

82nd Avenue: PBOT Projects and Right-of-Way Dedication Change Proposal

April Bertelsen

November 2018

WE KEEP PORTLAND MOVING.

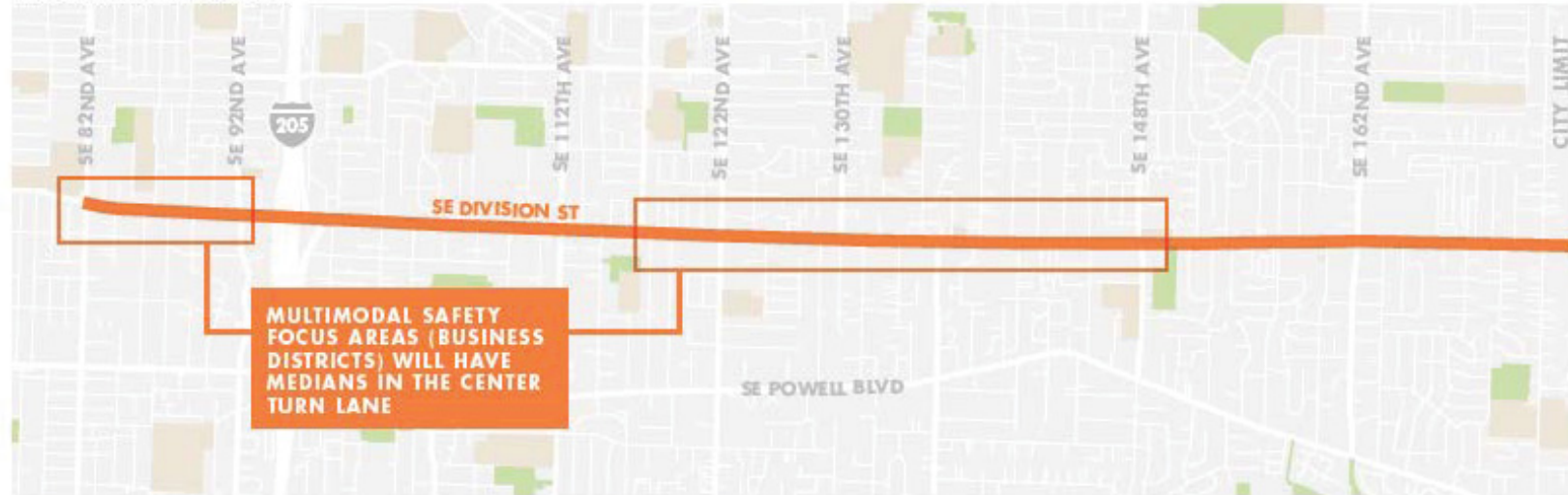


PBOT
PORTLAND BUREAU OF TRANSPORTATION

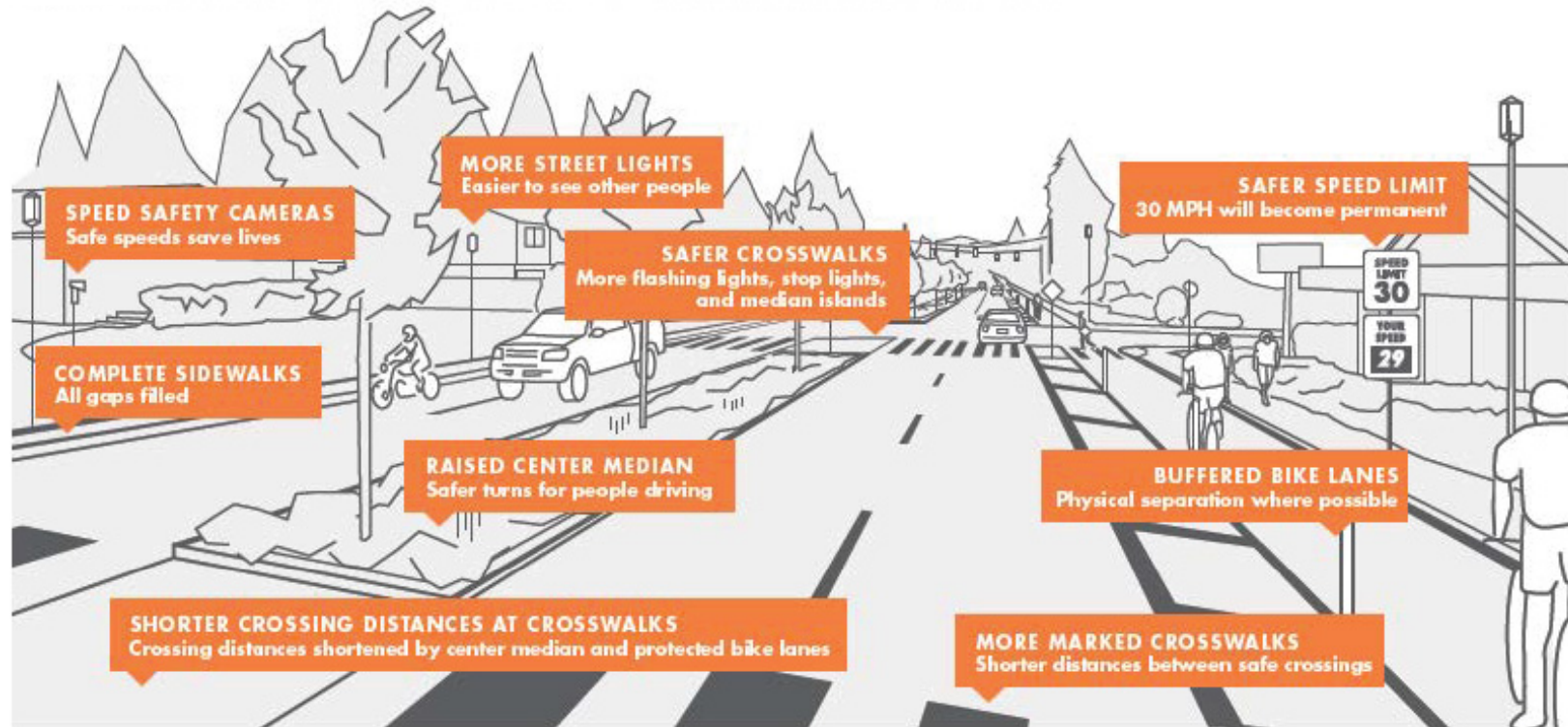
Upcoming Funding Projects along or near 82nd Ave

