

Appendix A. Compiled Public Comments

Survey Info	6.1 - 6.7: Range of Alternative Cross-sections	6.8: Proposed Enhanced Crossing Locations and Priorities	6.9: Top Three Priority Improvements to Include in 2020 Project	Additional Feedback
survey entry #	Where survey was collected Missing Key Cross-section Options? Yes= 1 /No= 0 If so, what?	Support Enhanced Crossing Locations? Yes= 1 /No= 0 If not, why?	Support Prioritizing Ped Districts/Centers? Yes= 1 /No= 0 If not, which location to prioritize? Why?	Additional feedback
29 Nov 7 Open house	1	1	1	It is harder/more difficult to see pedestrians under the LED lighting as opposed to the older orange sodium vapor lighting. Safety is being compromised to save energy.
30 Nov 7 Open house	0	1	1	The most important aspect of Traffic Engineering is moving traffic. Most of the options slow or stop traffic. 122nd is a high volume street with cars, buses and trucks. There are times when traffic moves from one flashing crosswalk to the next flashing crosswalk. maybe traffic lights and crosswalk lights should be synchronized to move traffic along during rush hours instead of stalling traffic adding lots of pollution to the air for pedestrians and bicyclists to breathe.
31 Nov 7 Open house	1	0	0	You are creating angry drivers by making changes to our streets to turn them into parks. Stop acting like TriMet is God. Speed limits should be 35-45 on our major routes & 20 has never been plenty on a paved road.
32 Nov 7 Open house	0	0	1	Not all - some are not near a cross street
33 Nov 7 Open house	0	1	1	The focus of this project needs to prioritize safety for all users. I think the alternatives represent that.
34 Nov 7 Open house	0	1	1	Shaver there are two schools with a lot of pedestrian traffic
35 Nov 7 Open house	0	1	1	Do any construction during summer to limit school bus traffic. Increase turn signal on 122nd and shaver.
36 Nov 7 Open house	0	1	1	There seems to be a divide on who is interested in this project. Most POC are not presented in this public open house. The outreach and availability of this information needs to be implemented. There is one dominant language - English - when the majority of the communities along 122nd are POC. The help of liaisons has added some voice but not enough. Reach out through language targeted social media. Go to events in specific areas with a large population of POC. I think it is great what has been started but more voices of POC!
37 Nov 7 Open house	0	1	1	Please more lighting
38 Nov 7 Open house	0	1	1	Don't know if adding more crosswalks is both \$5 feasible and if at all used by too many jaywalkers
39 Nov 7 Open house	0	1	1	I encourage PBOT to look at designing & implementation of plans surrounding 122nd with an equity lens. Make decisions that will change the attitude of the drivers as it relates to black & brown people who walk, ride, & bike on 122nd & further east. #walkingwhileblack
40 Nov 7 Open house	1	1	1	Make Morrison tier 1
41 Nov 7 Open house	0	1	1	Sometimes drivers get frustrated when money is spent and lanes are reduced to add additional bike lanes - only to have bicycles not use them and continue to ride on the sidewalks. More enforcement of biking/scooters on the sidewalks is needed.
42 Nov 7 Open house	1	1	1	consider one "express lane". Increase pedestrian "signed" crossings. Install speed indicator signs to slow traffic.
43 Nov 7 Open house	0	0	1	Also, hybrid beacons are preferred. RFB are not as effective in making cars stop. Still have issues w/ cars in other lanes going around stopped cars and putting people at risk.
44 Nov 7 Open house	0	0	0	None
45 Nov 7 Open house	0	0	0	Congestion will NOT lessen if you remove travel lanes. Reducing the speed from 35 to 30 may reduce crash severity, but probably won't reduce speeds much.
46 Nov 7 Open house	0	0	1	Dedicated bus lanes, buffered bike lanes.
47 Nov 7 Open house	0	0	0	122nd is the most crowded N-S route in East County. Most of our traffic is cars. Please do not further marginalize the East county residents by removing car lanes from this major artery. However, I am happy to see you're considering improving our sidewalks.
48 Nov 7 Open house	0	1	1	Suggestions from myself: Add flashing lights to all marked ped crossings. I noticed tonight that the crossings @ Ramona & Schiller (sp?) don't seem to be lit up. Very hard to see any pedestrians. Suggestion from my daughter who teaches at Alice OTT middle school: The corner of Ramona & 122nd is difficult/congested d/T parking, bus stop & school traffic can the bus stop be moved a block up or down - also the low spot in the road (122) at Ramona, west side of intersection - frequently floods causing difficulties for bikes and pedestrians.
49 Nov 7 Open house	1	1	1	1000 people survey is nothing to get true figures from. Your talking about Foster to Airport way more than 10,000 people travel through 122nd & Division daily. Give me a break. This is a big deal and about more than TriMet and bikes.
50 Nov 7 Open house	0	1	1	Because people are already crossing just without help or protection.
51 Nov 7 Open house	0	1	1	Option 3 will not increase safety! Anything that does not improve biking facilities all the way through an intersection should not be considered. Buses should have improved cross sections so the can bypass traffic to encourage more riders to use transit. Underpass facilities (bike lane, sidewalk, etc.) need to be improved @ 122nd and Sandy.
52 Nov 7 Open house	0	1	1	
53 Nov 7 Open house	0	1	1	

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survey entry #	Where survey was collected	Missing Key Cross-section Options? Yes= 1/No= 0	If so, what?	Support Enhanced Crossing Locations? Yes= 1/No= 0	If not, why?	Support Prioritizing Ped Districts/Centers? Yes= 1/No= 0	If not, which location to prioritize? Why?	More street lighting	Pedestrian & bike enhanced crossings	Transit Priority Treatments	Signal Changes	Protected or enhanced bike lanes	Access management	Relocate utility poles to meet ADA	Bus stop improvements	Manage speeding and red light running	Pursue speed limit reduction	Additional feedback	How often do you travel on 122nd?	How do you travel?	Do you live or work within 5 minutes?	Why do you travel on 122nd?	In which area of the City do you live?	In which area of the City do you work/school?	Where did you hear about this survey?
54	Nov 7 Open house			0		0	None																		Reducing vehicle lanes is not the answer! There is too much car traffic due to commuters from WA & OR commuting across the 205 bridge. At the most I've seen maybe half a dozen bikers east of 205. No need to reduce lanes for that few bikers. Most of us can't afford to live close to our works so commuting by car is faster & easier for us. The transit system here is not efficient of us in the east county. Need to focus on improving easier transportation across the columbia river (more bridges)
55	Nov 7 Open house	1	Specifically at Burnside + 122nd. Are there any proposed changes to improve pedestrian safety near the MAX station? (Incidentally, TriMet recently removed one of the gates on the station, forcing more people to cross at the intersection. People usually cross against the light)	1		1																			I'm happy to hear that improvement will be made, although I'm mostly concerned about the Burnside intersection, which would be difficult/expensive to fix. Maybe a different kind of signal would help. More lighting would be good too.
56	Nov 7 Open house		I like 1-C the best.	1		1																			As a cyclist, I choose not to ride in bike lanes placed to the left of parking. I have almost been hit a large amount of times in downtown. Cars constantly turning left or pulling into driveways, they can't see me nor my lights when I'm hidden behind a bunch of parked cars!
57	Nov 7 Open house	0		1		1																			It is critical that we do not lose lanes or restrict them, but we must be able to improve ped/bike safety too.
58	Nov 7 Open house			1		1																			Thanks. It's really good that you involve us in the process.
59	Nov 7 Open house	1	Bus & two-way cycle track in center? - Do we need center turn lanes? Can we use that space for parking? - Add curbs to bus lanes to narrow visual field for drivers to reduce speeding & shorten crossing distance.	1		1																			This was the most fun open house I've been to in a while! Thanks for the abundance of information! I am STRONGLY in favor of better transit here like option 1C.
60	Nov 7 Open house																								Request for improvement to poster presentation - you showed some very nice cross sections of conversions of one or more car travel lane to transit or bicycle travel lanes. But, none of the verbiage contained information about how this conversion could increase the "people moving capacity" of the street over current conditions. This information can help position yourselves politically. Examples: 1) congestion caused by car crashes equals XXX hours of delay each year. By cutting crashes by 50% will reduce crash-caused delay hours by XXX hours annually. 2) By improving bicycle (7) lanes we can expect an increase of bicycle use by XXX users per day, reducing car-congestion system-wide & delay by X (?) per day per user
61	Nov 7 Open house	1	Access management - Columbia slough crossing north of sandy & south of Airport Way. Sidewalk improvements must be made.	1		1																			
62	Nov 7 Open house	0		1		1																			More lighting along 122nd preferably the lamps & banners like on 102nd in gateway. Widen the sidewalks to 12 ft. Medians between side streets on 122nd that would work with pedestrian crossings. Eliminate parking on 122nd at least between Division & Stark. Lower speed limit on 122nd to 30 mph.
63	Nov 7 Open house	?					Mostly, I'm not familiar with those south of Stark.																		I definitely support a crossing by Rossi Farm & at Wasco.
64	Nov 7 Open house	0	Feel free to "eliminate parking" from ALL of the cross-section options on this arterial.	1			When adding a crossing immediately south of Halvey, consider Multnomah St. INSTEAD of Wasco. Virtually no pedestrians use wasco (and it's too close to Halvey Crossing for pedestrian safety).																		(I'm inviting you to contact me if you need feedback beyond "community involvement.") Please ignore the concerns expressed by anyone who complains about reducing car lanes. (Most will be dead soon, or have no idea what life in a 21st century city will be like). Your top priority should be increasing use of "alternative modes" and DISCOURAGING use of individual cars. About your presentation: Do not use acronyms like "TRIB" and "HAWK." Spell it out. At least the first time it appears on any slide.
65	Nov 7 Open house																								I would like to see synchronized traffic lights to move cars in batches: smart left turn signals that has green arrow to turn and blink yellow to turn with caution; and traffic lights w/ priority sensors (examples: don't turn green if there are no cars, don't activate:)
66	Nov 7 Open house			0		0	I see many pedestrians and bicyclists NOT using designated crossings now, i.e. front of Winco, front of Menlo Park, so not sure this will improve.																		Don't have a bus lane only. Bar that comes down like a train crossing (MAX) at more lethal intersections. If you slow traffic more, it'll back up and drivers will cut through residential areas.
68	Nov 7 Open house	1	You are crazy ideologues obsessed with taking away necessary lanes of traffic. You should improve 122nd not choke it, like you lunatics did to Foster. But you are not really interested in listening to anything except your delusions.	1		1																			You are all ideologues who are not interested in listening to what East Siders want and use. You are always tyrannically imposing your fanatical ideologies on us. Only assassinations will stop you criminals.
69	Nov 7 Open house			1		1																			5 lanes is too many! Your crossing features need to have green, yellow, & red signalheads. 400 crashes in 8 years is way too many. Your posterboards did not really represent the sheer human carnage of 400 car crashes on the street. Please include VISUAL of car crashes, ambulances, chalk outlines of bodies in the street. It's way worse than your sterile text is able to depict, & thus weakens your argument for safety improvements. Thank you for putting all the work you've already done on this project!
70	Nov 7 Open house			1		1																			I would like to see more red light cameras. There is always so many drivers at night who are trying to beat the yellow light. Line 73 is sometimes delayed because of traffic. Parking should be removed and instead used to prioritize buses.

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71	Nov 7 Open house																								
72	Nov 7 Open house		All is designed for pedestrians and cyclists. Where is your concern for drivers? I feel that all the alternative plans posted will ham traffic flow north and south. 1 Times lights are all designed for east and west.			0	Marine Drive & 122nd. Needs a full light.																		
73	Nov 7 Open house		Needs to be more TriMet bus shelters, the disabled don't always have an umbrella; handy when it rains. In summer time a lot of guys race on 122nd between Division and Market.	1		1	Lincoln needs a bus shelter. There is no shelter and no prioritizing.																		
74	Nov 7 Open house			1		1																			
75	Nov 7 Open house		See my other comment & drawing with continuous center dual bus-only lanes & one auto lane each way. [second comment card] : Take away two auto lanes, w/ continuous bus-only lanes in center island stops.	1		1																			
76	Nov 7 Open house		having more curb/barrier for outer/slower/turning lanes, see Dehli District traffic & bus lanes & main street in Puerto Vallarta, Jalisco, Mexico as examples of my thoughts	1		1																			
77	Nov 7 Open house			1		1	Foster 122nd, Holgate, Burnside																		
78	Nov 8 Gateway	0		1		1																			
79	Online Survey #2																								
80	Online Survey #2	0		1		1		X		X		X										North Portland; East Portland (East of 82nd Ave); Inner Northeast (West of 82nd Ave); Inner Southeast (West of 82nd Ave)	Social Media (Facebook, Twitter, etc.)		
81	Online Survey #2	0		1		1		X	X	X												Inner Southeast (West of 82nd Ave)	Interested Parties Email List		
82	Online Survey #2	1	more street trees	1		1				X		X					X					Work; community centers	I do not live within the City of Portland	I do not work or go to school within the City of Portland	Friend
83	Online Survey #2	0		1		1			X	X		X										Inner Southeast (West of 82nd Ave)	I do not work or go to school within the City of Portland	Interested Parties Email List	
84	Online Survey #2		Remove a lane of traffic from each side of the street in order to provide a sidewalk and an elevated bike lane on each side of the street, so as to not force the bicyclists traveling in one direction to cross the street to continue their journey.	1	Every legal crossing should be painted, in addition to these enhanced crossing locations.	1						X	X	X								Inner Northeast (West of 82nd Ave)		Interested Parties Email List	
85	Online Survey #2	0		1		1				X		X					X					I do not live within the City of Portland	I do not work or go to school	Social Media (Facebook, Twitter, etc.)	
86	Online Survey #2	0		1		1			X	X			X									Inner Northeast (West of 82nd Ave)	North Portland; Inner Northeast (West of 82nd Ave); Downtown / South Waterfront / Pearl District / Portland State	Friend	
87	Online Survey #2	0		1		1				X		X				X						Inner Southeast (West of 82nd Ave)	North Portland; Inner Northeast (West of 82nd Ave); Downtown / South Waterfront / Pearl District / Portland State	Social Media (Facebook, Twitter, etc.)	
88	Online Survey #2	0		1		1		X	X			X										Inner Northeast (West of 82nd Ave)	Inner Southeast (West of 82nd Ave)	Community Group, Organization, or Neighborhood	
89	Online Survey #2	0		1		1			X	X		X										Inner Northeast (West of 82nd Ave)	Downtown / South Waterfront / Pearl District / Portland State	Interested Parties Email List; Social Media (Facebook, Twitter, etc.)	
90	Online Survey #2	0		1		1				X		X	X									Inner Northeast (West of 82nd Ave)	East Portland (East of 82nd Ave); Inner Northeast (West of 82nd Ave); Inner Southeast (West of 82nd Ave)	Interested Parties Email List	
91	Online Survey #2	0					that connects NE Ainsworth Circle to NE Airport way. That parking lot works as a road for bikes and pedestrians that allows them to avoid walking along NE Airport Way (which is another terribly											X				Downtown / South Waterfront / Pearl District / Portland State	East Portland (East of 82nd Ave)	Interested Parties Email List	

