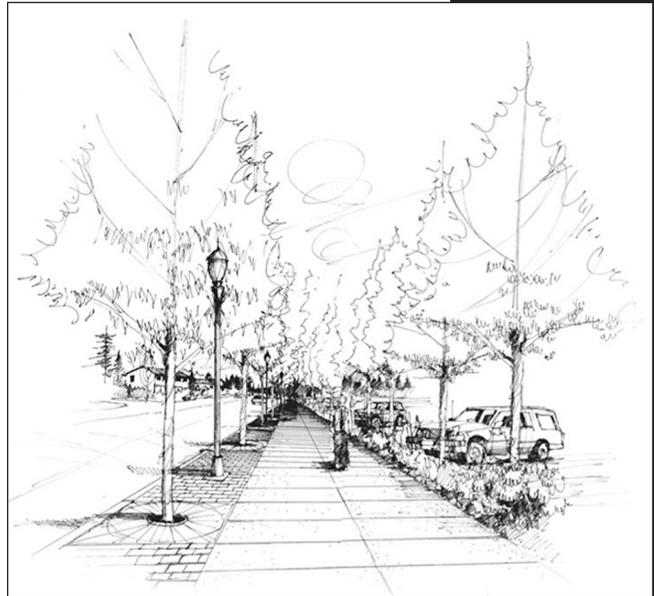


102ND AVENUE STREETScape PLAN



October 2005
CITY OF PORTLAND
OFFICE OF TRANSPORTATION

Prepared by
CITY OF PORTLAND
OFFICE OF TRANSPORTATION

Sam Adams, Commissioner-in-Charge
Susan D. Keil, Director

Transportation Engineering & Development
Project Management Division

Greg Jones, Division Manager
Dan Layden, Project Manager
Rich Newlands, Project Manager
Doug McCollum, Traffic Engineer
Chon Wong, Design Engineer
Christine Leon, Senior Engineer

Consultants

Greenworks PC
David Evans and Associates

Special Thanks to
Portland Development Commission
Sara King, Development Manager
Sloan Schang, Project Coordinator

102ND AVENUE STREETScape PLAN



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Executive Summary

The 102nd Avenue Streetscape Plan provides an overall direction for construction of street improvements on 102nd Ave. between NE Weidler St. and SE Washington St. As the major north-south street that serves the Gateway Regional Center, 102nd Ave. will play an important role in future growth as identified in the Region 2040 Plan.

The 102nd Avenue Streetscape Plan focuses on changing the appearance of 102nd Ave. to provide a more aesthetically appealing street for pedestrians and businesses without changing the overall function of the street. The goal is to transform a typical suburban arterial street into an urban boulevard while still meeting the traffic needs. The project is designed to be sensitive to the existing businesses while providing a framework for future growth.

The project plan includes widened sidewalks, pedestrian scale lighting, street trees and medians that provide for pedestrian crossing opportunities. The plan will improve the pedestrian environment by providing wider sidewalks and a buffer of trees and lights. Wider sidewalks will require acquisition of approximately seven feet of right of way from most property owners. Existing on-street parking which is not heavily used will be removed to provide room for bike lanes. The sidewalk width is consistent with the requirement of the Transportation System Plan. The project will also include two new landscape features at either end that will also provide for surface treatment of local stormwater.

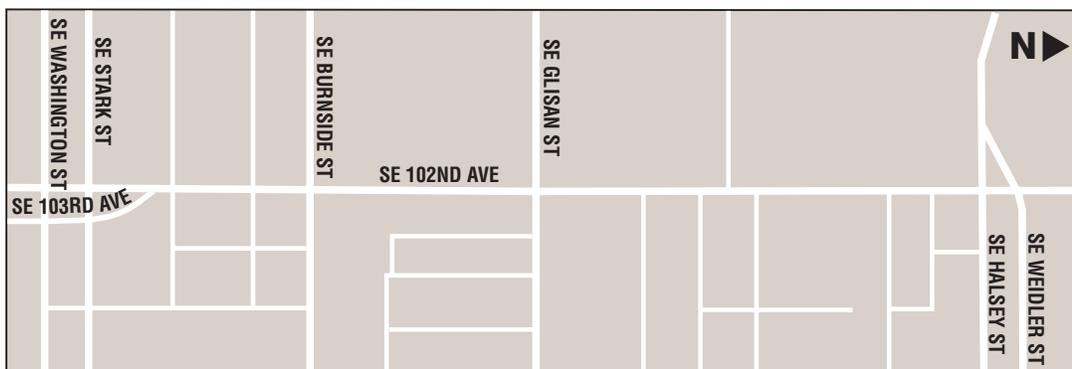
The project is fortunate to have federal funding identified in the new federal transportation-funding bill. This federal funding will complement previously received federal funds and allow for implementation of most of the project elements. Local match for the federal funds will be provided by revenue from system development charges and tax increment financing. Construction is scheduled to begin in the Winter of 2007.



Before: Commercial parking lot north of Glisan.

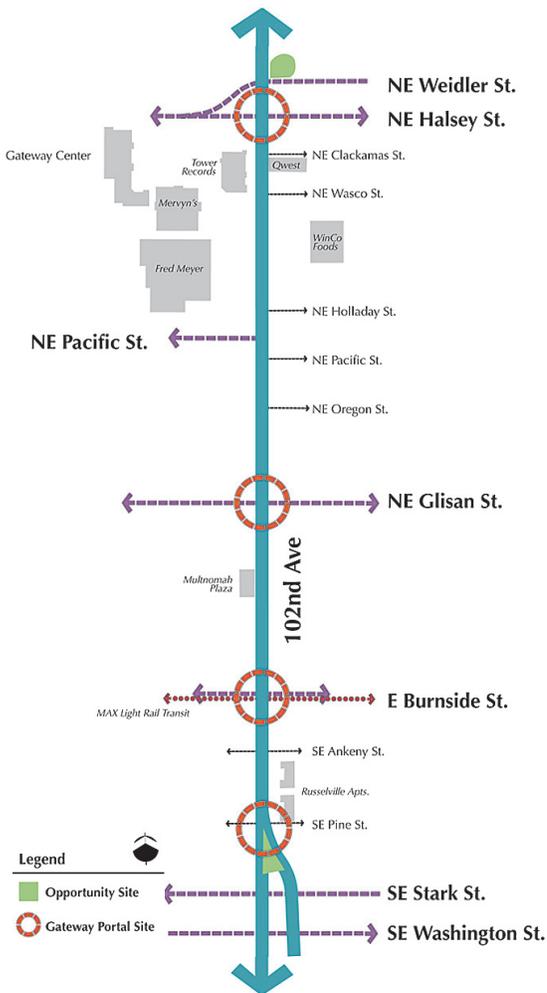


After: Same property with improvements.



