

# WELCOME!

Welcome to the 82nd Avenue Open House. Thank you for attending. We want to hear from you!

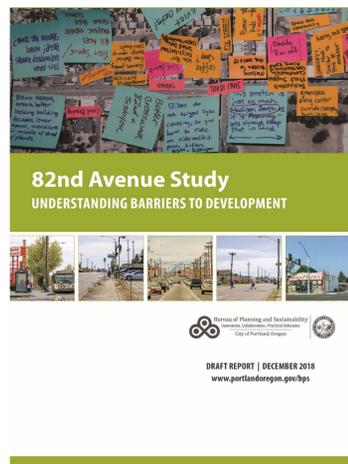
**THIS OPEN HOUSE IS HOSTED BY:**

**Portland Bureau of Transportation and Bureau of Planning & Sustainability**

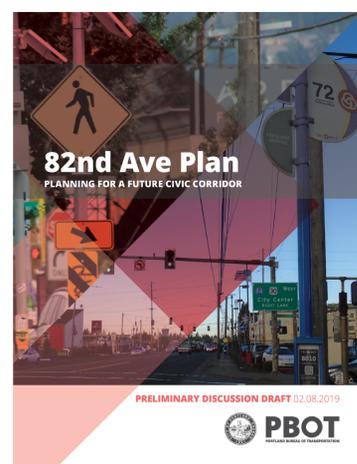
- 6:30 PM** Overview presentations
- 6:00-8:00 PM** We invite you to review boards, talk with staff, ask questions & provide written feedback.