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92	Online Survey #2	0	1		X	X						
93	Online Survey #2	0	1									
94	Online Survey #2	0	1									
95	Online Survey #2	0	0	Move traffic first. Too many crosswalks people do not use as it is	X							
96	Online Survey #2		1									
97	Online Survey #2	1	0	they don't use the ones they have now	X							
98	Online Survey #2	1	0	look both ways, its not that hard	X							
99	Online Survey #2	1	1	Do options 1c, 2b and 3b Or 3c		X	X					
100	Online Survey #2	0	1									
101	Online Survey #2	0	0	Marine Drive & 122nd NEEDS a traffic signal!!	X							
102	Online Survey #2	0	1		X	X						
103	Online Survey #2		1			X	X					
104	Online Survey #2	0	1			X						
105	Online Survey #2	0	0	Should something more be done at Sandy? I support the 0 rest.		X						
106	Online Survey #2	1		Probably missing some options, but I mostly want to be able to express my preference. Bus lanes everywhere possible on this road.			X	X				
107	Online Survey #2	0	1	There are not enough of them and there's no clear explanation of Tier 1 vs Tier 2 vs Tier 3.		X						
108	Online Survey #2	0	1			X	X					
109	Online Survey #2											
110	Online Survey #2	0	1		X							
111	Online Survey #2	0	1			X	X					
112	Online Survey #2	0	1	No mention of creating safe cross section for 122nd and sandy underpass and on/off ramps. Currently there is no sidewalk option across the "ramps" and no safety measures to improve visibility of pedestrians.								
113	Online Survey #2	0										
114	Online Survey #2	0	1			X						
115	Online Survey #2	0	1			X						
116	Online Survey #2											
117	Online Survey #2	0	1			X	X					
118	Online Survey #2	0	1			X						
119	Online Survey #2	0	1			X						
120	Online Survey #2	1	1	3d - some marriage of 3b+3c - can there be a smaller width multi use on both sides of 122nd? I ride this route on my bike and crossing 122nd to get on one side or the other is really scary. If there was a way for bikes and people to be able to use the east or westside of 122nd it would feel so much safer. I am so glad this is being addressed!								

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121	Online Survey #2	0	Some great options! Yes to transit only lanes and protected bike lanes. Prioritize people over cars.	1		1			X	X		X						Be bold and build a 122nd that build community and businesses. There will be a lot of push back for people who do not like change and especially only think of 122 as a car street. Do the right thing for Portland.	A few times a month	Walk / Mobility Device;Bike;Bus;Car	No	Shopping / Services;Visit Friends / Family	Inner Northeast (West of 82nd Ave)	Inner Southeast (West of 82nd Ave)	Friend	
122	Online Survey #2	0		1		1					X	X	X						Every day	Walk / Mobility Device;Bike;Bus;Car	Yes	Home;Work;Shopping / Services	East Portland (East of 82nd Ave)	East Portland (East of 82nd Ave)	Social Media (Facebook, Twitter, etc.)	
123	Online Survey #2	0		1		1			X	X		X							A few times a month	Car	No	Work	Inner Northeast (West of 82nd Ave)	East Portland (East of 82nd Ave)	Social Media (Facebook, Twitter, etc.)	
124	Online Survey #2	0		1		1			X	X		X						Bike lanes MUST be protected. Pedestrian crossings should have flashing signals. Bus only lanes would do wonders for transit efficiency. There are all great improvements that address that not only address safety, but the threat of climate change!	A few times a month	Bike;Bus	No	Shopping / Services;Visit Friends / Family	Northwest (West of I-405)	Inner Northeast (West of 82nd Ave)	Social Media (Facebook, Twitter, etc.)	
125	Online Survey #2	1	consider one lane each direction in some areas, for example, south of Division or Holgate.	1						X	X	X						minor changes quickly more important than bigger changes in 4 years.	Every day	Walk / Mobility Device;Bus	Yes	Home;Shopping / Services;recreation	East Portland (East of 82nd Ave)	Downtown / South Waterfront / Pearl District / Portland State	Local News Outlet	
126	Online Survey #2	1	More protected, set-apart bike lanes	1	More	1		X	X			X						Protected NOT enhanced bike lanes.	A few times a year	Bike	Yes	Work;Shopping / Services;Visit Friends / Family;work from a friend's coffeeshop in Gateway 5x a month	Inner Southeast (West of 82nd Ave)	Inner Northeast (West of 82nd Ave)	Interested Parties Email List;Social Media (Facebook, Twitter, etc.)	
127	Online Survey #2			1		1				X		X					X		A few times a year	Bike	No	Visit Friends / Family	Downtown / South Waterfront / Pearl District / Portland State	Downtown / South Waterfront / Pearl District / Portland State	bike portland!	
128	Online Survey #2	1		0		0	The fact that you consider these areas to be "pedestrian districts" is absurd. They are parking lots and strip malls. Let all suburban development patterns. No one in their right mind would want to walk here.			X		X			X				Never	Walk / Mobility Device	No					
129	Online Survey #2	0		1		1			X	X		X							A few times a year	Car	No	passing through the area	Northwest (West of I-405)	Inner Northeast (West of 82nd Ave)	Interested Parties Email List	
130	Online Survey #2	1		0		1		X	X							X		More crossings are needed and at closer intervals in locations where residential zoning abuts the arterial.	A few times a week	Walk / Mobility Device;Car	Yes	Home;Shopping / Services	East Portland (East of 82nd Ave)	Inner Northeast (West of 82nd Ave)	Friend	
131	Online Survey #2	0		1		1	I would prioritize having as many crossings as equally spaced out as possible.		X			X	X							A few times a year	Walk / Mobility Device;Bike;Bus	No	Home;Shopping / Services	East Portland (East of 82nd Ave)	Inner Northeast (West of 82nd Ave)	Local News Outlet
132	Online Survey #2	1	Maintain 2 lanes for cars in either direction. Move bike lanes one block over to a safer side street. No express lanes for buses.	1		1								X				Priority needs to be on easing traffic congestion. Lowering the speed limit and reducing lanes is the wrong solution. We need two lanes in each direction for traffic. No express lane for buses. Bike lanes should be moved to a side street one block over. No bike lanes on 122nd at all. Safe crosswalks are a good thing. But all of your other ideas are terrible.	Every day	Car	No	Home;Work;Shopping / Services	East Portland (East of 82nd Ave)	Inner Northeast (West of 82nd Ave)	Social Media (Facebook, Twitter, etc.)	
133	Online Survey #2	0		1		1			X			X				X			A few times a year	Car	No	Visit Friends / Family;Visit Blue Lake Metro Park	Southwest (West of I-405)	Downtown / South Waterfront / Pearl District / Portland State	Local News Outlet	
134	Online Survey #2	0		0		0		X						X	X				Every day	Car	Yes	Home;Work;School	East Portland (East of 82nd Ave)	Northwest (West of I-405)	Social Media (Facebook, Twitter, etc.)	
135	Online Survey #2	0		1		1				X				X	X				A few times a week	Car	Yes	Home;Work;Shopping / Services	East Portland (East of 82nd Ave)	I do not work or go to school within the City of Portland	Social Media (Facebook, Twitter, etc.)	
136	Online Survey #2	0		1		1		X	X		X								Every day	Bike;Car	Yes	Work	North Portland	East Portland (East of 82nd Ave)	Social Media (Facebook, Twitter, etc.)	
137	Online Survey #2	1	Move all vehicle traffic to one side of the undercrossing to allow more space for a two-way bus only lane & MUP - separate N/S buses via bus signal	0	I have no idea what tier 1, 2, and 3 mean & they seem ill-spaced	1				X	X	X						I don't think on-street parking should be allowed on 122nd - that space should be used for more important things - or charge for it and send that funding back to additional resources for the corridor.	A few times a month	Walk / Mobility Device;Bike;Bus;Car	No	Home;Work;School;Place of Worship;Shopping / Services;Visit Friends / Family	Inner Northeast (West of 82nd Ave)	East Portland (East of 82nd Ave)	Local News Outlet	
138	Online Survey #2	0		1		1		X					X	X					Every day	Car	Yes	Home;Work;School;Shopping / Services;Visit Friends / Family	East Portland (East of 82nd Ave)	East Portland (East of 82nd Ave)	Social Media (Facebook, Twitter, etc.)	
139	Online Survey #2	1	You need a separate set of options for each half-mile section of road.	0	Need more signalized crossings; drivers don't have to stop at RFBS	0	Signals at Stanton, Russell, Boise, Raymond, Main, Springwater			X							X	X	Yes, you need to create a separate survey for each section of road	A few times a week	Walk / Mobility Device;Bike;Bus	Yes	Home;Shopping / Services	East Portland (East of 82nd Ave)	I do not work or go to school within the City of Portland	Community Group, Organization, or Neighborhood
140	Online Survey #2	1	I don't like having to choose either protected bike lanes or a wider sidewalk with regard to the underpass. I think we can have both. Have you considered just shutting off auto traffic from half of it and using that for protected bike lanes and a wider sidewalk? Here is a graphic I whipped up real quick to demonstrate the idea. https://i.imgur.com/cpxjwNS.png	1		1		X	X				X						A few times a year	Bike	No		I do not live within the City of Portland	I do not work or go to school within the City of Portland	Social Media (Facebook, Twitter, etc.)	
141	Online Survey #2	1	we need to MOVE automobiles and trucks. I 2C is close to a good solution but any loss of auto lanes will cause too much congestion. I'll all ready back up for blocks with the 4 lanes now. Eliminating ANY lanes will make it unbearable!!	1		1		X			X		X					Make BUS TURNOUTS not curb extensions... when buses block traffic it is nuts.	Every day	Work truck and private auto	Yes	Home;Work;Shopping / Services;Visit Friends / Family	East Portland (East of 82nd Ave)	North Portland;East Portland (East of 82nd Ave);Inner Northeast (West of 82nd Ave);Inner Southeast (West of 82nd Ave);Downtown / South Waterfront / Pearl District / Portland State;Southwest;Northwest (West of I-405)	Community Group, Organization, or Neighborhood	
142	Online Survey #2	0		1		1				X		X					X		A few times a month	Bike;Car	Yes	Work;Shopping / Services;Visit Friends / Family	North Portland	East Portland (East of 82nd Ave)	Community Group, Organization, or Neighborhood	
143	Online Survey #2	0		0	Because no one uses them now we're don't need more. And it will impede traffic time.	0	None		X				X					The roads are made for cars not pedestrians, and the drivers pay for the roads. Stop making "improvements" for pedestrians while hurting the drivers and choking traffic.	Every day	Car	Yes	Home;Work;School;Shopping / Services;Visit Friends / Family	East Portland (East of 82nd Ave)	I do not work or go to school within the City of Portland	Social Media (Facebook, Twitter, etc.)	
144	Online Survey #2	0		0	Leave it alone, you are completely ruining the Foster area.	0		X						X					A few times a week	Car	Yes	Shopping / Services;Restaurants	I do not live within the City of Portland	East Portland (East of 82nd Ave);Inner Northeast (West of 82nd Ave);Inner Southeast (West of 82nd Ave)	Friend	
145	Online Survey #2	0		1		1		X							X			If you want more bike lanes make people who ride bikes pay for them.	Every day	Walk / Mobility Device;Car	Yes	Work;Exercise	East Portland (East of 82nd Ave)	East Portland (East of 82nd Ave)	Community Group, Organization, or Neighborhood	