PROJECT AREA

Planning Context



SE/NE 102nd AVENUE STREET IMPROVEMENT PROJECT

The Opportunity Gateway Concept Plan and Redevelopment Strategy, adopted by City Council in 2000, provided the basic framework for infrastructure improvements necessary to support the Gateway Regional Center development goals. Renovating the streetscape of 102nd Ave. is a key element of the plan.

In 2001, PDOT working through a grant from the Oregon Department of Transportation examined several alternatives for revision of 102nd Ave. The goal of the analysis was to create an “attractive, high quality, multi-modal transportation spine”. The study assessed the trade-off between on-street parking, bike lanes and wider sidewalks. Among the alternatives considered was the removal of one-traffic lane in each direction. However, traffic analysis determined that this alternative would result in unacceptable traffic congestion, particularly at the intersections, resulting in diversion to other streets in the district. Unfortunately, this planning process was only able to conduct a limited public involvement process.

The 102nd Ave. Streetscape Plan represents the next final step in planning the renovation of 102nd Ave. The project built on the alternatives analyzed before to develop an alternative that provides for an attractive street environment while avoiding impacts to the existing buildings. The earlier alternatives, while they met all of the policy objectives and desires of the community, required a significant amount of right-of-way acquisition affecting existing buildings.

The selected alternative meets the policy objectives and does not require extensive right-of-way acquisition or impact to any existing structures. The project does not provide for on-street parking, however, it is possible for parking to be added with future development.

Public Involvement

Development of the 102nd Plan involved outreach to a cross section of the Gateway community. To facilitate and not duplicate outreach efforts the outreach plan utilized the existing Gateway Program Advisory Committee which provides overall direction to PDC and other city agencies on the activities in the Gateway Regional Center. The Program Advisory Committee includes representatives from a wide range of public and private interests.

The plan was developed by Gateway Program Advisory Committee’s subcommittee on transportation. The subcommittee on transportation has worked since the formation of the Program Advisory Committee on transportation issues. The committee provides a variety of perspectives important to the Gateway area.

GATEWAY PROGRAM ADVISORY COMMITTEE

CHAIRS	
Bob Earnest	Hazelwood Neighborhood Association
Dorene Warner	Non-Profit Housing
MEMBER	
Teena Ainslie	Hazelwood at Large
Beth Baltz	Adventist Medical Center
Susan Brady	Mt. Hood Community College
Tim Brunner	East Portland Chamber of Commerce
Frieda Christopher	Business Owner at Large
Dick Cooley	Property Owner
Andy Cotugno	METRO
Jim Doig	Gateway Resident
Steve Dotterer	Bureau of Planning
Grace Fitzgerald	Parkrose Heights at Large
Ted Gilbert	For Profit Housing
Stewart Gwin	Office of Transportation
Renee Jensen	IRCO
Arlene Kimura	Hazelwood Neighborhood Association
Jerry Koike	Gateway Resident
Dick Loffelmacher	Gateway Business - PacTrust
Clyde Nelson	Mill Park Neighborhood Association
Lynn Powell	Gateway Elks
Jackie Putnam	Greater Gateway Resident
Alesia Reese	Woodland Park Neighborhood
Fred Sanchez	Gateway Area Business Association
Phil Selinger	TriMet
Duke Shepard	Greater Gateway Resident
Timothy Treible	Physicians' Hospital
Carol Williams	Parkrose Heights Neighborhood
Dann Wonser	Real Estate Industry
Aleta Woodruff	Greater Gateway, Madison South

The committee provided recommendations to the Gateway Program Advisory Committee. (See roster on page 3)

**GATEWAY SUBCOMMITTEE ON TRANSPORTATION
(102nd Avenue Citizen Advisory Committee)**

Beth Baltz	Adventist Medical Center
Jim Doig	Local Resident
Bob Earnest	Local Resident
Renee Jensen	IRCO
David Panichello	Local Business Owner
Aleta Woodruff	Local Resident

PUBLIC OPEN HOUSES

In addition to the Public Meeting of the Gateway Program Advisory Committee, the project held several public open houses targeting both local residents and property owners. In addition to the meetings below, the project staff made presentations to business associations, neighborhood associations and other interested groups in the project area

November 2003:	Open Houses with Property Owners
February 2004:	Presentation to Gateway Project Advisory Committee
May 2004:	Public Open House
January 2005:	Presentation to Gateway Project Advisory Committee
February 2005:	Open House for Property Owners Two Public Open Houses
March 2005	Presentation to Gateway Project Advisory Committee Vote to accept Preliminary Recommendation
May 2005	Public open house on Draft Plan

Existing Conditions

The major north south arterial in the Gateway Regional Center is 102nd Ave. Along with providing a direct connection throughout the Gateway area the street provides access to I-205 and I-84 access on NE Halsey, NE Glisan and SE Stark Streets. Previous transportation analysis demonstrated that over 70% of the traffic on 102nd Ave. is bound for destinations in the Gateway area. Average daily traffic volumes on 102nd Ave. today range from 22,600 north of Glisan St. to 16,300 south of Glisan St. The street carries four travel lanes, two in each direction with a center left turn lane. There are traffic signals at NE Weidler, NE Halsey, NE Multnomah, NE Pacific, NE Glisan, E Burnside, SE Stark and SE Washington.

There was a strong desire from the advisory committee and the community to not affect the current operation of 102nd Ave. An earlier transportation analysis reviewed a variety of possible changes, including reducing travel lanes, and found that changes to the capacity would have a negative impact on future traffic flow.



102nd Avenue has a mix of uses including residential.



Entrance to Fred Meyer.

