland Bureau of Transportation (PBOT) and Bureau of Planning and Sustainability (BPS) are working together to address barriers within the 82nd Ave corridor. This plan was led by PBOT to help address transportation barriers. It was developed in coordination with the 82nd Ave Study: Understanding Barriers to Development, led by BPS. This joint planning effort is funded in part by a Metro Community Planning and Development Grant.

The City’s planning efforts were also coordinated with and informed by the planning process led by the Oregon Department of Transportation (ODOT) to develop the ODOT 82nd Ave of Roses Implementation Plan.

Over the course of multiple planning processes along 82nd Ave, a coalition of community members have advocated for transformation of 82nd Ave more in line with the Civic Corridor envisioned in the Portland 2035 Comprehensive Plan. They advocated for jurisdictional transfer of the roadway from ODOT to PBOT to help facilitate that transformation.

Jurisdictional transfer of 82nd Ave will require coordination and negotiations between the state and the city to reach agreeable terms to support a transfer of ownership, particularly around resources. A host of improvements are needed to bring the road to a state of good repair. Therefore, significant funding is needed to address deferred maintenance, increase safety and make improvements to begin the transformation of 82nd Ave to a Civic Corridor.

To begin these negotiations, PBOT and ODOT have signed a Memorandum of Understanding (MOU) to demonstrate a commitment to pursue a path forward for a jurisdictional transfer of 82nd Avenue and to ensure that the agencies coordinate investments on 82nd Avenue in advance of a transfer. The MOU includes a shared Work Plan.

Meanwhile, the city intends to seek increased design and engineering flexibility for improvements made under ODOT ownership while working together to pursue additional funding for 82nd Ave.

WHY CHANGE NOW?

The City, ODOT and State Legislators have begun meeting to chart a path forward for improving 82nd Ave and the future jurisdictional transfer. This has resulted in a commitment between the City and ODOT to address feasible improvements in the near-term while working towards a longer-term plan. In July 2018, PBOT and ODOT Region 1 leadership jointly documented the following priorities and next steps:

1. Work to ensure the best interim safety and maintenance improvements while 82nd Avenue is still under ODOT’s jurisdiction.

2. Ensure that ODOT and PBOT develop a shared understanding of jurisdictional costs associated with a transfer.

3. Ensure adequate funding to develop a conceptual plan that will be completed in time for potential funding opportunities.

4. Work together to develop a broad and successful partnership to secure future funding for the transfer and future planned improvements.
How We Got Here

There are many adopted policies and events informing the development of this plan for 82nd Ave. In addition, there are ongoing projects, policies, and programs that coincide with this planning process and objectives. These adopted policies inform and, in some cases, serve as the origin for the projects outlined in this plan. Some of the most important policies, plans, programs and events affecting 82nd Ave include:

**State Highway System Agreement between City and State (1944)**
The State and City of Portland entered into an agreement designating streets over which state highways shall be routed within the City of Portland and maintenance responsibilities. This included segments of 82nd Ave as a street over which Cascade Highway (OR 213) was routed, from the (then) north city limit at Prescott Street southerly to Division Street; and from Division Street southerly to the south city limit at Flavel Street (formerly part of County Roads Nos. 575 and 488).

**City Council established special setback lines on NE and SE 82nd Ave (1959)**
City Council established special setback lines (measured 45 feet from each side of the center line of the roadway) through the adoption of Ordinance No. 110507 in 1959 and Ordinance No. 132139 in 1971. Later, these setback lines became Special Setbacks incorporated into the City Zoning Code and the Official Zoning Maps. Currently, Special Setback requirements are located in Chapter 33.288 of the Zoning Code (Title 33).

**82nd Avenue Corridor Study (1980)**
The study was developed by the Portland Bureau of Planning and adopted by City Council. The intent of the study and its implementation was: To ensure healthy commercial development along 82nd Ave; to maintain and enhance the quality of adjacent neighborhoods; and to improve the overall image, safety, access and traffic movement in the corridor. Specific street improvements were identified to achieve these goals.

**I-205 Freeway construction was completed by ODOT, parallel to 82nd Ave. (1982-83)**

**82nd Ave street improvements constructed by ODOT (1980s)**

The Pedestrian Master Plan established a 20-year framework for improvements and investments to enhance the pedestrian environment and increase opportunities to choose walking as a mode of transportation.

**82nd Avenue of Roses High Crash Corridor Safety Plan (2008)**
The safety plan was developed by PBOT with the goals to: Reduce the number of pedestrians, bicyclists and motorists killed or injured in crashes along the 82nd Avenue of Roses corridor; Minimize the number of people that limit walking, biking or taking transit along 82nd Ave due to traffic safety concerns; develop a high crash corridor safety action plan model for the 82nd Ave of Roses corridor that can then be easily replicated for future high crash corridors in Portland. PBOT implemented several projects and actions recommended in the plan.

**Climate Action Plan (2009)**
The Climate Action Plan identifies objectives and actions to put Portland on a path to reduce carbon emissions by 80 percent of 1990 levels by 2050. Specifically outlined in this plan are goals to reduce automobile dependency and increase walking and biking mode-splits.

This action plan takes an equitable and data-driven approach to eliminate deaths and serious injuries on Portland’s streets by 2025. 82nd Ave is one of the city’s most dangerous streets.
Fixing Our Streets (2016)
This program uses revenue from Measure 26-173 and the Heavy Vehicle Use Tax to generate money for investing in street improvements and safety projects across the entire city. Fixing Our Streets helps PBOT expand preventative street maintenance that saves money and prevents potholes. It will also support investments that make it safer for children to walk to school. Investments include crossing improvements on 82nd Ave.

BPS initiates the 82nd Ave Study – Understanding Barriers to Development (2016)
In 2016, the City of Portland accepted a Community Planning and Development Grant (CPDG) from Metro to fund the 82nd Ave Study – Understanding Barriers to Development. The Bureau of Planning and Sustainability (BPS) is the lead agency for the study. BPS and PBOT are working together to address barriers within the corridor.

City Council Town Hall Visioning Forum on 82nd Ave (2017)
On July 11, 2017, City Council held a town hall meeting on 82nd Ave at the JAMS space in partnership with the Jade District, APANO, 82nd Ave Improvement Coalition and the U of O Architecture School – Urban Design Studio. The public engagement process initiated by the Urban Design Studio class eventually led to the forum. Community members and U of O students shared their vision for 82nd Ave and discussed jurisdictional transfer.

ODOT 82nd Ave of Roses Implementation Plan (2018)
In January 2018, ODOT completed the 82nd Ave of Roses Implementation Plan. This was a transportation planning effort to create a list of projects to improve safety, mobility, and access for people using 82nd Avenue (in the 7 mile segment between NE Killingsworth Street and SE Johnson Creek Boulevard) that could be feasibly funded and constructed within at 5-10 year timeframe.