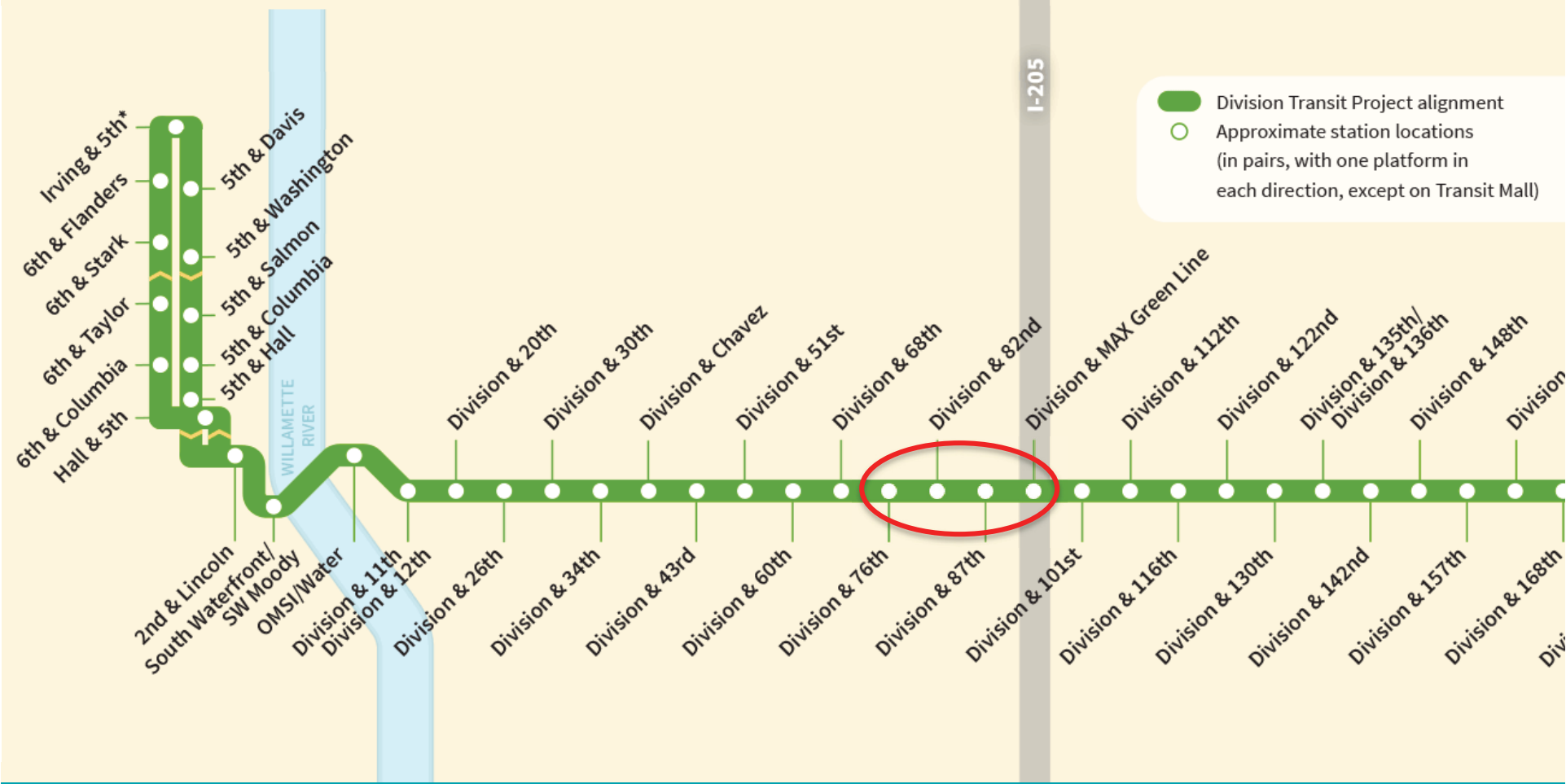
1. 82nd Ave Crossings: \$704,000 Fixing Our Streets (2019)
2. Division Multi-modal Safety Project (2019)
3. TriMet-led Division Transit Project (2020-2021)
4. 70's Neighborhood Greenway Project (2020-2021)
5. Halsey Safety and Access to Transit Project (2020-2021)
6. Jade & Montavilla Connected Centers Project (2020-2021)
7. Brentwood-Darlington SR2S Project (2020-2021)

PROJECT AREAS

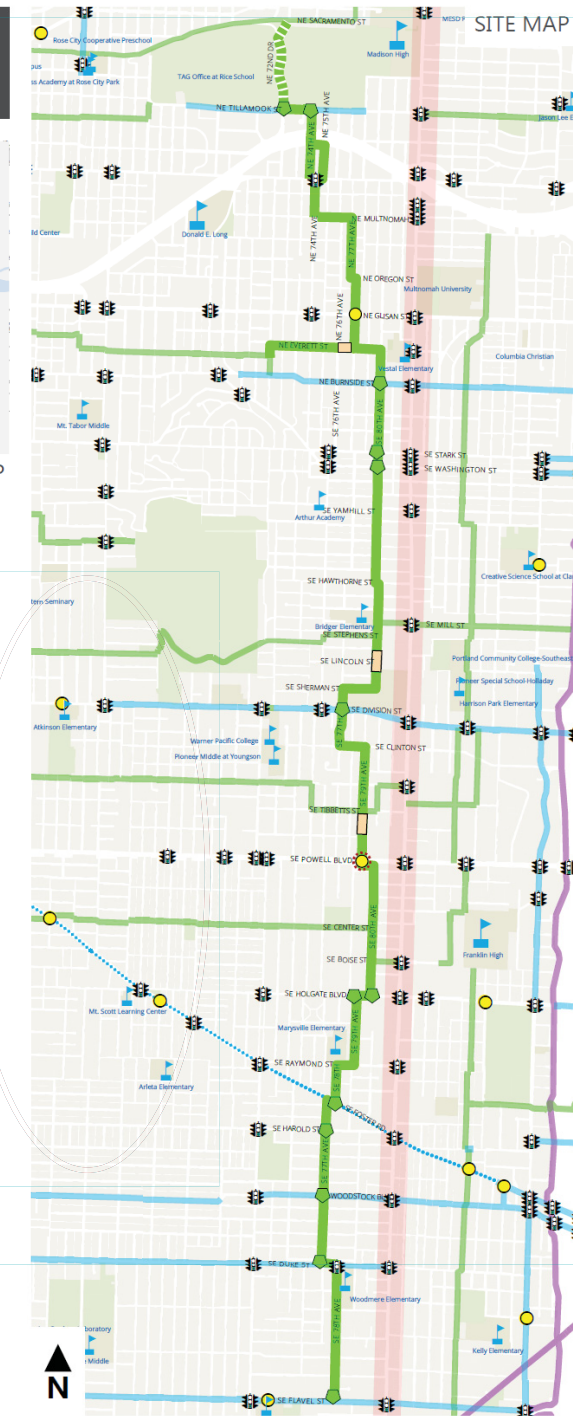
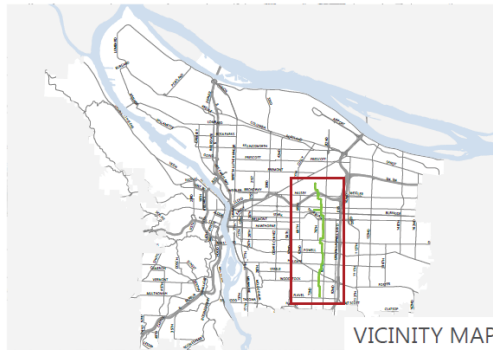