**Topics covered at this open house include:**

**82nd Ave Study: Understanding Barriers to Development**



**82nd Ave Plan: Planning for a Future Civic Corridor**

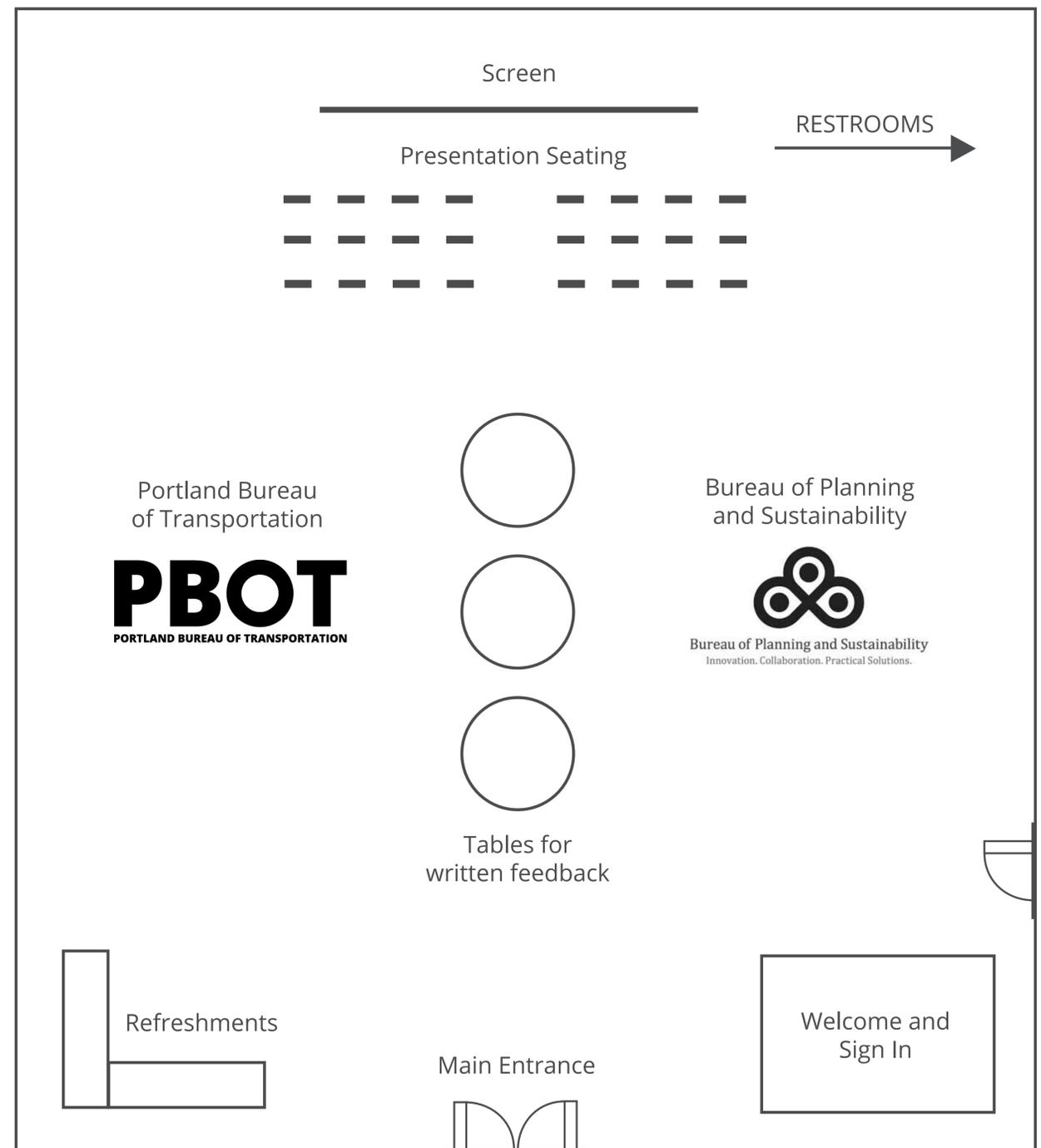


**BPS near-term action items:**

- Propose a rezone of employment properties from EG2 to EG1 on the southern end of the corridor to address barriers to development and for more efficient urban development of employment land along the corridor.
- Review split-zoned properties and propose necessary adjustments to remove any barriers to development.

The purpose of this PBOT 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.

**Room Layout**



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# PBOT 82ND AVE PLAN | OVERVIEW



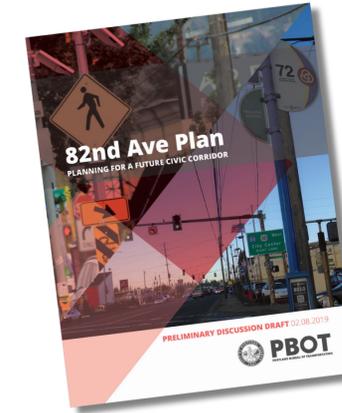
## 82nd Avenue Is Becoming a Civic Corridor

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. This Plan covers 82nd Ave from NE Killingsworth to SE Clatsop (City limits).

This plan will serve a larger effort underway, the eventual transfer of ownership of 82nd Avenue (OR 213) from Oregon Department of Transportation (ODOT) to the City of Portland, under the stewardship of the Portland Bureau of Transportation (PBOT).



## Key elements of this plan



### Recommended safety, access and transit improvements along 82nd Ave.

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.

### Proposed changes to PBOT's current right-of-way dedication requirements

during property redevelopment to provide wider sidewalk corridors along 82nd Ave. These will be made incrementally over time, as development occurs. The change would bring PBOT right-of-way dedication requirements more in line with the existing Special Setback development requirements along 82nd Ave (45 feet from each side of the center line) in the Portland Zoning Code, Title 33.

# POLICY VISION FOR CIVIC CORRIDORS

## What are Civic Corridors?

Per the 2035 Comprehensive Plan:

“**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.

