

Shelly L

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REGION 1 OFFICE
2008 AUG 18 PM 1:10



June 26, 2008

Oregon Department of Transportation
Jason Tell
Region Manager
123 NW Flanders St
Portland, OR 97209

Dear Mr. Tell:

This letter is in regards to the ongoing safety enhancements on 82nd Avenue at the MAX Overpass. As part of a multi-agency team, including the Oregon Department of Transportation (ODOT) and the City of Portland Office of Transportation (PDOT), TriMet is committed to a safe and secure transit system for all of our customers. This vision includes pedestrian crossings that allow our customers to safely connect to transit.

Most recently, TriMet has made changes to bus stops in the area that will reduce the number of people crossing 82nd Avenue away from the designated crosswalk. In the coming months, fellow team members will make additional improvements to allow for a safer, more accessible crossing at 82nd Avenue and Jonesmore. These changes should greatly discourage pedestrians from making an unsafe crossing across a busy 82nd Avenue.

On behalf of TriMet, we would like to request that ODOT move forward on a plan to extend the median several feet north and south and add a 7-10-foot high fence along the entire length of the median. We would like to express our full support of this plan. These added safety enhancements, along with others noted above, should greatly improve safety for pedestrians and motorists alike by channeling patrons to the signalized crosswalk.

We're very excited about the changes that have already taken place and we look forward to continuing this strong partnership into the future.

Sincerely,


Shelly Lomax
Director of Operations Support
TriMet


Jonathan Young
Manager of Capital Project
TriMet

*cc: Shelly
Sue P.*

CENTRAL NORTHEAST NEIGHBORS, INC.

4415 NE 87th Ave • Portland, OR 97220-4901
503-823-3156

November 5, 2008

Jason Tell
Manager Region 1
Oregon Department of Transportation
123 NW Flanders
Portland, Oregon 97209

Re: Support of NE 82nd Max Platform Fence or Treatment

Dear Mr. Tell:

The Board of Central Northeast Neighbors, Inc coalition is a nonprofit made up of eight neighborhood associations. Our Board of Directors has been kept informed about the issues surrounding and affecting the community around the NE 82nd Avenue Max Platform. Madison South Neighborhood supports the placement of a fence or a treatment to be placed in the middle of NE 82nd Avenue of Roses across from the NE 82nd Avenue Platform that would create a much safer area while being pleasing to the eye. This fence or treatment would alleviate most illegal crossing on foot by pedestrians and will help make the road safer for the traffic in general.

This fence would compel the pedestrians to use the crosswalks directly to the north and south of the platform where crossing is legal and safer.

We the Board of CNN believe that the installation of this fence or treatment would make it safer for all modes of transportation including, Max, bus, car, bike or by foot. This project funded by ODOT, has been worked on by the 82nd/Max Platform Committee for almost 4 years will benefit everyone in the community.

We also support the idea that the design of the fence or treatment will not only be a safety enhancement but will also be a work of art for the community.

Sincerely,

Bob Ueland

Bob Ueland
President

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Shelli A.



CITY OF PORTLAND, OREGON



Bureau of Police

Tom Potter, Mayor

Rosanne M. Sizer, Chief of Police

1111 S.W. 2nd Avenue • Portland, OR 97204 • Phone: 503-823-0000 • Fax: 503-823-0342

Integrity • Compassion • Accountability • Respect • Excellence • Service

October 27, 2008

Jason Tell

ODOT Region I Manager

c/o Shelli Romero

123 NW Flanders Street

Portland, Oregon 97209

Dear Mr. Tell:

The 82nd Avenue MAX Platform is a major transfer point for mass transit riders on the east side of Portland. Each week thousands of riders board and de-board the MAX and buses to get to their final destination. The design of the platform is not ideal. The bus drop off and pick up points for the southbound buses is located on the west side of 82nd Avenue, opposite of the MAX drop off and pick up point. Also, the bus drop off and pick up point for the southbound buses is located more than 150 feet from the nearest crosswalk, therefore many of the riders cross 82nd Avenue mid-block. This mid-block crossing creates a sense of disorder and, in some cases, fear. Motorists fear they may hit a pedestrian and pedestrians fear they may be hit by a motorist. There have also been reports that some of the pedestrians have been threatening and intimidating towards motorists as they cross the street.

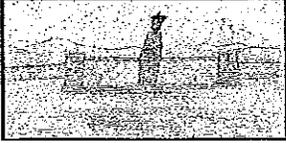
I have received word from Commander Mike Crebs that the Oregon Department of Transportation is considering placing a "fence treatment" in the center of the 82nd Avenue of Roses to redirect pedestrians to the adjacent crosswalks. I support this proposal and feel that it is consistent with the principles related to "Crime Prevention Through Environmental Design" also know as "CPTED." By redirecting the pedestrians to the crosswalks, it will send a message that orderliness is expected and the environment is being cared for. If it is determined that the "fence treatment" will be erected, I expect that it will be more than just a fence. I would expect that it would physically attractive, safe and add to the desirability of the neighborhood. Anything less would detract from the neighborhood and mitigate the on going efforts to improve the 82nd Avenue of Roses.