CHANGES TO OUTER SE DIVISION STREET INCLUDE:





70s NEIGHBORHOOD GREENWAY

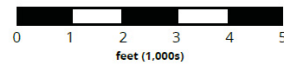


70s Neighborhood Greenway project elements

- Neighborhood Greenway
- Multi-use Path
- Unimproved Roadway
- Enhanced bike/ped x-ing

Existing/Funded elements

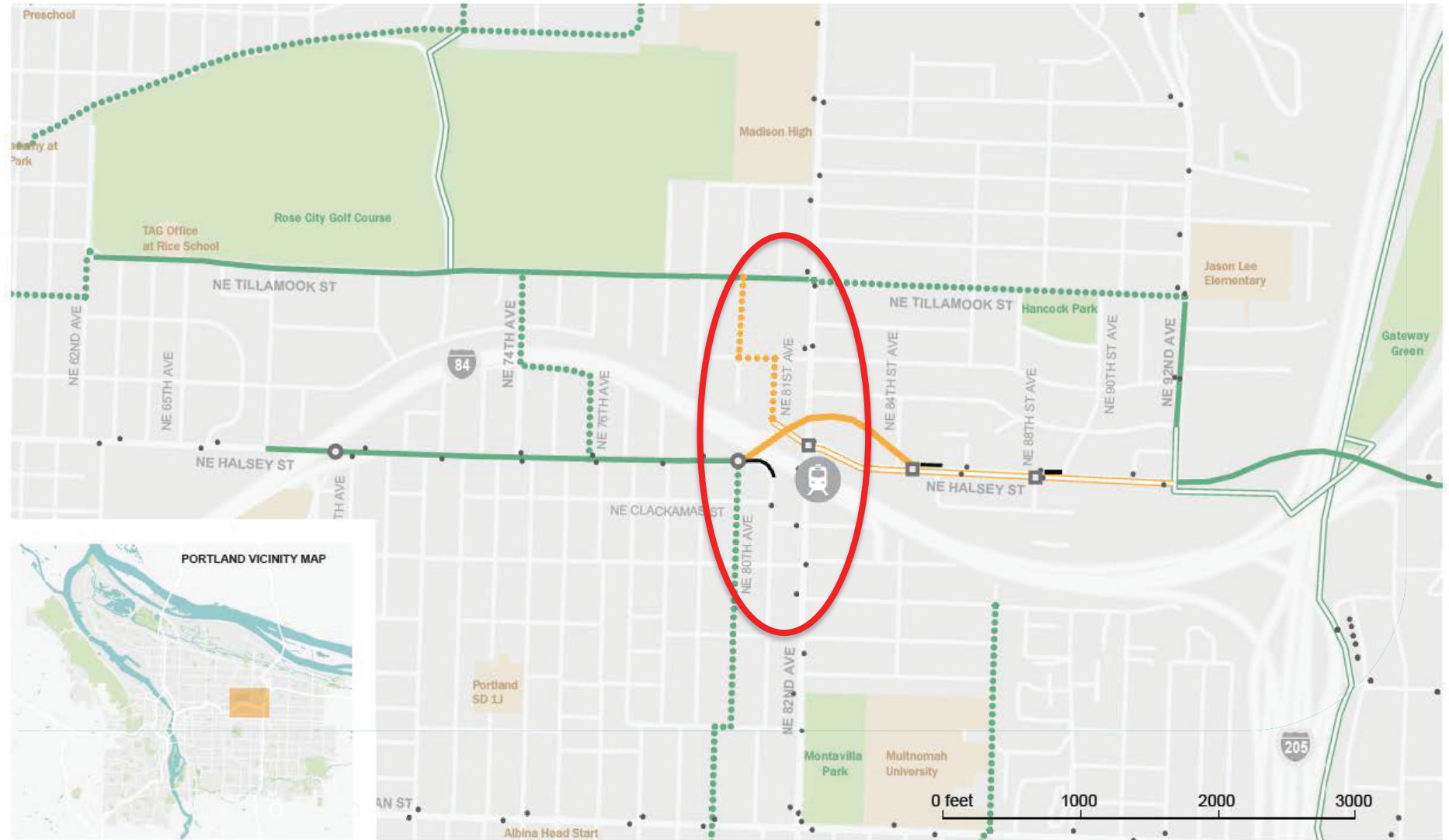
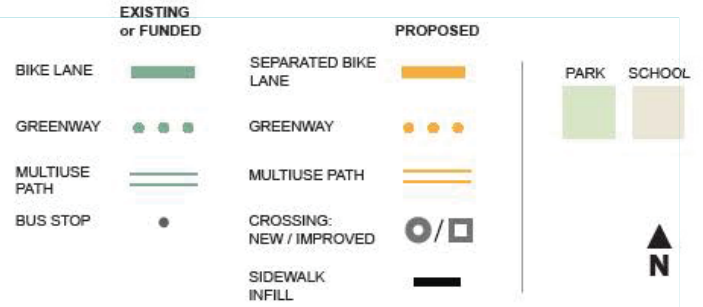
- | | | |
|-------------------------|----------|--------|
| | Existing | Funded |
| Bike Lane | | |
| Neighborhood Greenway | | |
| Trail | | |
| Enhanced bike/ped x-ing | | |
| Traffic Signals | | |
| High-Crash Corridor | | |