## Civic Corridors Policies

### Policy 3.48 Integrated land use & 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.

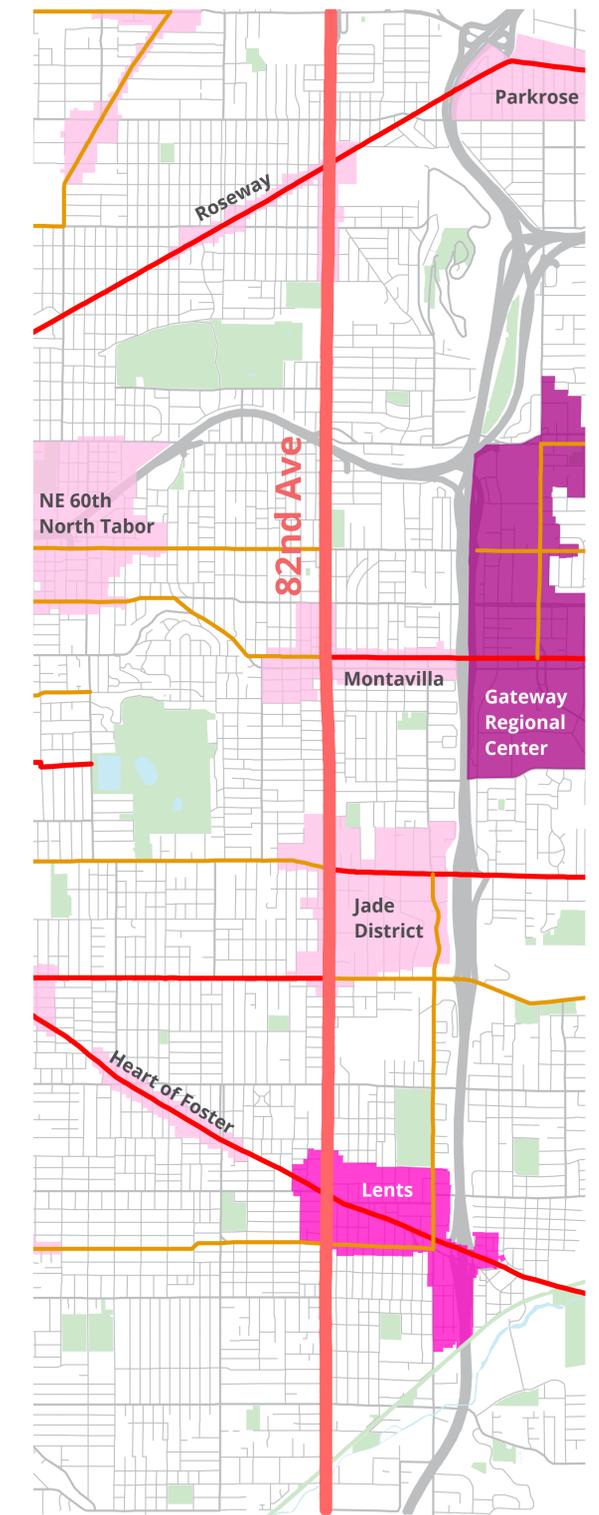
### Policy 3.50 Mobility corridors.

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.

## Map: Centers & Corridors



# 82ND AVENUE TODAY

## 82nd Ave is a High Crash Corridor

with high usage by people and goods moving in all modes of travel; yet it does not adequately serve all modes. It is a difficult and stressful environment to walk, bike, cross the street, and access transit. The street is typically a five-lane arterial with no on-street parking or bike lanes and substandard sidewalks. Most of 82nd Ave does not meet City guidelines for marked crosswalk spacing and 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.



## Safety

82nd Ave is one of the top 30 high-crash streets in the city for pedestrians, bicycles, and motor vehicles. More crashes occur on the segment from SE Clinton Street to SE Schiller Street than any other similar length segment in the corridor.

Six of the City's **High Crash Intersections** are on 82nd Ave:

- SE Powell
- SE Division
- E Burnside
- NE Glisan
- NE Fremont
- E Flavel

Compared to other High Crash Corridors: Pedestrians are 75% more likely to be hit while crossing 82nd Ave at uncontrolled intersections or midblock – the 2nd highest number of pedestrian crashes on 82nd Ave.

Pedestrians are 140% more likely to be hit by right turners at unsignalized intersections and 50% more likely at signals.

Pedestrians are 120% more likely to get hit by drivers going straight through traffic signals.

Pedestrians are 50% more likely to get hit by drivers turning left at traffic signals – this encompasses the highest number of pedestrian crashes on 82nd Ave.

Cyclists are 80% more likely to be hit on the sidewalk and 30% more likely to be hit while crossing 82nd Avenue.

Auto drivers are 90% more likely to be involved in turning crashes and 80% more likely to be involved in angle crashes.

