

NE 102nd Ave Safety Project

Community Engagement Summary



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NE 102ND AVE SAFETY PROJECT

PBOT

PORTLAND BUREAU OF TRANSPORTATION



NE 102nd Ave Safety Project Community Engagement Summary January 2019

WHAT IS THE NE 102ND AVE SAFETY PROJECT?

NE 102nd Avenue is a high crash corridor, with many traffic crashes especially for people walking. Students young and old cross the street to access Prescott Elementary School and Mt Hood Community College while people frequently drive about 40 mph.

The NE 102nd Avenue Safety Project is exploring ways to improve safety for all people walking, biking, taking transit, and driving, on NE 102nd Avenue between NE Weidler St and NE Sandy Boulevard. The project design includes:

- Shorter crossing distances by removing a vehicle lane in each direction.
- Enhanced crossings with pedestrian islands at four to six locations along the corridor.
- Reducing speeds by lowering the speed limit to 30 MPH and designing the road for slower travel.
- Buffered bike lanes.
- Special attention to the Fremont, Prescott, Weidler, and Sandy intersections to address congestion bottlenecks.



New to the NE 102nd Ave Safety Project?

Learn more about the planning goals and objectives by visiting the project website. Find out what's happened so far and what final steps lie ahead.

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

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WHERE DID WE GO?

Since March 2018, the NE 102nd Avenue Safety Project team has had the opportunity to meet and speak with hundreds of community members. The engagement events included:

Two NE 102nd Avenue specific open houses:

April 2018 at Mount Hood Community College
in Maywood Park

January 2019 at Crossroads Church

Two East Portland transportation open houses:

May 2018 at the Midland Library

June 2018 at the Rosewood Initiative

Meeting with adjacent **municipalities and neighborhood associations:**

The City of Maywood Park

Parkrose Neighborhood Association

Parkrose Heights Neighborhood Association

East Portland Community Office

Land Use and Transportation Committee

Presentations to **community partners:**

Immigrant and Refugee Community Organization

Africa House staff

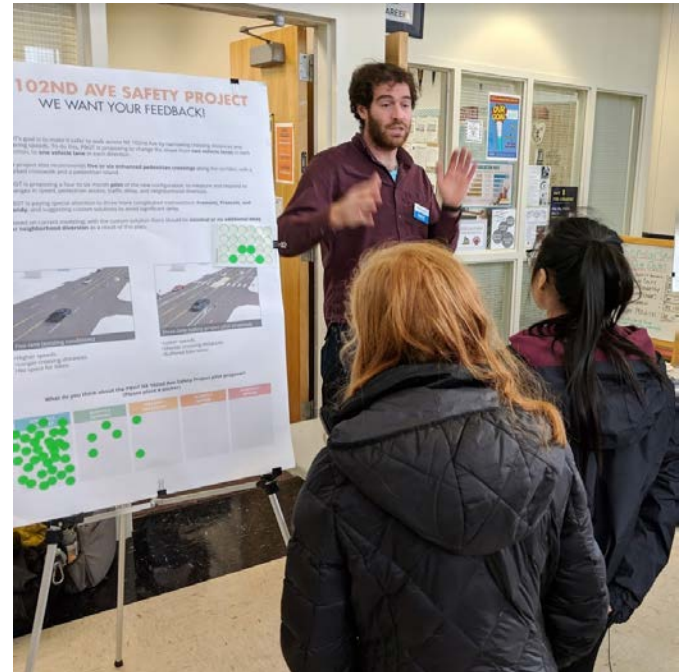
Asian Family Center staff

Tabling at **local schools:**

Prescott Elementary Fall Carnival

Parkrose High School

Dozens of **emails, phone calls, and letters**
from interested community members



Parkrose High School students discuss the project with staff during lunch break.

WHO DID WE TALK TO?

The project team worked hard to offer information and receive feedback from community members all around the NE 102nd Avenue Safety Project area. In most engagement and feedback opportunities, participants did not share what neighborhood they are from. The numbers below reflect those who participated in events and presentations and chose to identify their neighborhood.

