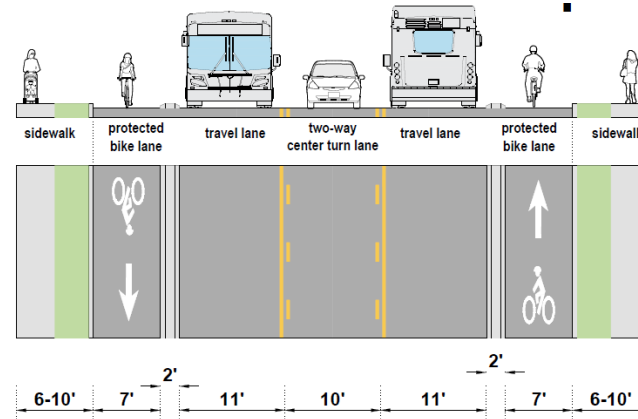


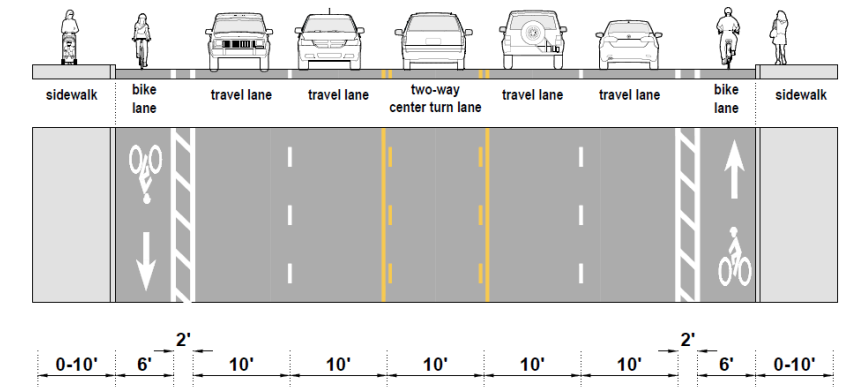
NE 82nd Ave – NE 85th Ave:

Four vehicle travel lanes and a center left turn lane would be preserved so that traffic congestion at the 82nd/Glisan traffic signal is not made worse. On-street parking would be removed or remain pro-time. No bike lanes are proposed.



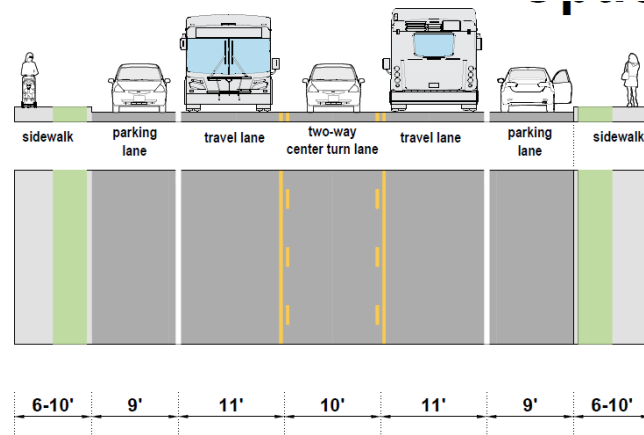
NE 87th Ave – NE 92nd Pl:

Two vehicle travel lanes, a center left turn lane, and protected bike lanes. The bike lanes would provide a connection to the 80s Neighborhood Greenway. On-street parking would be prohibited all day.



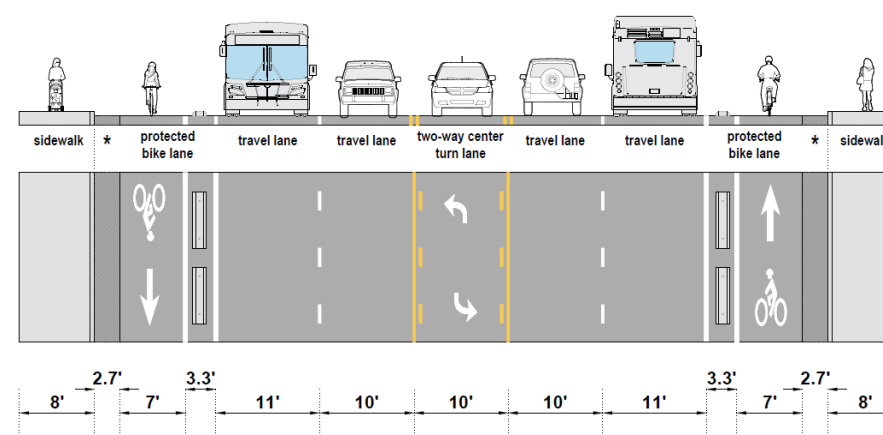
NE 99th Ave – NE 102nd Ave

Four vehicle travel lanes and a center left turn lane would be preserved. Buffered bike lanes would be added, connecting to proposed bike lanes east of 102nd.