Enhanced Transit Corridors Plan (2018)
In June 2018, City Council adopted the Enhanced Transit Corridors (ETC) Plan. This plan identifies a new vision for frequent, reliable, high-ridership transit and how we can achieve it in Portland. Enhanced transit is a key part of that vision. This plan identifies where transit priority, streamlining, and access treatments could be most beneficial on the planned TriMet Frequent Service network within the City of Portland, including buses and streetcar. 82nd Ave was identified as an Enhanced Transit Corridor.

Comprehensive and Transportation System Plan (2018)
City Council adopts the 2035 Comprehensive Plan and Transportation System Plan and sets ambitious targets to increase and prioritize walking, biking, and transit trips throughout the City of Portland.

Safe Routes to School (2018)
Safe Routes to School (SRTS) is a partnership between the City of Portland, schools, neighborhoods, community organizations and agencies that advocate for and implement projects and programs that make walking and biking around our neighborhoods and schools fun, easy, safe and healthy for all students and families while reducing congestion around schools.

Community Forum hosted by the 82nd Ave Improvement Coalition (2018)
On November 17, 2018, the 82nd Ave Improvement Coalition hosted a community forum about 82nd Ave. It included a panel discussion with civic leaders, including Representative Alissa Keny-Guyer, Senator Michael Dembrow (staff representative), ODOT Region 1 Manager Rian Windsheimer, and PBOT Interim Director Chris Warner.

PedPDX, Portland’s Citywide Pedestrian Plan (Currently underway - adoption anticipated in 2019)
PedPDX is Portland’s citywide pedestrian plan. It will prioritize sidewalk and crossing improvements and other investments to make walking safer and more comfortable across the city. The plan will identify key strategies and tools to help make Portland a great walking city for everyone.
Per the Portland 2035 Comprehensive Plan, pages GP3-16 & 17:

“Civic Corridors are the city’s busiest, widest, and most prominent streets. They provide major connections among centers, the rest of the City, and the region. They support the movement of people and goods across the city, with high levels of traffic and pedestrian activity. Civic Corridors provide opportunities for growth and transit-supportive densities of housing, commerce, and employment. Development in Civic Corridors is intended to be up to mid-rise in scale, with lower scale generally more appropriate in locations far from the Central City or transit stations. Mid-rise development typically ranges from five to seven stories.

Abundant trees and high-quality landscaping beautify Civic Corridors and offset the impacts of their large paved areas. These corridors exemplify the benefits of green infrastructure by cleaning and soaking up stormwater runoff and minimizing urban heat island effects, while also being enjoyable places to live, work, and gather. Civic Corridors are safe for all types of transportation. Civic Corridors policies apply to the roadway, the public realm of the street, and the buildings that line the street.

Policy 3.48 Integrated land use and mobility. Enhance Civic Corridors as distinctive places that are models of ecological urban design, with transit-supportive densities of housing and employment, prominent street trees and other green features, and high-quality transit service and pedestrian and bicycle facilities.

Policy 3.49 Design great places. Improve public streets and sidewalks along Civic Corridors to support the vitality of business districts, create distinctive places, provide a safe, healthy, and attractive pedestrian environment, and contribute to quality living environments for residents.

Policy 3.50 Mobility corridors. Improve Civic Corridors as key mobility corridors of citywide importance that accommodate all modes of transportation within their right-of-way or on nearby parallel routes.

Policy 3.51 Freight. Maintain freight mobility and access on Civic Corridors that are also Major or Priority Truck Streets.”

Where We Want to Go:
Policy Vision for Civic Corridors

Per the Portland 2035 Comprehensive Plan, pages GP3-16 & 17:
82nd Avenue is used by people in cars, on foot and bike, for goods movement and as a high frequency transit route. Yet, it does not adequately serve all modes and is a particularly stressful environment for people walking, using mobility devices, biking, crossing the street, and accessing transit. It is also designated a High Crash Corridor through the PBOT Vision Zero program. The street is typically a five-lane arterial with no on-street parking or bike lanes. Most of the existing sidewalks are narrow and do not meet current city standards. Most of 82nd Ave does not meet new city guidelines for marked crosswalk spacing. TriMet buses experience frequent delays.

82nd Ave is an older street with aging infrastructure that often does not meet current standards. The maintenance needs exceed existing resources. ODOT is incrementally addressing maintenance through the Statewide Transportation Improvement Program (STIP). ODOT and PBOT have invested nearly $40 million along 82nd Ave through previous and upcoming projects. Still many street assets like paving and signals are in need of repair or replacement.
Ownership and Jurisdiction

82nd Ave is an Oregon state highway comprising the northern end of Oregon Route 213, also known as the Cascade Highway. The Oregon Department of Transportation (ODOT) owns and maintains 82nd Avenue from NE Killingsworth Street to SE Clatsop (City limits and further south). ODOT maintains the road from curb to curb, and shares jurisdiction over some of the sidewalks with the City of Portland. ODOT and the City of Portland also share responsibility in the maintenance and adjustment of traffic signals.

Typically, the sidewalks behind the curb are under PBOT ownership between NE Prescott and SE Flavel. ODOT owns the sidewalks north of NE Prescott and south of SE Flavel. PBOT oversees sidewalk maintenance. Construction and maintenance of the sidewalk is the responsibility of the adjacent property owner, per City Code, Title 17, Chapter 17.28. Typically, sidewalk corridors are built and widened to City standards when private properties develop or redevelop.

ODOT has classified 82nd Avenue as a District Highway and has designated it as part of the National Highway System. 82nd Avenue has no state or federal designation as a freight or truck route.

Typical Widths, Conditions and Special Setbacks

Roadway and Public Right-of-Way Widths

Generally, 82nd Ave is about 60 feet between the curbs, providing two lanes in each direction and a center turn lane. This is not including sidewalks (width varies). The existing right-of-way is typically about 72 ft, though wider where bus pullouts have been provided or sidewalk dedications have been made.

Sidewalks

Most of the existing sidewalks along 82nd Ave are narrow and do not meet current city standards. The sidewalks vary in width from 3 feet to 15 feet on both sides of the street. They are often only 8 feet to 10 feet. A few areas have no sidewalk at all. Not all sidewalks and corners meet current Americans with Disabilities Act (ADA) design requirements. Many stretches of sidewalk lack street trees and are currently too narrow to accommodate the addition of street trees.
Crosswalks
Most of 82nd Avenue does not meet the city’s new guidelines for marked crosswalk spacing: enhanced crossings every 800 feet, or every 530 feet in pedestrian districts.