Survey Info	Where survey was collected	6.1 - 6.7: Range of Alternative Cross-sections	6.8: Proposed Enhanced Crossing Locations and Priorities	6.9: Top Three Priority Improvements to include in 2020 Project	Additional Feedback	How often do you travel on 122nd?	How do you travel?	Do you live or work within 5 minutes?	Why do you travel on 122nd?	In which area of the City do you live?	In which area of the City do you work/school?	Where did you hear about this survey?
Survey entry #	Where survey was collected	Missing Key Cross-section Options? Yes= 1 / No= 0	Support Enhanced Crossing Locations? Yes= 1 / No= 0	Support Prioritizing Ped Districts/Centers? Yes= 1 / No= 0	Additional Feedback	How often do you travel on 122nd?	How do you travel?	Do you live or work within 5 minutes?	Why do you travel on 122nd?	In which area of the City do you live?	In which area of the City do you work/school?	Where did you hear about this survey?
146	Online Survey #2	1	1	1	Dedicated bus lanes in the center to facilitate bus rapid transit and pedestrian medians.	1	Walk / Mobility Device;Bus;Car	Yes	I know there is a lot of support for slowing traffic by ramping up ticket enforcement, but please, please, please don't make that the solution. East Portland is a low-income community, with folks for whom a traffic ticket is or a suspended license could cost them a job, ability to pay rent, or keep food from their family's plates. This is doubly difficult when the enforcement is automated and indiscriminate, because law enforcement is further disconnected from the community it is serving. PBOT has the tools in its toolbox to build streets that promote slow and safe road usage for pedestrians, bikes, cars, and buses. Please use that to build a better 122nd, not just a more effective speed trap. The infrastructure should be the safety mechanism, not law enforcement.	East Portland (East of 82nd Ave)	Downtown / South Waterfront / Pearl District / Portland State	Interested Parties Email List
147	Online Survey #2	0	1	1		A few times a week	Car	Yes		East Portland (East of 82nd Ave)	East Portland (East of 82nd Ave)	Social Media (Facebook, Twitter, etc.)
148	Online Survey #2	0	1	1		A few times a week	Car	Yes		Inner Northeast (West of 82nd Ave)	Inner Northeast (West of 82nd Ave)	Community Group, Organization, or Neighborhood
149	Online Survey #2	0	1	1		A few times a year	Walk / Mobility Device;Bus	No		North Portland	North Portland	Social Media (Facebook, Twitter, etc.)
150	Online Survey #2	0	1	1		A few times a month	Bike;Car	No	It functions as a main street, but does not have a main street feel. Make it a pleasant place to stroll and enjoy. Think bold. More vegetation and greenery would be nice.	Inner Southeast (West of 82nd Ave)	Inner Southeast (West of 82nd Ave)	Social Media (Facebook, Twitter, etc.);Local News Outlet
151	Online Survey #2	0	0	1		A few times a month	Walk / Mobility Device	No		Southwest	Southwest	Local News Outlet
152	Online Survey #2	0	1	1		Every day	Car	Yes		East Portland (East of 82nd Ave)	North Portland	Social Media (Facebook, Twitter, etc.)
153	Online Survey #2	0	1	1	Why do we need a cross walk and 122nd and Washington when the stop light is one block away at 122nd and Stark? There is another current crosswalk at Morrison which is 3 blocks away. This proposed crosswalk is going to cause a traffic backup!	A few times a year	Bike;Bus	No		Inner Southeast (West of 82nd Ave);Downtown / South Waterfront / Pearl District / Portland State	Inner Southeast (West of 82nd Ave);Downtown / South Waterfront / Pearl District / Portland State	Community Group, Organization, or Neighborhood
154	Online Survey #2	0	1	1		Every day	Walk / Mobility Device;Car	Yes		East Portland (East of 82nd Ave)	East Portland (East of 82nd Ave)	Community Group, Organization, or Neighborhood
155	Online Survey #2	0	1	1		A few times a month	Bike	Yes		East Portland (East of 82nd Ave)	East Portland (East of 82nd Ave)	Community Group, Organization, or Neighborhood;Local News Outlet;bikeportland.org
156	Online Survey #2	0	1	1		A few times a month	Bike;Car	No		Inner Northeast (West of 82nd Ave)	Inner Northeast (West of 82nd Ave)	Interested Parties Email List
157	Online Survey #2	0	1	1		A few times a week	Walk / Mobility Device;Bike;Bus;Car	Yes		East Portland (East of 82nd Ave)	East Portland (East of 82nd Ave)	Social Media (Facebook, Twitter, etc.)
158	Online Survey #2	1	1	1	It is too difficult and too dangerous to cross the street if there is more than one lane each way for private motor vehicles. We also need separated walking and bicycling lanes, and the bicycling should not be against the flow of traffic or "left-sided" that is too confusing and creates too many problems. Slow it down! It is too fast and scary if you are out there at night and in the rain like tonight.	A few times a month	Walk / Mobility Device;Bike;Bus;Car	No	Safe crossings must be everywhere. That means one motor vehicle lane each way, and slow speeds throughout. Once you are "prioritizing" certain crossing improvements "first", you are making it even harder to cross everywhere else. People live and cross ALL ALONG 122nd, not just at the most "popular" pedestrian crossings. The whole street needs to be safe.	Northwest (West of I-405)	Downtown / South Waterfront / Pearl District / Portland State	Community Group, Organization, or Neighborhood
159	Online Survey #2	0	0	0	People don't use the marked crossings no matter how nearby they are. They cross anywhere they please. Lived in the hood 11 years - see it daily.	Every day	Walk / Mobility Device;Car	Yes	People don't use the marked crossings no matter how nearby they are. They cross anywhere they please. Lived in the hood 11 years - see it daily.	East Portland (East of 82nd Ave)	Inner Northeast (West of 82nd Ave)	Social Media (Facebook, Twitter, etc.)
160	Online Survey #2	0	1	1		A few times a month	Car	Yes		East Portland (East of 82nd Ave)	Inner Southeast (West of 82nd Ave)	Community Group, Organization, or Neighborhood
161	Online Survey #2	1	1	1	Keep both lanes, going both directions (4 total lanes) as congestion is already quite heavy with existing lanes and maintain parking options for citizens! Improve paving and general curb appeal without overspending and distracting from the neighborhood's commuter friendly appeal.	Every day	Car	Yes	DO NOT REDUCE SPEED LIMITS	East Portland (East of 82nd Ave)	North Portland;East Portland (East of 82nd Ave);Inner Northeast (West of 82nd Ave);Inner Southeast (West of 82nd Ave);Downtown / South Waterfront / Pearl District / Portland State;Southwest;Northwest (West of I-405)	Social Media (Facebook, Twitter, etc.)
162	Online Survey #2	0	1	1		Every day	Walk / Mobility Device;Bike;Car	Yes	Limiting to two lanes of traffic for vehicles - one each way would be a disaster.	East Portland (East of 82nd Ave)	Downtown / South Waterfront / Pearl District / Portland State	Local News Outlet
163	Online Survey #2	0	1	1		A few times a week	Car	No		Inner Northeast (West of 82nd Ave)	Inner Northeast (West of 82nd Ave)	Social Media (Facebook, Twitter, etc.)
164	Online Survey #2	0	1	1		A few times a month	Car	Yes	We want slower streets, more bicycle and pedestrian routes.	Inner Northeast (West of 82nd Ave)	Inner Northeast (West of 82nd Ave)	Wife
165	Online Survey #2	0	1	1		A few times a year	Bike;Car	No		Inner Northeast (West of 82nd Ave)	North Portland;Inner Southeast (West of 82nd Ave)	Social Media (Facebook, Twitter, etc.)
166	Online Survey #2	0	1	1		A few times a month	Bike;Bus	Yes		Inner Northeast (West of 82nd Ave)	East Portland (East of 82nd Ave)	Social Media (Facebook, Twitter, etc.)
167	Online Survey #2	0	1	1		A few times a year	Walk / Mobility Device;Car	No		North Portland	Inner Northeast (West of 82nd Ave)	Interested Parties Email List
168	Online Survey #2	0	1	1		A few times a month	Walk / Mobility Device;Bike;Bus;Car	Yes	Fund and build the bike/ped bridge at NE 132nd over I-84 to route alternative transportation away from the hazards of 122nd and the I-84 intersection.	East Portland (East of 82nd Ave)	I do not work or go to school	Interested Parties Email List
169	Online Survey #2	0	1	1		A few times a month	Car	No	far too much space is devoted to private autos, need to allocate more space for safe and efficient transit, biking & walking.	North Portland	Downtown / South Waterfront / Pearl District / Portland State	Local News Outlet
170	Online Survey #2	0	1	0	Mid-block crossings for neighborhood walkability is important	A few times a year	Bike;Car	No		I do not live within the City of Portland	I do not work or go to school within the City of Portland	Community Group, Organization, or Neighborhood

Survey Info	6.1 - 6.7: Range of Alternative Cross-sections	6.8: Proposed Enhanced Crossing Locations and Priorities	6.9: Top Three Priority Improvements to Include in 2020 Project	Additional Feedback	How often do you travel on 122nd?	How do you travel?	Do you live or work within 5 minutes?	Why do you travel on 122nd?	In which area of the City do you live?	In which area of the City do you work/school?	Where did you hear about this survey?														
Survey entry #	Where survey was collected	Missing Key Cross-section Options? Yes= 1 / No= 0	If so, what?	Support Enhanced Crossing Locations? Yes= 1 / No= 0	If not, why?	Support Prioritizing Ped Districts/Centers? Yes= 1 / No= 0	If not, which location to prioritize? Why?	More street lighting	Pedestrian & bike enhanced crossings	Transit Priority Treatments	Signal Changes	Protected or enhanced bike lanes	Access management	Relocate utility poles to meet ADA	Bus stop improvements	Manage speeding and red light running	Pursue speed limit reduction	Additional feedback	A few times a month	Walk / Mobility Device;Car	Yes	Visit Friends / Family	Inner Southeast (West of 82nd Ave)	Downtown / South Waterfront / Pearl District / Portland State	Social Media (Facebook, Twitter, etc.)
219	Online Survey #2	1	More enhanced transit options for buses.	1		1				X			X	X					A few times a month	Walk / Mobility Device;Car	Yes	Visit Friends / Family	Inner Southeast (West of 82nd Ave)	Downtown / South Waterfront / Pearl District / Portland State	Social Media (Facebook, Twitter, etc.)
220	Online Survey #2	0		1		1		X		X						X			A few times a week	Walk / Mobility Device;Bike;Bus;Car	Yes	Home;Work;Shopping / Services;Visit Friends / Family	East Portland (East of 82nd Ave)	Inner Northeast (West of 82nd Ave)	Social Media (Facebook, Twitter, etc.)
221	Online Survey #2	0		1		1			X					X		X		Not that many people use bicycles that far from city center. Don't spend a lot of \$ on bicycle infrastructure. Spend the \$ on pedestrian safety and traffic issues.	A few times a week	Car	Yes	Shopping / Services;Going to Midland library.	East Portland (East of 82nd Ave)	North Portland	Work
222	Online Survey #2	1	Remove bike lanes all together. Bikes are only needed in higher density area (aka downtown and more inner-city)	1		1		X											A few times a week	Car	Yes	Work;Shopping / Services;Visit Friends / Family	I do not live within the City of Portland	Downtown / South Waterfront / Pearl District / Portland State	Interested Parties Email List
223	Online Survey #2	0		1		1		X											Every day	Car	Yes	Home;Work;Shopping / Services;Visit Friends / Family	Inner Southeast (West of 82nd Ave)	I do not work or go to school within the City of Portland	Social Media (Facebook, Twitter, etc.)
224	Online Survey #2	1	Just stop allowing people to turn right on red at all major intersections	0	Seems unnecessary	0	Seems unnecessary - people on 122nd cross where they want	X			X								Every day	Car	Yes	Home;Shopping / Services	East Portland (East of 82nd Ave)	Downtown / South Waterfront / Pearl District / Portland State	Social Media (Facebook, Twitter, etc.)
225	Online Survey #2	0		1		1			X	X							X		A few times a year	Walk / Mobility Device;Bike;Bus	No	Shopping / Services;Visit Friends / Family	Inner Northeast (West of 82nd Ave)	Inner Northeast (West of 82nd Ave)	Interested Parties Email List
226	Online Survey #2	0		1		1		X				X				X		The traffic is terrible I'm afraid if you take lanes away it will get so bad. Something needs to be done to fix the traffic issues. They also just a cross walk on 122nd that now makes it dangerous to turn left off 122nd to enter Boise State. It is not safe why did they have to do that	Every day	Car	Yes	Home;Work;School;Shopping / Services;Visit Friends / Family	East Portland (East of 82nd Ave)	East Portland (East of 82nd Ave)	Community Group, Organization, or Neighborhood
227	Online Survey #2	0		1		1		X	X							X		Please do not reduce the number of travel lanes! Foster has done this, and traffic has increased so much I support a lot of the other changes, including increased ped crossings and making them more visible, but I cannot support reducing travel lanes down to 1 on each side.	A few times a week	Bus;Car	Yes	Home;Work;Shopping / Services	East Portland (East of 82nd Ave)	Downtown / South Waterfront / Pearl District / Portland State	Social Media (Facebook, Twitter, etc.);Community Group, Organization, or Neighborhood
228	Online Survey #2	0		1		1			X					X			X		A few times a week	Car	No	Visit Friends / Family	Inner Southeast (West of 82nd Ave)	East Portland (East of 82nd Ave)	Interested Parties Email List
229	Online Survey #2	0		1		1		X		X	X								Never		No		Inner Northeast (West of 82nd Ave)	Downtown / South Waterfront / Pearl District / Portland State	Interested Parties Email List
230	Online Survey #2	1	Eliminating the capacity of one travel lane is going backwards and is a huge mistake for vehicle capacity and increased congestion in this area. If you haven't already, I would explore widening the existing pedestrian tunnel west to accommodate a multi-use path. I know railroads are pain to deal with, but this option shouldn't be excluded unless there are major ramifications.	1		1			X			X	X					On-street parking should be the quickest thing to eliminate on a busy 5 lane road. PBDT should not go backwards and eliminate vehicular travel lanes when most people drive. Capacity and congestion will increase and move vehicular traffic to other close by parallel roads. No separate stand alone bus lanes.	Every day	Walk / Mobility Device;Bike;Car	Yes	Home;Work;Shopping / Services	East Portland (East of 82nd Ave)	Downtown / South Waterfront / Pearl District / Portland State	Interested Parties Email List
231	Online Survey #2	1	No bike lanes. There is already a parallel bike path not far away along I-205. Not so many bike users in east county and 122nd changes not likely to increase them.	0	This many crossings will lead to traffic jams	1		X							X	X		There are already traffic flow problems on 122nd. None of these ideas seem to be aimed at reducing this problem.	A few times a month	Car	Yes	Shopping / Services	East Portland (East of 82nd Ave)	I do not work or go to school	Community Group, Organization, or Neighborhood
232	Online Survey #2	0		1		1		X			X			X					Every day	Walk / Mobility Device;Car	Yes	Work	Inner Southeast (West of 82nd Ave)	East Portland (East of 82nd Ave)	Social Media (Facebook, Twitter, etc.)
233	Online Survey #2	0		1		1		X	X							X			A few times a week	Car	Yes	Shopping / Services	East Portland (East of 82nd Ave)	I do not work or go to school	Social Media (Facebook, Twitter, etc.)
234	Online Survey #2	0		1		1			X	X		X							A few times a year	Car	No	Shopping / Services	Inner Southeast (West of 82nd Ave)	I do not work or go to school	Interested Parties Email List
235	Online Survey #2	0		1		1		X			X	X							A few times a week	Car	Yes	Home;Shopping / Services	East Portland (East of 82nd Ave)	East Portland (East of 82nd Ave)	next door
236	Online Survey #2	0		1		1			X		X						X	There most definitely need to be more protected crossing opportunities for pedestrians. This should be the top consideration. How are you supposed to access a bus stop on the opposite side of the street when there are no crosswalks (especially between Gilsan and Burnside). I'm sure this is true on other stretches as well; I'm just most familiar with this area. I take the #73 bus quite often and do not find that there is a problem with them being on time, so I don't see the need for improvements in this regard. They're already doing just fine!	Every day	Walk / Mobility Device;Bus	Yes	Home;Shopping / Services;Visit Friends / Family	East Portland (East of 82nd Ave)	I do not work or go to school	Interested Parties Email List
237	Online Survey #2	0		1		1		X						X		X		This is a major thoroughfare; please leave us 4 lanes in some configuration.	Every day	Car	Yes	Work;Shopping / Services;Visit Friends / Family	East Portland (East of 82nd Ave)	Inner Southeast (West of 82nd Ave)	Social Media (Facebook, Twitter, etc.)
238	Online Survey #2	0		1		0	Need light for left hand turn from 122 to Columbia Blvd more important!	X						X		X			Every day	Walk / Mobility Device;Bike;Car	Yes	Home;Work;Place of Worship;Shopping / Services;Visit Friends / Family	East Portland (East of 82nd Ave)	East Portland (East of 82nd Ave)	Community Group, Organization, or Neighborhood
239	Online Survey #2	0	UP bridge is currently restricting proper improvements. They have a dual head line stopping at this point as well. Wouldn't allowing them to expand their dual head line and replace the older bridge benefit both UP and the city?	1		1		X					X			X		I live on the corner of 122nd and Stanton, while I was a proponent of a crosswalk here as we have a few pedestrian crossing issues. The current crossing is causing many more car accidents as residents try to turn from northbound 122nd to east bound Stanton. Same with Russell. There is only one other route into our neighborhood if these two were to be completely blocked that is at Siskiyou. But traffic at Siskiyou is much more difficult to navigate due to the off ramp light on I-84. Changing either one of the Stanton or Russell crosswalks to not have the median in the center of 122nd will allow cars to move to the turn lane and remove themselves from the traffic lane. It would make the pedestrian cross walk a little more challenging. Something needs to change about these two intersections as the over all accident rate has skyrocketed here. We have seen a majority of accidents be based on cars stopping to turn, and a few of drivers falling to stop in time for others who yielded properly for the crosswalk while in use.	Every day	Walk / Mobility Device;Car	Yes	Home;Work;School;Shopping / Services;Visit Friends / Family	East Portland (East of 82nd Ave)	East Portland (East of 82nd Ave)	Social Media (Facebook, Twitter, etc.)
240	Online Survey #2	0		1		1		X					X	X					A few times a month	Car	No	Delivering parcels	I do not live within the City of Portland	I do not work or go to school within the City of Portland	Local News Outlet
241	Online Survey #2	0		1		1		X					X	X					A few times a week	Walk / Mobility Device;Car	Yes	Home;Work;Shopping / Services	East Portland (East of 82nd Ave)	East Portland (East of 82nd Ave)	Interested Parties Email List
242	Online Survey #2	0		0		0	If the volume of Pedestrians is so large in these areas, I don't think this fix will take care of the problems unless there is more street intersection stop light to make it a working solution for now or the future for this area.	X	X							X		IF the volume of Pedestrians is so large in these areas, I don't think this fix will take care of the problems unless there is more street intersection stop light to make it a working solution for now or the future for this area. Where is the data to make the decision?	Every day	Car	Yes	Shopping / Services;Visit Friends / Family	East Portland (East of 82nd Ave)	I do not work or go to school	Social Media (Facebook, Twitter, etc.)
243	Online Survey #2	1	I rarely see people riding a bike on 122nd	1		1		X		X	X								Every day	Car	No	Work	I do not live within the City of Portland	East Portland (East of 82nd Ave)	Community Group, Organization, or Neighborhood
244	Online Survey #2	0		1		1			X		X						X		A few times a month	Walk / Mobility Device;Car	Yes	Shopping / Services	Inner Northeast (West of 82nd Ave)	I do not work or go to school within the City of Portland	Interested Parties Email List