HALSEY

SAFETY AND ACCESS TO TRANSIT

v.12Dec2016



JADE MONTAVILLA CONNECTED CENTERS

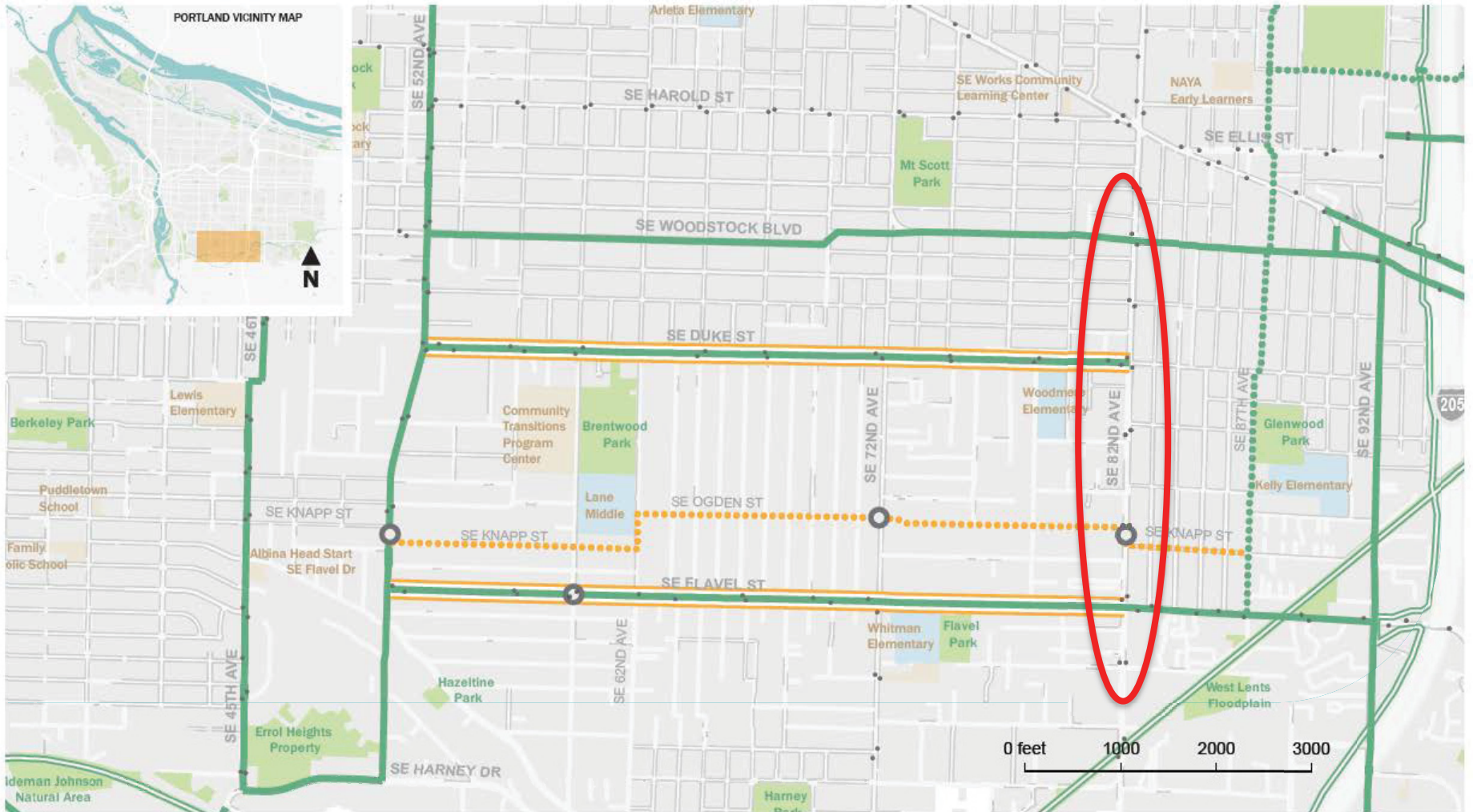
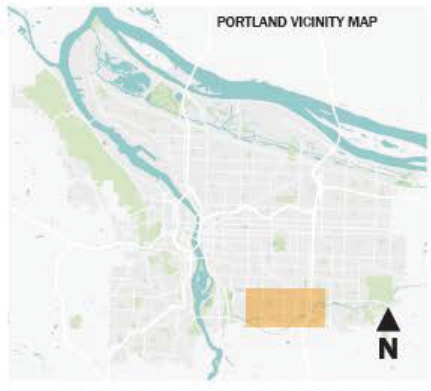
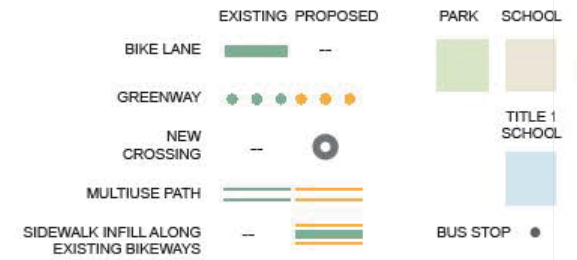
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BRENTWOOD DARLINGTON SAFE ROUTES TO SCHOOL

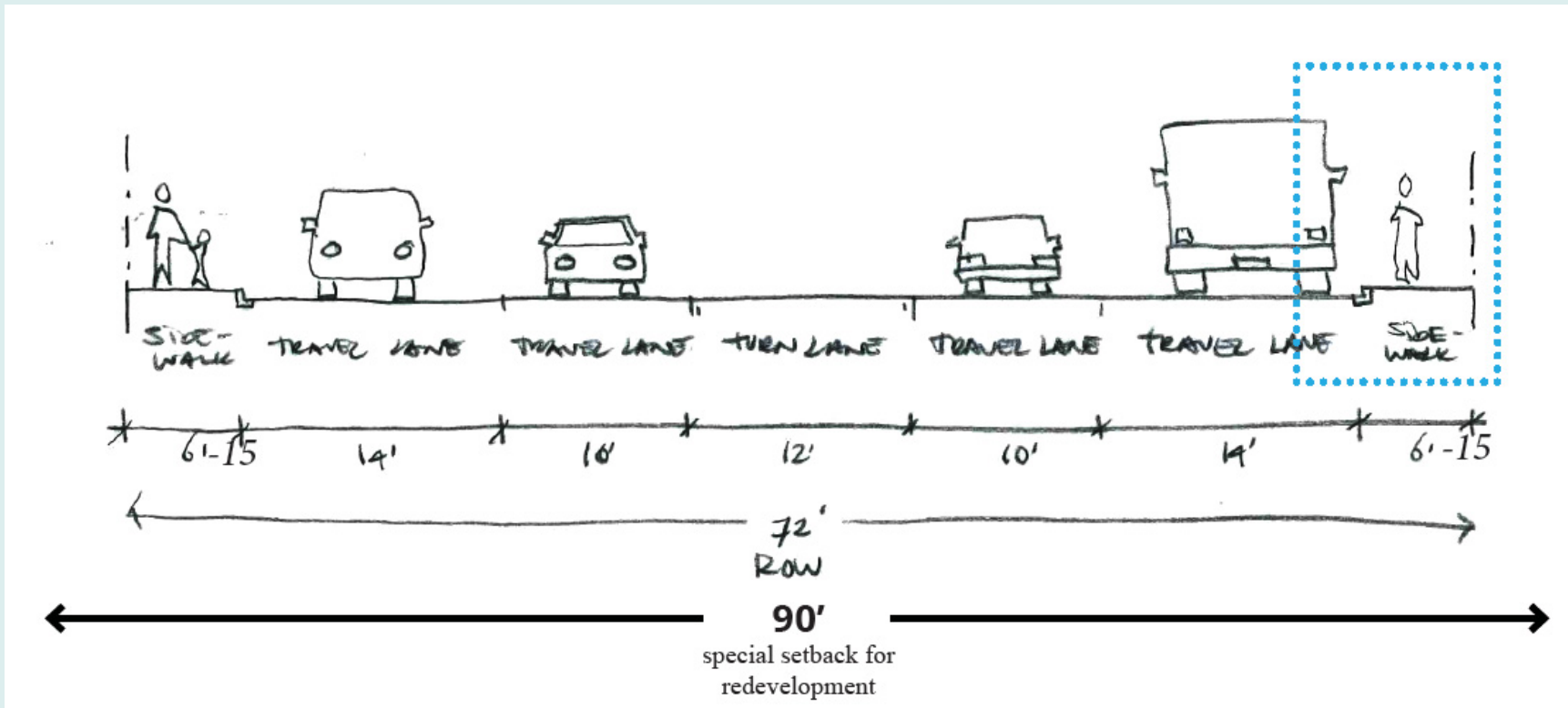
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Project elements