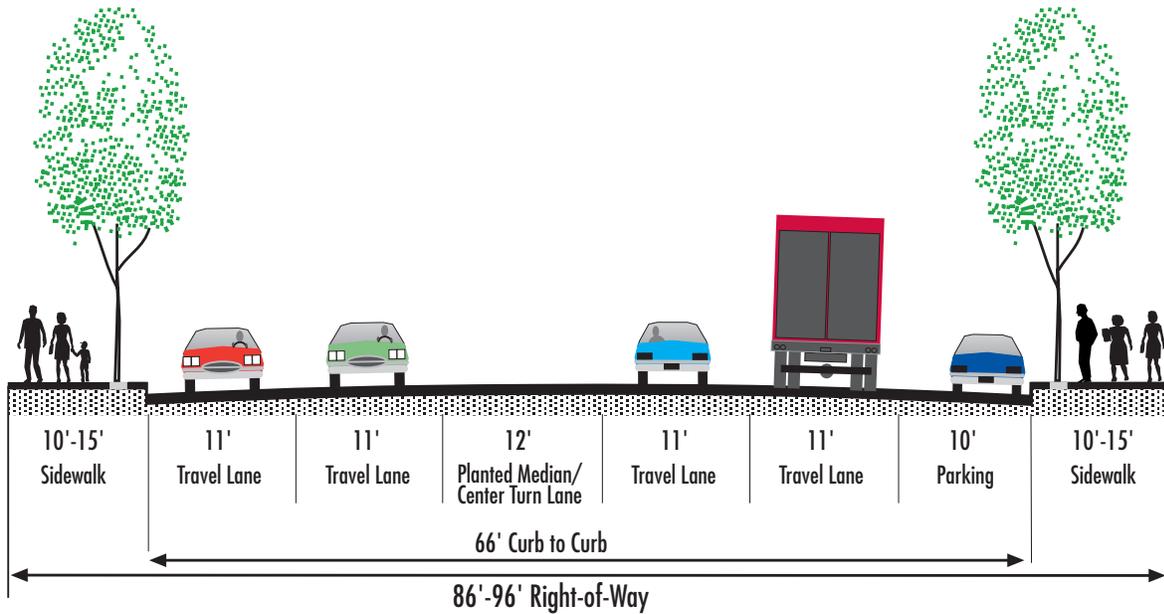


Intersection of Halsey Street and 102nd Avenue.

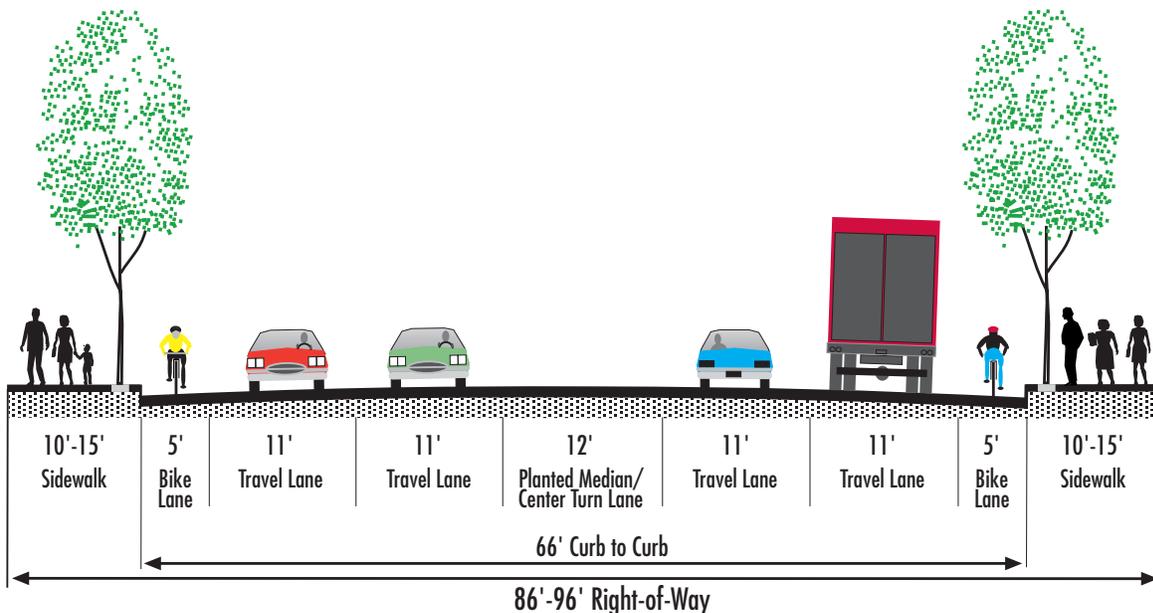
Cross Sections Alternative Evaluation

CROSS SECTIONS:

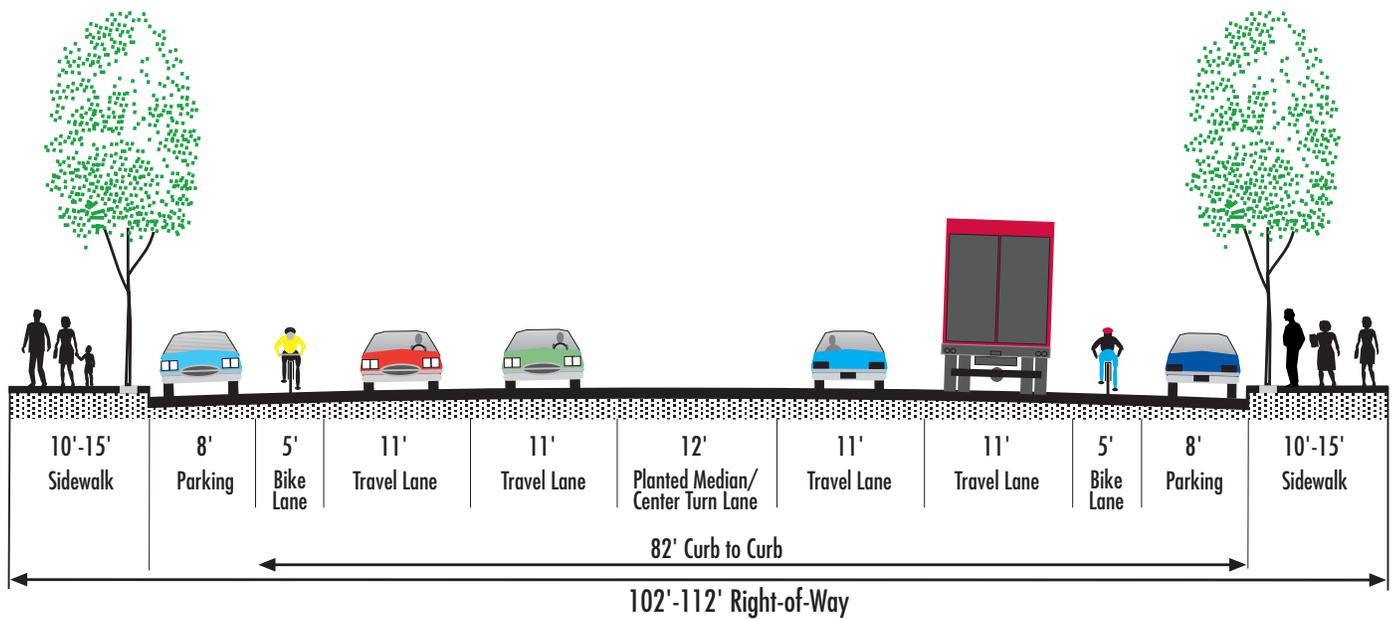
The Citizen Advisory Committee and first round of public involvement considered three alternatives for future development.