Survey Info	6.1 - 6.7: Range of Alternative Cross-sections	6.8: Proposed Enhanced Crossing Locations and Priorities	6.9: Top Three Priority Improvements to Include in 2020 Project	Additional Feedback	How often do you travel on 122nd?	How do you travel?	Do you live or work within 5 minutes?	Why do you travel on 122nd?	In which area of the City do you live?	In which area of the City do you work/school?	Where did you hear about this survey?
245 Online Survey #2	1	1	X	Yes! More capacity and more room needs to be made for cars to keep up with population growth, and bicyclists need to be licensed and start paying for bicycle infrastructure instead of freeing motorists for the costs.	A few times a week	Car	No	Shopping / Services; Visit Friends / Family; Library	Inner Northeast (West of 82nd Ave)	I do not work or go to school within the City of Portland	Friend
246 Online Survey #2	1	1	X	Incentives for bad decisions will only create more bad decisions. Penalizing the poor choices will result in a drop in those poor choices.	Every day	Car	Yes	Home; Work; Shopping / Services; Visit Friends / Family	Inner Northeast (West of 82nd Ave)	Downtown / South Waterfront / Pearl District / Portland State	Interested Parties Email List
247 Online Survey #2	0	1	X	122nd is a major artery on the east side. This city has a tendency to reduce car lanes and other nonsense to protect a minority population of commuters. The protected bike lane is stupid. Putting bikers behind a row of cars makes it harder to see them. When the city implemented this stupid idea downtown the first day I almost hit someone because someone darted out into the street, not at a crosswalk, from behind parked cars and I almost hit them. Also painting the ground green doesn't help anything to stop simple physics. A 4000lb car will always win against a 200lb person. Green paint isn't going to stop that.	A few times a week	Car	Yes	Home; Work; Shopping / Services	East Portland (East of 82nd Ave)	Downtown / South Waterfront / Pearl District / Portland State	Local News Outlet
248 Online Survey #2	0	1	X	I get that the city wants to lessen ped. accidents and deaths but it shouldn't be at the cost of the majority of commuters. Also the idea that no one will die or get hurt on the road is an impossible goal. While I'm not against making improvements that work for all citizens the city doesn't actually enforce the laws. More cops patrolling 122nd would do far more for safety than the millions of tax payer dollars the city wants to spend messing with the roads. Lowering the speed limit won't do anything. The city lowered the speed limit everywhere in the city at great cost of new signage and yet people still do 50 on the road I live on which is signed for 20mph. I wish this city would think outside the box or stop copying ideas from other cities that have haven't accomplished anything with their changes or who don't have the same problems this city has. How about we move bikers off of main arteries and onto less car friendly green ways and stop trying to make a 4000lb+ vehicle and a 200lb person try to share the same space?	A few times a week	Car	Yes	Home; Shopping / Services	East Portland (East of 82nd Ave)	Downtown / South Waterfront / Pearl District / Portland State	Community Group, Organization, or Neighborhood
249 Online Survey #2	0	1	X		A few times a month	Car	No	Shopping / Services; Visit Friends / Family	Southwest	Southwest	
250 Online Survey #2	1	1	X		Never	Car	Yes	Home; Work; Shopping / Services	East Portland (East of 82nd Ave)	North Portland	Community Group, Organization, or Neighborhood
251 Online Survey #2	0	0	X		Every day	Car	Yes	Home; Shopping / Services; Visit Friends / Family	East Portland (East of 82nd Ave)	I do not work or go to school	
252 Online Survey #2	0	1	X		A few times a week	Car	Yes	Home; Work; Shopping	East Portland (East of 82nd Ave)	I do not work or go to school within the City of Portland	Social Media (Facebook, Twitter, etc.)
253 Online Survey #2	0	0	X		Every day	Car	Yes	Home; Shopping / Services; Visit Friends / Family	East Portland (East of 82nd Ave)	I do not work or go to school within the City of Portland	Interested Parties Email List; Friend; Social Media (Facebook, Twitter, etc.); Community Group, Organization, or Neighborhood; Local News Outlet
254 Online Survey #2	1	1	X		A few times a week	Car	Yes	Work; Shopping / Services	East Portland (East of 82nd Ave)	East Portland (East of 82nd Ave)	Local News Outlet
255 Online Survey #2	1	1	X		A few times a month	Car	No	Shopping / Services; Visit Friends / Family	North Portland	I do not work or go to school within the City of Portland	Social Media (Facebook, Twitter, etc.); Community Group, Organization, or Neighborhood
256 Online Survey #2	1	1	X		Every day	Car	Yes	Work	East Portland (East of 82nd Ave)	Downtown / South Waterfront / Pearl District / Portland State	
257 Online Survey #2	1	0	X		Every day	Car	Yes	Home; Work; School; Shopping / Services	East Portland (East of 82nd Ave)	East Portland (East of 82nd Ave); Inner Northeast (West of 82nd Ave); Inner Southeast (West of 82nd Ave)	Community Group, Organization, or Neighborhood

Survey Info	6.1 - 6.7: Range of Alternative Cross-sections	6.8: Proposed Enhanced Crossing Locations and Priorities	6.9: Top Three Priority Improvements to Include in 2020 Project	Additional Feedback																					
Survey entry #	Where survey was collected	Missing Key Cross-section Options? Yes= 1 /No= 0	If so, what?	Support Enhanced Crossing Locations? Yes= 1 /No= 0	If not, why? I prefer red light crosswalks, it's safer and people actually stop on red lights.	Support Prioritizing Ped Districts/Centers? Yes= 1 /No= 0	If not, which location to prioritize? Why?	More street lighting	Pedestrian & bike enhanced crossings	Transit Priority Treatments	Signal Changes	Protected or enhanced bike lanes	Access management	Relocate utility poles to meet ADA	Bus stop improvements	Manage speeding and red light running	Pursue speed limit reduction	Additional feedback	How often do you travel on 122nd?	How do you travel?	Do you live or work within 5 minutes?	Why do you travel on 122nd?	In which area of the City do you live?	In which area of the City do you work/school?	Where did you hear about this survey?
258	Online Survey #2	1	a project without bike plans, too dangerous	0		0	no				X			X		X			A few times a week	Car	No	Work	Inner Northeast (West of 82nd Ave)	East Portland (East of 82nd Ave)	Social Media (Facebook, Twitter, etc.)
259	Online Survey #2	1		0		1		X	X						X				Every day	Car	Yes	Home;Work;Shopping / Services	East Portland (East of 82nd Ave)	North Portland;East Portland (East of 82nd Ave);Inner Northeast (West of 82nd Ave);Inner Southeast (West of 82nd Ave);Downtown / South Waterfront / Pearl District / Portland State-Southwest/Northwest (West of I-405)	Community Group, Organization, or Neighborhood
260	Online Survey #2	1	Build an overpass for pedestrians leave the car lanes alone. If bikes need own lane then they can start paying license fees to help pay. Those of us who cannot use bike lanes are tired of paying for them	0		0		X	X										A few times a week	Car	Yes	Home;Shopping / Services;Visit Friends / Family;it's a thoroughfare to many places like airport	East Portland (East of 82nd Ave)	I do not work or go to school within the City of Portland	Social Media (Facebook, Twitter, etc.)
261	Online Survey #2	0		1		1				X	X	X							A few times a month	Walk / Mobility Device	Yes	Shopping / Services	East Portland (East of 82nd Ave)	I do not work or go to school	Local News Outlet
262	Online Survey #2	0		1		0	keep what is there	Already have crossings in place	X		X						X		A few times a week	Car	Yes	Shopping / Services	East Portland (East of 82nd Ave)	I do not work or go to school	Social Media (Facebook, Twitter, etc.)
263	Online Survey #2	0		1		1			X	X									Every day	Car	Yes	Home;Place of Worship;Shopping / Services;Visit Friends / Family	East Portland (East of 82nd Ave)	I do not work or go to school	Nextdoor Argay
264	Online Survey #2	0		0	To many it's already too hard to drive with all the stops	1		X					X		X				Every day	Car	Yes	Home;Work;Shopping / Services;Visit Friends / Family	East Portland (East of 82nd Ave)	East Portland (East of 82nd Ave)	Local News Outlet; choose a option for the street improvement I think would be best and wasn't sure how to choose it. I choose 1d for the lane improvement
265	Online Survey #2	0		0	Leave 122nd how its you have already ruined foster		Leave 122nd how its you have already ruined foster	Leave 122nd how its you have already ruined foster	X									Leave 122nd how its you have already ruined foster	Every day	Car	Yes	Home;Work;Place of Worship;Shopping / Services;Visit Friends / Family	East Portland (East of 82nd Ave)	East Portland (East of 82nd Ave)	Social Media (Facebook, Twitter, etc.)
266	Online Survey #2	1	More pedestrian crosswalks at shorter intervals than now existing. Blocks are long and people don't want to walk as far as they do now to cross. that might help with pedestrian accidents. One bike lane should be sufficient rather than two.	1		1		X		X	X					X		I do not see many bicyclists on 122nd and don't understand why there is so much catering to this group. There are quite a few older people in the NE who value their independence in being able to drive themselves to appointments and 122nd is a major corridor. In my view, they will not be riding bicycles especially with all the wet weather. Buses are not always an option. Put in some speedbumps if you want slower traffic, enforce the speed limits and use some common sense in setting up new lanes. Pave the unpaved streets in the NE. For a city as progressive as Portland prides itself in being, the unpaved streets are a disgrace.	Every day	Car	Yes	Home;Place of Worship;Shopping / Services;Volunteering	East Portland (East of 82nd Ave)	I do not work or go to school	Local News Outlet
267	Online Survey #2	0		1		1			X	X	X								A few times a month	Car	Yes	Work	Inner Southeast (West of 82nd Ave)	East Portland (East of 82nd Ave)	Interested Parties Email List
268	Online Survey #2																								
269	Online Survey #2	0		1		1										X	X	Do not reduce from 4 traffic lanes to 2 traffic lanes. This is a main North to South connection. 102nd is soon to be reduced from 4 to 2 lanes. This will put more traffic onto 122nd.	Every day	Car	Yes	Home;Work;Shopping / Services;Visit Friends / Family	East Portland (East of 82nd Ave)	I do not work or go to school within the City of Portland	Community Group, Organization, or Neighborhood
270	Online Survey #2	0		0	crosswalks will create even more traffic backup which is already gridlocked for several hours of the day. When traffic is bumper-to-bumper and the crosswalk lights go off people slam on their brakes and you run into an increase risk of collision between vehicles. There are already an abundance of crosswalks on 122nd. Adding so many crosswalks allows pedestrians to just cross continuously into traffic creating more intersections between traffic and pedestrians. This is not a favorable solution.		I would only support prioritizing existing Crossing locations and upgrading those locations	X						X	X				Every day	Car	Yes	Home;Work;Place of Worship;Shopping / Services;Visit Friends / Family	East Portland (East of 82nd Ave)	East Portland (East of 82nd Ave)	Community Group, Organization, or Neighborhood
271	Online Survey #2	0		1		1		X		X								Leave it alone! Bicyclists can ride on side streets.	Every day	Walk / Mobility Device;Bus;Car	Yes	Home;Work;Shopping / Services	East Portland (East of 82nd Ave)	North Portland;Inner Northeast (West of 82nd Ave)	Social Media (Facebook, Twitter, etc.)
272	Online Survey #2	0		1		1		X		X									Every day	Car	Yes	Home;Work;Shopping / Services	East Portland (East of 82nd Ave)	North Portland	Social Media (Facebook, Twitter, etc.);Next door app
273	Online Survey #2	1	Have you really looked at street parking on 122? About the only place it is used is at apartment complexes. Check out how many cars are using the street for parking and have been rear ended. 122 needs to be four lanes, two lanes in each direction, traffic is at a standstill M-F 4pm to after 6pm, so is 102 and 112, even 92 and 82.	1		1		X	X	X									A few times a week	Car	Yes	Home;Work;Shopping / Services;Visit Friends / Family	East Portland (East of 82nd Ave)	Downtown / South Waterfront / Pearl District / Portland State	Community Group, Organization, or Neighborhood
274	Online Survey #2	0		0	Your increasing traffic issues for normal drivers making them more frustrated and angry	1		X	X				X						Every day	Walk / Mobility Device;Bike;Car	No	Work;Place of Worship;Shopping / Services	East Portland (East of 82nd Ave)	Downtown / South Waterfront / Pearl District / Portland State	Social Media (Facebook, Twitter, etc.)
275	Online Survey #2	1	Have you really looked at street parking on 122? About the only place it is used is at apartment complexes. Check out how many cars are using the street for parking and have been rear ended. 122 needs to be four lanes, two lanes in each direction, traffic is at a standstill M-F 4pm to after 6pm, so is 102 and 112, even 92 and 82.	1		1		X	X	X									A few times a week	Car	Yes	Home;Work;Shopping / Services;Visit Friends / Family	East Portland (East of 82nd Ave)	Downtown / South Waterfront / Pearl District / Portland State	Community Group, Organization, or Neighborhood
276	Online Survey #2	0		1		1					X	X							Every day	Walk / Mobility Device;Bike;Bus;Car	Yes	Home;Work;School;Shopping / Services;Visit Friends / Family	East Portland (East of 82nd Ave)	I do not work or go to school within the City of Portland	Social Media (Facebook, Twitter, etc.)
277	Online Survey #2	0		1		1				X			X						A few times a week	Car	Yes	Home;Shopping / Services	East Portland (East of 82nd Ave)	Downtown / South Waterfront / Pearl District / Portland State	Community Group, Organization, or Neighborhood