Right-of-Way Dedication Proposal for 82nd Ave

82nd Ave Today: Existing Street Cross-section (generally) and Special Setback Requirement for Redevelopment



**82nd Ave Today:
Development
requirements for
sidewalk
corridors &
special setback**

Transportation System Plan (TSP) Pedestrian Classifications on 82nd Ave:

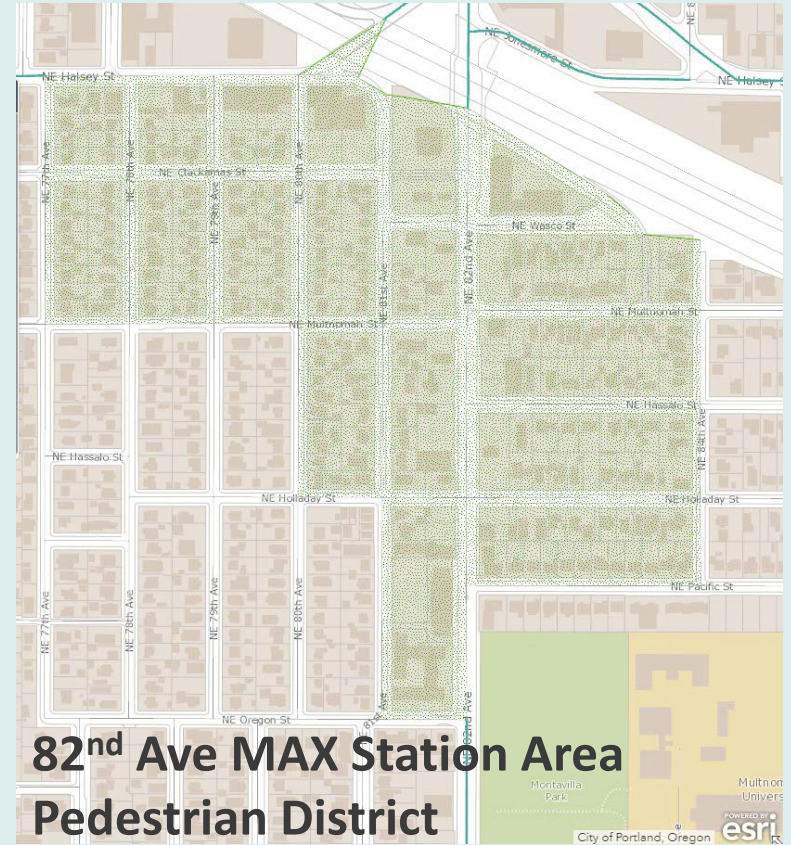
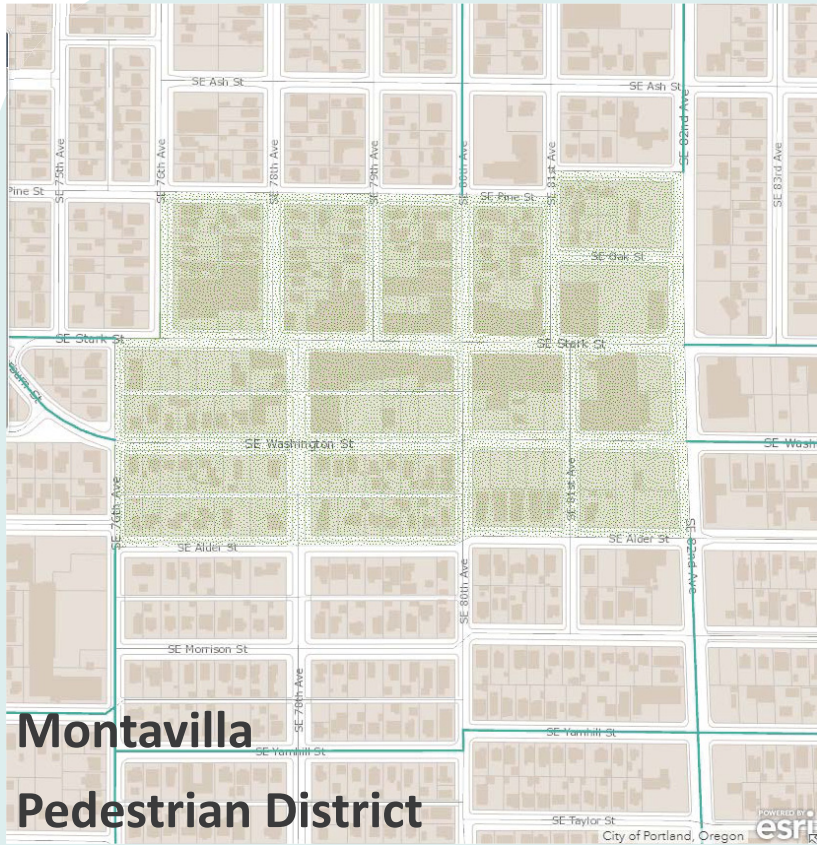
- City Walkway
- Two Pedestrian Districts

- build 12 ft sidewalk corridor
- requires 6ft ROW dedication (~84 ft wide ROW)

- build 15 ft sidewalk corridor in pedestrian district
- requires 9 ft ROW dedication (~90 ft wide ROW)

- trees are positioned in the furnishing zone
- curb position is not changed

- Zoning Code Special Setback:
45 ft from center line (~90 ft ROW + Private Setback)



**82nd Ave Today:
Transportation System Plan (TSP) Classifications
Pedestrian Districts**

82nd Ave Today: Existing sidewalk corridor standards

Actual property
dedication widths
vary depending
upon existing
curb location and
sidewalk width



Example of an existing sub-standard
sidewalk width

6ft sidewalk

Sidewalk Corridor Standards

12 ft sidewalk
corridor
(need 6 ft Row)

15 ft Pedestrian
District
(need 9 ft Row)

REDEVELOPMENT REQUIREMENTS

Future Proposal for 82nd Ave:

Make the private property dedication
for public right-of-way the

same as

the current 90-ft Special Setback
in the Zoning Code.