Option One: This option retains the existing curb-to-curb street cross-section. Pedestrian crossing improvements are placed at select locations. The sidewalks are widened where possible.



Option Two/Preferred: The preferred alternative selected by the Citizen Advisory Committee. This option retains the existing curb-to-curb distance but changes the street cross-section by removing the on-street parking and replacing it with bike lanes. Pedestrian crossing improvements are added at select locations, and the sidewalks are widened where possible.

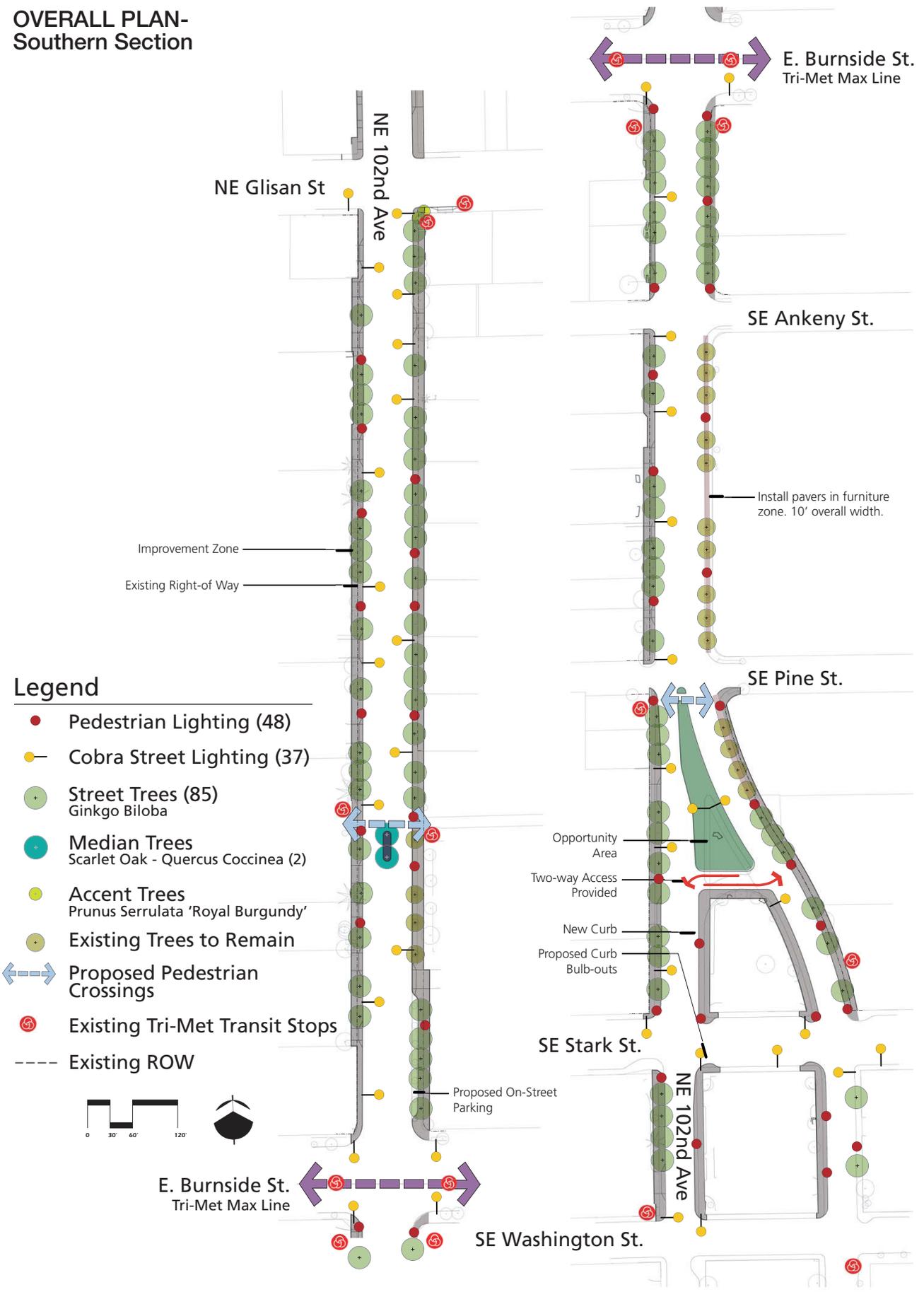


Option Three: This option widens the curb-to-curb distance by adding bike lanes and on-street parking to both sides of the street. Pedestrian crossing improvements are added at select locations, and the sidewalks are widened where possible. While providing the most on-street parking of the three options due to the widening, this option would impact several existing buildings.

Selected Alternative: The Citizen Advisory Committee selected option two. Option two provided for adequate traffic capacity and met the project's policy objectives. While it does not provide for on-street parking most businesses today have large off-street parking lots. It does allow for on-street parking if the developer elects to dedicate the property. (see Page 10)

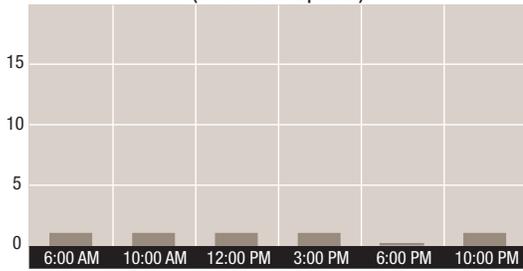
Overall Plan: The following pages show the recommendations for the overall plan. The project will replace most of the existing sidewalks. Additional right-of-way will be acquired to widen existing sidewalks to 15'. As the overall plan shows, in some cases it is not possible to acquire adequate right-of-way. In these areas the final development of the streetlights and trees will occur when the property is developed.