Special Setback for Development on Private Property
There is a Special Setback requirement along 82nd Ave for development on private property. It is measured 45 feet from each side of the center line of the roadway along NE and SE 82nd Ave. Special street setbacks apply to all buildings, structures, signs, off-street parking areas, and exterior display, storage, and activities fronting a street with a special street setback designation on the Official Zoning Maps. This typically results in a minimum of 90 feet between buildings and other development on private property.

**NOTE: TYPICAL CROSS SECTION (ROADWAY AND RIGHT-OF-WAY) VARIES THROUGHOUT CORRIDOR**

72 feet
Typical Existing Right-of-Way

90 feet (45 ft from center line)
Current Special Street Setback
THE MOST COMMON TYPE OF PEDESTRIAN CRASH IS BEING HIT WHILE CROSSING 82ND AVENUE AT UNCONTROLLED INTERSECTIONS OR MIDBLOCK LOCATIONS.

Safety

82nd Ave is on the PBOT Vision Zero High Crash Corridor network. To address the city’s Vision Zero goal, we need to increase safety on 82nd Ave. The following statistics are based on the PBOT Vision Zero analysis of crash data.

82nd Ave is one of the top 30 high-crash streets in the city for pedestrians, bicycles, and motor vehicles. Sixteen (16) people have died of traffic related crashes on 82nd Ave since 2007. The majority were pedestrians. More crashes occur on the segment from SE Clinton Street to SE Schiller Street than any other similar length segment in the corridor.

Six (6) of the City’s High Crash Intersections are along 82nd Ave: SE Powell, SE Division, E Burnside, NE Glisan, NE Fremont, and SE Flavel.

Recent PBOT Vision Zero crash analysis of crash patterns on 82nd Avenue indicates the following most common crash types by mode. This covers crash history from 2006 to 2015.

82nd Ave has a higher incidence of the following crash types compared to other High Crash Corridors:

**Crashes involving pedestrians** (all injury severities):
- The most common type of pedestrian crash is being hit while crossing 82nd Avenue at uncontrolled intersections or midblock locations (29 crashes of this type).
- The second most common type of pedestrian crash on 82nd Ave to get hit by drivers turning left at traffic signals (19 crashes of this type).

**Crashes involving cyclists** (all injury severities):
- The most common type of cyclist crash on 82nd Ave is being hit on the sidewalk. (9 crashes of this type)
- The second most common type of cyclist crash is being hit by a right turner at an unsignalized intersection (8 crashes of this type).

**Crashes involving only automobile drivers** (fatal and serious injury severity):
- Automobile drivers are more likely to be fatal or seriously injured in rear-end crashes (19 crashes of this type) or turning crashes (19 crashes of this type)
People and Movement

Demographics
82nd Avenue is home to one of the most diverse populations in the region; the census tract around 82nd Avenue and Powell Boulevard is the most diverse in the state.

Motor vehicle volumes (daily)
15,000 near NE Prescott Street; 20,000 north of NE Fremont Street, 22,000 to 27,000 from NE Fremont Street to SE Clatsop Street.

Transit ridership
Line 72 has the highest number of boarding rides in the TriMet bus system. More than 14,000 boarding rides on an average weekday. The segment of the line 72 (southbound) between the 82nd Avenue MAX station and 82nd/Powell has the 11th highest average passenger delay per mile in the frequent service network – this would be an important place to focus on priority treatments for transit. The segment of the line 72 (northbound) between 82nd/Flavel and 82nd/Powell has the 19th highest average passenger delay per mile in the frequent service network – this would be an important place to focus on priority treatments for transit.

Line 72 has the highest number of boarding rides in the TriMet bus system. More than 14,000 boarding rides on an average weekday.
CHAPTER 3

Safety, Access and Transit Improvements

This chapter contains basic safety, access and transit capital improvements to help support the incremental transformation of 82nd Avenue into a Civic Corridor, as envisioned in the Portland 2035 Comprehensive Plan, and help meet the City’s Vision Zero policy and goal.

The primary focus of these improvements is increasing safety and removing transportation barriers. Most of the recommended projects are enhanced pedestrian and bicycle crossings, increased lighting, signal changes to reduce conflicts and other minor improvements to existing signals. In addition, Enhanced Transit priority treatments and bus stop improvements are recommended along 82nd Ave to improve the reliability, speed and capacity of TriMet bus line 72.

Once combined with the incremental widening of sidewalks as redevelopment occurs, these improvements will help create a more accessible, comfortable and inviting environment along 82nd Ave. Together, these changes will support more walking, rolling, biking and transit ridership along 82nd Ave. This will increase transportation capacity and provide more equitable and efficient movement of people and goods along the corridor and between centers.

The total estimated cost for these conceptual improvements is still being determined. Additional project development, design and engineering is needed to determine the total cost with more confidence.

The recommendations in this chapter are intended to supplement the recommendations in the ODOT 82nd Ave of Roses Implementation Plan.

The recommended improvements presented here will serve as a starting point for projects as they enter the funding and design phase. Details are subject to change in response to site-specific details, project cost, and community engagement.
Safety and Access Improvements

Enhanced Crossings
This plan recommends a total of twenty-four (24) enhanced crossings to help meet the new PBOT spacing guidelines for marked crosswalks. The estimated cost is $24 million. This includes crossing treatments, lighting, rebuilding corners, improvements to meet ADA accessibility guidelines and other associated electrical and civil engineering improvements. Crossing enhancements and marked crosswalks are recommended at the following locations.

Extend Existing Islands and Add Enhanced Pedestrian and Bicycle Crossings (north–south):
- NE Going Place
- NE Thompson
- NE Holladay (Neighborhood Greenway)
- NE Oregon (access to Montavilla Park, Community Center and Multnomah University)
- SE Ash
- SE Salmon
- SE Hawthorne
- SE Cooper (Safe Route to School)

New Enhanced Pedestrian and Bicycle Crossings:
- NE Alberta (Neighborhood Greenway, Sacajawea Park)
- NE Beech
- NE Klickitat
- NE Russell (Safe Route to School)
- NE Schuyler
- SE Harrison
- SE Clinton (Safe Route to School)
- SE Tibbetts/Brooklyn (Neighborhood Greenway)
- SE Rhone
- SE Schiller
- SE Mitchell (Safe Route to School)
- SE Ramona
- SE Tolman
- SE Ogden/Knapp (Safe Route to School)
- SE Lambert
- SE Clatsop

All crossings treatments and cost estimates are preliminary and subject to change. Final decisions on crossing treatments will be made during the project development phase based on a traffic engineering analysis and approvals. Based on current PBOT engineering practice and technology, the crossings are scoped to include Pedestrian Hybrid Beacons or Rectangular Rapid Flashing Beacons (RRFB). They will either be mounted overhead on mast arms or mounted on poles behind the curb and on median islands. All marked crosswalks on State-owned highways require review and approval by the State Traffic Engineer, if built before transfer.