City of Maywood Park - 40

Parkrose - 29

Parkrose Heights - 13

Other neighborhoods - 22

Unknown - about 200

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WHAT WE LEARNED

The project team asked community members a number of questions about NE 102nd Avenue. Questions included rating specific safety concerns, gauging support for the pilot project, and open-ended responses and communication about transportation concerns in the area.

KEY FINDINGS

- About two-thirds of people expressed **support for the pilot project**.
- About two-thirds of people indicated they are concerned about **fast speeds** on NE 102nd Avenue and about **crossing at an unmarked intersection**.
- More people expressed concern about **biking along NE 102nd Avenue** than not.
- Many people shared concerns about **drunk driving** and safety on **the bridge over I-84**.
- Many people expressed concern that the safety project would increase **congestion**, resulting in **neighborhood cut-through**, difficulty getting out of the neighborhood, and **aggressive driving behaviors**.

CONCERNS ABOUT NE 102ND AVE

The project team asked community members to rate the following three conditions from one to five (not concerned to extremely concerned).

- Cars traveling at fast speeds on NE 102nd Ave
- Walking across NE 102nd Ave at an unmarked intersection
- Biking along NE 102nd Ave

The questions were asked at most, but not all engagement opportunities. The circumstances of the engagement opportunity may have impacted the results, depending on who was present and what information they had available. To address these discrepancies, the results for each question include total responses and a split based on responses from the online survey, from open houses, and from other in person engagement.

Beyond the key findings, responses show that people who responded online expressed less concern than those who responded in person. The distinction was most stark with regards to concerns about biking.



The sidewalk on the bridge is less than four feet wide, creating safety concerns and mobility challenges for people using mobility devices.

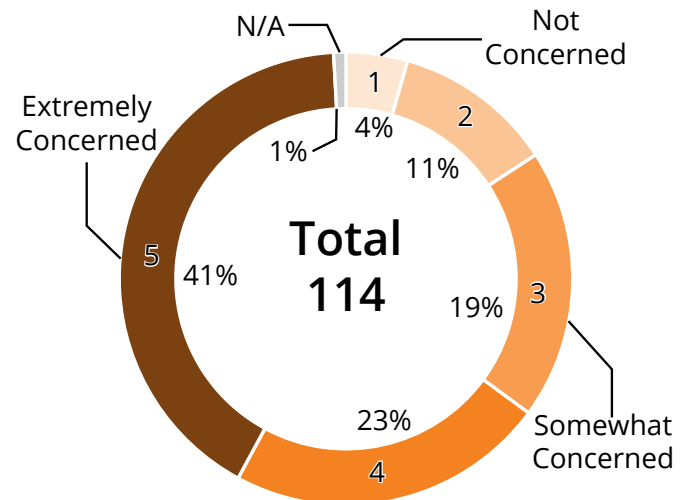
"As homeowners who live on 102nd Ave (near the light on Fremont) we are very much in support of making the roadway safer. Vehicles travel at high speeds very near to our home and our parked cars. A recent car crash right in front of our home has left us feeling very unsafe about where we live, and we look forward to all efforts to improve the safety and livability for all residents here. Thank you."

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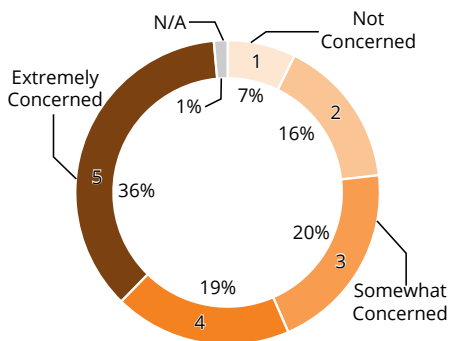
Please tell us, from 1 to 5, how concerned you are about the following current conditions:

Cars traveling at fast speeds on NE 102nd Ave

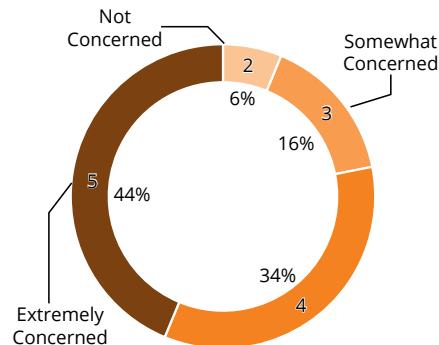
Cars traveling at fast speeds on NE 102nd Ave



