Welcome to our open house!
Welcome!

While you’re here:

• Learn more about the 82\textsuperscript{nd} Avenue of Roses Implementation Plan by reviewing materials around the room.

• Talk to staff if you questions.

• Provide input about the most important places to enhance pedestrian crossings.

• Complete a comment form.

Short on time? You can provide comments at 82ndaveprojects.org before November 5.
Where have we been?

Community Advisory Committee meetings throughout project

**Spring/Summer 2016**
- Identify and understand focus areas

**Winter 2017**
- Brainstorm improvement ideas

**Summer 2017**
- Prioritize project ideas, create improvement scenarios

**Fall 2017**
- Final implementation plan

- Multilingual online survey
- Outreach by community-based organizations
- Multilingual walking tours
- Business canvass and online survey
"We envision a future on 82nd Avenue where people of all ages and abilities feel safe walking along and across the road."

-- 82nd Avenue Community Advisory Committee
• Identify improvements that ODOT or partners could make in the corridor in the next 5-10 years.

• Determine the types of improvements community members would like to see made given different funding levels.

• Look in detail at four focus areas but develop ideas that could be applied throughout the corridor.
Funding Scenarios and Project Costs

<table>
<thead>
<tr>
<th>Low</th>
<th>Medium</th>
<th>High</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;$1 M</td>
<td>$1 - $10 M</td>
<td>$&gt;10 M</td>
</tr>
<tr>
<td>Business-as-usual</td>
<td>Some increase in funding from region or state</td>
<td>Major new funding program or federal grant</td>
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How much do transportation improvements cost?

- Signal upgrade: $1-1.5M
- Enhanced pedestrian crossing: $100-150,000
- Median (concrete or landscaped: $18-25 per square foot

- Sidewalk infill: $10-15 per square foot
- Ongoing maintenance: $750,000 per block
- Full roadway reconstruction: $2.8-3M per block
Funded Projects and Baseline

Build pedestrian crossings, sidewalk infill as opportunity arises, paving from Foster to Lindy
City of Portland Investment in Pedestrian Crossings

- $700,000 in Fixing Our Streets funding to build pedestrian crossings:
  - First tier (in focus areas)
    - Beech Street
    - Ash Street
  - Second tier (outside of focus areas)
    - Thompson Street (near Madison HS)
    - Klickitat Street
    - Schuyler Street
    - Pacific Street
    - Salmon Street
    - Harrison Street
- Funded through other sources
  - Ogden/Knapp Streets (Safe Routes to Schools)
  - Crossing in Jade District (locations to TBD)

On the large map, look at how combinations of potential crossing locations might work together and then place dots next to the crossings that you think are most important.
Other baseline improvements

• Paving from Lindy to Foster including new sidewalk in an area where the sidewalk is not paved today

• Sidewalk infill
  • With redevelopment that meets PBOT standards
  • In conjunction with other ODOT projects at same location

• Other funded projects
  • Division Multi-Modal Safety Project (2018)
  • TriMet-led Division Transit Project (2020-2021)
  • 70’s Neighborhood Greenway Project (2020-2021)
  • Halsey Safety and Access to Transit Project (2020-2021)
  • Jade & Montavilla Connected Centers Project (2020-2021)
  • Brentwood-Darlington Safe Routes to Schools Project (2020-2021)
Scenario 1: Less than $1M

Reduce width of driveways and reconstruct sidewalks in areas with unused driveways within focus areas.
Scenario 1: Consolidate driveways and reduce driveway width

- Many properties on 82nd Avenue have wide driveways or many access points.
  - Consolidate driveways to reduce driveway frequency while allowing vehicular circulation.
  - Reduce driveway width and rebuild curb.

✓ Why? Creates a more comfortable environment for pedestrians, and improves safety for pedestrians and drivers.
Scenario 1: Rebuild sidewalks at unused driveways or where curb is inadequate

• Many properties on have driveways that are no longer used. Some sidewalks are barely higher than the roadway.
  • Rebuild curb/sidewalk to increase separation from roadway

✓ Why? Creates a more comfortable environment for pedestrians, and improves safety for pedestrians.
Scenario 2: $1 - 10M

Enhanced pedestrian environment adding curbs, sidewalk infill, and improving the crossing at Clatsop Street.
Scenario 2: $1 - 10M

- Within focus areas, build sidewalks where none exist; reconstruct and widen sidewalks to a minimum of 6 feet.
  - Prioritize areas without sidewalks
  - Prioritize access to transit
  - May require right-of-way purchase or minor narrowing of the roadway for the block to widen the area for sidewalk and avoid buildings.
  - Only needed in the Prescott Street to Fremont Street and Harney Street to Johnson Creek Boulevard focus areas; sidewalks in the other focus areas are already at least 6 feet wide
Scenario 2: Luther Street/Clatsop Street Improvement Bundle

- Luther and Clatsop Streets form an offset intersection that serves a transit stop and offers an east-west crossing for bicycles and pedestrians.