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278	Online Survey #2		An option that retains street parking AND five traffic lanes.		They are poorly designed, dangerous and interfere with turn lanes.		You're not listening. Distracting us with prioritizing crossing locations does not encourage us to support the poorly thought out changes this overall plan for 122nd Avenue.					X									Yes	Home;Work;Shopping / Services	East Portland (East of 82nd Ave)	Inner Southeast (West of 82nd Ave)	Interested Parties Email List		
279	Online Survey #2	1	People in tent and laying on the sidewalks/streets.		Some of the recent improvements are not user friendly. It makes turn to where I live extremely dangerous. Many of the crosswalks have a flash delayed when people start to step of the curb and flash long after someone has crossed.		I would like to see the three Morrison, Main and Madison crosswalks changed. Either to one that has a red light or a pedestrian overpass, or other solution. This series of crosswalks is very difficult to navigate as a driver especially since the flashing lights are delayed long after someone has crossed.	X							X		X			Every day	Walk / Mobility Device;Car	Yes	Home;Work;Shopping / Services;Visit Friends / Family	East Portland (East of 82nd Ave)	East Portland (East of 82nd Ave)	Community Group, Organization, or Neighborhood	
280	Online Survey #2	0			Need motor vehicle lanes	0	People need to follow the crossing ruled	X						X						A few times a week	Car	Yes	Work;Shopping / Services;Visit Friends / Family	East Portland (East of 82nd Ave)	East Portland (East of 82nd Ave)	Social Media (Facebook, Twitter, etc.)	
281	Online Survey #2	1	I live on 122nd and the I-84 EB entrance, we need 4 lanes of traffic. There are too many cars during rush hour, which is way longer than it used to be.													X	X			Every day	Car	Yes	Home;Shopping / Services	East Portland (East of 82nd Ave)	I do not work or go to school	Community Group, Organization, or Neighborhood	
282	Online Survey #2	1	Leave it ALONE! You idiots....		How is a school bus supposed to make a left hand turn from southbound 122nd onto Russell without blocking traffic? Russell Elementary is on that street. This crossing has been destroyed 4 times now. Get a clue	0	Who is the dumbass that came up with this? Most of the times it is the pedestrians fault. Making crossing that these people don't use won't help. It just wastes money. Except for the people who profit from this stupid stuff.	X												Every day	Bus	Yes	Work	East Portland (East of 82nd Ave)	East Portland (East of 82nd Ave)	Social Media (Facebook, Twitter, etc.)	
283	Online Survey #2	0				1				X		X	X							A few times a week	Walk / Mobility Device;Car	Yes	Home;Work;Shopping / Services;Visit Friends / Family	East Portland (East of 82nd Ave)	Northwest (West of I-405)	Social Media (Facebook, Twitter, etc.)	
284	Online Survey #2	0				1														Never	Car	No	Shopping / Services	I do not live within the City of Portland	I do not work or go to school within the City of Portland	Local News Outlet	
285	Online Survey #2	1			Don't make changes that will lead to more congestion	0	Improve or supplement interstates 205, 5 and 84													Why are streets in N.E. being singled out? Halsey, Glisan and now 122nd	Every day	Car	Yes	Home;Place of Worship;Shopping / Services;Visit Friends / Family	East Portland (East of 82nd Ave)	I do not work or go to school	Interested Parties Email List
286	Online Survey #2	1	I don't think any of these "solutions" really take into account how many of us in East County use these streets for access to everyday needs. If there are sensors in place, you should see the amount of traffic that is current. Sooner or later you are going to have accept the fact that most of us in East County drive cars. We are NOT in the inner NE/SE and that the distances between daily conveniences is just not walkable like they are in the inner NE/SE. I live at 143rd and Halsey and the closest grocery store for me is Fred Meyer at Gateway. Even if I took the 77 bus from my house to Gateway I would still have a 1/2 mile walk to Fred Meyer. Reducing our ability to cross town in either an East/West or North/South way would cause even bigger traffic issues and problems.		enforcing jay walking laws what's the point? The biggest issue on all the main thorough fairs in East County are jay walkers. Not just during daylight but more dangerously at night. You radar for speeders, you provide crosswalks (Division street is the PERFECT example) and yet pedestrians are still the Wild Card on the street and NOTHING is being done to reduce their illegal activity. Why is it you only focus your attention on cars? I also have never seen a rogue bicycle rider pulled over and issued a citation and I drive all	0		X												Every day	Car	Yes	Home;Work;Shopping / Services	East Portland (East of 82nd Ave)		Community Group, Organization, or Neighborhood	
287	Online Survey #2	0				1														Every day	Walk / Mobility Device;Bus	Yes	Home;Shopping / Services;Library	East Portland (East of 82nd Ave)	I do not work or go to school	Interested Parties Email List	
288	Online Survey #2	1	All these options are totally ridiculous	0		0														All these proposals for one lane traffic are going to make a nightmare in east county and people are not going to ride bikes	Every day	Car	Yes	Home;Work;Shopping / Services	East Portland (East of 82nd Ave)	East Portland (East of 82nd Ave)	Friend
289	Online Survey #2	0				1					X									Every day	Car	Yes	Home;Work;Shopping / Services;Visit Friends / Family	East Portland (East of 82nd Ave)	East Portland (East of 82nd Ave)	Interested Parties Email List	
290	Online Survey #2	0				1					X	X		X						Monitor exhaust levels to make sure safe to walk & bike here daily for commute.	A few times a week	Walk / Mobility Device;Car	Yes	Shopping / Services;Visit Friends / Family	East Portland (East of 82nd Ave)	East Portland (East of 82nd Ave)	Interested Parties Email List
291	Online Survey #2																			Every day	Walk / Mobility Device	Yes	Home;Place of Worship;Shopping / Services	East Portland (East of 82nd Ave)	Inner Northeast (West of 82nd Ave)	Community Group, Organization, or Neighborhood	
292	Online Survey #2	1	Leave all streets alone. Just fix the potholes in the streets. This has not been done for many years. It was to come from the Gas Taxes.			0	Fix the streets. Pot holes.	X						X	X					Take away the 30 mile limit on all major streets.	Every day	Car	No	Home;Place of Worship;Shopping / Services;Visit Friends / Family	East Portland (East of 82nd Ave)	I do not work or go to school	Flyer
293	Online Survey #2	0				1		X	X			X								Every day	Car	Yes	Home;Work	East Portland (East of 82nd Ave)	East Portland (East of 82nd Ave)	Social Media (Facebook, Twitter, etc.)	

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294	Online Survey #2	0			In my opinion, between existing crossings and stop lights, this many additional crossings are unwarranted and irresponsible. I live in this neighborhood and I see people daily that, despite being within 20ft of a crosswalk, run across the street, get themselves stuck in the middle of the street, or almost get hit by a car. I don't see how more crossings is going to fix that. I concede that they may be needed north of 84.	0	North of 84.		X	X				X				Every day	Car	No	Home;Work	East Portland (East of 82nd Ave)	I do not work or go to school within the City of Portland	Community Group, Organization, or Neighborhood	
295	Online Survey #2	0				1		X										Reducing the driving lanes on 122nd Ave is a horrible idea. The traffic is already backed up everyday. It will be a complete nightmare if there is only 1 northbound and 1 southbound traffic lane. Please do not implement that plan.	Every day	Walk / Mobility Device;Car	Yes	Home;Shopping / Services;Visit Friends / Family	East Portland (East of 82nd Ave)	I do not work or go to school	Community Group, Organization, or Neighborhood
296	Online Survey #2	0				1		X			X						X	minimum. NO to making the lanes skinnier or trucks and buses don't fit between the lines and have no safety breathing space. Yes to better sidewalks and crosswalks with yellow flashers, but spaced reasonably apart. NO to more bicycles on 122nd. Keep them off 122nd with parallel routes and require bicycles to have large print license plate stickers to make riders more accountable and responsible for their actions. Yes to better bus stops WITH BUS TURNOUTS. NO to curb extensions and bubble curbs where buses obstruct other traffic and create more congestion when stopping for riders. No to bus lanes removing auto lanes. Yes to right turn signals where pedestrians are not allowed to cross so traffic is not backed up and more congestion created by cars waiting to turn right. Any reduction of auto capacity on 122nd will add congestion and harm air quality. Having better pedestrian infrastructure and bicycle infrastructure combined in the same question creates false answers. It is as if the city is purposely and divisively doing this to pad the responses in favor of more bike stuff. Is PBOT taking trick and false impression lessons from Donald Trump? STOP trying to dictate what method people use to travel, and STOP expecting drivers to pay for everything. It is discriminatory to seniors who still have excellent driving skills but can no longer walk the distance and have no use for a bicycle. Make all the younger adult yapper-snapper bicycle riders pay for all the bike stuff!	A few times a year	Car	No	Shopping / Services	Inner Northeast (West of 82nd Ave)	I do not work or go to school within the City of Portland	Interested Parties Email List
297	Online Survey #2	1	Stop creating more congestion with by adding bicycle infrastructure. Keep two standard width auto lanes in both directions between I-84 and the Union Pacific Railroad and NE Fremont and the I-84 entrance and exit ramps. Widen the existing sidewalk tunnel. Any mix of cars and bicycles at the I-84 on and off ramps is an accident waiting to happen.		Too many to close together will create more congestion.	1		X					X	X				A few times a week	Car	Yes	Shopping / Services;Visit Friends / Family;Meetings, neighborhood and senior related activities	Inner Northeast (West of 82nd Ave)	I do not work or go to school	Friend,Community Group, Organization, or Neighborhood;Local News Outlet;TV News	
298	Online Survey #2	0				1				X		X						PLEASE keep 4 lanes of automobile travel plus maybe a bus lane or protected bike lanes. Absolutely do not reduce down to one lane in each direction. My family usually rides bikes on the sidewalk because we don't like being so close to cars. Trees are also VERY important, preferably in islands / median and along the street. It will make a huge difference. Something regularly spaced and with fall interest, like red maples, to make the neighborhood look nice. Thank you for reaching out.	Every day	Walk / Mobility Device;Bike;Car	Yes	Home;Work;School;Shopping / Services;Visit Friends / Family	East Portland (East of 82nd Ave)	East Portland (East of 82nd Ave)	Community Group, Organization, or Neighborhood
299	Online Survey #2	1	Don't remove traffic lanes, you are only asking for MORE congestion		No, because people still cross wherever they feel like, drivers don't always stop. All of this super expensive construction should go into patching the deplorable roads we already have. Ex westbound lane of Stark @ 122nd, pretty bad. Borders on something you would find in a 3rd world country		All 122nd between Halsey and Powell		X									Do not reduce speed limits on roads that aren't already affected. I avoid Stark now because it's too slow and it's in favor of traffic cameras. We have become George Orwell's 1984, 34 years later than the big brother intended...	Every day	Bike;Car	No	Home;Work;School;Shopping / Services	East Portland (East of 82nd Ave)	East Portland (East of 82nd Ave)	Local News Outlet
300	Online Survey #2	0				1						X	X		X			Please do not reduce 122nd down to 2 lanes of automobile travel. Please make biking safer and trees would be good.	Every day	Walk / Mobility Device;Bike;Car	Yes	Home;Work;School;Shopping / Services;Visit Friends / Family;sports	East Portland (East of 82nd Ave)	East Portland (East of 82nd Ave)	Friend
301	Online Survey #2	0				1		X	X			X							A few times a month	Car	No	Shopping / Services	Inner Northeast (West of 82nd Ave)	I do not work or go to school within the City of Portland	Interested Parties Email List
302	Online Survey #2	0			Pedestrian crossings at side-street intersections block cars' access to the middle turn lane, which cars need for safely turning left out of or into side streets. I've witnessed a lot of risky interactions from cars not being able to use middle lanes at side-street intersections. The proposed crossing additions would block off almost all of the side streets in this way, which is way too many.		1		X			X		X				Traffic on 122nd already gets quite heavy, especially southbound in the afternoon/evenings. Please, please do not reduce the number of traffic lanes. Getting rid of parking is a better option, especially like the option to have parking on only one side, and use the extra space for a bus lane. Changing the signals so that cars turning left come right "after" the directions they are coming from, instead of right "before" would help a little bit with reducing conflict with pedestrians. There are a lot more pedestrians and bus riders than there are bikers on 122nd, so I would prioritize improvements that favor them over improvements for bikers. I don't want cars shafted, though, because they are the vast majority of 122nd traffic, and it is and should remain a major artery for vehicles. And as an addendum to my previous comments on the pedestrian crossings, I think "more" pedestrian crossings is a good idea; it's only their placement near where cars need to use the middle lane for left turns that I think is a problem.	Every day	Car;My kids walk and bike on 122nd, although I don't myself these days.	Yes	Home;Place of Worship;Shopping / Services;Visit Friends / Family;Library, my kids' schools. And, I mean, to get almost anywhere, I have to use 122nd.	East Portland (East of 82nd Ave)	I do not work or go to school within the City of Portland	biking news website