Sincerely,

ROSANNE M. SIZER

Chief of Police

c: Commissioner Sam Adams
Director Amalia Alarcon, ONI



Madison South Neighborhood
Madison South Neighborhood Association
5540 N.E. Sandy Boulevard, Portland, Oregon 97213
Phone 253-6632

October 14, 2008

Sue D'Agnese, C.E.G.
Region 1
Traffic Operations Manager
Oregon Department of Transportation
123 NW Flanders
Portland Oregon 97209

Dear Ms. D'Agnese:

The neighbors of Madison South Neighborhood Association would like to voice our support for the installation of a fence treatment on NE 82nd Avenue/OR 213 adjacent to the MAX platform. We believe that this structure can be a beautiful addition to our neighborhood as well as serve to increase safety throughout this corridor.

The information presented to us by ODOT, PDOT, and the Neighborhood Advisory Council has given our neighborhood the impression that this structure will guide pedestrians to use the established crosswalks to the north and south of the bus stop. This will increase safety for drivers and pedestrians, as it will better meet driver's expectations by increasing pedestrian visibility in this high-traffic location.

We appreciate the ability to comment on the project and its design. We are confident that this project will benefit our neighborhood and is a positive use of public funds. We look forward to providing our input as the project enters the final design phase and anticipate its construction and installation.

Sincerely,

A handwritten signature in cursive script that reads "Dave Smith". The signature is fluid and written in black ink.

Dave Smith
Chair, Madison South Neighborhood Association

cc: Shelli D. Romeno, MPA, ODOT
Jason Tell, ODOT
Will Stevens, PDOT



Willamette Pedestrian Coalition

P.O. Box 2252

Portland, Oregon 97208-2252

Telephone (503) 223-1597

info@wpcwalks.org

www.wpcwalks.org

*Working
together to
improve
conditions for
walking in the
Portland region*

September 30, 2008

Montavilla Neighborhood Association
Tricia Satterlee, Outreach and Communications Chair
PO Box 14614
Portland, Oregon 97232

Subject: 82nd Avenue MAX Station Pedestrian Crossing

Director

Lynn

*Lindgren-
Schreuder*

**Board of
Directors**

*Mike Dennis,
President*

*Erin Kelley,
Secretary*

*Anne
McLaughlin,
Treasurer*

Members at

Large

*April Bertelsen
Todd Borkowitz*

*Jeanne Harrison
Brian Rae*

*Lidwien Rahman
Phillip Selinger*

Katie Urey

Caleb Winter

Dear Tricia and Montavilla Neighbors:

The Willamette Pedestrian Coalition (WPC) is a non-profit grassroots advocacy organization, founded in 1991, that works to make conditions for walking safe and attractive in the greater Portland region. I am writing on behalf of the WPC Board of Directors. The 11-member Board draws from a range of backgrounds, including past or present planning professionals from ODOT, PDOT and TriMet. I mention that as those organizations are working with you regarding the 82nd Avenue MAX Station environment. I am familiar with this topic as a former Project Planning Director at TriMet. These comments do not reflect TriMet, ODOT or PDOT's position on this subject.

As you know, there is a long history of addressing both crime and safety issues at this very busy MAX station and bus stops, primarily under the "Crime Prevention Through Environmental Design (CPTED)" model. Addressing each of these concerns requires separate, but also overlapping strategies. The focus here is on the safety concerns and the overall pedestrian environment.

We understand the safety concern stems primarily from transit riders transferring between southbound buses and MAX trains. ODOT's creation of the median island at TriMet's request was positive in its intent and ambiguous in its effect – creating a refuge for what is essentially an unsafe albeit legal street crossing. (Portland City code 16.70.210 states "No pedestrian may cross a street other than within a crosswalk if within 150 feet of a crosswalk.") While it may have saved lives, the median island has encouraged use of a fundamentally unsafe, unmarked crossing where there is little else in the way of neighborhood activity to calm the heavy traffic.

While TriMet has relocated some bus transfer movements to NE Jonesmore, a difficult situation remains. Old habits are hard to break, so taking away the island and/or using signs may not be enough to establish a new pedestrian crossing pattern. The proposed 300' fence would be a not very subtle means of blocking the unsafe crossing. The proposed fence, however, may have the unintended effect of increasing speeds through this sensitive location. If installed, the fence needs to be high enough to remove the challenge for youth to climb over, but should not be the "great wall" which would partition the street setting and exacerbate other crime and safety concerns.