Examples of types of potential crossing treatments:

- RECTANGULAR RAPID FLASHING BEACON
- OVERHEAD RECTANGULAR RAPID FLASHING BEACON
- PEDESTRIAN HYBRID BEACON (HAWK SIGNAL)

PBOT CROSSWALK SPACING GUIDELINES
Generally no more than 800 feet between pedestrian crossings except in areas designated as Pedestrian Districts and Centers where the standard is 530 feet between crossings.
Improvements to Existing Signals to Reduce Conflicts

At existing signals along the whole corridor, add side street detection for pedestrians and autos, where missing. Add protected left turns from 82nd Ave onto side streets at existing signals, where feasible. Investigate the feasibility of also adding protected left turns from the side streets onto 82nd Ave at signals where left turn lanes can be added between the existing curbs or additional right-of-way can be acquired without causing building impacts. Avoid the use of flashing yellow permissive left turning phases against the pedestrian walk signal phases. Per recent PBOT design guidance, evaluate the signal phasing at all signals for Leading Pedestrian Intervals.

Add protected left turns at existing signals: NE Prescott, NE Fremont, NE Siskiyou, NE Tillamook, SE Woodstock

Other Improvements to Existing Signals:

- **NE Webster:** Rebuild southeast corner with smaller radius and sidewalk. This moves stop bar north and narrows the intersection, brings signal head location into compliance, slows drivers as they enter 82nd Ave NB, and provides for south leg pedestrian crossing. Add south leg pedestrian crossing with pedestrian push buttons as a separate pedestrian phase to meet PBOT crossing spacing and serve TriMet stop. Change the northbound right turn arrow signal to green ball.

- **NE Sandy Blvd:** Provide better channelization and square up of NE Mason at Sandy/82nd to provide far side bus stop for westbound TriMet. This also improves the pedestrian environment as riders transfer between TriMet bus lines.

- **NE Jonesmore:** Signal and civil improvements to reduce conflicts between modes and better facilitate pedestrian and bicycle crossings.

- **Madison High School signalized main entrance driveway:** Add signalized crosswalk on north leg of signal.

- **SE Stark and SE Washington:** Switch the current left turn allowance between SE Stark and SE Washington. Currently, left turns are allowed from 82nd Ave to SE stark (westbound) and left turns are prohibited from 82nd Ave to SE Washington (eastbound). This change would reconfigure the left turn lane in the block between the SE Stark and Washington couplet to allow left turns onto SE Washington instead. Project includes signal modifications and signage directing drivers to the appropriate route for reaching SE Stark. The intent is to reduce cut-through traffic impacts on local residential street.

- **SE Woodward:** Add Leading Pedestrian Interval, new ADA curb ramps and high visibility continental crosswalks.

**SLOWER SPEEDS**

In combination with the array of safety improvements above, PBOT recommends pursuing State approval to lower the posted Speed Limit to 30mph, potentially 25 mph in active centers (Jade, Montavilla, MAX station, Madison High School).
Other Safety Improvements to Reduce Conflicts
This plan recommends implementing median treatments and driveway treatments to reduce left turning conflicts and crashes. This includes motor vehicle to motor vehicle crashes as well as motor vehicle crashes involving pedestrians and cyclists. Apply the following tools along the corridor as opportunities arise through future capital projects and review of private development.

- **Close defunct driveways:** Work with property owners to close defunct driveways that are not in use, rebuild full height curb and restore sidewalk.
- **Driveways:** Work with property owners to address driveways that do not meet current standards. This may include any of or all the following: narrowing, right in/right out restrictions, consolidation, relocation, closures.
- **Median treatments:** Median islands, skinny traffic separators and/or left-turn calming.
- **Curb extensions:** Add curb extensions into the unsignalized streets intersecting with 82nd Ave where feasible. This will help reduce conflicts between pedestrians walking along 82nd Ave and turning vehicles, shorten crossing distances, slow down motor vehicles while turning, improve visibility of pedestrians and create more sidewalk room at the corner for providing ADA curb ramps.

**Bike lane gap completion on intersecting streets**
Pursue strategies to complete gaps in the bike lane network on street intersecting with 82nd Ave. This includes, but is not limited to SE Woodstock approaching 82nd Ave. Add bikeway network wayfinding signage for routes parallel and connecting across 82nd Ave. Improve Neighborhood Greenway routes paralleling 82nd Ave on both sides and connecting to 82nd Ave.

**Lighting**
This plan recommends bringing the lighting to current PBOT lighting level standards at minimum. This includes providing cobra style lighting on both sides of the street and pedestrian scale lighting at signalized intersections and other enhanced crossing locations. The total estimated cost is $9 million.

Currently, there are segments of 82nd Ave that do not have lighting on both sides of the streets. As displayed in the map below, lighting is located only on one side of 82nd Ave from roughly SE Foster to SE Division (east side only) and north of NE Prescott (west side only).

If additional resources can be secured, this plan recommends upgrading segments of 82nd Ave with ornamental pedestrian scale lighting, starting with the existing Pedestrian Districts and Comprehensive Plan Centers.

**ODOT APPROVALS**
Generally, all improvements on State-owned highways require review and approval by the State Traffic Engineer, if built before jurisdictional transfer. This includes but is not limited to marked crosswalks and crossing treatments, modifications to signals and changes to roadway lanes and striping.
Sidewalk Improvements
This plan recommends building strategic segments of sidewalk along 82nd Ave through public capital improvement projects.

Generally, existing substandard sidewalks or locations lacking sidewalks will be incrementally improved by private property owners as redevelopment occurs. Construction and maintenance of the sidewalk is the responsibility of the adjacent property owner, per city Code, Title 17, Chapter 17.28. Typically, sidewalk corridors are built and widened to city standards when private properties develop or redevelop. Where sidewalks are substandard, property owners may be required to dedicate additional public right-of-way and build sidewalks through the city’s permitting process.

However, there are some locations where building sidewalks through public capital improvement projects would provide elevated equity benefit, specifically, access for people with disabilities and people with low income.

Sidewalk segments with very narrow widths that do not meet minimum ADA access:
The following sidewalk improvements are recommended in the ODOT-led 82nd Avenue of Roses Implementation Plan (2018) in the medium funding scenario. These improvements will help to meet minimum ODOT sidewalk widths and ADA standards.