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303	Online Survey #2		The underpass already has a large elevated path that is fully protected without removing a traffic lane (that is needed due to its proximity to the freeway on ramp and off ramp traffic). If you were to remove the vegetation and level the dirt bank with the existing sidewalk there would be plenty of space for a bike path.		Stanton. The middle divider prevents safe left turns onto 122nd and should never have been installed. This is the only outlet for a whole community and causes more problems than it solves. If it would have been put one block up or one block down it would not have had nearly as much impact. Also, these are rarely used crosswalks. I generally see only 3 to 5 pedestrians a day on these which could easily be diverted north or south one block. Having crosswalks every block is 0 extreme overkill and	1		X				X					X	Once you go north of Winco on San Rafael the amount of bike and foot traffic drops dramatically. There is not enough pedestrian and bike traffic to warrant crosswalks at every corner or reducing traffic lanes. This section is also a funnel that provides access on and off the freeway as well as to and from the airport. This needs to stay a 4 lane road. There is already a safety problem because traffic backs up onto I-84. To create even slower backed up traffic in this area will cause stopped traffic on the freeway coming to exit 10. That is a very dangerous idea. Also the enhanced crosswalk at 122nd and Stanton should be moved a block north or south as that has created another traffic and safety problem. Stanton is the only safe outlet for a whole community (the small outlet across from the freeway entrance is not safe). The placing of a crosswalk there means that you can no longer make a left turn into the middle turn lane (going north). This is a serious traffic and safety issue as you have to wait for all 4 lanes to be open before turning. During rush hours with traffic coming from the freeway it makes it nearly impossible and causes delays that make people take unnecessary risks after they have been waiting for 5 or 10 minutes and traffic is backed up behind them. I see it every day. I only see maybe 3 people use this crosswalk and shifting it one block away should not inconvenience very many people but would help traffic conditions tremendously.	Every day	Car	Yes	Home;Work;School;Place of Worship;Shopping / Services;Visit Friends / Family;Freeway access.	East Portland (East of 82nd Ave)	East Portland (East of 82nd Ave)	Community Group, Organization, or Neighborhood
304	Online Survey #2		The underpass already has a large elevated path that is fully protected without removing a traffic lane (that is needed due to its proximity to the freeway on ramp and off ramp traffic). If you were to remove the vegetation and level the dirt bank with the existing sidewalk there would be plenty of space for a bike path.		Stanton. The middle divider prevents safe left turns onto 122nd and should never have been installed. This is the only outlet for a whole community and causes more problems than it solves. If it would have been put one block up or one block down it would not have had nearly as much impact. Also, these are rarely used crosswalks. I generally see only 3 to 5 pedestrians a day on these which could easily be diverted north or south one block. Having crosswalks every block is 0 extreme overkill and	1		X				X					X	Once you go north of Winco on San Rafael the amount of bike and foot traffic drops dramatically. There is not enough pedestrian and bike traffic to warrant crosswalks at every corner or reducing traffic lanes. This section is also a funnel that provides access on and off the freeway as well as to and from the airport. This needs to stay a 4 lane road. There is already a safety problem because traffic backs up onto I-84. To create even slower backed up traffic in this area will cause stopped traffic on the freeway coming to exit 10. That is a very dangerous idea. Also the enhanced crosswalk at 122nd and Stanton should be moved a block north or south as that has created another traffic and safety problem. Stanton is the only safe outlet for a whole community (the small outlet across from the freeway entrance is not safe). The placing of a crosswalk there means that you can no longer make a left turn into the middle turn lane (going north). This is a serious traffic and safety issue as you have to wait for all 4 lanes to be open before turning. During rush hours with traffic coming from the freeway it makes it nearly impossible and causes delays that make people take unnecessary risks after they have been waiting for 5 or 10 minutes and traffic is backed up behind them. I see it every day. I only see maybe 3 people use this crosswalk and shifting it one block away should not inconvenience very many people but would help traffic conditions tremendously.	Every day	Car	Yes	Home;Work;School;Place of Worship;Shopping / Services;Visit Friends / Family;Freeway access.	East Portland (East of 82nd Ave)	East Portland (East of 82nd Ave)	Community Group, Organization, or Neighborhood
305	Online Survey #2	0		1		1		X	X		X							A few times a week	Car	Yes	Home;Work;Shopping / Services;Visit Friends / Family	East Portland (East of 82nd Ave)	North Portland	Social Media (Facebook, Twitter, etc.)	
306	Online Survey #2	0		1		1				X		X		X				A few times a month	Bike;Car	No	Work;Visit Friends / Family	North Portland	I do not work or go to school within the City of Portland	Community Group, Organization, or Neighborhood	
307	Online Survey #2	1	Keep NE 122nd Avenue the way it is and add speed cameras. By reducing lanes on NE 122nd Avenue, you will be making an already congested road even worse. Have any of you ever dealt with this area during rush hour? If not, maybe you should for several months and see what it's like. Put in speed cameras on every block and then you will see a drastic drop in accidents without making an already bad commute even worse.	1		1								X	X	X		Keep 122nd Ave. the way it is. Maybe reduce parking except where there are apartment complexes that may not have enough parking for tenants with more than one vehicle.	Every day	Walk / Mobility Device;Car	Yes	Home;Work;Shopping / Services	East Portland (East of 82nd Ave)	East Portland (East of 82nd Ave);Inner Southeast (West of 82nd Ave)	Community Group, Organization, or Neighborhood
308	Online Survey #2	0		1		1		X	X	X								A few times a month	Car	No	Shopping / Services;Visit Friends / Family	Inner Southeast (West of 82nd Ave)	North Portland	Local News Outlet	
309	Online Survey #2	0		1		1			X	X		X						Every day	Bike;Bus;Car	Yes	Home;Work;Place of Worship;Shopping / Services;Visit Friends / Family	East Portland (East of 82nd Ave)	East Portland (East of 82nd Ave)	Local News Outlet	
310	Online Survey #2	1	Speed bumps	1		1		X							X	X		A few times a week	Car	Yes	Shopping / Services;Library	I do not live within the City of Portland	East Portland (East of 82nd Ave)	Interested Parties Email List	
311	Online Survey #2	0						X						X				A few times a year	Bus;Car	Yes	Shopping / Services	East Portland (East of 82nd Ave)	East Portland (East of 82nd Ave)	Social Media (Facebook, Twitter, etc.)	
312	Online Survey #2	0		1		0	More pedestrian safety around the high school/middle school			X					X			The neighborhood around the school need stop signs and sidewalks. Kids walk in the dark streets daily	A few times a week	Car	Yes	Home;Work;Shopping / Services	East Portland (East of 82nd Ave)	Downtown / South Waterfront / Pearl District / Portland State	Social Media (Facebook, Twitter, etc.)
313	Online Survey #2	0	like 2C					X										A few times a week	Car	Yes	Work	East Portland (East of 82nd Ave)	East Portland (East of 82nd Ave);Inner Northeast (West of 82nd Ave);Inner Southeast (West of 82nd Ave)	Interested Parties Email List	
314	Online Survey #2	1	I want a combination of 1c and 1d. Bikers and walkers totally separated like 1d but instead of a parking lane that should be a bus lane. We don't need parking on 122nd, there are massive parking lots out here & no one parks on the street. Bus traffic is super important and physical separation / safety for bikers and walkers is critical. Also I want trees on both sides of the road. Our tree canopy out here is woefully sparse. It just looks bleak & feels so harsh compared to the leafy central city.	1		1				X		X		X				I want 122nd to be safe and welcoming for all who use it. It's currently dangerous because it essentially functions as a highway. I think the proposed changes would go a long way towards improving the livability out here by creating more appealing & accessible "human scale" neighborhoods & civic centers. I didn't move out here because I wanted to live in the desolate outskirts. I moved out here because it was what I could afford. I would seriously appreciate it if the city of Portland could remember that the homeowners of east county provide much of their tax base... instead of just collecting from us and providing nothing, not even sidewalks, in return. I would wholeheartedly welcome some thoughtful and comprehensive action towards creating the same level of livability that the citizens of the central city currently enjoy. Thank you.	Every day	Bus;Car;don't bike on 122nd because it's a death trap.	Yes	Home;Work;Shopping / Services;Visit Friends / Family	East Portland (East of 82nd Ave)	I do not work or go to school within the City of Portland	Social Media (Facebook, Twitter, etc.); work in Vancouver, live in Parkrose, and use 122nd to get to I-5. You should fix the previous question.
315	Online Survey #2	0			0 not enough of them	1		X						X	X			A few times a year	Car	Yes	Shopping / Services;Visit Friends / Family	Inner Southeast (West of 82nd Ave)	I do not work or go to school	Interested Parties Email List	
316	Online Survey #2									X				X	X			A few times a week	Car	Yes	Work	East Portland (East of 82nd Ave)	Inner Southeast (West of 82nd Ave)	Social Media (Facebook, Twitter, etc.)	
317	Online Survey #2	0			122nd is already a bottleneck during peak traffic hours. Adding the more enhanced crossing locations will only make it worse and left turn access onto 122nd avenue will become more dangerous for drivers	0 none	same as above	X							X		X	Every day	Car;My husband and I are disabled and cannot walk or bike. The bus is inconvenient	Yes	Home;Work;School;Place of Worship;Shopping / Services;Visit Friends / Family	East Portland (East of 82nd Ave)	East Portland (East of 82nd Ave)	Social Media (Facebook, Twitter, etc.);Community Group, Organization, or Neighborhood;Local News Outlet	

Survey Info	6.1 - 6.7: Range of Alternative Cross-sections	6.8: Proposed Enhanced Crossing Locations and Priorities	6.9: Top Three Priority Improvements to Include in 2020 Project	Additional Feedback																					
Survey entry #	Where survey was collected	Missing Key Cross-section Options? Yes=1/No=0	If so, what?	Support Enhanced Crossing Locations? Yes=1/No=0	If not, why?	Support Prioritizing Ped Districts/Centers? Yes=1/No=0	If not, which location to prioritize? Why?	More street lighting	Pedestrian & bike enhanced crossings	Transit Priority Treatments	Signal Changes	Protected or enhanced bike lanes	Access management	Relocate utility poles to meet ADA	Bus stop improvements	Manage speeding and red light running	Pursue speed limit reduction	Additional feedback	How often do you travel on 122nd?	How do you travel?	Do you live or work within 5 minutes?	Why do you travel on 122nd?	In which area of the City do you live?	In which area of the City do you work/school?	Where did you hear about this survey?
318	Online Survey #2	0				1							X	X	X			Jay walking, bike (and vehicle) laws. I, as a driver, was in a pedestrian/car accident on SE Stark. Zans. Pedestrians in BLACK, not in crosswalk, ignoring oncoming traffic. I see MANY pedestrians, even when I'm walking, crossing mid block, walking in street, stopping traffic. Make us safe, enforce all laws. You don't get what you expect, you get what you inspect. Inspect by having more enforcers watching/ inspecting. Keep 2 vehicle lanes in both directions. I NO LONGER frequent streets reduced to 1 (Foster) tell those businesses that they've lost mine. You've reduced speed on many streets. 30 MPH on 122nd/7th! Yes (by NE Halsley). You ought to light those signs! It's not even residential. But fine. Cars now drive the same speed (40 to 50) in a 30 instead of a 35 or 40 (and in one case 50 in a 25). Ticket them!!! Other drivers and pedestrians now expect the 30, and have a difficult time judging their FAST speed. I am not a fan of the 'bulb outs' (makes right turns Much more difficult, and pedestrians go right out to the edge. That's safe! (sarcasm there)), or environmental drain wheel wreckers. I can use more education on the rules for the many different types of pedestrian crossings, so thanks for that above, I do appreciate that. Not a fan of bike boxes, I don't fully understand them, out of towners/staters REALLY don't understand them. I try to 'do it right', but I need more info/education. Enforce all laws, hire more police if needed, educate, then ticket pedestrians, bike riders and drivers. Where are the police, anyway, that's right, we don't have many. Hire more, enforce the traffic laws. In case I haven't mentioned it, to increase safety, ENFORCE EXISTING LAWS before creating new ones or changing the existing ones. If people aren't obeying existing laws,	Every day	Walk / Mobility Device;Car	Yes	Work;Shopping / Services	East Portland (East of 82nd Ave)	North Portland	Local News Outlet
319	Online Survey #2	0						X	X									Every day	Car	Yes	Work	I do not live within the City of Portland	East Portland (East of 82nd Ave)	Social Media (Facebook, Twitter, etc.)	
320	Online Survey #2	1	it's crowded, but mostly working okay as is. DON'T eliminate traffic lanes, I've seen Holgate and now Foster being shrunk to one lane each way. It's frustrating. How about some tweaks in isolated trouble spots, without a grand reduction all the way along.					X										Every day	Walk / Mobility Device;Bike;Car	Yes	Home;Visit Friends / Family;gym		East Portland (East of 82nd Ave)	Interested Parties Email List	
321	Online Survey #2	0					Emphasize on improving the crossing on the main/major intersections of 122nd and make those with secondary streets (where stop light are found) more visible. There's a lack of maintenance anyways on the major street East of I-205.	X		X								X	Every day	Car	Yes	Home;Work;Shopping / Services;Visit Friends / Family	East Portland (East of 82nd Ave)	North Portland;East Portland (East of 82nd Ave);Inner Northeast (West of 82nd Ave);Inner Southeast (West of 82nd Ave);Downtown / South Waterfront / Pearl District / Parkrose High. Why wasting money on pedestrian crossings that make no sense and reducing lanes only to make the car traffic a nightmare when it's already like that?	Interested Parties Email List
322	Online Survey #2	1	I live in this area and use 122nd constantly. I have yet to see one bike rider or pedestrian hit with the current lane structure. I have seen car accidents from people exiting the freeway and turning north without stopping for the red light. At this location, the number of bikes/walkers is minimal. I rode my bike to the High School many years ago on the sidewalk just as they do today. You are creating a solution for a problem that does not exist.			1		X	X	X								Increased lighting will help. Increased crossings with overhead signals with no center islands to block left turns will greatly help. The 5 lane design must be maintained as 122nd is the only N-S street that runs from Foster to the river on the east side of 82nd. It is heavily used when I-205 is at a standstill, and that happens every day!!	Every day	Car	Yes	Home;Work;Shopping / Services;Visit Friends / Family	East Portland (East of 82nd Ave)	East Portland (East of 82nd Ave)	Social Media (Facebook, Twitter, etc.);Community Group, Organization, or Neighborhood;Local News Outlet
323	Online Survey #2	0				1		X						X				The sections around Burnside always back up with the MAX and it takes awhile to clear. It would be nice to single things up so they don't take so long to clear. It becomes a traffic hazard after 3 pm to go anywhere within a couple of blocks of Burnside. Also lets do red lights on the crossings instead of yellow. I had out of town visitors who didn't know you needed to stop because in their state the crossings are all red not yellow. Yellow is considered for caution.	A few times a week	Car	Yes	Home;School;Shopping / Services	East Portland (East of 82nd Ave)	East Portland (East of 82nd Ave);Southwest	Community Group, Organization, or Neighborhood
324	Online Survey #2	0				1			X										A few times a week	Car	Yes	Shopping / Services	East Portland (East of 82nd Ave)	I do not work or go to school	Community Group, Organization, or Neighborhood
325	Online Survey #2	0				1		X			X					X			A few times a week	Car	Yes	Shopping / Services	East Portland (East of 82nd Ave)	Inner Northeast (West of 82nd Ave)	Community Group, Organization, or Neighborhood
326	Online Survey #2	0				1		X				X		X				Please please please avoid cutting lanes on 122nd! Traffic impact will be disastrous. I agree with making 122nd safer, but not at the expense of goods and services being routed through my city that I've lived in my entire life. I am a year round motorcyclist and bicyclist and I do not support mass road diets that cause more congestion.	Every day	Bike/Motorcycle	Yes	Home;Work;Shopping / Services	East Portland (East of 82nd Ave)	I do not work or go to school within the City of Portland	Social Media (Facebook, Twitter, etc.)
327	Online Survey #2	0				1		X	X							X		Need to add a crosswalk and flashing school zone lights for NE San Rafael St and 124th at Portland Christian Jr/Sr High School, Winco (and other businesses), and ECR as there is an issue with auto, bike, and pedestrian congestion in this area off 122nd. This is a major traffic area and pedestrian safety is a serious issue, especially for school children.	Every day	Car	Yes	Home;Work;School;Shopping / Services	East Portland (East of 82nd Ave)	East Portland (East of 82nd Ave)	Interested Parties Email List
328	Online Survey #2	0				1			X	X				X					A few times a year	Car	No	Shopping / Services	North Portland	I do not work or go to school within the City of Portland	Interested Parties Email List