NE 85th Ave – NE 87th Ave:

Two vehicle travel lanes, a center left turn lane, and full-time parking on both sides of the street, addressing Multnomah University and residential parking demand. No bike lanes are proposed.



NE 92nd Pl – NE 99th Ave (I-205 Interchange Area)

Existing vehicle travel and turn lanes would be preserved to avoid impacts to freeway interchange operations. Strategic lane width changes in coordination with ODOT would provide room for bike lanes in both directions. Bike lane width and protection would vary.

Other Improvements:

- Additional street lighting
- Signal timing improvements in coordination with ODOT to address traffic back-ups leading to freeway on-ramps
- Potential new signalized pedestrian crossing at or near NE 91st Ave.

*Currently there is no funded project on this part of NE Glisan Street outside of the NE 87th Avenue beacon. This illustration is for planning and outreach purposes.

Funding

The recommendations called for in this document are not funded at this time. However, since most of these improvements are relatively low cost, they potentially could be added to recurring funding programs in future years. PBOT is gauging community interest in this proposal.

To learn more about the East Portland Arterial Streets Strategy

Visit: portlandoregon.gov/transportation/epass

The website includes a general overview as well as several technical memos. The site will be updated with a final report as PBOT approaches completion of this planning project in spring 2020.

You can contact the project managers with more specific questions or feedback:

- Steve Szigethy steve.szigethy@portlandoregon.gov 503.823.5117
- Kate Drennan kate.drennan@portlandoregon.gov 503.823.4599



A 2018 partnership between PBOT and ODOT provided a safer crossing of NE Glisan Street at the I-205 Multi-Use Path, including wider sidewalks, larger curb ramps, and upgraded signals.

East Portland Arterial Streets Strategy

NE Glisan St: 82nd – 102nd Design Concept

January 2020

What is the East Portland Arterial Streets Strategy?

PBOT's East Portland Arterial Streets Strategy (EPASS) is developing a design concept for every city street with four or more lanes east of 82nd Avenue, based on safety analysis, traffic modeling and community input. Street designs already in the works as part of separate projects are included as well. The idea is to have a single source of information where people can learn about changes taking place on these major streets, which see some of the highest crash rates in the City of Portland.

What we found on NE Glisan Street between 82nd and 102nd Avenues

NE Glisan Street is included in Portland's "High Crash Network" – the streets where a large majority of serious and fatal crashes occur. The segment of NE Glisan Street between 82nd and 102nd Avenue – one mile in length – sees a particularly high concentration of crashes. In fact, three out of the top 30 "High Crash Intersections" in the City of Portland are located in this segment: the intersections with NE 82nd Avenue, Interstate 205 and NE 102nd Avenue. In the ten years from 2008 to 2017, this stretch of Glisan saw 88 serious, fatal or vulnerable user (pedestrian/bicycle) crashes, including:

- 2 pedestrian fatalities
- 35 pedestrian injury crashes
- 17 bicyclist injury crashes
- 3 motorist fatalities
- 31 serious injury car crashes

Vehicle speeds are high on this part of Glisan. Approximately 48 percent of drivers exceed the posted speed of 35 mph, and 15% of drivers are traveling at 40 mph or faster.

Regarding congestion, traffic analysis reveals that NE Glisan Street west of I-205 is "under capacity" even during rush hour. While the five-lane cross section at major signalized intersections is helpful for managing traffic back-ups, analysis finds that NE Glisan Street could operate efficiently with three lanes (one vehicle travel lane in each direction and a center left turn lane) between approximately NE 85th Avenue and NE 92nd Avenues – freeing up space for other road users and calming vehicle travel speeds. This is not the case between I-205 and NE 102nd Avenue, where major congestion occurs.

Recommendations

PBOT and the Oregon Department of Transportation (ODOT) have made recent safety investments on NE Glisan Street aimed at reducing crashes, including high-visibility crosswalks at NE 82nd Avenue, a rapid flashing beacon at NE 87th Avenue, and an improved crossing of the I-205 Multi-Use Path. But more work needs to be done. See inside for new recommendations for NE Glisan Street between 82nd and 102nd Avenues.