- **Prescott St to Mason St, east side:** Reconstruct segments of sidewalk from 5 to a minimum of 6 feet. Cost estimate: $78,000 (excluding right-of-way cost)
- **Prescott St to Mason St, west side:** Reconstruct segments of sidewalk from 5 to a minimum of 6 feet. Cost estimate: $87,600 (excluding right-of-way cost)
- **NE Milton St to Fremont St, east side:** Reconstruct segments of sidewalk from 5 to a minimum of 6 feet. Cost estimate: $15,600 (excluding right-of-way cost)
- **SE Harney St to Luther St, east side:** Reconstruct segments of sidewalk from 3 or 4 feet to a minimum of 6 feet. Cost estimate: $90,000 (excluding right-of-way cost)
- **SE Harney St to Clatsop St, west side:** Reconstruct segments of sidewalk from 4 or 5 to minimum of 6 feet. Cost estimate: $85,200 (excluding right-of-way cost)
- **Luther St/Clatsop St Improvement Bundle:** ADA ramps, enhanced pedestrian crossing, bus stop improvements, sidewalk improvements located from Clatsop Street to Luther Street. Portions of this project are located south of the City of Portland boundary. Cost estimate: $1 million.

The above segments would bring sidewalks to minimum ODOT standards. PBOT may evaluate additional improvements and right-of-way acquisition to widen sidewalks to meet PBOT sidewalk corridor standards in the above locations and others. This will increase the project cost.
Sidewalk segments abutting Residential Manufactured Dwelling Parks:
Some sites along 82nd Ave are not likely to redevelop based on recent zone changes adopted by the City of Portland and therefore not likely see the sidewalk corridors brought to City standards. There are a few manufactured dwelling parks with frontage along 82nd Avenue that were recently rezoned to Residential Manufactured Dwelling Park (RMP). The Manufactured Dwelling Park (MDP) Zoning Project was adopted by Portland City Council and took effect on August 22, 2018.

The purpose of the Manufactured Dwelling Park (MDP) Zoning Project was to stabilize the housing situation for people living in manufactured or mobile home parks by creating a new base zone for mobile home parks. The proposed zoning changes consolidated MDPs in to one new base zone in the Multi-Dwelling Residential Chapter (33.120) to create consistent land use regulations for manufactured dwelling parks.

As this MDP Zoning Project was to stabilize the housing situation, properties zoned RMP along 82nd Avenue are not intended to redevelop. Therefore, frontage improvements are not expected that would otherwise be required of future development of the properties.

Applicable State IDs zoned RMP with frontage along 82nd Ave:
• 1S2E21CC 2100*
• 1S2E20AD 7600
• 1S2E20AD 8000
• 1S2E20DA 4900

*This property is split-zoned EG2 and RMP due to the location of Johnson Creek that bisects the site.

There is strong equity benefit to building sidewalks at these locations through capital improvement project. These sidewalk improvements will directly serve populations who live in these Residential Manufactured Dwelling Park. This is likely to include low-income families seeking affordable housing. The sidewalks would benefit the surrounding community, providing better pedestrian access to transit and destinations along 82nd Ave.
**Enhanced Transit Improvements**

Enhanced Transit improves transit capacity, reliability, and travel time through capital and operational treatments of moderate cost. There are many ways that cities can enhance transit, to make it faster and more reliable: smart traffic signals, the placement of bus stops, the use of lanes and road striping, and other tools that are controlled by the City or State but very effective in enhancing TriMet service.

Enhanced Transit improvements can provide the following benefits:

- Help make transit more attractive and reliable for people to get to work, school, and to meet their daily needs.
- Benefit people who depend on transit while also making transit the logical choice for many trips that go by car today.
- Help make transit more efficient and cost-effective.

Enhanced Transit treatments:

- **Prioritize improvements at significant delay segments:** Southbound bus delay occurs between the 82nd Avenue MAX station and SE Powell, and northbound bus delay occurs between SE Flavel and SE Powell.
- **Improve bus stops:** Coordinate locations with crossings, locate far side of intersections where possible, lengthen to accommodate future articulated buses, evaluate consolidation of stops, driveways, and ensure ADA access improvements.
- **Implement bus queue jumps:** Provide additional priority to help buses move up to and through intersections.
- **Pursue technology improvements:** Transit Signal Priority (TSP) and other Intelligent Transportation Systems (ITS) technology to interconnect existing signals and make them ready for next generation TSP. This may include but not be limited to upgrading signal controllers, detection and additional ITS equipment. Fiber may be needed south of SE Flavel St.

Additional analysis is already underway to refine potential projects.
Recommended 82nd Ave Safety and Access Improvements
North of SE Market Street

Proposed Spot Improvements
- New Enhanced Crossing
- Extend Island and Add Enhanced Crossing
- Signal and Civil Improvements
- Add Protected Left from side streets at Existing Signal
- Switch current left turn allowance between SE Stark and Washington

Proposed Corridor Improvements
(not mapped)

Safety
- Increase Lighting
- Add Leading Pedestrian Intervals at signals
- Strategic sidewalk widening
- Lower Speed Limit to 30mph, potentially 25 mph in active centers (Jade, Montavilla, MAX station, Madison High School)

Enhanced Transit to improve transit reliability, speed, and capacity
- Transit Signal Priority equipment and other ITS upgrades (Next generation capable)
- Improve bus stops (coordinate with crossings, locate far side of intersections where possible, lengthen to accommodate articulated buses, potentially consolidate, ensure ADA access)
- Queue jumps and other transit priority treatments

Existing or Planned Elements
- 82nd Avenue
- Existing Enhanced Pedestrian Crossing
- Existing Traffic Signal
- Safe Routes to School
- Existing, funded, or planned bikeway
- Existing, funded, or planned greenway
- Existing, funded, or planned multi-use path
- Pedestrian District
- Comprehensive Plan Center
- Park
- School
Recommended 82nd Ave Safety and Access Improvements
South of SE Market Street

Proposed Spot Improvements
- New Enhanced Crossing
- Extend Island and Add Enhanced Crossing
- Add Protected Left from side streets at Existing Signal
- Signal and Civil Improvements

Proposed Corridor Improvements (not mapped)

Safety
- Increase lighting
- Add Leading Pedestrian Intervals at signals
- Strategic sidewalk widening
- Lower Speed Limit to 30mph, potentially 25 mph in active centers (Jade, Montavilla, MAX station, Madison High School)

Enhanced Transit to improve transit reliability, speed, and capacity
- Transit Signal Priority equipment and other ITS upgrades (Next generation capable)
- Improve bus stops (coordinate with crossings, locate far side of intersections where possible, lengthen to accommodate articulated buses, potentially consolidate, ensure ADA access)
- Queue jumps and other transit priority treatments

Existing or Planned Infrastructure

- 82nd Avenue
- Existing Enhanced Pedestrian Crossing
- Existing Traffic Signal
- Safe Routes to School
- Existing, funded, or planned bikeway
- Existing, funded, or planned greenway
- Existing, funded, or planned multi-use path
- Pedestrian District
- Comprehensive Plan Center
- Park
- School
Funded Improvements

PBOT and our agency partners are already working to seek and secure funds to make improvements along 82nd Ave. This includes projects recently funded by the Oregon Department of Transportation (ODOT), Metro Regional Flexible Funds program and Portland Public Schools. The maps on page 24 display improvements recommended in this plan that are now funded or likely funded.