- Improvement bundle includes:
  - A sidewalk on the west side of 82\textsuperscript{nd} Avenue linking Luther and Clatsop Streets.
  - An enhanced pedestrian crossing at Clatsop Street.
  - Relocating the bus stop to Clatsop Street with a new bus pad, ADA ramps, and shelter.
Scenario 3: More than $10M

Corridor-wide upgrades to support community vision for 82nd Avenue: more frequent pedestrian crossings, upgraded sidewalks, repaving and placemaking elements for each corridor development typology.
Scenario 3: More than $10M

- Corridor-wide upgrades within 72’
  street right-of-way:
  - Rebuild sidewalks to a minimum of 6’ where constrained or the City standard where feasible through capital projects.
  - Incrementally widen sidewalks with redevelopment to City standard. (12’ and 15’ in Pedestrian Districts)
  - Narrow travel lanes within existing roadway
  - Consolidate driveways where possible.
  - Consider median treatment in place of turn lane where possible.
  - Work with City to add pedestrian-scale street lighting, furniture and other enhancements.
  - Repave street
Scenario 3: More than $10M

- Landscaped medians for short segments
  - All typologies

- Sidewalks that meet ODOT standards
  - All typologies

- Enhanced crossings with refuge islands
  - All typologies

- East-west bicycle wayfinding
  - All typologies

- Street trees/furniture
  - Town center typologies

- Curb bulb outs on side streets
  - Town center and residential

- Consolidate driveways
  - Town center typologies

- Design features to reduce speeds, reduce posted speed limit
  - Town center typologies
Open House and Online Survey #3 Summary

Fall 2017

As part of the 82nd Avenue Implementation project, the Oregon Department of Transportation (ODOT) conducted a Web-based survey and an online and in-person open house to gather input on the proposed investment scenarios and proposed enhanced crossing locations. The survey and online open house was available from October 11 through November 5, 2017. The in-person open house was held on October 21, 2017 at Portland Community College Southeast Campus.

ODOT distributed the survey through community based organizations, schools, and elected and appointed leaders. In addition, the Asian Pacific American Network of Oregon, the Russian-Slavic Network of Oregon and the Latino Network collected responses from culturally-specific respondents to augment the web-based survey and open house. The responses gathered by these groups are presented individually with the exception of the responses gathered by the Russian-Slavic Network of Oregon which were entered into the English survey database. The questions from the online survey were also asked at the open house, so responses are presented as a combined total.

Fourteen people signed into the open house. ODOT collected 41 surveys in English and Russian, 15 in Spanish, 11 in Vietnamese, and 12 in Chinese, for a total of 79 survey responses. The full text of all open-ended responses is provided at the end of the report.

Open House Map Activity

At the open house, participants were asked to place dots on the crossings that they felt were most important to enhance with additional crossing treatments. Participants were given up to three stickers and could select crossings both in and outside of the focus areas. Crossings in focus areas are in italics.

<table>
<thead>
<tr>
<th>Table -1 Dot Exercise Results from Open House</th>
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<tbody>
<tr>
<td>4 dots</td>
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<tr>
<td>2 dots</td>
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<tr>
<td>1 dot</td>
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Survey Responses

Enhanced Crossing Locations

The CAC recommended crossing improvements. The survey asked if participants agreed or disagreed with enhancing crossings at each location. Participants largely supported crossings at all locations with the strongest support for Harrison Street, Thompson Street, and Klickitat Street.