Future Proposal for 82nd Ave:

Considerations:

- Be a similar dedication as required in Pedestrian Districts today.
- Increases property dedications.
- More predictable during the permit process.
- More consistent future right-of-way along 82nd.
- Creates room for wider sidewalks or potentially future bicycle facility.

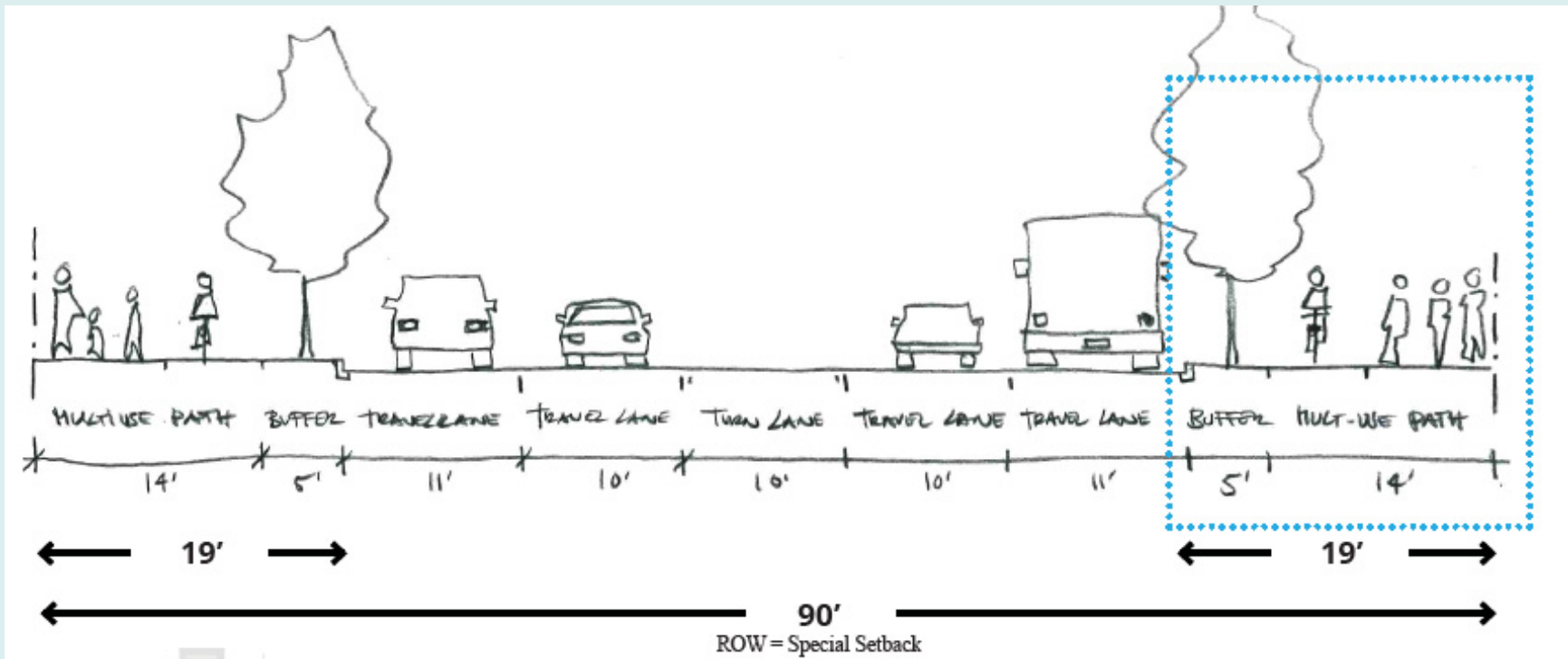
Idea for future exploration:

The following slides display potential design ideas that could be explored in the future where the right-of-way becomes 90 feet wide.

These design ideas are not a formal part of the right-of-way dedication proposal described in the previous slides.

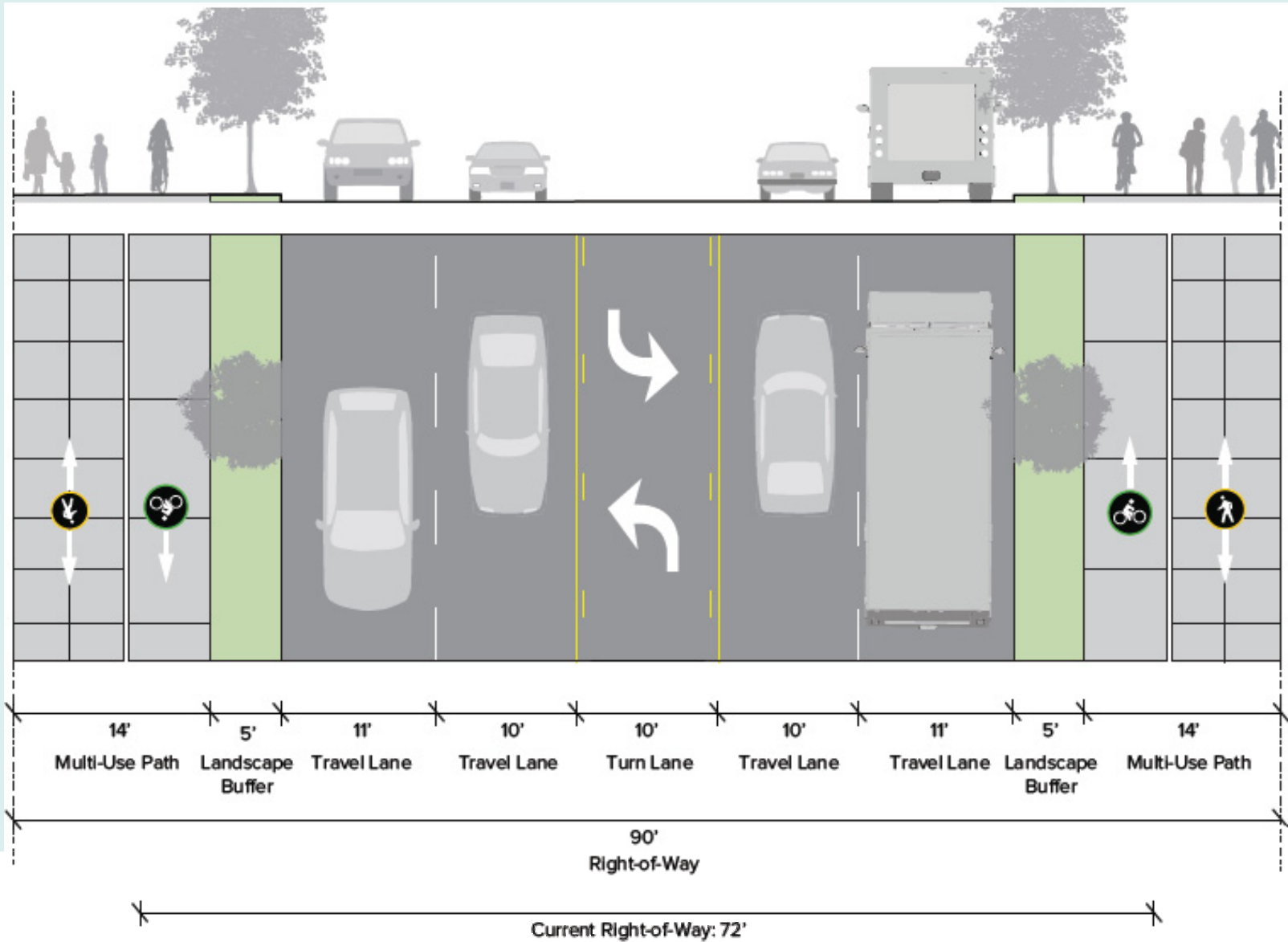
Future design options that move the curb to narrow the roadway would not meet current ODOT design standards.

