Thank you for taking the time to attend the NE 102 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:

- **What** the safety problem is on this corridor.
- **The goals** of this project and the project elements to attain them.
- **The ways to share your design considerations** and ideas with us and next steps.

www.portlandoregon.gov/transportation/76525
102nd is on Portland’s High Crash Network for people walking, which means it is one of the top 20 worst streets for pedestrian crashes in the city.

Facts we know about the corridor:

- **354** crashes occurred between 2011-2015
- **18** were bicycle and pedestrian crashes
- **35** MPH is the speed limit
- **61%** of drivers are driving over 35 MPH
- **About \( \frac{1}{4} \)** of drivers are driving over 40 MPH
- **About 10,000** vehicles travel in each direction daily.
- **970** vehicles travel on the corridor at its highest hourly volume during PM peak
OTHER KEY INFORMATION WE KNOW

About this corridor’s community context

- It is a major connection route between the Gateway and Parkrose commercial centers.
- It has no space to ride a bike.
- It has few marked places to cross the street, and people walking must cross five lanes of traffic.
- It is served by transit lines 22 and 87.
- There are 3 current bikeways and 5 future bikeways that connect to this corridor.

Additional context

- **Funding** 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 as a high priority for walking, biking, and transit improvements.
- **Vision Zero** is a top City of Portland transportation priority that aims to eliminate deadly and serious injuries on Portland streets.

---

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.
4 HOW CAN WE ADDRESS THE SAFETY ISSUE ON 102ND BETWEEN WEIDLER AND SANDY?

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 of bike riders

Our project suggestion

Adjust the street to slow down traffic, make it easier to cross the street, and create bicycle lanes. We propose doing this by converting from 2 travel lanes in each direction to 1.

Enhance pedestrian crossings at key intersections

Create protected bike lanes

Reduce the vehicle speed limit from 35 to 30 MPH
MORE ABOUT THE SUGGESTED ROADWAY REORGANIZATION

About 5-lane roadways like 102nd is now

Large multi-lane roads can encourage speeding, and can be hazardous places for pedestrians and vehicles. Most of Portland’s most dangerous streets have 5 lanes.

About 3-lane roadways like PBOT’s suggestion

Reducing vehicle travel lanes allows for shorter crossings that are easier and more comfortable for pedestrians, space for new protected bike lanes, and safer vehicle speeds.
ANALYSIS OF 3-LANE ROAD RECONFIGURATION

Expected community benefits

1. Enhanced pedestrian crossings and improved access to transit stops. For example:

   Enhanced crossings include marked crosswalks, signage, and pedestrian islands. These elements, in addition to having fewer travel lanes, make people walking feel less exposed and more safe entering intersections.

   We will prioritize the intersections to improve based on:
   • crash history;
   • intersections with bikeways;
   • crosswalk spacing guidelines (a crossing on average every 800 feet, roughly every 3 blocks);
   • the places you tell us you want to see crossing enhancements.

2. New parking protected bike lanes. For example:

   Protected bike lanes are comfortable for people on bikes of all ages and all abilities. Portland is building a network of bikeways so that people feel no less safe and comfortable riding a bicycle than they would riding in a car. Portlanders east of 82nd have been requesting improved biking facilities in their community for many years.
ANALYSIS OF 3-LANE ROAD RECONFIGURATION

Expected community benefits, continued

3. A decrease in speeding and crashes.
Unsafe speeds are a factor in about half of Portland’s deadly crashes. This is why speed is a focus of the city’s Vision Zero Action Plan and this project.

The policies that guide our ideas

8 ANALYSIS OF 3-LANE ROAD RECONFIGURATION

Expected impact on vehicle travel times

For vehicles traveling the length of the corridor, traffic modeling predicts:

1. Travel time increase is **virtually zero** during most hours.

2. North bound and South bound queuing and delay increases occur at Prescott during peak travel hour:
   - The travel time increase from Weidler to Sandy in the North bound direction is **3 seconds** during peak travel hour;
   - The travel time increase from Sandy to Weidler in the South bound direction is **10 seconds** during peak travel hour;
   - PBOT is researching different design options at Prescott. Learn more about the designs on slide 10.

For vehicles making unsignalized left turns onto 102nd, traffic modeling predicts:

3. A travel time increase of **between 2 to 9 seconds**, depending on the street.
MORE ABOUT THE SUGGESTED ROADWAY REORGANIZATION

The number of lanes at the intersection of Fremont and 102nd would stay the same.

Two travel lanes in each direction would be maintained at this intersection to avoid long queues on the I-84 bridge.

+ Does not create long queues on the I-84 bridge that would delay public transit
- Reduces space for bicycle lanes and requires pedestrians to cross 5 lanes of traffic at the intersection

The number of lanes north of Weidler and 102nd would stay the same.

The 3-lane configuration would transition to 5-lanes with buffered bike lanes north of Weidler. The design of the lane configuration would look similar to 102nd south of Weidler. The design of the lane merge would look similar to the design of the lane merge in the Fremont drawing above.

A data collection and analysis process is currently underway at Sandy and 102nd.

This data will influence whether a design change makes sense at this intersection, and what that design might look like.

While we wait on the data, we want to hear from you - what are your experiences driving, walking and biking at Sandy and 102nd? Your input will help influence whether a design change makes sense at this intersection. Let us know on your feedback form.
## ANALYSIS OF 3-LANE ROAD RECONFIGURATION: DESIGN IDEAS

### Lane configuration options at Prescott

Both options add 3-10 seconds of travel time at peak hour for vehicles.

<table>
<thead>
<tr>
<th>Option</th>
<th>Description</th>
<th>Pros</th>
<th>Cons</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Includes a right turn only + bus only lane</td>
<td>+ Reduces travel times for public transit on the corridor&lt;br&gt;- Reduces space for bicycle lanes&lt;br&gt;- 5 lanes for pedestrians to cross at the intersection</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2. Includes one lane through the intersection</td>
<td>+ Maintains 3 lanes for pedestrians to cross at the intersection&lt;br&gt;+ Maintains space for bicycle lanes&lt;br&gt;- Public transit experiences 3-10 seconds of increased travel time at peak hour</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

What do you think about the tradeoffs of these configurations? Let us know on your feedback form.
 project timeline

 crash + traffic data collection + analysis
 winter 2017

 community design discussion
 spring + summer 2018

 design development
 fall + winter 2018

 construction
 anticipated summer 2019

 we are here

 your feedback will help shape this project. please fill out the feedback form and add your suggestions to the map!

 thank you.

 we are looking forward to making 102nd between weidler and sandy safer for all users.

 project manager contact information:
 clay veka
 clay.veka@portlandoregon.gov
 503-823-4993