Survey Info	6.1 - 6.7: Range of Alternative Cross-sections	6.8: Proposed Enhanced Crossing Locations and Priorities	6.9: Top Three Priority Improvements to Include in 2020 Project	Additional Feedback
Survey entry #	Where survey was collected Missing Key Cross-section Options? Yes= 1 /No= 0 If so, what?	Support Enhanced Crossing Locations? Yes= 1 /No= 0 If not, why?	Support Prioritizing Ped Districts/Centers? Yes= 1 /No= 0 If not, which location to prioritize? Why?	How often do you travel on 122nd? How do you travel? Do you live or work within 5 minutes? Why do you travel on 122nd? In which area of the City do you live? In which area of the City do you work/school? Where did you hear about this survey?
329	Online Survey #2	0	1	A few times a week Car Yes Shopping / Services East Portland (East of 82nd Ave)
330	Online Survey #2	0	1	A few times a year Car No Shopping / Services Downtown / South Waterfront / Pearl District / Portland State
331	Online Survey #2	1	0	A few times a year Walk / Mobility Device;Car No Shopping / Services Inner Southeast (West of 82nd Ave)
332	Online Survey #2	0	0	A few times a year Car Yes Work East Portland (East of 82nd Ave)
333	Online Survey #2	0	1	Every day Car Yes Work;School I do not live within the City of Portland
334	Online Survey #2	0	1	Every day Car Home;Shopping / Services;Visit Friends / Family East Portland (East of 82nd Ave)
335	Online Survey #2	0	1	Every day Car Yes Home East Portland (East of 82nd Ave)
336	Online Survey #2	0	1	Every day Car No Work East Portland (East of 82nd Ave)
337	Online Survey #2	0	1	A few times a week Walk / Mobility Device;Bus;Car Yes Work;Shopping / Services;Visit Friends / Family East Portland (East of 82nd Ave)
338	Online Survey #2	0	1	A few times a week Car Yes Home;Work;Shopping / Services;Visit Friends / Family East Portland (East of 82nd Ave)
339	Online Survey #2	1	0	Every day Walk / Mobility Device;Car Yes Home;Work;Shopping / Services;Visit Friends / Family;gym, post office, run errands East Portland (East of 82nd Ave)
340	Online Survey #2	0	1	Every day Car Yes Home;School;Shopping / Services East Portland (East of 82nd Ave)
341	Online Survey #2	0	1	A few times a week Bike;Bus;Car Yes Worship Inner Southeast (West of 82nd Ave)
342	Online Survey #2	1	1	Every day Car Yes Work;Shopping / Services I do not live within the City of Portland

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Survey #	Where survey was collected	Missing Key Cross-section Options? Yes= 1/No= 0	If so, what?	Support Enhanced Crossing Locations? Yes= 1/No= 0	If not, why?	Support Prioritizing Ped Districts/Centers? Yes= 1/No= 0	If not, which location to prioritize? Why?	More street lighting	Pedestrian & bike enhanced crossings	Transit Priority Treatments	Signal Changes	Protected or enhanced bike lanes	Access management	Relocate utility poles to meet ADA	Bus stop improvements	Manage speeding and red light running	Pursue speed limit reduction	Additional feedback	How often do you travel on 122nd?	How do you travel?	Do you live or work within 5 minutes?	Why do you travel on 122nd?	In which area of the City do you live?	In which area of the City do you work/school?	Where did you hear about this survey?
343	Online Survey #2	0		1		1		X	X			X							A few times a month	Car	No	Shopping / Services	Inner Southeast (West of 82nd Ave)	Downtown / South Waterfront / Pearl District / Portland State	Social Media (Facebook, Twitter, etc.)
344	Online Survey #2	0		1	122nd and Shaver	0	There are crossings up there that are adequate, and the first place I would like to see the most improvement are the crossings near the Parkrose School District Schools, particularly the Middle and High School area		X								X		Every day	Walk / Mobility Device;Bus	Yes	Work	Inner Northeast (West of 82nd Ave)	East Portland (East of 82nd Ave)	Community Group, Organization, or Neighborhood
345	Online Survey #2			1		1		X			X							What is your plan to keep campers out of bike lanes and off sidewalks?	A few times a week	Car	Yes	Home;Work;School;Shopping / Services	East Portland (East of 82nd Ave)	I do not work or go to school within the City of Portland	Interested Parties Email List
346	Online Survey #2	0		1		1		X											Every day	Car	Yes	Home;School;Shopping / Services;Visit Friends / Family	East Portland (East of 82nd Ave)	East Portland (East of 82nd Ave)	Friend
347	Online Survey #2		Eliminate bike lanes and pedestrian lanes and have 3 lanes north and 3 lanes south bound for automobiles. Streets are and have been made for automobiles, and not horses, bicycles and people. This is just another attempt by this city to get us out of our cars.		This will slow vehicle traffic down even more. It is already slow enough. I takes approx. 1/2 hour to go from north to south by motor vehicle.	0												Build tunnels for ped. crossings or overhead bridges for safety. If you slow down vehicle traffic, more residence will be moving out of Portland.	A few times a week	Car	Yes	Work	East Portland (East of 82nd Ave)	East Portland (East of 82nd Ave)	Interested Parties Email List
348	Online Survey #2	0		1		1		X			X								Every day	Car	Yes	Home;Work;School	East Portland (East of 82nd Ave)	North Portland;East Portland (East of 82nd Ave);Inner Northeast (West of 82nd Ave);Inner Southeast (West of 82nd Ave);Downtown / South Waterfront / Pearl District / Portland State	Interested Parties Email List;Friend
349	Online Survey #2			1		1		X								X	X		A few times a month	Car	Yes	Shopping / Services	East Portland (East of 82nd Ave)	North Portland	Social Media (Facebook, Twitter, etc.)
350	Online Survey #2	0		1		1		X								X			A few times a week	Car	No	Work;Shopping / Services	East Portland (East of 82nd Ave)	North Portland;East Portland (East of 82nd Ave);Inner Northeast (West of 82nd Ave);Inner Southeast (West of 82nd Ave);Downtown / South Waterfront / Pearl District / Portland State;Southwest;Northwest (West of I-405)	Friend
351	Online Survey #2	1		1		1				X		X	X												Community Group, Organization, or Neighborhood
352	Online Survey #2			0	North of gisan	0		X										Improve transit options especially north of Halsey.	Every day	Walk / Mobility Device;Car	No	Home;Work;Shopping / Services	East Portland (East of 82nd Ave)	Downtown / South Waterfront / Pearl District / Portland State	Community Group, Organization, or Neighborhood
353	Online Survey #2	0		1		1			X	X									A few times a month	Bike;Car	No	Shopping / Services;Visit Friends / Family;Getting to soccer games.	Inner Southeast (West of 82nd Ave)	Downtown / South Waterfront / Pearl District / Portland State	Interested Parties Email List
354	Online Survey #2	0		1		1						X					X	I live at 123rd & Stanton. I LOVE the new protected pedestrian crossings, but when I drive home, I'm always unsure of how to turn left into my neighborhood (the new crossings take out the turn lane). I pull into the center of the intersection to make the turn, but it doesn't feel super safe and it is confusing.	Every day	Car	Yes	Home;Work;Shopping / Services;Visit Friends / Family	East Portland (East of 82nd Ave)	Southwest	PBOT website
355	Online Survey #2	0							X	X									A few times a year	Car	Yes	To Recreation	Inner Southeast (West of 82nd Ave)	Downtown / South Waterfront / Pearl District / Portland State	Visiting PBOT online
356	Online Survey #2		I don't have a new option but it's super important not to lose any lanes of traffic as there is currently so much congestion. It would be better to remove on street parking on 122nd then to lose traffic lanes.	1		1						X							Every day	Car	No	Work;School;Shopping / Services;Visit Friends / Family	North Portland	East Portland (East of 82nd Ave)	Friend
357	Online Survey #2			1		1		X	X			X							A few times a week	Car	No	Place of Worship;Shopping / Services;Visit Friends / Family	Inner Southeast (West of 82nd Ave)	Inner Southeast (West of 82nd Ave)	Social Media (Facebook, Twitter, etc.)
358	Online Survey #2		traffic on 122 north of Sandy to warrant extra crossings, at this time. Crossing at Beech will be difficult due to NB speed down hill but understand its access to fabulous new park. But, crossing on 122 between San Rafael and Halsey is really needed due to busy shopping area and catching buses. Currently a big safety issue. I guess these other crossing plans are dependent on the creation of better shopping and pedestrian areas. While intersections have busy foot traffic, 122nd as a whole is still a car		crossing on 122 between San Rafael and Halsey is really needed due to busy shopping area and catching buses. Currently a big safety issue.	1			X				X					Reducing car lanes would be a tragic mistake. This street is already congested. One lane going north from I94 exit would create a back up onto 84. I appreciate improving bike access but I wonder why some bike transit can't be moved to side streets, residential streets to off set dangerous non pedestrian areas, a bike corridor. I would love to bike to places but it is insane to mix so many cars with so few bikes.	Every day	Bus;Car	Yes	Home;Work;Shopping / Services	East Portland (East of 82nd Ave)	East Portland (East of 82nd Ave)	Social Media (Facebook, Twitter, etc.);Local News Outlet
359	Online Survey #2		Remove all bike lanes. They won't get hit if they stop riding out in front of cars.	1	I thought you wanted to make it safer? Telling people they can cross that street anywhere will get more people killed.	1		X								X			Every day	Car	Yes	Home;Work;Shopping / Services;Visit Friends / Family	East Portland (East of 82nd Ave)	North Portland	Community Group, Organization, or Neighborhood
360	Online Survey #2	0		1		1			X			X							Every day	Car	Yes	Home;School;Shopping / Services;Visit Friends / Family;Commute	East Portland (East of 82nd Ave)	Northwest (West of I-405)	Social Media (Facebook, Twitter, etc.)
361	Online Survey #2	0			I agree with these locations in theory, but cannot find examples of what each tier is in the documentation. The safer answer when not knowing what you're agreeing to is saying no.	1			X		X					X		I feel that in order to truly encourage people to USE other transport methods we must make them more easily accessible and more importantly SAFE. Shelters, setbacks and improved access to lines and max are necessary to make removal of traffic lanes on these busy thoroughfares reasonable. Taking away driving as an option (at best drastically increasing commute times to the downtown PDX core) is just going to leave people feeling stranded. We are too far out for this given the current public transport system here.	Every day	Bus;Car	Yes	Home;Work	East Portland (East of 82nd Ave)	Downtown / South Waterfront / Pearl District / Portland State	Social Media (Facebook, Twitter, etc.)