OVERALL PLAN- Southern Section

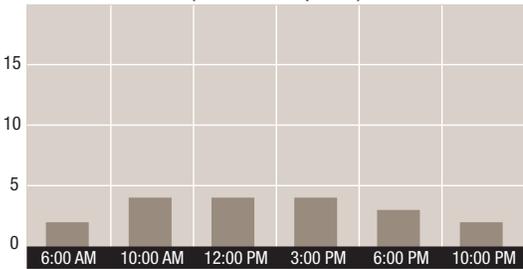


102nd AVENUE PARKING UTILIZATION

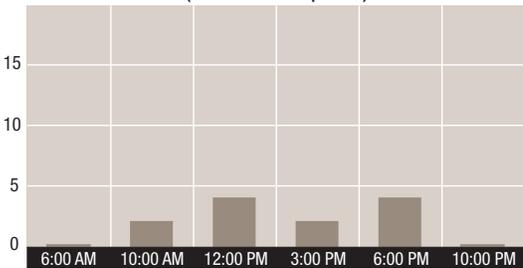
NE Hassalo-Holladay
East Side
(8 Available Spaces)



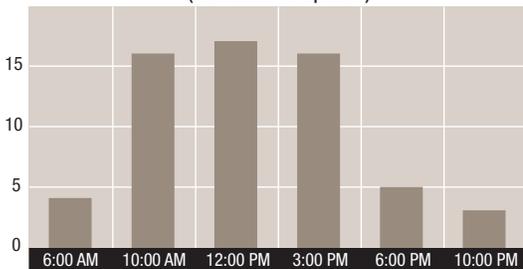
NE Pacific-Oregon
East Side
(8 Available Spaces)



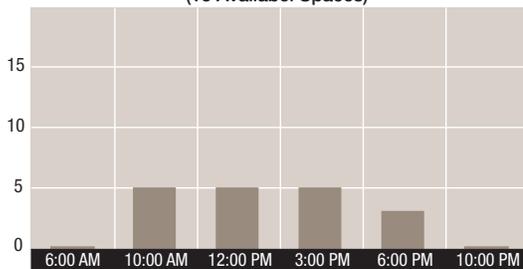
NE Oregon-Glisan
East Side
(16 Available Spaces)



NE Glisan-Burnside
East Side
(38 Available Spaces)



SE Ankeny-Pine
West Side
(15 Available Spaces)



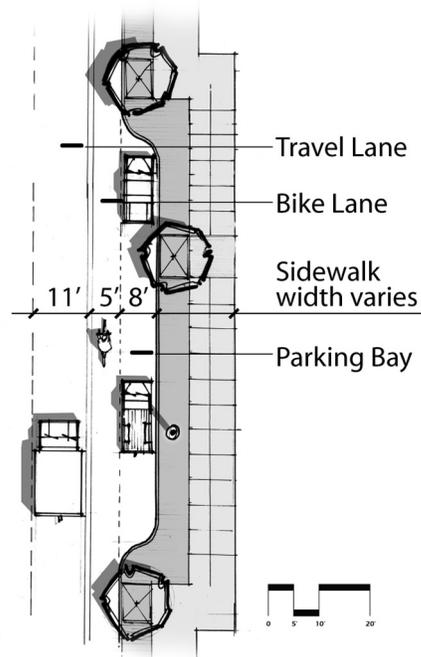
Elements of the Overall Plan

An important task of the refinement study was to further prioritize the functions of 102nd Ave. to determine the final options for the streetscape plan. This work involved outreach to the community through a survey of businesses, discussion with the Gateway PAC and transportation subcommittee and a public open house.

ON-STREET PARKING

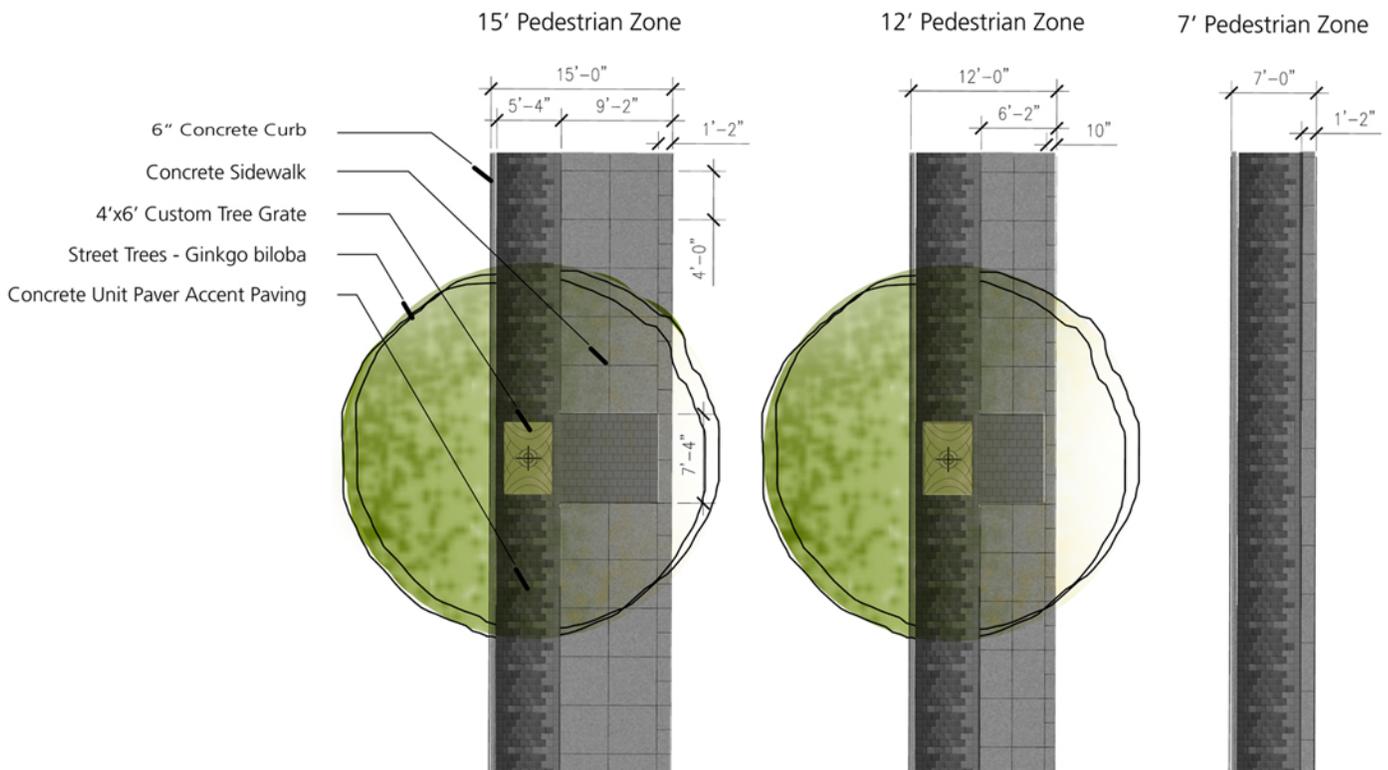
There is currently on-street parking on one side of the street. A parking survey shows limited use of the existing on-street parking in most areas. This is probably due to the large amount of off-street parking available. The plan proposes to remove the on-street parking from 102nd Ave. There are a few locations where the removal of on-street parking will have an impact on existing businesses.