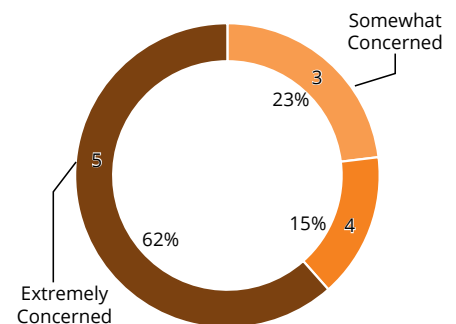
Online: 69



Open Houses: 32

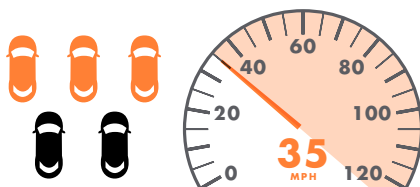


Other Engagement: 13

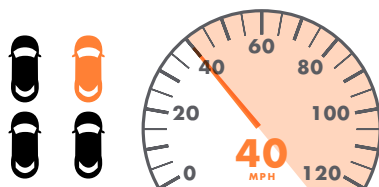


EXISTING SPEEDS ON NE 102ND AVENUE

About **3 of 5** cars drive over 35 MPH



About **1 of 4** cars drives over 40 MPH



1 car every 2 minutes drives over 45 MPH on average

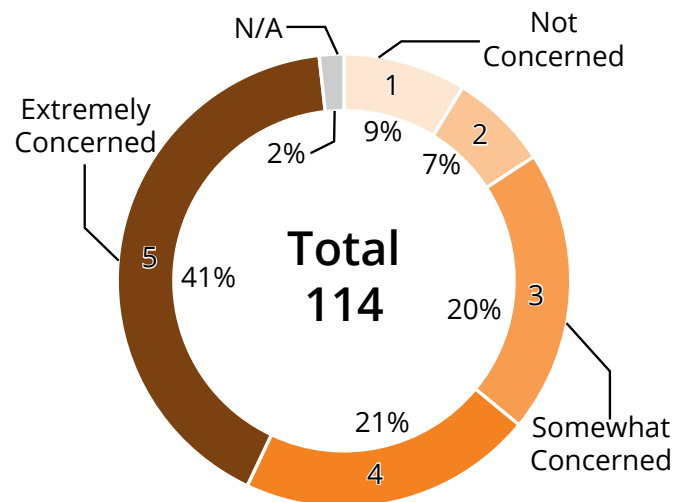


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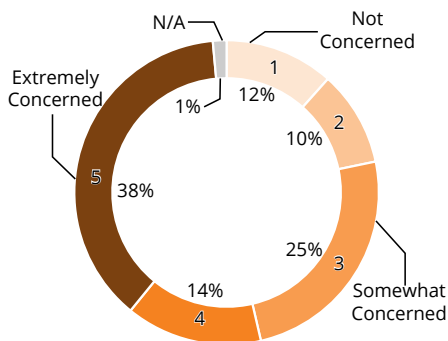
Please tell us, from 1 to 5, how concerned you are about the following current conditions:

Walking across NE 102nd Ave at an unmarked intersection

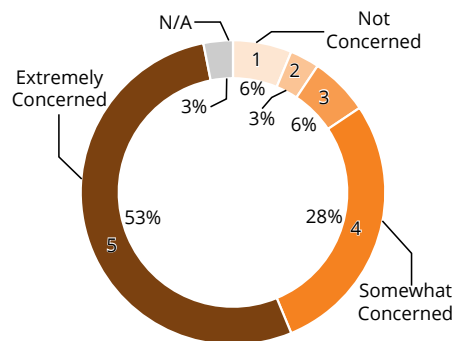
Walking across NE 102nd Ave at an unmarked intersection