Potential future cross-section for 82nd Ave that may fit within 90 feet Right-of-Way

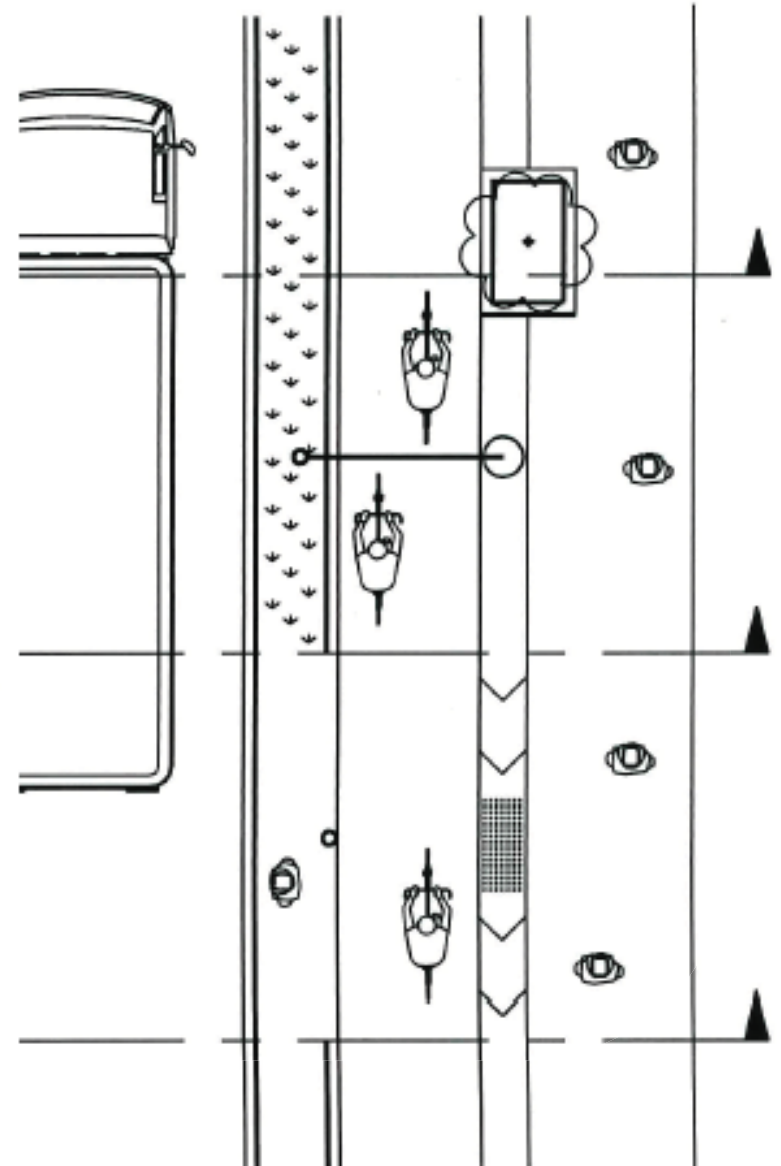
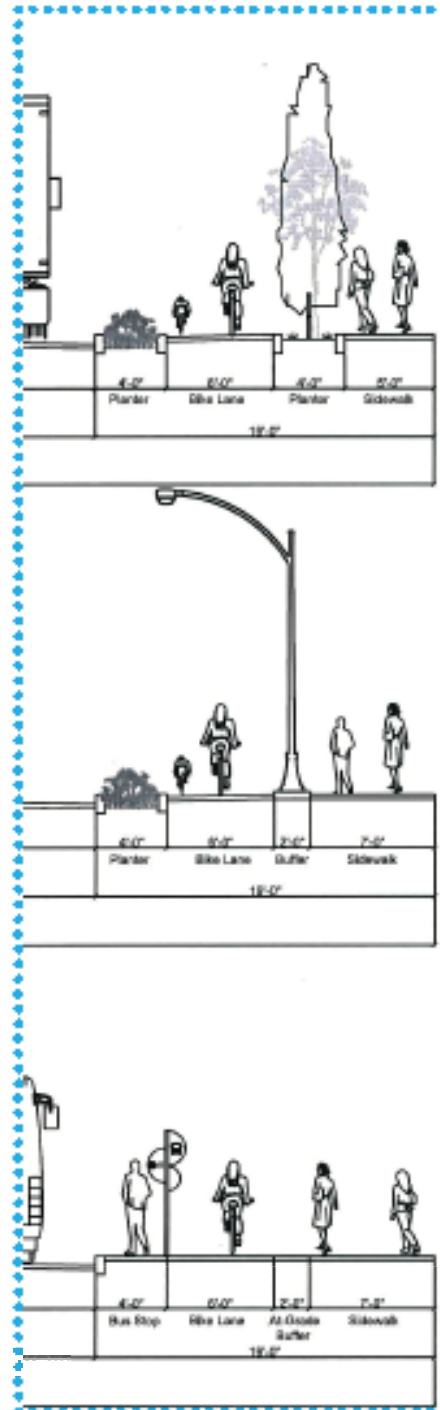


Right-of-way = 90 ft Special Setback

Based on ODOT Cross-section Concept Option 6 Developed by Community Representatives



