

82nd Avenue of Roses High Crash Corridor Safety Plan

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Why Focus on the 82nd Avenue of Roses?

- *Highest crash rate for all streets within the City of Portland*
- *6 of the top 16 high crash intersections citywide are on 82nd Ave*
- *Survey results indicate most users have serious safety concerns, particularly related to walking on 82nd Ave.*



High Crash Corridor Action Plans

- **Focused on safety**
- **Quick response**
- **Comprehensive ‘Three E’ approach**





82nd Avenue of Roses High Crash Corridor Safety Plan

'3 E Approach'

Engineering solutions



Education solutions



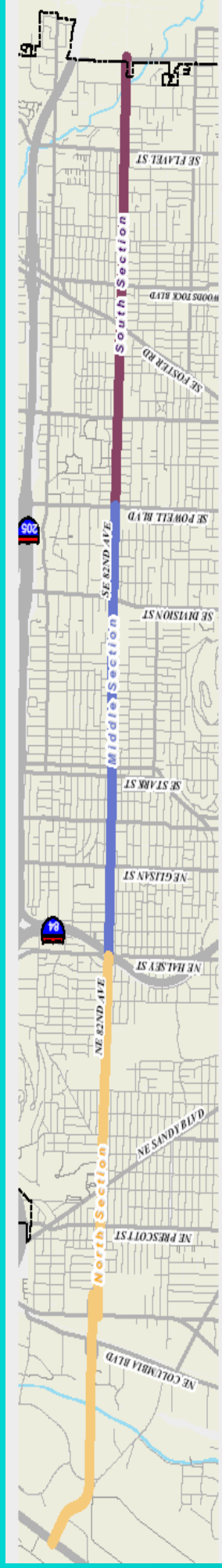
Enforcement solutions





82nd Avenue of Roses High Crash Corridor Safety Plan

Plan Study Area



Neighborhood Associations

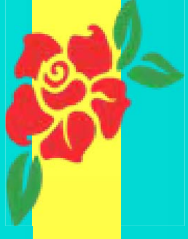
- Cully NA
- Sumner NA
- Roseway NA
- Madison South NA
- Montavilla NA
- South Tabor NA
- Powellhurst Gilbert NA
- Foster-Powell NA
- Lents NA
- Mount Scott- Arleta NA
- Brentwood/ Darlington NA

District Coalitions

- Southeast Uplift
- East Portland Neighborhood Office
- Central Northeast Neighbors

Business Associations

- 82nd Avenue of Roses BA
- Montavilla/East Tabor BA



Plan Development Process

- Spring open houses (3)
- Survey (over 200 returned)
- Central Northeast Neighbors walking tour
- Fall open houses (3)
- Citizens Advisory Committee
- Technical Advisory Committee





82nd Avenue of Roses – Key Safety Issues

- Pedestrian crossings at un-signalized intersections
- Pedestrian access to transit service
- Child and senior pedestrian safety
- ADA (Americans with Disabilities Act) issues
- Poor, disconnected sidewalk environment
- High crash intersections
- High level of aggressive driving
- Wrong way driving
- Access management
- Lack of bicycle crossings
- Lack of connections to bicycle routes
- Bicycle riding on 82nd Ave due to lack of parallel routes





Pedestrian Action Items

- Missing sidewalks
Provide ~3,000 ft new sidewalk



Before



After

- Missing, substandard curb ramps
Provide/ replace 59 corners



Before



After



Pedestrian Action Items

- Crossings at un-signalized intersections



Construct median refuge islands:

- NE Wygant
- NE Brazee
- NE Pacific
- SE Main
- SE Francis
- SE Cooper



Pedestrian Action Items

Educational tools

- *'I Brake for People'* campaign
- *Safe Routes to School* training
- *Portland Walks- Be Safe* training
- *'Share The Road'* training
- *Sidewalk maintenance (new)*

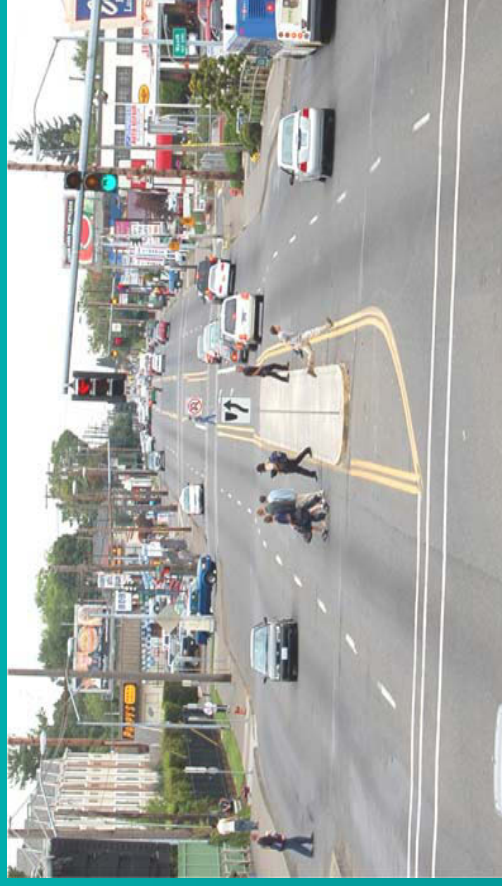




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82nd Ave MAX Platform Workgroup

Working to develop improvements at 82nd Avenue bus/Max Transit stop



Improvements include -

- New lighting on MAX platform
- Curb extensions on 82nd Ave
- Bus stop relocation
- Intersection signal timing changes



High Crash Intersection Action Items



Identify for treatment and construct intersection safety improvements:

- SE Foster
- SE Division
- SE Holgate

Identify safety improvements:

- SE Duke



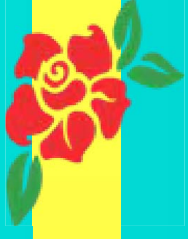
Enforcement Action Items Proposed



Increased patrolling of SAFE (Strategic and Focused Enforcement) corridors along 82nd Avenue for traffic violations.

Three 82nd Avenue SAFE corridors -

- NE Prescott to Fremont
- NE Glisan to Washington
- SE Powell to Duke



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Funding

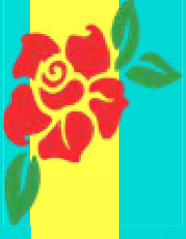
Project Planning

- Safe Communities Grant (ODOT)

Project Implementation/Construction

- One time general fund (engineering)
- Pedestrian Curb Ramp fund (engineering)
- CSTSP funds (educational programs)
- Safe Communities Grant (educational programs)
- ODOT (engineering)





Community Endorsements

- Madison South Neighborhood Assoc.
- Cully Neighborhood Assoc.
- South Tabor Neighborhood Assoc.
- Brentwood Darlington Neighborhood Assoc.
- Powellhurst-Gilbert Neighborhood Assoc.
- Mt Scott-Arleta Neighborhood Assoc.
- 82nd Avenue Business Association
- CNN District Coalition
- Elders in Action
- Willamette Pedestrian Coalition
- 82nd Ave MAX Platform Group (CPTED)
- Lents Urban Renewal Advisory Committee

Plan Partners

- Oregon Dept. of Transportation
- Portland Police Bureau
- TriMet