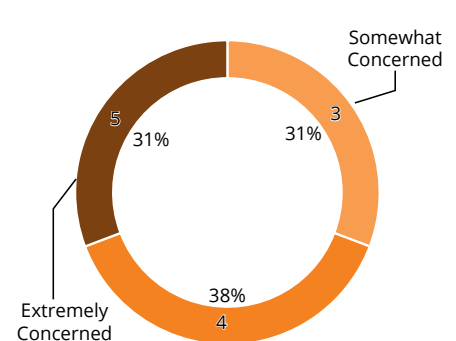
Online: 69



Open Houses: 32

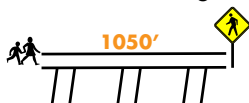


Other Engagement: 13



CROSSING GAPS ON NE 102ND AVE

Average distance between marked crossings: **1050 feet**



Longest distance between marked crossings: **2000 feet**
(Fremont to Skidmore)



CROSSING GAP GUIDELINES



City Walkways and outside of Pedestrian Districts

CROSSINGS EVERY 800 ft

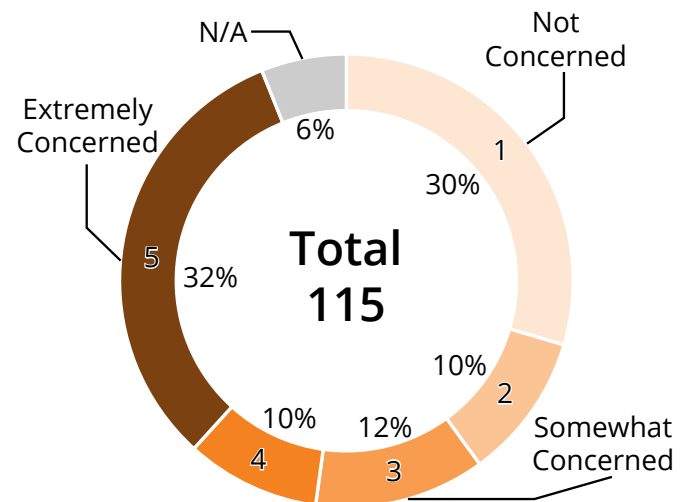
"I see more positives than negatives and would be all for running the pilot program. We live right off 102nd/ Alton and I am excited that my kids could walk to school safely because of this project."

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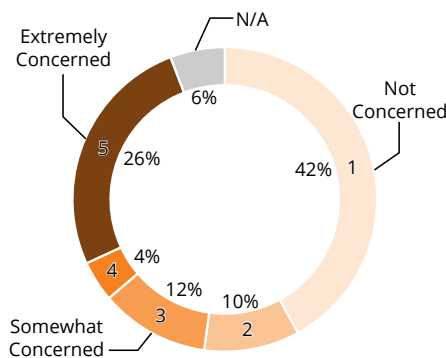
Biking along NE 102nd Ave

Please tell us, from 1 to 5, how concerned you are about the following current conditions:

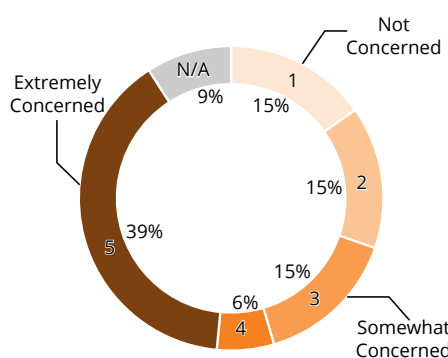
Biking along NE 102nd Ave



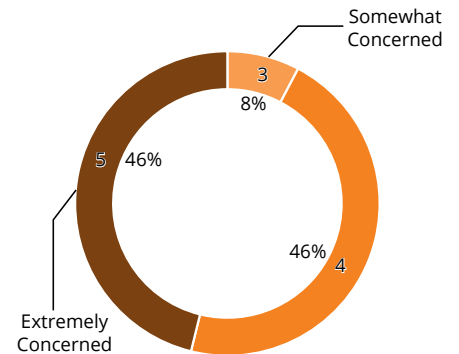
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Open Houses: 33



Other Engagement: 13



"I want (and others) to feel safe to bike and walk. I am really worried about traffic. It's already really bad and it looks like this may add to the traffic issue. Thank you for giving us a voice and all of the great info."

"I have been honked at, yelled at, had fists shake car windows while jogging and biking, all while observing crosswalk signals. Cars drive too fast, don't wait for pedestrians to cross, and regularly run red lights. I support any measure that 1. Slows cars down; 2. Separates bicyclists from vehicular traffic with physical barriers; 3. Offers pedestrians similar separation as bikes."