<table>
<thead>
<tr>
<th>Table -2 Survey Respondent Preferences for Enhanced Crossing Locations</th>
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<tbody>
<tr>
<td>Agree</td>
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<tr>
<td>-------</td>
</tr>
<tr>
<td>Harrison Street</td>
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<tr>
<td>Thompson Street</td>
</tr>
<tr>
<td>Street</td>
</tr>
<tr>
<td>---------------</td>
</tr>
<tr>
<td>Klickitat</td>
</tr>
<tr>
<td>Beech</td>
</tr>
<tr>
<td>Ash</td>
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<tr>
<td>Schuyler</td>
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<td>Pacific</td>
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**Beech Street**

Respondents generally agreed with a crossing at Beech Street. Several respondents noted that many kids cross in this location, and that the treatment should include a signal and median island. Other respondents said that pedestrians should use other nearby crossings.

Thompson Street

Many respondents said that the current crossing treatment is not adequate and that the crossing and connecting sidewalks should be improved.
Ash Street

Most respondents agreed that the crossing at Ash Street should be improved.

Harrison Street

Most respondents agreed that an enhanced crossing at Harrison Street is needed. Several respondents noted that proximity to Portland Community College creates high usage and need.
Klickitat Street

Most respondents agreed that an enhanced crossing at Klickitat Street is needed. Some respondents noted that this crossing would fill a gap and support other nearby destinations like restaurants, convenience stores, parks, and the high school. Others noted that pedestrians should use other nearby crossings.

Schuyler Street

Most respondents agreed that an enhanced crossing at Schuyler Street is needed, while some noted that there are other nearby crossings. One respondent said that the location at the bottom of a hill might make it difficult to provide a safe crossing.
Pacific Street

Fewer (but still more than 80%) of respondents agreed with a crossing at this location. Some respondents noted that there are other crossings nearby, while others noted that more frequent crossings are better for the corridor.

Scenarios

Participants were asked how much they supported the approach to making improvements under a low, medium and high funding scenario. In all cases, most respondents agreed that the investment package represented the right approach under each funding scenario.

Low Funding Scenario

Overall, nearly 50% of respondents said that this was the right approach in a low funding scenario. Most Spanish speakers said this was not the right approach or preferred a different approach. People who preferred a different
approach generally wanted more done than could be accomplished with assumed funding for this scenario. Several respondents noted that the level of assumed funding with this scenario was too low when compared to other ODOT investments. Spanish speakers specifically suggested additional crossings and making existing crossings safer.

**Moderate Funding Scenario**

Overall, 70% of respondents said that this was the right approach in a moderate funding scenario. This response was relatively consistent across all language-specific responses. People generally wanted more pedestrian crossings or other pedestrian safety improvements. People who preferred a different approach generally wanted more done than could be accomplished with assumed funding for this scenario, or suggested additional improvements for pedestrian safety.
High Funding Scenario

Overall, 65% of respondents said that this was the right approach in a high funding scenario. People also suggested including bike lanes (either as a project or in conjunction with development) to this scenario. People who preferred a different approach generally wanted more done than could be accomplished with assumed funding for this scenario. Spanish speakers specifically suggested additional crossings and making existing crossings safer.

High Priority Investment

Respondents were asked to identify one investment that they would most like to see made on 82nd Avenue. Most respondents indicated the need for better sidewalks and pedestrian crossings. Many people suggested wider sidewalks or filling sidewalk gaps. Themes from comments include:

- Add more safe pedestrian crossings with signals or median islands.
  - Focus on areas near schools and parks
  - Improve Glisan/82nd Avenue intersection
- Infill or reconstruct sidewalks where they do not exist, or are narrow or lack curbs.
  - Address area between Flavel and Johnson Creek where no sidewalks exist or they are too narrow to walk with a stroller/wheelchair.
- Consider transferring the roadway from ODOT to the City of Portland to allow for a different prioritization of modes.
- Reduce the number of vehicle travel lanes. Repurpose space for bus lanes, bikes or wider sidewalks.
- Reduce speed through design/traffic calming treatments.
- Add streetlights.

Vision

Respondents were asked how well the following vision statement matches their vision:

"We envision a future on 82nd Avenue where people of all ages and abilities feel safe walking along and across the road.” How well does this match your vision for 82nd Avenue?"

Most respondents (nearly 80%) said that the vision as stated matches their vision for 82nd Avenue. Several people noted that the vision should mention bike safety. Others noted that 82nd Avenue should be a car/transit route and that bikes and pedestrians should be accommodated on side streets. Finally, several respondents said that the
vision should specifically address pedestrian crossings at intersections, rather than suggesting that crossings should occur everywhere on the corridor.