## Demographics

82nd Ave 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.

## 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.

Segments of 82nd Ave have high passenger delay for people riding Line 72.

## Daily Motor Vehicle Volumes

**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

## Roadway Width

Generally, 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 pull-outs have been provided or sidewalk dedications have been made.

## Special Setback

This private development setback measures 45 feet from each side of the center line of the roadway along NE and SE 82nd Ave. 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.

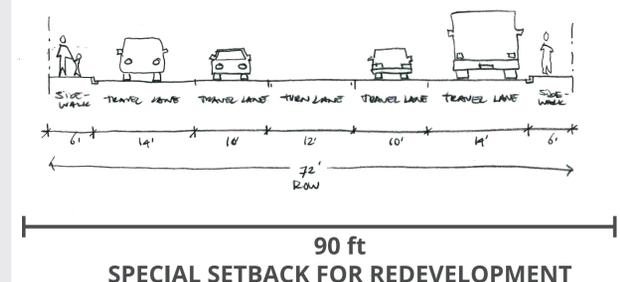
## Sidewalks

Most of the existing sidewalk corridors along 82nd Ave are narrow and substandard. They vary in width from 3 feet to 15 feet on both sides of the street. They are often only 8 to 10 ft. A few areas have no sidewalks. Not all sidewalks and corners meet current Americans with Disabilities Act (ADA) requirements. Many stretches of sidewalk lack street trees and are too narrow to accommodate new trees.

## Crosswalks

Most of 82nd Ave does not meet the City's new guidelines for marked crosswalk spacing.

Typical Street Cross Section along 82nd Ave



# 4 SAFETY, ACCESS & TRANSIT IMPROVEMENTS

## Enhanced Crossings

This plan recommends a total of twenty-two (22) enhanced crossings to help meet the new PBOT spacing guidelines for marked crosswalks. The estimated cost is \$22 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.

### PBOT PEDESTRIAN CROSSWALK SPACING GUIDELINES

Generally no more than 800' between pedestrian crossings except in areas designated as Pedestrian Districts and Centers where the standard is 530 ft between crossings.

### Examples of potential types of crossing treatments:

**RECTANGULAR RAPID FLASHING BEACON (RRFB)**



**OVERHEAD RECTANGULAR RAPID FLASHING BEACON**



**PEDESTRIAN HYBRID BEACON (HAWK SIGNAL)**



All crossings treatments and cost estimates are preliminary and subject to change. Final decisions on crossing treatments will be made during design 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 jurisdictional transfer.

## Other Improvements to Existing Signals

**NE Webster:** Rebuild southeast corner with smaller radius and sidewalk. This the moves stop bar north and narrows the intersection, bringing signal head location into compliance, slows drivers as they enter 82nd Ave NB, 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.

**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 on to 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.

## Other Safety Improvements to Reduce Conflicts

This plan recommends implementing median treatments to reduce left turning pedestrian conflicts and crashes. This includes 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.

**Driveways:** Work with property owners to address driveways that do not meet current standards. This may include any or all of the following: narrowing, right in/right out restrictions, consolidation, relocation, closures.

**Median treatments and left turn traffic calming:** Median islands, skinny traffic separators.

## Additional improvements

See adjacent maps with proposed Safety, Access & Transit improvements and locations.

# 5 VISION ZERO

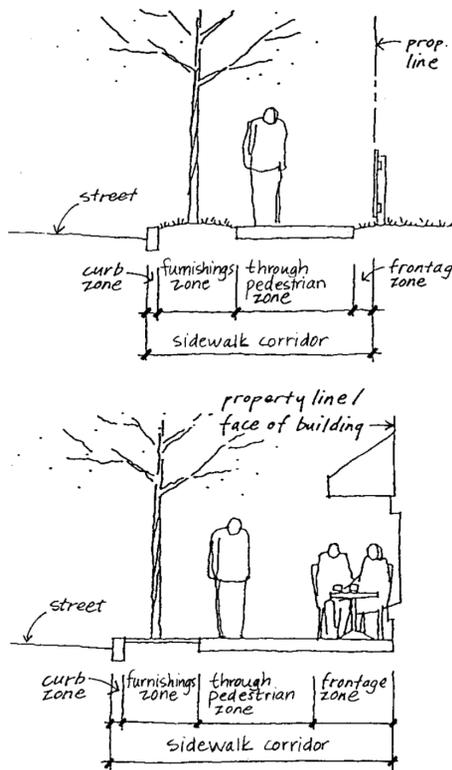
# 6 CURRENT STANDARDS AND REQUIREMENTS

## 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.

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.