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OTHER CONCERNS

Repondents mentioned a number of other concerns about NE 102nd Avenue and about impacts of the project.

ENFORCEMENT

Some people who stated that speeds are too high on NE 102nd Avenue thought that additional enforcement would be more effective than changing the number of lanes, create fewer traffic issues, or provide an additional tool against speeding. Some people suggested putting in fixed speed safety cameras.

PBOT can coordinate with the Portland Police Bureau (PPB) Traffic Division to request enforcement on Portland's highest crash corridors periodically. Due to limited police resources and other citywide needs, limited PPB enforcement on NE 102nd Avenue does not offer a permanent solution.

The fixed speed safety cameras are regulated by Oregon state law. Under current statutes, fixed speed safety cameras cannot be installed on NE 102nd Avenue.



Fixed speed safety camera on SE Division Street.



Discussing the NE 102nd Ave Safety Project at the April 2018 open house.

"I'd like to see more police officers on motorcycles more often then I do now, which is zero."

"If speeding and accidents are an issue increase police and photo radar patrols. There is rarely, if any photo radar between Fremont and Prescott on the North bound lanes where the speeders are constant. Motorcycle patrols could also nab speeders, illegal lanes changes, failure to yield, etc."

"Enforcing the speed limit would really help. I would like to see some police presence and get some tickets handed out on a regular basis. People seemingly will not slow down unless they get caught and are punished."

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LEFT TURNS AT PRESCOTT

A number of community members commented about the need for a protected left turn phase for vehicles turning from NE Prescott Street onto NE 102nd Avenue.

PBOT has analyzed this intersection and has found other factors such as crash history and designation as a school crossing to further support a protected left turn phase. The project team is currently working with consultants to determine if a protected left turn phase is possible.



Example of a protected left turn signal

"Left turn lane signals on Prescott at 102nd. Drivers pretty much have to run the end of the light to turn left at this signal during peak traffic periods. It is also near a school where children cross and 'free' lefts are more dangerous for pedestrians."

BRIDGE OVER RAILROAD AND I-84

A number of community members told PBOT about safety concerns along the NE 102nd Avenue bridge that spans across the railroad and I-84. Concerns included that the sidewalk is too narrow such that community members using mobility devices are unable to use it, that the railing is too low, and that a bike lane across the on-ramp onto I-84 would be dangerous.

The Oregon Department of Transportation (ODOT) owns the bridge structure. In response to the community input, PBOT changed the design on the bridge to create a two-way protected bike lane on the east side. This means there will not be a bike lane across the on-ramp, and it provides protected road space for people walking who cannot use the narrow sidewalk. ODOT also has a project that will install some additional fencing along the bridge.

"Complete installation of ADA compliant sidewalk along east side of 102nd street overpass"

"Thanks for coming and taking community feedback on the 102nd bridge crossing."



Design of the two-way protected bicycle lane on the bridge over the railroad and I-84.

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CONGESTION, CUT-THROUGH, AND AGGRESSIVE BEHAVIORS

The most common concern voiced by community members at almost every engagement opportunity was regarding congestion. People noted that NE 102nd Avenue experiences heavy congestion on some days and worried that the new design would make congestion worse. People mentioned congestion as a concern because of the increase to travel time, difficulty turning out of the neighborhood, people diverting off of NE 102nd Avenue onto neighborhood streets, and people engaging in dangerous driving behaviors.

PBOT has adopted a number of approaches to address these concerns. After many iterations, the design for the corridor follows the principle of “narrow road, wide node”. Most congestion issues occur at large nodes, like signalized intersections, so the design offers more space for cars in these spots, and narrows the road in other segments where the extra capacity is not needed for normal traffic flow. The design also leaves extra space for vehicles between NE Prescott Street and NE Sandy Boulevard where congestion concerns are particularly pronounced.

Using this design, PBOT ran a number of models and simulations that suggest there will be little or no additional congestion. To be extra sure, the project team decided to implement a pilot project with an evaluation period at the end that measures safety and operations on NE 102nd Avenue and on nearby neighborhood streets. PBOT will implement mitigation measures to address problems if they arise.