As discussed above, 102nd Ave. will not provide on-street parking. However, it is possible for property owners to include on-street parking by dedicating additional right-of-way and cutting back the curb as shown below.



SIDEWALKS

The current sidewalks are between 7' and 10' and provide no separation from the travel way and no room for street trees and street lights. The desire is to widen sidewalks to the city standard 15', which will provide adequate space for pedestrians and desired street furniture. The additional sidewalk width will be obtained by acquiring right-of-way from the adjacent property owners. In some cases, due to existing buildings or constrained sites, it will not be possible to acquire additional sidewalks. In these locations the furnishing zone portion of the sidewalk will be constructed as part of the project. The additional sidewalk width, street trees and lights will be constructed in the future.



BICYCLE LANES

The City of Portland Transportation System Plan identifies 102nd Ave. as a City Bikeway. Encouraging bicycles is an important objective in developing a mixed-use urban area such as Gateway. The plan proposes to include bike lanes through the length of the project. The bike lanes will be provided by removing the existing on-street parking

PEDESTRIAN MEDIANS

The project will include several new pedestrian medians placed in the existing left turn lane. The medians will be designed to limit the impact to existing left turns while providing improved pedestrian crossings. The pedestrian medians allow pedestrians to cross the street in stages and provide a break in the expanse of asphalt.

Recommended Streetscape Elements



LIGHTING

The preferred lighting fixture is the Portland Single, which is a standard fixture that is readily available. Spacing of the lights will vary, but will be approximately every 70’.

FURNISHING TREATMENT

The pavers were preferred over exposed aggregate concrete. There is a somewhat higher cost to the pavers. However, it provides a high quality look with minimal maintenance.



BENCHES

A limited number of benches may be placed in key locations such as bus stops.



STREET TREES

The project is planning to add over 200 trees to the 102nd right-of-way. Additional sidewalk trees will be added during development. The addition of some of these trees is contingent on developing a maintenance program to maintain the windscape and southern opportunity area.



Trees	Locations	Approximate Number
Ginkgo 'Autumn Gold'	Furnishing Zone	157
Burgundy Leaf Flowering Cherry	Accent Tree at Key Intersections	32
Scarlet Oak	Median Trees	33
Douglas-Fir	Windscape	17
Red Alder	Southern Opportunity Area	10
Total		215

SURFACE STORMWATER TREATMENT

The plan for 102nd Ave. integrates a variety of methods for treatment and disposal of stormwater. The project will install stormwater treatment boxes in the furnishing zone. These boxes will collect stormwater from the streets and sidewalks and filter it through vegetation before returning it to the existing stormwater system. In addition, the two opportunity areas discussed in detail later in the report will be designed to provide for stormwater treatment.

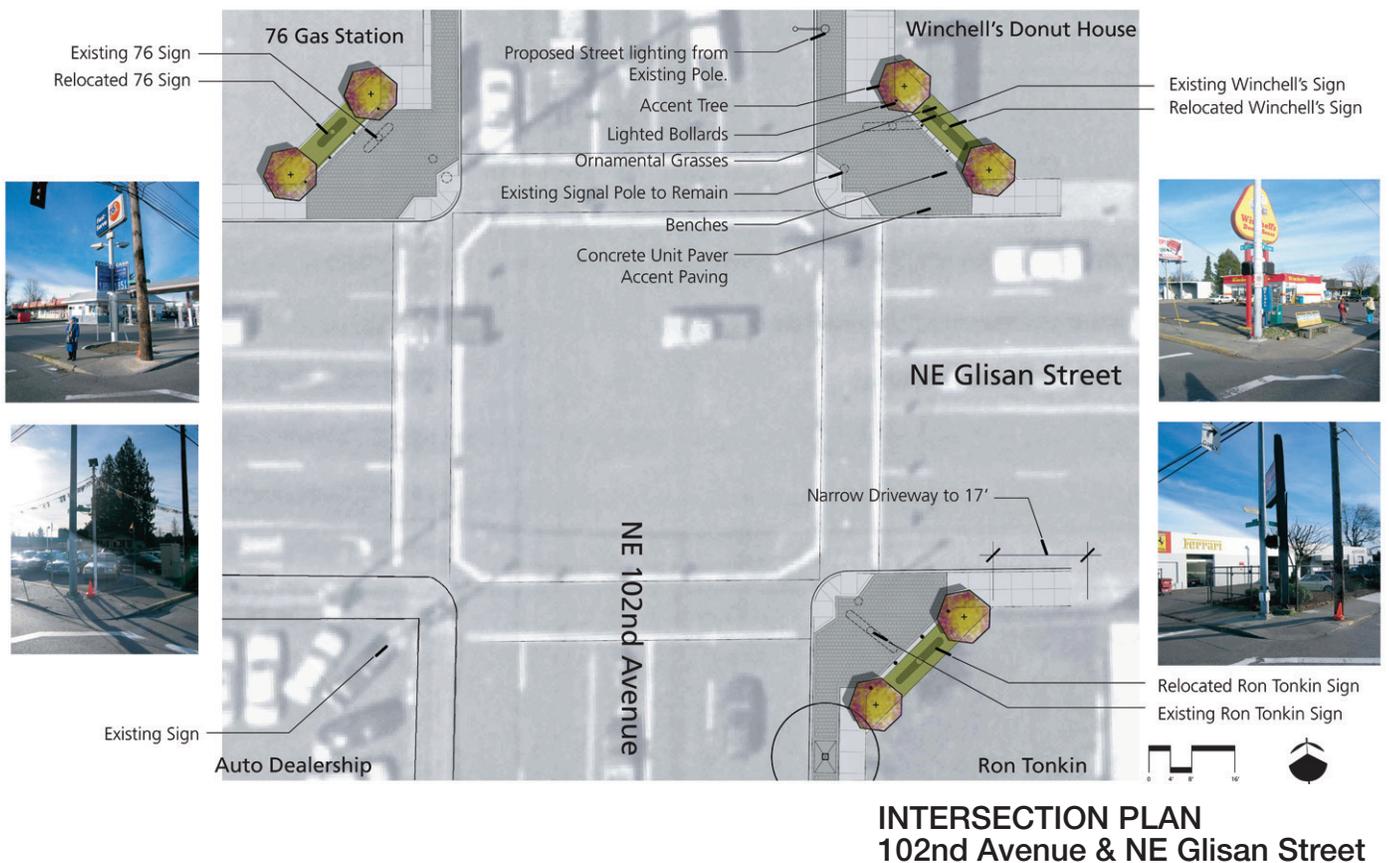


Intersections

Several major streets cross 102nd Ave. These intersections present significant challenges for improving the pedestrian environment. The preferred concept will modify the intersections by expanding the pedestrian area behind the curb. This approach is necessary because the need for traffic capacity limits the possibilities for curb extensions and other options for expanding the pedestrian environment. The intersection concepts will be refined during final design. Two intersections are shown below for illustrative purposes.