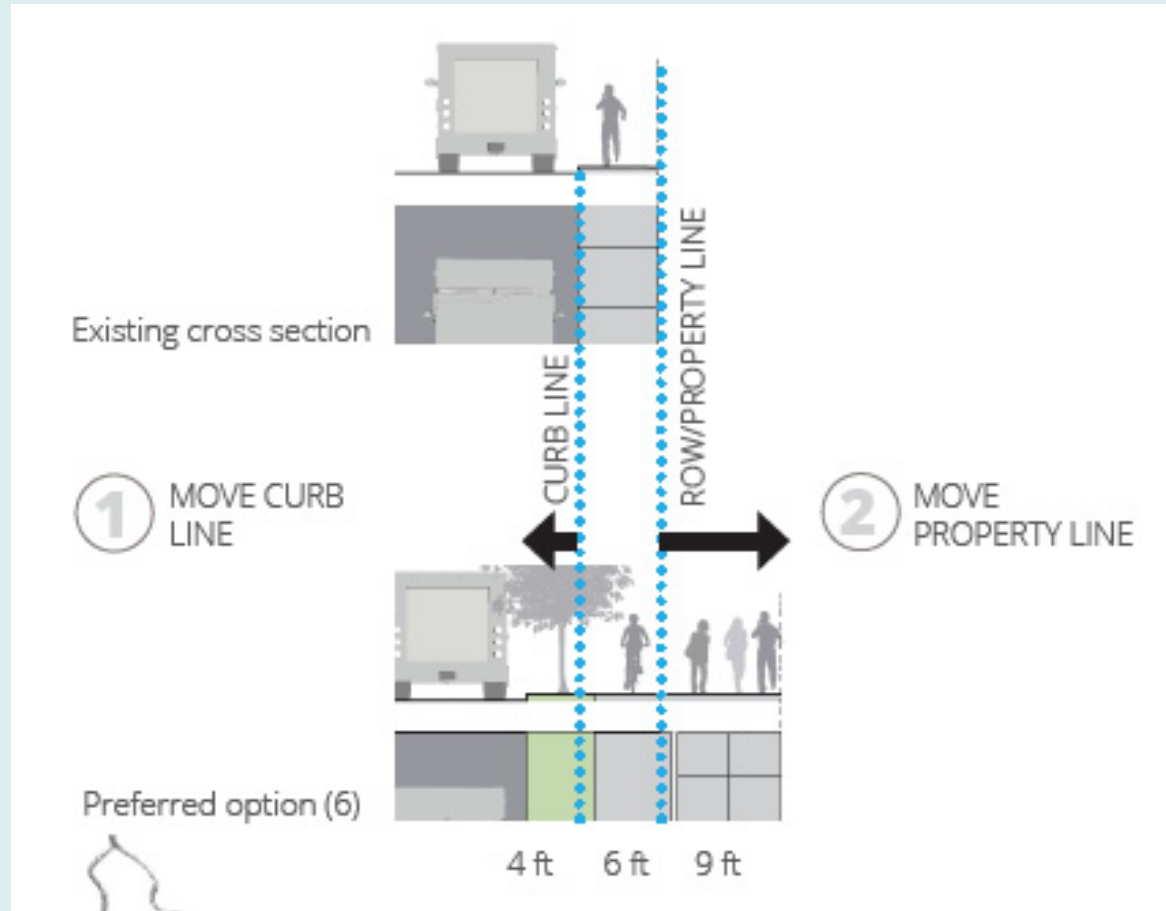
**82nd Ave Future Ideas:
Other potential sidewalk corridor design options with relocation of the curb**



82nd Ave Future Ideas: Potential changes to make it fit

This would require:

- future roadway narrowing by moving the curb line inward
- private property dedications to widen the right-of-way



Narrowing the roadway does not meet ODOT standards.

Thank you!



PRESERVE
what we have
built and
OPERATE
it well



Embrace
**VISION
ZERO**



**BUILD A
FUTURE**
where all can
grow and thrive



Effectively
**MANAGE
CITY ASSETS**



Contribute to the
**HEALTH AND
VITALITY**
of our people and
our planet



Slides from previous presentations

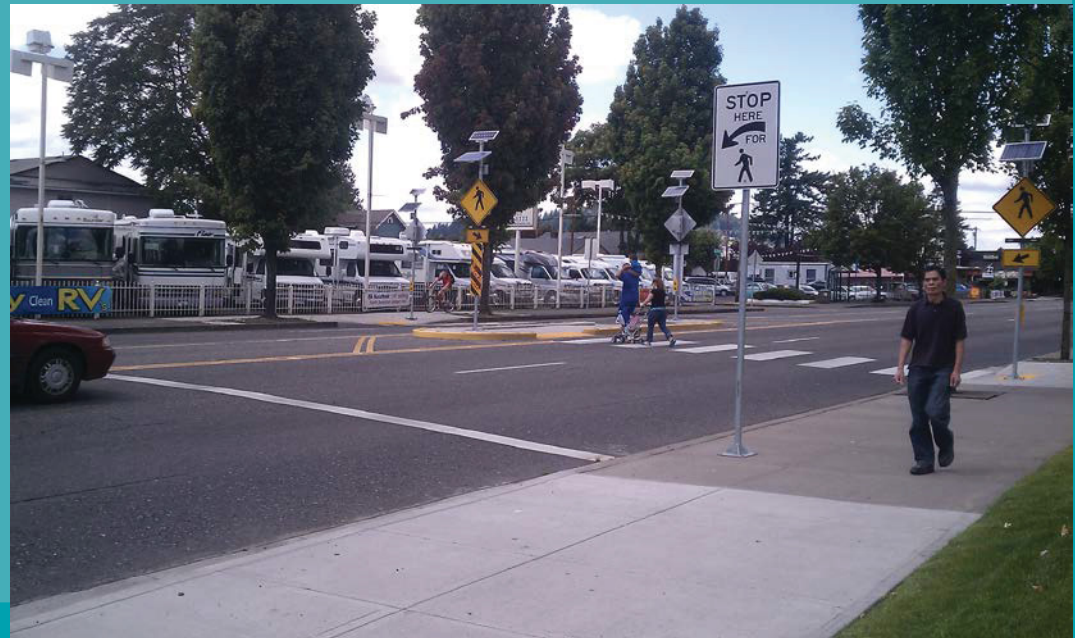
Support Vision Zero, Livability & Connect to Economic Opportunity



- 82nd Ave is a High Crash Corridor
- Existing high demand for pedestrians and cyclists traveling in the corridor and accessing transit.
- ODOT and City planning efforts and funded projects provide an opportunity to:
 - Improve safety and provide streets for everyone
 - Support existing businesses
 - Remove barriers to redevelopment

Previous Projects along 82nd Ave

- Built many missing sidewalks and curb ramps
- RRFB beacons and island at SE Francis.
- Enhanced crosswalks with median islands



1st High Crash Corridor Plan

82ND AVENUE OF ROSES HIGH CRASH CORRIDOR SAFETY PLAN



January 2008
CITY OF PORTLAND
OFFICE OF TRANSPORTATION

Vision Zero