“I’m cautiously optimistic about this project. I hope this project will help out communities feel more connected, safer, and easier to navigate. I also have concerns about ‘cut through’ traffic. I’d like to know the city has plans and money to mitigate impacts, expected and unexpected, from this project.”

“I support the increased pedestrian safety measures. I am concerned about less lanes creating more traffic, not less. My hope is that the sidewalks on 102nd will improve and feel safer.”

“Vancouver traffic causes 102nd to be backed up from Sandy to Skidmore and sometimes all the way to Fremont. Only having 1 lane going north will make 102nd useless during afternoon and evening hours.”



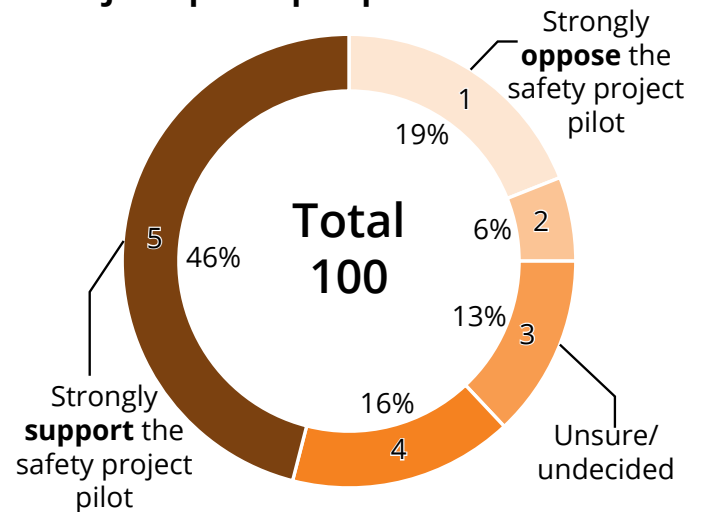
Discussing the NE 102nd Ave Safety Project at the January 2019 open house.

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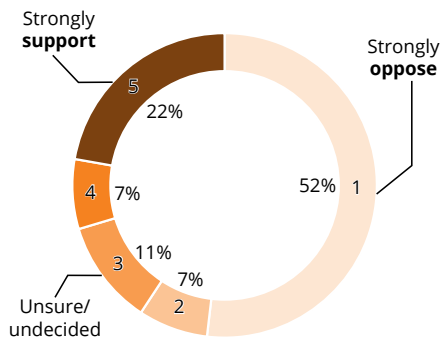
What do you think about the PBOT NE 102nd Ave Safety Project pilot proposal?

PBOT used community input to develop a design concept and pilot implementation process for the NE 102nd Avenue Safety Project in the fall of 2018. Since that time, PBOT has asked community members online and in person to what extent they support the project. Because of the timing of this question, it received more responses in person than online compared with the questions about safety concerns.

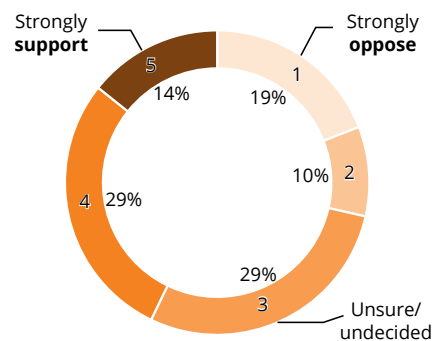
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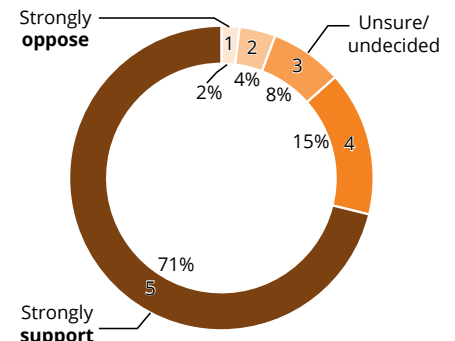
Online: 27



Open House: 21



Other Engagement: 52



"I had some concerns before, but now that I have more information it sounds a lot more reasonable and I believe it will be positive overall."