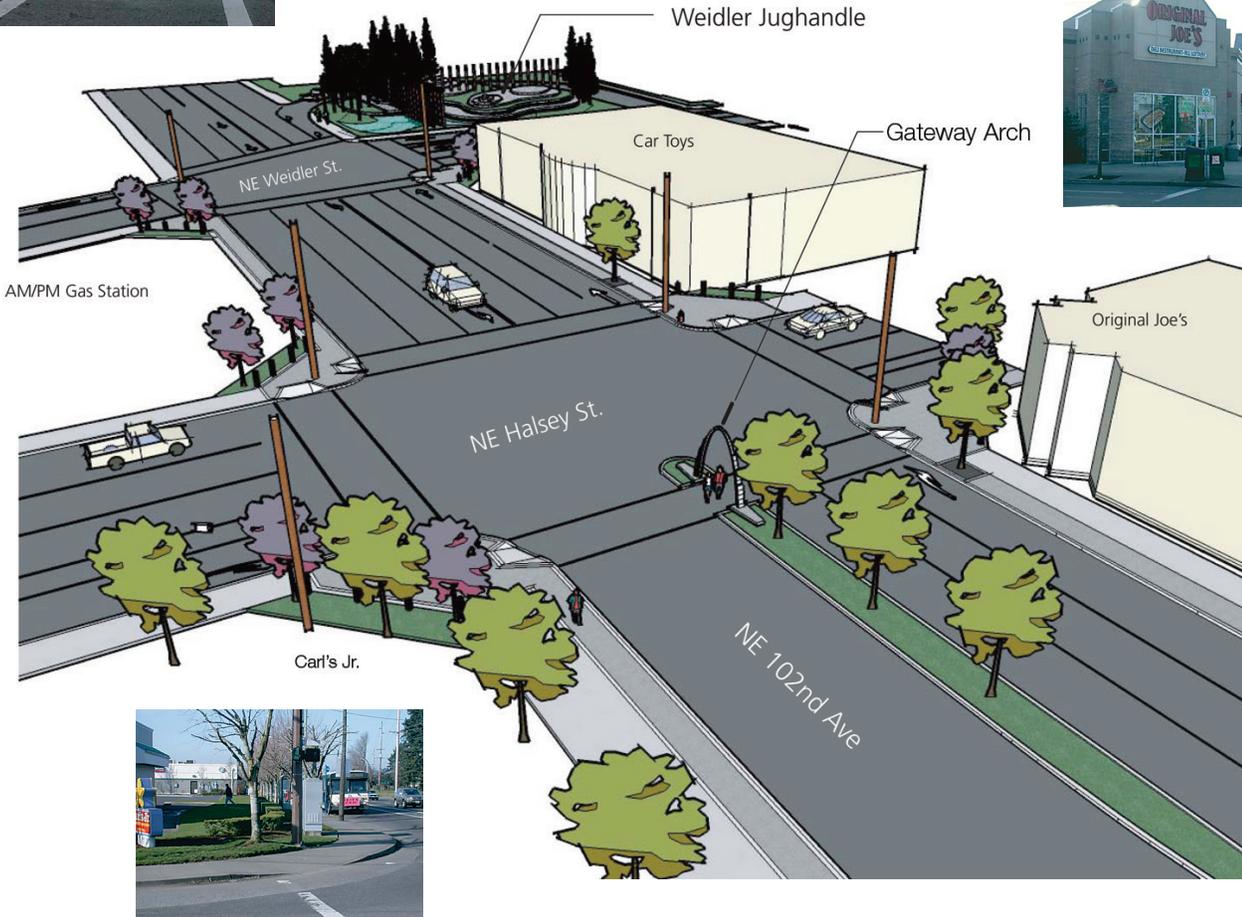
GLISAN STREET INTERSECTION

The Glisan St. intersection concept is intended to highlight the importance of the Glisan crossroads and provide a pleasant place for pedestrians waiting to cross the street. The concept is intended to be flexible to allow for corner plazas with future development. The concept is also intended to limit the impact to existing properties. Implementation may not be possible at every corner due to existing right-of-way constraints. The details in applying this concept will be worked out with individual property owners during design. The intent is to provide materials that will require a very low level of maintenance.



HALSEY - WEIDLER STREET

Halsey-Weidler St. is the key northern gateway of the Gateway Regional Center. The intersection design is intended to reflect the importance of the intersection by providing space for pedestrian activity behind the curb. As with other elements of the project, the improvements are designed to enhance the existing land uses while providing flexibility for future land uses.



Focus Areas

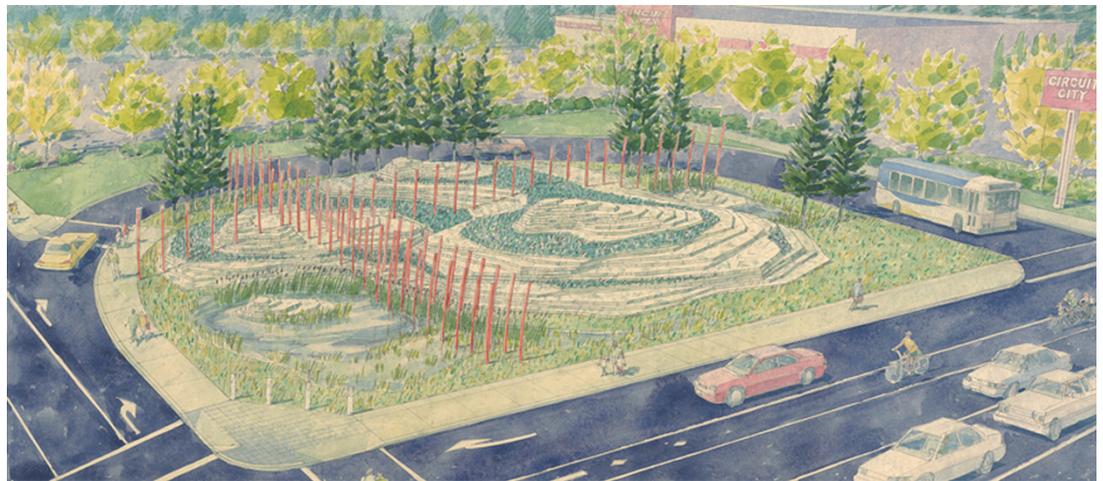
HALSEY - WEIDLER JUG HANDLE

An important goal for the community in this project was to improve the jug handle at the northeast corner of Weidler St. and Washington St. The jug handle is necessary to accommodate northbound left turns to Weidler St. Because 102nd Ave. is a two-way street intersecting with the Halsey-Weidler couplet, the only way to accommodate the left turn is to provide side-by-side left turns or to create a jug handle where vehicles make two right turns. The side-by-side left turns do not provide adequate capacity for the left turn demand. The chosen alternative is to keep the jug handle and enhance its appearance. The landform and wind pole design is shown below. The project has developed a conceptual option for transforming the jug handle area into a landscape piece that evokes the major characteristics of the Gateway area. The dramatic topography of the surrounding buttes and wind.