**PBOT Funded Project Improvements:**
- 82nd Ave Crossing Improvements Fixing our Streets project (2019-2020)
- Division Multi-Modal Safety Project (2019-2020)
- 70s Neighborhood Greenway Project (2020-2021)
- Halsey Safety Access to Transit Projects (2020-2021)
- Jade and Montavilla Connected Centers Project (2020-2021)
- Brentwood-Darlington Safe Routes to School (2020-2021)

PBOT has $700,000 of Fixing Our Streets funding allocated to constructing one or more enhanced pedestrian crossing of 82nd Avenue. Priority locations were previously recommended in the ODOT-led 82nd Avenue of the Roses Implementation Plan. All of the recommended locations have been incorporated into the enhanced crossing locations recommended in this plan.
ODOT Funded Project Improvements:
• Signal Upgrades and Curb Ramps Project at SE Foster, SE Woodstock and SE Flavel. Completed in 2018.
• Paving, Curb Ramps and Sidewalk In-fill from SE Foster Road to SE Lindy Street. Starts in 2020.
• Enhanced Crossing at SE Clatsop (potentially).

Website to learn more: www.oregon.gov/ODOT/Projects/Pages/82nd-Avenue-Construction.aspx

PPS Madison High School Modernization Project
Portland Public Schools (PPS), with support from ODOT, is including safety and access improvements along 82nd Ave as a part of the Madison High School Modernization Project. The improvements include:

• Signal upgrade at the Madison High School main entrance driveway
• Enhanced crossing at NE Russell
• Enhanced crossing at NE Thompson

Website to learn more: http://MadisonBond.pps.net
Funded 82nd Ave Improvements:
Improvements funded by PBOT, ODOT and PPS

Funded Improvements on 82nd Ave:
- Funded New Enhanced Crossing
- Funded Island Extension and New Enhanced Crossing
- Potentially Funded Enhanced Crossing
- Funded signal change or upgrade
- Paving and ADA curb ramps

Existing/Funded/Planned:
- Existing Enhanced Pedestrian Crossing
- Existing Traffic Signal
- Safe Routes to School
- Existing, funded, or planned bikeway
- Existing, funded, or planned greenway
- Existing, funded, or planned multi-use path

Land Use Context:
- Pedestrian District
- Comprehensive Plan Neighborhood Center
- Comprehensive Plan Town Center
- Plan District
- School
- Park
CHAPTER 4

New right-of-way dedication & frontage improvements

To help transform 82nd Ave into a vibrant Civic Corridor and the series of Centers it connects, it is essential that it have ample sidewalk corridors to support increased pedestrian activity, bus stops, street trees, lighting, poles and all the other street furniture that is located along the sidewalk.

This chapter contains changes to PBOT’s current property dedications required during redevelopment to provide wider sidewalk corridors along 82nd Ave. These improvements will be made incrementally over time, as redevelopment occurs.

Existing Conditions: Sidewalk Corridor Standards and Dedication Requirements

Most of the existing sidewalk corridors along 82nd Ave are narrow and do not meet current city standards. The sidewalks vary in width from 3 feet to 15 feet on both sides of the street. They are often only 8 to 10 feet. The current city standards are 12 feet sidewalk corridors along City Walkways, which includes most of 82nd Ave, and 15 feet sidewalk corridors in Pedestrian Districts.

Not all sidewalks and corners meet current Americans with Disabilities Act (ADA) design requirements. Many stretches of sidewalk lack street trees and are currently too narrow to accommodate the addition of street trees.

The sidewalk corridors need to be wider to provide adequate space for ADA-compliant curb ramps, to meet other ADA clearance, slope and design requirements, to accommodate bus shelters and street trees, and to provide ample room for people to walk side by side and pass one another on the sidewalk.
Current Special Setback Development Requirement along 82nd Ave

Currently, a Special Setback requirement exists along NE and SE 82nd Ave within the City of Portland. Special street setbacks apply on private property to all buildings, structures, signs, off-street parking areas, and exterior display, storage, and activities fronting a street with a special street setback designation on the Official Zoning Maps.

Typically, the sidewalks behind the curb are under PBOT ownership between NE Prescott and SE Flavel. ODOT owns the sidewalks north of NE Prescott and south of SE Flavel. PBOT oversees sidewalk maintenance.

The Special Setback along 82nd Ave is measured 45 feet from each side of the center line of the roadway. This typically results in a minimum of 90 feet between buildings and other development on private property that is subject to the Special Setback requirement.

City Council established the setback lines on NE and SE 82nd Ave through the adoption of Ordinance No. 110507 in 1959 and Ordinance No. 132139 in 1971. Later, these setback lines became Special Setbacks incorporated into the City Zoning Code and the Official Zoning Maps. Currently, Special Setback requirements are located in Chapter 33.288 of the Zoning Code (Title 33).

Setbacks are different from right-of-way dedications.

- **A setback** applies to private development on private property. Setback requirements are typically located in the City Zoning Code (Title 33). The property lot lines do not change. The underlying land remains private property. They are typically measured from the private property lot line, or sometimes from the curb line or centerline. The Special Setback along 82nd Ave is measured from the centerline of the roadway.
- **A right-of-way dedication** occurs when a segment of private property is dedicated to public right-of-way to meet street frontage standards along an abutting street or to meet connectivity standards by creating new streets or pathways. The property lot line moves. The dedicated private property becomes public right-of-way.

![Diagram of typical existing right-of-way and current special street setback]
Current Sidewalk Corridor Standards and Dedication Requirements

The Sidewalk Corridor is typically located within the public right-of-way between the curb or roadway edge and the property line. The Sidewalk Corridor contains four distinct zones: the Curb Zone, the Furnishings Zone, the Through Pedestrian Zone, and the Frontage Zone.

Typically, the sidewalks behind the curb are under PBOT ownership between NE Prescott and SE Flavel. ODOT owns the sidewalks north of NE Prescott and south of SE Flavel. PBOT oversees sidewalk maintenance.

Construction and maintenance of the sidewalk is the responsibility of the adjacent property owner, per City Code, Title 17, Chapter 17.28. Typically, sidewalk corridors are built and widened to City standards when private properties develop or redevelop. Where sidewalks are substandard, property owners may be required to dedicate additional public right-of-way and build sidewalks through the City’s permitting process.