## Current Standards on 82nd Ave

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 foot sidewalk corridors with a 6 foot clear Pedestrian Through Zone.

### “Pedestrian District” standard:

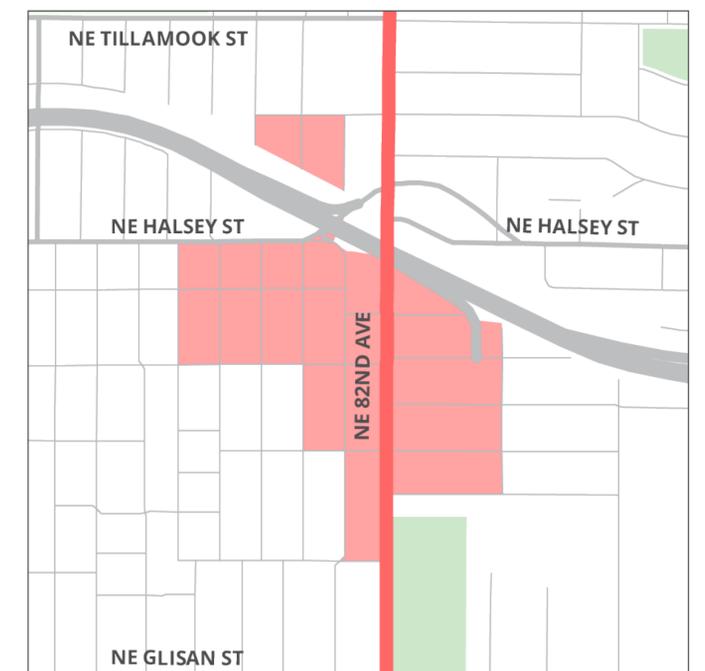
15 foot sidewalk corridors with an 8 foot Pedestrian Through Zone.

## Current Pedestrian Districts on 82nd Ave

### MONTAVILLA PEDESTRIAN DISTRICT



### 82ND AVE MAX STATION AREA



### SUB-STANDARD SIDEWALK



### STANDARD SIDEWALK



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# PROPOSED NEW RIGHT-OF-WAY DEDICATION REQUIREMENTS

## Within Pedestrian Districts along 82nd Ave

**Property Dedication:** provide 45 ft of public right-of-way from the centerline of 82nd Ave, or a minimum of 15 ft behind the existing curb line - whichever is greater.

**Frontage Improvements:** Construct concrete sidewalks and sidewalk corridor improvements per the Portland Pedestrian Design Guide and other relevant City Code. Provide a minimum 8 ft Pedestrian Through Zone.

## Outside Pedestrian Districts, where classified as a City Walkway

**Property Dedication:** provide 45 ft of public right-of-way from the centerline of 82nd Ave, or a minimum of 12 ft behind the existing curb line - whichever is greater.

**Frontage Improvements:** Construct concrete sidewalks and sidewalk corridor improvements per the Portland Pedestrian Design Guide and other relevant City Code. Provide a minimum 6 ft Pedestrian Through Zone.

The purpose of this change is to provide wider sidewalks along the corridor in order to accommodate increased pedestrian activity as forecasted with future development, as well as to provide space for more prominent street trees and other green features. It also helps us 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.