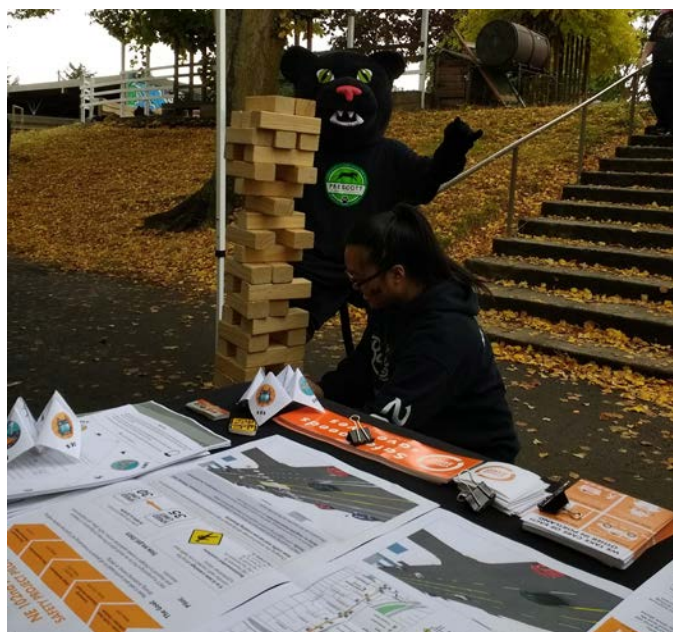
"This plan is a great idea and my family and I are in full support! We, the residents who live on 102nd would benefit greatly by this due to pulling out into dangerous traffic is a high risk situation at this point. Also I must say the speed of traffic is extremely out of control 102nd is basically the unofficial Portland drag race strip!"

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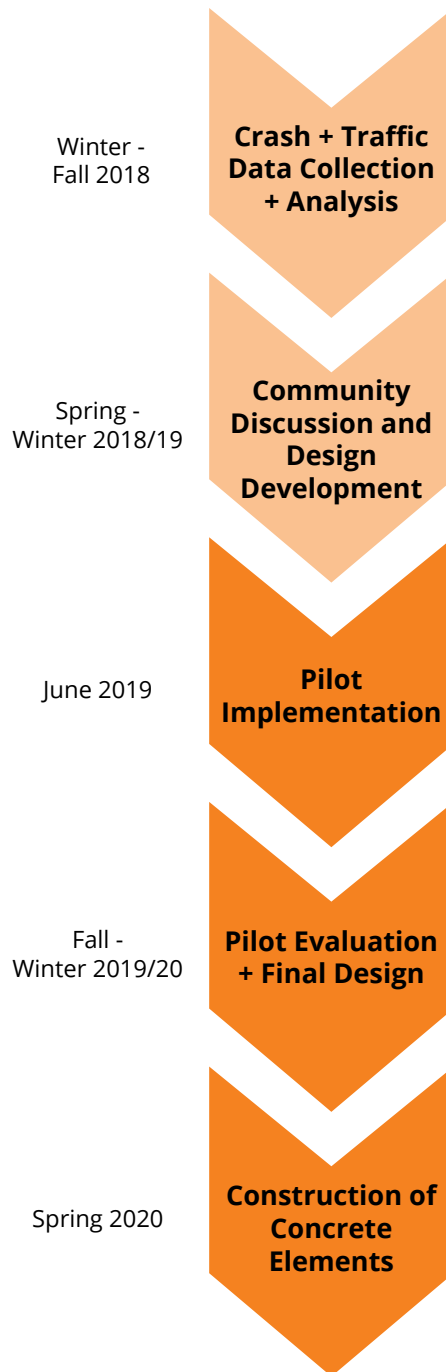
WHAT HAPPENS NEXT?

PBOT formally ended the pre-project public engagement process after the second open house in January 2019. Currently, PBOT is finalizing agreements with the City of Maywood Park and ODOT and is beginning the detailed engineering designs.

The pilot project will be installed in spring 2019. PBOT will collect data about safety and operations on NE 102nd Avenue and nearby neighborhood streets in fall 2019 to establish if there are any project segments that require adjustment or streets that require mitigation. This process will also include collecting input from the community to learn how the project is functioning and gauge changes to concerns about fast speeds, crossing at intersections, and biking along NE 102nd Avenue. Following the evaluation period, PBOT will release the findings and share recommended mitigation efforts or design updates.



Community engagement at the Prescott Elementary School Fall Carnival.



Questions?

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