Sidewalk corridor dedication requirements are typically measured for each property based upon the existing curb location, the distance between the curb and existing private property line and the relevant sidewalk corridor standard. Actual property dedication widths vary for each property depending upon these conditions.

WHAT IS A SIDEWALK CORRIDOR?

The Sidewalk Corridor is typically located within the public right-of-way between the curb or roadway edge and the property line. The Sidewalk Corridor contains four distinct zones: the Curb Zone, the Furnishings Zone, the Through Pedestrian Zone, and the Frontage Zone.

Construction and maintenance of the sidewalk is the responsibility of the adjacent property owner.
Current Sidewalk Corridor Standards

PBOT has established sidewalk corridor standards through the Portland Pedestrian Design Guide that correspond to the pedestrian street classification in the Portland Transportation System Plan. The current sidewalk standards relevant to 82nd Ave include:

**City Walkway standard**: 12-ft sidewalk corridors with a 6 ft clear Pedestrian Through Zone

<table>
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<tr>
<th>Sidewalk Corridor</th>
<th>Application</th>
<th>Recomended Configuration</th>
</tr>
</thead>
<tbody>
<tr>
<td>12 feet</td>
<td>Recommended for City Walkways, especially for arterial streets or where ROW width is 60 feet</td>
<td>Typical Commercial</td>
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<th></th>
<th>0.5 ft Curb Zone</th>
<th>4 ft Furnishings Zone</th>
<th>6 ft Through Pedestrian Zone</th>
<th>1.5 ft Frontage Zone</th>
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</thead>
</table>

**Pedestrian District standard**: 15-ft sidewalk corridors with a 8 ft clear Pedestrian Through Zone

<table>
<thead>
<tr>
<th>Sidewalk Corridor</th>
<th>Application</th>
<th>Recomended Configuration</th>
</tr>
</thead>
<tbody>
<tr>
<td>15 feet</td>
<td>Recommended in Pedestrian Districts, especially for arterial streets or where ROW width is 80 feet</td>
<td>Typical Residential</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>0.5 ft Curb Zone</th>
<th>4 ft Furnishings Zone</th>
<th>8 ft Through Pedestrian Zone</th>
<th>2.5 ft Frontage Zone</th>
</tr>
</thead>
</table>
Pedestrian Districts

Currently, there are two Pedestrian Districts along 82nd Ave:

MONTAVILLA PEDESTRIAN DISTRICT

82ND AVE MAX STATION AREA PEDESTRIAN DISTRICT

EXAMPLE OF A 15 FT SIDEWALK CORRIDOR IN THE MONTAVILLA PEDESTRIAN DISTRICT:

~15 feet
Sidewalk Corridor
Existing sidewalk corridor standards & right-of-way dedication examples

6 FT SIDEWALK CORRIDOR
This drawing shows an existing 6 ft wide sidewalk that does not meet current sidewalk standards.

12 FT SIDEWALK CORRIDOR
This drawing shows current 12 ft wide sidewalk standards for City Walkways.
PBOT would need 6 ft of additional right-of-way to bring a 6 ft substandard existing sidewalk to this standard.

15 FT SIDEWALK CORRIDOR
This drawing shows current 15 ft wide sidewalk standards for Pedestrian Districts.
PBOT would need 9 ft of additional right-of-way to bring a 6 ft substandard existing sidewalk to this standard.
PBOT is currently recommending adoption of PedPDX, Portland’s Citywide Pedestrian Plan. Through the PedPDX Plan, changes are proposed to the pedestrian street classifications to align with and help implement the 2035 Comprehensive Plan. The proposed changes will be recommended as amendments to the Transportation System Plan (TSP) during the next TSP update anticipated in late 2019. Subsequently, an update to the Pedestrian Design Guide is recommended to reflect the new PedPDX designations.

82nd Ave, from NE Killingsworth to SE Clatsop (City Limits), is designated a Major City Walkway in PedPDX to correspond to the Civic Corridor designation in the 2035 Comprehensive Plan. Currently, 82nd Ave is a City Walkway.

New or modified Pedestrian Districts are designated in PedPDX along 82nd Ave to correspond to the following Centers in the 2035 Comprehensive Plan:

- Roseway Neighborhood Center
- Montavilla Neighborhood Center
- Jade District Neighborhood Center
- Lents Town Center

Learn more: [www.PedPDX.com](http://www.PedPDX.com)
New Right-of-Way Dedication Requirements

The new property dedication and frontage improvement requirements along 82nd Ave are as follows:

**Within Pedestrian Districts:**

- **Dedications:** provide 45 feet of public right-of-way from each side of the center line of NE and SE 82nd Ave, or a minimum of 15 feet behind the existing curb line, whichever is greater.

**Outside Pedestrian Districts, along City Walkways:**

- **Dedications:** provide 45 feet of public right-of-way from each side of the center line of NE and SE 82nd Ave, or a minimum of 12 feet behind the existing curb line, whichever is greater.

**Both Pedestrian Districts and City Walkways:**

- **Frontage Improvements:** Construct concrete sidewalks and sidewalk corridor improvements per the Portland Pedestrian Design Guide and other relevant current City Code. Provide longer tree well planter strips in the furnishings zone to reduce impervious surfaces, reduce stormwater run-off, improve tree health, reduce sidewalk damage and help green the corridor.

Future changes to the citywide pedestrian street classification, sidewalk corridor standards, design guidance or dedication requirements shall supersede this Plan if they exceed the above property dedication and frontage improvements.

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SEE APPENDIX FOR DETAILED MAPS

Maps displaying the estimated current and new right-of-way dedication requirements are in the appendix. These maps display:

- the estimated location of existing public right-of-way, private property lines and sidewalks corridors.
- the estimated property dedication requirements to meet the current Sidewalk Corridor standard dedication requirements (12 ft or 15 ft is Pedestrian Districts).
- the estimated additional property dedication under the new 45 feet from each side of the centerline dedication requirement.
- the estimated difference in width between the two dedication standards, that is the 12 ft or 15 ft Sidewalk Corridor standard versus the 45 feet from each side of the centerline.

Note: All measurements of dedications are estimates only, based on available maps. Actual dedications will be determined at the time of development and permitting.
New Right-of-Way Dedication Requirements

The purpose of this change to property dedications is to provide wider sidewalk corridors along 82nd Ave. This will accommodate increased pedestrian activity as forecasted with future development along this Civic Corridor. It will provide more room for more prominent street trees and other green features along 82nd Ave.