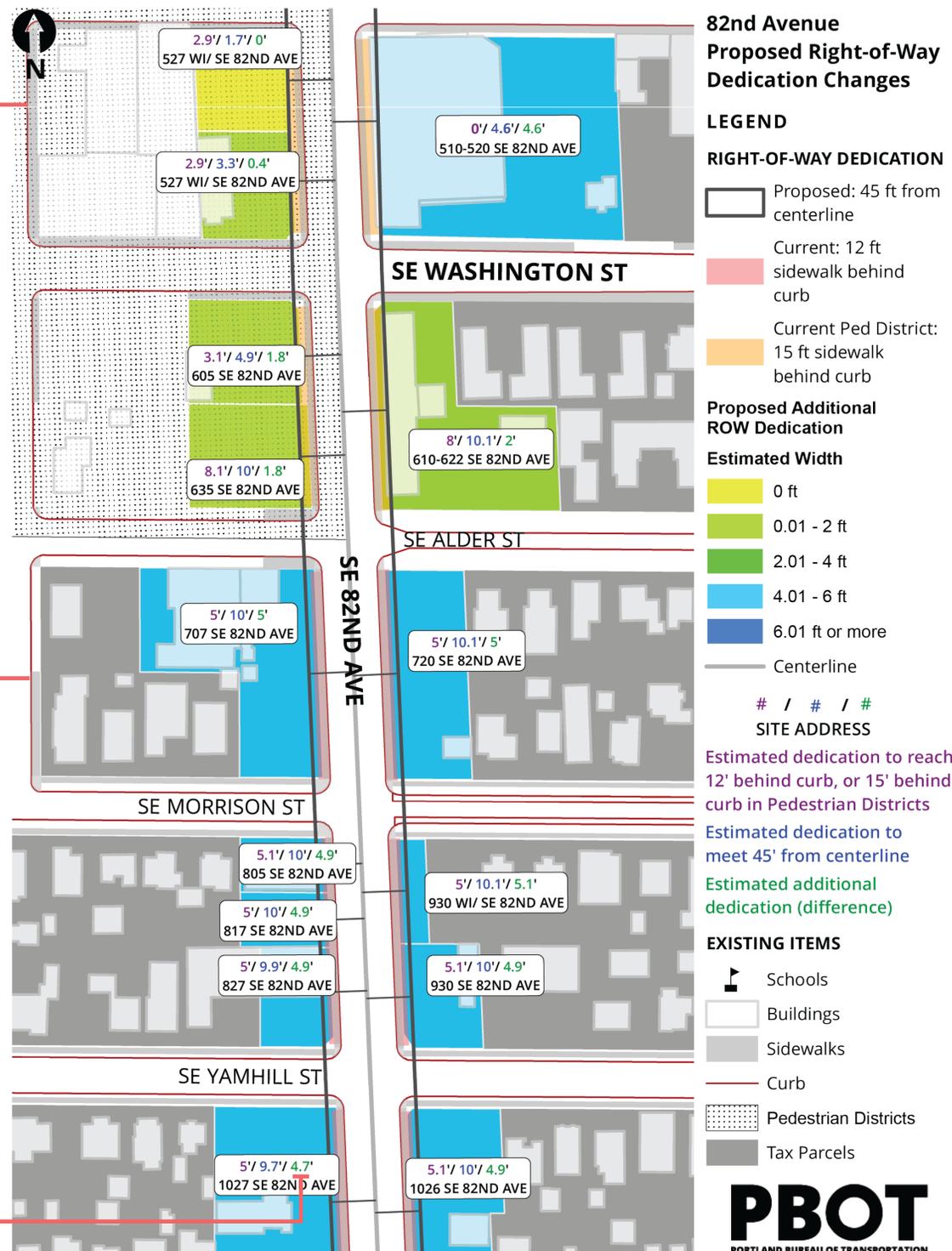
This change will create sidewalks that range from 12 to 15 ft in width after dedications are complete. This change brings PBOT right-of-way dedication requirements more in line with the existing Special Setback requirement of 45 ft from the center line (Portland Zoning Code, Title 33), resulting in at least 90 ft of public right-of-way created incrementally over time, as redevelopment occurs.

### ABOUT THE MAPS

Maps of the entire corridor with the proposed new right-of-way dedication requirements are displayed on the adjacent screen. These maps display the following along 82nd Ave:

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

DISCUSSION DRAFT February 28, 2019



\*All measurements of dedications are estimates only, based on available maps. Actual dedications will be determined at the time of development and permitting.