Making the fence as attractive as possible will partially mitigate its obtrusive presence, but we suggest that the neighborhood work with the involved jurisdictions to improve conditions that might even allow the fence to be removed in the future as patterns and habits change. Some measures might include:



Sam
Adams
Commissioner

November 17, 2008

Susan D.
Keil
Director

Jason Tell
Director ODOT Region 1
8401 SW 17th Avenue
Portland, OR 97219-4101

Dear Jason,

Thank you for your continued partnership to improve traffic safety on 82nd Avenue of Roses. Our efforts on this critical safety corridor are demonstrating how our two agencies can efficiently and effectively work with the community to improve traffic safety for all modes.

In that light, the purpose of this letter is to thank you and your staff for recent efforts to create a pedestrian safety improvement near the intersection of 82nd Avenue of Roses and NE Jonesmore that will improve the safety and livability.

Specifically, I appreciate ODOT staff taking the time to ensure that we have a solution that best addresses all of the issues raised by our partners. Our City Traffic Engineer, Rob Burchfield, was recently briefed on the pedestrian gateway treatment recommended by the Crime Prevention Through Environmental Design (CPTED) group. After this review, he believes that this proposal has merit. PDOT supports the median fence concept and looks forward to working with ODOT staff and the community in the design phase of this project.

Thank you for your help. Please let me know if I can be of any assistance.

Susan D. Keil, Director
City of Portland

SDK/sts

cc: Shelli

Oregon Department of Transportation
Jason Tell
Region 1 Manager
123 NW Flanders Street
Portland, OR 97209

Dear Mr. Tell,

On behalf of the 82nd Avenue Max Platform Workgroup, we are writing in support of a median treatment on 82nd Avenue that would stretch roughly 300ft between the two marked crosswalks. One crosswalk is at Jonesmore and the other is south of that by roughly 300 ft.

The Portland Police Bureau's East Precinct, ODOT, PDOT, TriMet, Crime Prevention and various community members have been working together to address issues of pedestrian safety in this area. We have come to the conclusion that a median treatment is the best option for establishing a sense of order on this stretch of the highway. Unfortunately, conditions are not safe for pedestrians or drivers when people are running and darting across 82nd Avenue to make their bus or Max train on time. It is dangerous for pedestrians and creates a dangerous environment for drivers, as well.

This 82nd Avenue Max Platform Workgroup has worked diligently to make this stretch of the highway safer for TriMet riders and the neighbors in this area who live in the Montavilla Neighborhood and Madison South Neighborhood. We respectfully request that ODOT move forward in extending the median several feet north and south to support a 7 ft median treatment/fence to not only enhance the neighborhood artistically, but create a sense of order and safety.

Sincerely,

Ruth McVander
MA

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November 16, 2008

To CPTED Working Group:

Commander Crebs, PPB East
Jenni Bernheisel, ONI/CP East
Robert Hopewell, ODOT
Sharon, White, PDOT
Ruth Hander, Madison South
Will Stevens, PDOT
Katherine Anderson, ONI/CP SE
Erick Boothby, Transit/TriMet
Gavin Shettler, Milepost 5
Sue D'Agnese, ODOT

In response to the general meeting held on October 13, 2008, the Montavilla Neighborhood Assc. believes Montavilla and 82nd Avenue of Roses needs a community effort in regards to the usage of the 82nd transit station. We do not believe that your solution for a 7' X 300' fence down the center belongs on the avenue. In fact, in a vote within the Montavilla Neighborhood Assc., 12 members voted in favor; 3 opposed and 3 abstentions to move forward with the mid-block crossing.

In 2006, 82nd Avenue Business Association thought of a solution for the bad rap the avenue has received over the years. The solution was and is to help change the perception of 82nd. Ken Turner, Manager to Eastport Plaza, champions a resolution with city council to help under represented 82nd avenue.

City council agreed to refer to 82nd Ave as 82nd Avenue of Roses. This 10 mile stretch has had major and numerous improvements. Millions of dollars have been invested with the belief that future development would follow.

We know that numerous safety and planning studies have been done and more are in the works:

- Montavilla Neighborhood Plan
- Outer Southeast Plan
- Transportation Plan
- Safe Routes to Schools
- Imagine 82nd
- CPTED
- Eastside Max Stations Communities Project

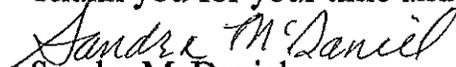
We believe there is just too much at stake after meeting with Commander Crebs. His biggest concerns are not the jay walking issues but the bad elements at the station.

Solutions: A Destination

1. Ambassadors to 82nd Avenue of Roses
 - a. Bid either through city, TriMet or CPTED
 - b. Retirees and or students
 - c. Min. Wage- PT-Wage supplement
2. Coffee and or Food Cart (NE Corner)
3. A Pedestrian Canopy across the avenue
4. Involve the ridership

Our goal, as a neighborhood, we believe we all can do better with changing our image. In our opinion, the fence plan would not further that goal.

Thank you for your time and consideration.


Sandra McDaniel

Montavilla Land Use & Transportation, Chair