This change will help meet Comprehensive Plan policy, including:

**Policy 3.49 Design great places.** Improve public streets and sidewalks along Civic Corridors to support the vitality of business districts, create distinctive places, provide a safe, healthy, and attractive pedestrian environment, and contribute to quality living environments for residents.

This change will result in sidewalk corridors that range from 12 feet to 15 feet in width after dedications are complete. Where the sidewalk corridor is 12 feet or wider, the clear Pedestrian Through Zone shall be a minimum of 6 feet. Where the sidewalk corridor is 15 feet or wider, the clear Pedestrian Through Zone shall be a minimum of 8 feet.

This change will bring PBOT right-of-way dedication requirements more in line with the existing Special Setback requirement of 45 feet from each side of the center line along 82nd Ave in the Portland Zoning Code, Title 33. This will result in a minimum of 90 feet of public right-of-way over time. These dedications and improvements will be made incrementally over time, as redevelopment occurs.
CHAPTER 5

Recommendations for Next Steps and Future Study

This chapter contains recommendations that are beyond the scope of this plan or require additional planning, analysis and public engagement.
Near-term Next Step Recommendations

• Through the current or future update to the Portland Transportation System Plan (TSP), amend the Major Transportation Improvement Project list to reflect the recommended improvements in chapter 3 of this plan. This may be achieved by amending one or more of the existing 82nd Ave projects on the TSP project list or adding a new project.

• Advance project development of the improvements recommended in chapter 3 of this plan.

• Pursue funding for the improvements recommended in chapter 3 of this plan in partnership with local, regional, state and federal partners.

• Develop a shared understanding between PBOT and ODOT of the maintenance needs along 82nd Ave and the jurisdictional costs associated with a transfer of ownership.

  ODOT and PBOT are currently working together to reach a shared understanding of the asset conditions, improvement needs and cost to bring the facility to a state of good repair in support of a jurisdictional transfer.

  PBOT is conducting a preliminary evaluation of costs to upgrade assets along the 82nd Ave corridor from SE Clatsop to NE Killingsworth in order to meet City of Portland standards. The focus of this preliminary review is estimating the cost to upgrade or improve existing assets through repair, rehabilitation, or replacement to meet City definition of State of Good Repair. The initial assessment will include:
  • pavement system
  • traffic operations (existing signs and pavement markings)
  • reconstruction of sidewalks in disrepair and ADA-compliant curb ramps
  • existing traffic signals
  • street lighting
  • structures, such as bridges and retaining walls
  • stormwater drainage systems
  Other assets may also be included as information becomes available.

Future Study Recommendations

• Develop conceptual design plan for the long-term future transformation of 82nd Ave.

• Address the future of transit on 82nd Ave.

• Address the future of bikes on 82nd Ave.

• Address any future changes to the number of lanes or other cross-section changes on 82nd Ave.

• Develop a holistic, corridor-wide growth strategy, pursuant to Comprehensive Plan Policies 5.15 and 5.16, with the goal to ensure that future transportation investments do not become a driver of housing displacement and instead support stable and secure housing at all income levels.
CHAPTER 6

82nd Ave Public Engagement

This chapter contains a summary of the multiple planning processes along 82nd Ave in recent years that lead to and informed this plan, as well as, the more recent public engagement efforts during the development of this plan.
PBOT began development of the draft 82nd Avenue Plan in December 2018 based on the barriers identified through the early phases of 82nd Ave Study: Understanding Barriers to Development, led by Bureau of Planning and Sustainability (BPS).

The City’s planning efforts were also coordinated with and informed by the planning process led by the Oregon Department of Transportation (ODOT) from 2016 to early 2018 to develop the ODOT 82nd Ave of Roses Implementation Plan.

The recommendations in the PBOT-led 82nd Avenue Plan are also informed by community input at the following events initiated by community groups:

- **City Council Town Hall Visioning Forum on 82nd Ave (2017)**
  On July 11, 2017, City Council held a town hall meeting on 82nd Ave at the JAMS space in partnership with the Jade District, APANO, 82nd Ave Improvement Coalition and the U of O Architecture School – Urban Design Studio. The public engagement process initiated by the Urban Design Studio class eventually led to the forum. Community members and U of O students shared their vision for 82nd Ave and discussed jurisdictional transfer.

- **Community Forum hosted by the 82nd Ave Improvement Coalition (2018)**
  On November 17, 2018, the 82nd Ave Improvement Coalition hosted a community forum about 82nd Ave. It included a panel discussion with civic leaders, including Representative Alissa Keny-Guyer, Senator Michael Dembrow (staff representative), ODOT Region 1 Manager Rian Windsheimer, and PBOT Interim Director Chris Warner.
In early 2019, PBOT staff in coordination with BPS staff conducted additional public outreach to engage residents, businesses, and property owners during the development of the draft plan. Staff shared draft recommendations and materials from the BPS-led 82nd Ave Study and PBOT-led 82nd Ave Plan. Feedback from the community helped to shape the final recommendations contained in this plan.

BPS and PBOT staff presented and gathered feedback at the following community meetings in 2019:

- Brentwood-Darlington Neighborhood Association, January 3
- Southeast Uplift Land Use and Transportation Committee, January 8
- Lents Neighborhood Association, January 22
- 82nd Ave Improvement Coalition, January 28
- Meetings with staff from the Jade District and APANO
- Montavilla Neighborhood Association, April 25

BPS and PBOT staff hosted the following public events along 82nd Ave:

**Drop-in hours to talk with PBOT and BPS staff:** Monday, February 25, 2019, 5:00 – 7:00 p.m. at the Holgate Library, 7905 SE Holgate Blvd. Staff answered questions one-on-one. This was a small event, primarily focused on outreach to property owners abutting 82nd Ave to discuss the proposed zone changes and right-of-way dedication changes.

**82nd Ave Public Open House:** Tuesday, March 5, 2019, 6:00 – 8:00 p.m. at Portland Community College – Southeast Campus, 2305 SE 82nd Ave, Community Hall Annex. This event was intended to be a larger community event with a staff overview presentation and poster boards. It was an opportunity for community members to learn and provide feedback about the 82nd Ave study, near-term action items and draft 82nd Ave Plan. (Rescheduled from February 27 due to inclement weather.)

**Planning and Sustainability Commission Public Hearing:** Tuesday, March 12, 2019
BPS and PBOT staff presented and gathered feedback during a public hearing before the Planning and Sustainability Commission to seek endorsement of the BPS-led 82nd Ave Study and advice and support for the PBOT-led 82nd Ave Plan. Public testimony was already received.

Invitations to the above hosted events were shared through the following means:

- Notification letters sent by US postal mail to all property owners, businesses, and residents abutting 82nd Ave
- Notification letter to surrounding Neighborhood Associations
- Email to interested parties