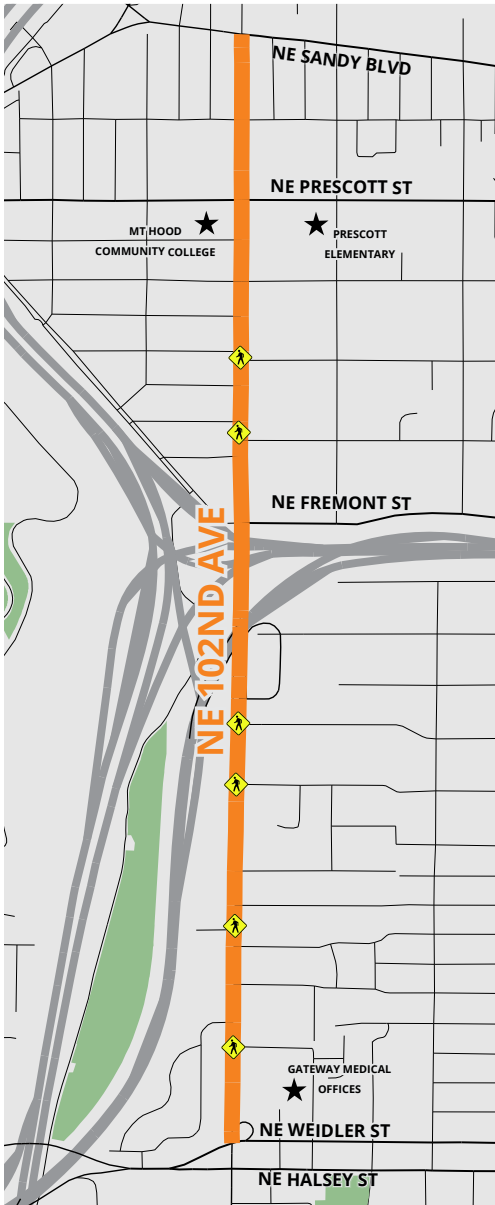


NE 102nd AVE SAFETY PROJECT

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, biking, and taking transit, and promote safety and livability for all.

The NE 102nd Ave Safety Project reconfigures the five motor vehicle travel lanes to three lanes, and adds 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

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



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



NE 102nd AVE SAFETY PROJECT

Construction and Evaluation

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

Phase One will be installed as a pilot. Several months after it is built, 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 crossing improvements by hardening the pedestrian islands with concrete, building and upgrading ADA compliant curb ramps at all crossings, and adding the crossing at NE Beech Street. Phase Two will also add sidewalks and transit extensions at NE Fremont Street and add any other elements in the permanent design.

For more information visit the website:

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

Or contact:

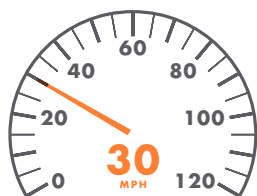
Project Manager: Christopher Sun

Phone: 503-823-5391

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

Phase One:
Pilot
Implementation

Fall -
Winter 2019/20

Pilot Evaluation
+ Final Design

Spring 2020

Phase Two:
Concrete
Elements