Existing Halsey-Weidler Jug Handle.

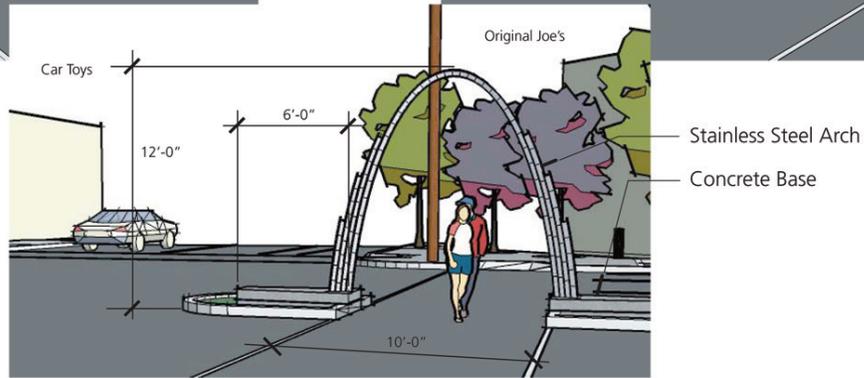
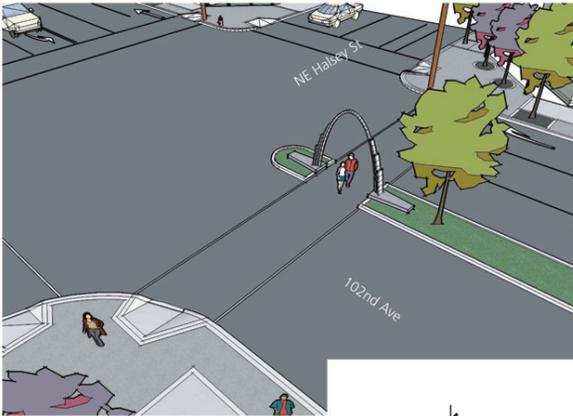
Windscape is a constructed topography built from the concrete removed as part of the project. The constructed forms recall the rugged slopes and bluffs of the Columbia River Gorge. Bisecting the landform are rows of flexible windpoles, 20 feet tall and



laid out in the cardinal directions. The north-south double row symbolizes adjacent 102nd Ave. as it cuts through the landform. The east-west row of poles represents East Burnside St., as it was the baseline upon which the city of Portland was laid out. Motion is the key theme of the piece. The windpoles flex, dependent upon the amount and direction of the wind. As a person drives the loop, their view changes, as the rows of poles align and then diverge, and the overlapping topographic features rotate, also appearing to move. Douglas fir trees form a contextual backdrop, creating windows through which to view Windscape and the adjacent development. Windscape will also provide for treatment of stormwater from the site and adjacent streets. The windpoles are not eligible for federal funds, so additional funding will need to be obtained to install the windpoles. The Office of Transportation is working with members of the Gateway community to develop a partnership to provide enhanced maintenance of Windscape.

THE GATEWAY ARCH

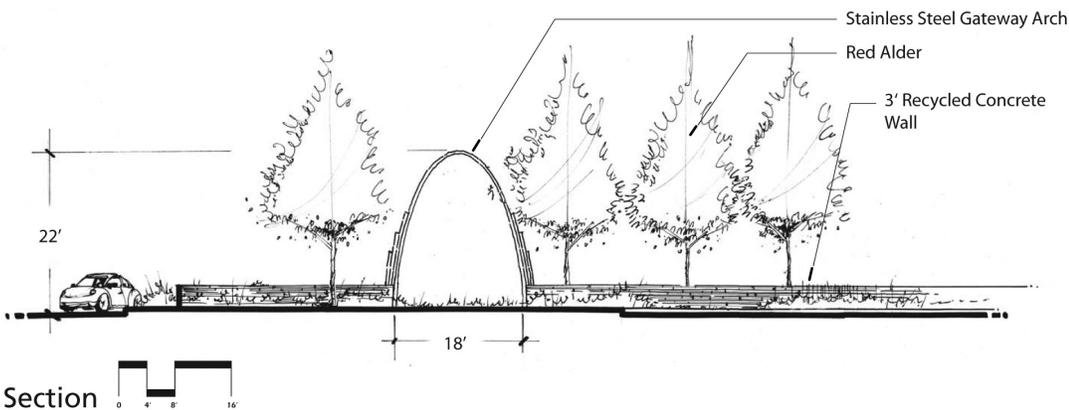
Since the 1950's the arch has come to symbolize the Gateway district. The arch, located at NE Halsey Street, is intended to evoke the importance of the arch and re-emphasize the importance of Gateway as a distinct element of the City. The arch will either be placed in the middle of the street or on the side. Engineering studies are currently looking at the safety of placing the arch in the sidewalk. The arch is not eligible for federal funds, additional funding will need to be obtained.



THE SOUTHERN GATEWAY

Similar elements are used in the conceptual design for the southern Gateway. In addition the southern gateway may also include

public art to be determined by the Regional Arts and Culture Council. The public art would fulfill the project's public art requirement as well as requirements for other PDC projects in the Gateway area.



Implementation Strategy

FUNDING

The project has received \$5.9 million in federal funding. The last allocation, \$4.2 million in the transportation funding bill passed by Congress in August 2005, will fund construction of the project from NE Weidler St. to SE Washington St. The project schedule is dependent on the availability of federal funding. The project will begin construction in the winter of 2007.

MAINTENANCE

There are several project elements that will require a higher level of maintenance than is typically provided with routine maintenance. The project is working with local businesses, the Gateway Policy Advisory Committee and others to develop a program for additional maintenance. This maintenance program needs to be worked out before construction begins.