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Survey #	Where survey was collected	Missing Key Cross-section Options? Yes= 1 / No= 0	If so, what?	Support Enhanced Crossing Locations? Yes= 1 / No= 0	If not, why?	Support Prioritizing Ped Districts/Centers? Yes= 1 / No= 0	If not, which location to prioritize? Why?	More street lighting	Pedestrian & bike enhanced crossings	Transit Priority Treatments	Signal Changes	Protected or enhanced bike lanes	Access management	Relocate utility poles to meet ADA	Bus stop improvements	Manage speeding and red light running	Pursue speed limit reduction	Additional feedback	How often do you travel on 122nd?	How do you travel?	Do you live or work within 5 minutes?	Why do you travel on 122nd?	In which area of the City do you live?	In which area of the City do you work/school?	Where did you hear about this survey?
362	Online Survey #2	0		1			To be fair, I would prioritize a crossing in the northern segment in addition to some others.			X		X	X					With no car for my family of 4, we bike or bus everywhere. It does not feel safe for my kids to bike on their own on 122, so they have to ride on a cargo bike with me which won't be possible as they get even bigger. The way it works on 122nd now though is that the 73 bus and me on a bike are often passing each other by back and forth down the road. It's scary and difficult to dodge the bus as it comes in and out of the bike lanes. I look forward to improvements in bike lanes, bus lanes.	A few times a month	Bike;Bus	Yes	Home;School;Shopping / Services	East Portland (East of 82nd Ave)	East Portland (East of 82nd Ave);Inner Northeast (West of 82nd Ave);Downtown / South Waterfront / Pearl District / Portland State	Community Group, Organization, or Neighborhood
363	Online Survey #2	0		1		1				X		X						A few times a year	Car	No	Shopping / Services	North Portland	I do not work or go to school	Interested Parties Email List	
364	Online Survey #2	0		1		1		X	X									A few times a year	Bike;Car	No	Traveling to mother's house from SW Pdx to 142nd and Halsey	Southwest	Southwest	Interested Parties Email List	
365	Online Survey #2	0		1		1		X			X		X					Every day	Car	Yes	Home;Work;School;Shopping / Services	East Portland (East of 82nd Ave)	East Portland (East of 82nd Ave)	School District	
366	Online Survey #2	0				1			X	X		X						A few times a year	Car	No	Shopping / Services;To get the car serviced	Inner Southeast (West of 82nd Ave)	Downtown / South Waterfront / Pearl District / Portland State	Interested Parties Email List	
367	Online Survey #2	0				1												Do not replace one of the existing travel lanes going under I-84. Too much traffic for that. Instead, improve and maintain existing path on West side of street.	A few times a week	Bike;Car	Yes	Home;Work;Shopping / Services;Visit Friends / Family	East Portland (East of 82nd Ave)	Downtown / South Waterfront / Pearl District / Portland State	bikeportland.org
368	Online Survey #2	0		1		1						X				X		A few times a week	Walk / Mobility Device;Car	No	Shopping / Services	East Portland (East of 82nd Ave)	I do not work or go to school	Interested Parties Email List	
369	Online Survey #2	0		1		1			X	X					X			A few times a month	Car	No	Shopping / Services	Inner Southeast (West of 82nd Ave)	East Portland (East of 82nd Ave)	Interested Parties Email List	
370	Online Survey #2	0		1		1	122nd & Burnside, Gilsan and Halsey						X					I would like to see forecasted or anticipated results on congestion/speed based on proposed changes. I totally support a safer corridor, however there are others nearby (148th, 181st, 162nd) that are not monitored or enforced. What will the congestion look like, especially during heavier commute times handling traffic from 84/205 interchange?	Every day	Car	Yes	Home;Work;Shopping / Services;Visit Friends / Family	East Portland (East of 82nd Ave)	East Portland (East of 82nd Ave)	Community Group, Organization, or Neighborhood
371	Online Survey #2	0		1		1		X		X								A few times a week	Car;I would like if it were safer!	Yes	Home;Shopping / Services	East Portland (East of 82nd Ave)	Downtown / South Waterfront / Pearl District / Portland State	Community Group, Organization, or Neighborhood;Nextdoor app	
372	Online Survey #2	0		1				X								X		Taking away driving lanes will cause more congestion. Having bike lanes in the road is very dangerous.	Every day	Car	Yes	Home;Work;Visit Friends / Family	East Portland (East of 82nd Ave)	I do not work or go to school within the City of Portland	Social Media (Facebook, Twitter, etc.)
373	Online Survey #2	0		1		1		X							X			Please to not take away vehicle lanes for bikes. 122nd is a main artery that leads hwy 84 and other things. It needs 2 vehicle lanes each way. There is a lot of people on drugs and mentally ill people in that area. If you could fix that — you would not have to do anything to the street.	A few times a week	Car	Yes	Home;Visit Friends / Family	East Portland (East of 82nd Ave)	I do not work or go to school	Local News Outlet
374	Online Survey #2	0		1		1		X	X	X								I would like to combine elements of option 1C (bus/BAT lanes) and 1D (elevated, protected bike lanes and wider sidewalks). This would be the best option as far as safety for all modes and transit priority goes. I don't believe wands will be enough protection for biking on such a high-speed street. Wands are already knocked down on streets with lower speeds. I would prefer to see a more robust protective treatment, like concrete barriers. None of these proposed designs appear to have any protection at intersections, where people on bikes are still in danger of being right hooked. Will there be signal timing changes or no right on red to minimize this risk? Seems like the bus could still get stuck in traffic by having to merge in and out of general travel lane. Why not have the bus lane the whole way? Will drivers stack up in right turn lane and therefore slow down the bus in the combined turn lane/bus lane? I would like to see these concerns addressed so that fast, reliable transit, which is so desperately needed in East Portland, could actually happen.	A few times a year	Bike;Bus;Car	No	Shopping / Services	Inner Northeast (West of 82nd Ave)	Downtown / South Waterfront / Pearl District / Portland State	Interested Parties Email List
375	Online Survey #2	0		1		1						X						Every day	Car	Yes	Home;Work	East Portland (East of 82nd Ave)	East Portland (East of 82nd Ave)	Community Group, Organization, or Neighborhood	
376	Online Survey #2	0		1		1	Wherever is most prone to crossing related accidents		X	X		X							Every day	Walk / Mobility Device;Car	Yes	Home;School;Shopping / Services	East Portland (East of 82nd Ave)	East Portland (East of 82nd Ave)	Community Group, Organization, or Neighborhood
377	Online Survey #2	0		1		1		X					X					Don't reduce the lane sizes or make bus only lanes as this will cause more traffic issues elsewhere. Instead make more improvements on parallel streets for bikes through the residential area. It is a better ride and safer travel. As 205 traffic gets worse it is nice having another higher speed option to get to the airport. I would like to see roads like 130th continue on and have access over time for the bikes. Why congest more vehicle traffic at a time when we need more options north and south.	A few times a week	Car	Yes	Home;Work	Inner Southeast (West of 82nd Ave)	East Portland (East of 82nd Ave)	Friend
378	Online Survey #2	0		1		1		X				X				X		Every day	Car	Yes	Home;Work;Shopping / Services;Visit Friends / Family	East Portland (East of 82nd Ave)	Inner Southeast (West of 82nd Ave)	Social Media (Facebook, Twitter, etc.)	
379	Online Survey #2	0		1		1		X	X				X					A few times a month	Car	Yes	Work;Shopping / Services;Visit Friends / Family	North Portland	East Portland (East of 82nd Ave);Inner Northeast (West of 82nd Ave);Southwest	Community Group, Organization, or Neighborhood	
381	Online Survey #2	0		1		1	Crossing locations sufficient, traffic bad enough as is						X		X			These seem like suggestions from someone that's never lived near 122nd. Far more people walk and bus around here than bike. And those few that do bike often take the quieter and safer side streets then go along 122nd, Gilsan, Powell, etc	A few times a week	Walk / Mobility Device;Bus;Car	Yes	Home;Shopping / Services;Visit Friends / Family	East Portland (East of 82nd Ave)	Inner Northeast (West of 82nd Ave)	Friend;Social Media (Facebook, Twitter, etc.)
382	Online Survey #2	0		1		1			X	X			X					A few times a month	Walk / Mobility Device;Bus	No	Shopping / Services	East Portland (East of 82nd Ave)	Downtown / South Waterfront / Pearl District / Portland State	Community Group, Organization, or Neighborhood	

Survey Info	Where survey was collected	6.1 - 6.7: Range of Alternative Cross-sections	6.8: Proposed Enhanced Crossing Locations and Priorities	6.9: Top Three Priority Improvements to Include in 2020 Project	Additional Feedback	How often do you travel on 122nd?	How do you travel?	Do you live or work within 5 minutes?	Why do you travel on 122nd?	In which area of the City do you live?	In which area of the City do you work/school?	Where did you hear about this survey?		
survey entry #	Where survey was collected	Missing Key Cross-section Options? Yes= 1 /No= 0 If so, what?	Support Enhanced Crossing Locations? Yes= 1 /No= 0 If not, why?	Support Prioritizing Ped Districts/Centers? Yes= 1 /No= 0 If not, which location to prioritize? Why?	More street lighting Pedestrian & bike enhanced crossings Transit Priority Treatments Signal Changes Protected or enhanced bike lanes Access management Relocate utility poles to meet ADA Bus stop improvements Manage speeding and red light running Pursue speed limit reduction	Additional feedback	How often do you travel on 122nd?	How do you travel?	Do you live or work within 5 minutes?	Why do you travel on 122nd?	In which area of the City do you live?	In which area of the City do you work/school?	Where did you hear about this survey?	
383	Online Survey #2	I honestly don't know because this is impossible to read and difficult to fully understand the proposals - before you judge. I have a Masters degree and work with planning and community engagement. This is too complex for a survey.	It will slow traffic even more	I don't know - I need more information before making a decision	X	X	Every day	Walk / Mobility Device;Bus;Car	Yes	Home;Work;Shopping / Services	East Portland (East of 82nd Ave)	Inner Southeast (West of 82nd Ave)		
384	Online Survey #2	Traffic calming and pavement shading trees for green infrastructure	1	1			A few times a month		No	Shopping / Services	Inner Northeast (West of 82nd Ave)	Downtown / South Waterfront / Pearl District / Portland State;Southwest		
385	Online Survey #2	0	1	1		X	Never	Car	No		Inner Southeast (West of 82nd Ave)	Downtown / South Waterfront / Pearl District / Portland State	Local News Outlet	
386	Online Survey #2	Two way car traffic on one side, pedestrians and bikes on the other	The tier 2 crossing should be a new signal at Morrison to protect library pedestrian access and provide a controlled left turn from from the neighborhood onto 122nd. Also, would slow traffic between Stark and Market.	1		X	A few times a week	Car;Would walk if it were safe	No	Visit Friends / Family	Inner Northeast (West of 82nd Ave)	I do not work or go to school	Family member	
387	Online Survey #2		1	1		X	A few times a week	Car	Yes	Home	East Portland (East of 82nd Ave)	East Portland (East of 82nd Ave)	Friend	
388	Online Survey #2	0	It looks like you only have a general idea of where pedestrian traffic is. This is a very traveled street for cars and one of the only streets to easily travel North to south in outer Portland. From Holgate to Halsey are the main areas of Pedestrian traffic.	1		X	Every day	Walk / Mobility Device;Car	Yes	Home;Work;School;Shopping / Services;Visit Friends / Family	East Portland (East of 82nd Ave)	East Portland (East of 82nd Ave)	Social Media (Facebook, Twitter, etc.)	
389	Online Survey #2	0	0	0		X	Every day	Car	Yes	Work;Shopping / Services	East Portland (East of 82nd Ave)	East Portland (East of 82nd Ave)	Community Group, Organization, or Neighborhood	
390	Online Survey #2	0	1	1		X	Every day	Car	Yes	Work;Shopping / Services;Visit Friends / Family	Northwest (West of I-405)	East Portland (East of 82nd Ave)	Friend	
391	Online Survey #2	0	I don't understand what Tier 1, 2, and 3 crossings are.	I would support better crosswalks near schools (Market/122nd, Shaver/122nd, Ramona/122nd) and large stores (aka Winco on Halsey and San Rafael)	It irritates me that pedestrians don't currently use the crosswalks appropriately. What makes you think they'd use them correctly/safely if you added 20 more?	X	Every day	Car	Yes	Home;Work;School;Shopping / Services;Visit Friends / Family	East Portland (East of 82nd Ave)	East Portland (East of 82nd Ave)	Community Group, Organization, or Neighborhood	
392	Online Survey #2	0	1	1		X	A few times a year	Bus;Car	No	Work	Inner Northeast (West of 82nd Ave)	Downtown / South Waterfront / Pearl District / Portland State	Interested Parties Email List	
393	Online Survey #2	1 exactly huge numbers for the number of cars in this	bicycles that use Gilsan in this corridor. Definitely no bus lanes. No changes to the sidewalks for the limited pedestrians. The runners frequently run in the street anyway. I am old enough to remember when Gilsan, Halsey, and Stark were all widened to four lanes to support the increase in traffic and population, and now you want to reduce Gilsan back to two lanes. Eastbound Gilsan between I-205 and 122nd at evening rush hour is already a congested mess. Reducing Gilsan to two lanes will be a disaster. Frequently at evening rush hour, traffic eastbound at 122nd and Gilsan has both through lanes backed up an eighth of a mile or more. If you reduce this to one through lane you are going to back up traffic for a quarter of a mile. Because of MAX, 122nd and 148th are frequently backed up from Burnside to Gilsan at evening rush hour. Also, do not install and enhanced crossing at 128th and Gilsan. There is already an enhanced crossing just west of 130th (approximately 275 feet from 128th) and for over fifty years there has been a pedestrian overpass at 128th and Gilsan. According to the brochure I received from the PDOT, these changes are being driven by safety concerns for this corridor. The numbers published were one death every other year and 46 serious injuries in a decade. So yearly, this is a half a death per year and 4.6 serious injuries per year. Not exactly huge numbers for the number of cars in this	Already enough enhanced crossings. Also, there are very few pedestrians north of Sandy Boulevard on 122nd.	0	None	We have enough enhanced crossings.	X		Work;Shopping / Services	East Portland (East of 82nd Ave)	East Portland (East of 82nd Ave)	Local News Outlet	
394	Online Survey #2	0	0	0			Just remove on street parking!	A few times a month	Car	Yes	Home;Shopping / Services	East Portland (East of 82nd Ave)	East Portland (East of 82nd Ave)	Interested Parties Email List;Community Group, Organization, or Neighborhood;Local News Outlet
395	Online Survey #2	0	1	1		X	A few times a week	Bike;Car	No	Shopping / Services;Visit Friends / Family	Inner Southeast (West of 82nd Ave)	I do not work or go to school	Local News Outlet	
396	Online Survey #2	0	I drive Stark and 122nd daily for 21 years now. I watch people cross the road every day just 10ft from a crosswalk already there. You can spend money all you want, but people have to actually use the crosswalks.	I don't have one.	I understand the district centers have more foot traffic but they are closest to the traffic light crosswalks. Its a 40 foot walk to traffic light crosswalk. I do it all the time when I am on foot. The stretches where there is a 3 or 4 min walk to get to a crosswalk is where a reasonable person is going to decide to jaywalk.	X	Every day	Walk / Mobility Device;Car	Yes	Home;Work;School;Shopping / Services;Visit Friends / Family	East Portland (East of 82nd Ave)	East Portland (East of 82nd Ave)	Local News Outlet	

122nd Ave Plan: Safety Access and Transit

Survey & Comment Responses: Fall 2018 --- Dot Vote Exercise

Survey Info		6.9: Top Three Priority Improvements to include in 2020 Project										Additional Feedback
Where survey was collected	More street lighting	Pedestrian & bike enhanced crossings	Transit Priority Treatments	Signal Changes	Protected or enhanced bike lanes	Access management	Relocate utility poles to meet ADA	Bus stop improvements	Manage speeding and red light running	Pursue speed limit reduction		
Options: Nov 7 Open House, Meeting/Group/Date, Online	Instructions: tally total dots by in-person event as one record entry.											
Nov 7 Open House	44	36	18	10	32	14	13	6	28	19		
Gateway Area BA/ Nov 8	7	5	1	2	4	1	1	1	4	0		
YEJA-OPAL/Nov 13	3	4	3	0	3	1	0	4	0	0		
Parkrose BA/Nov 15	9	4	1	3	3	1	2	4	4	1		
Mill Park Neighborhood Assoc/Nov 26	3	4	0	2	1	3	0	2	4	1		
Midway Business Assoc/Feb 12	3	1	2	2	2	0	1	1	7	0		
Total	69	54	25	19	45	20	17	18	47	21		

Appendix B. Online Survey Comments



122nd Ave - Survey #2 - Dec. 18

QUESTIONS

RESPONSES 369

369 responses



Not accepting responses

Message for respondents

Thanks for you interest in the 122nd Ave Plan. We are no longer taking responses as

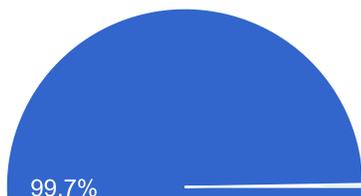
SUMMARY

INDIVIDUAL

Survey #2, December 2018

QUESTION 1: Please select your preferred language from the list below:

369 responses



- English
- Español (Spanish)
- Tiếng Việt (Vietnamese)
- Русский (Russian)
- Soomaali (Somali)



Range of Alternative Cross-Sections (and Design Sub-options) for Further Study



Alternative 1



Alternative 2



Alternative 3 - Underpass pedestrian/bicycle pathway (NE Fremont to I-84)



QUESTION 2a: Are we missing any key cross-section options within this range of alternatives?

338 responses



● Yes
● No

QUESTION 2b: If so, what?

87 responses

Have you really looked at street parking on 122? About the only place it is used is at apartment complexes. Check out how many cars are using the street for parking and have been rear ended. 122 needs to be four lanes, two lanes in each direction, traffic is at a standstill M-F 4pm to after 6pm, so is 102 and 112, even 92 and 82.

The underpass already has a large elevated path that is fully protected without removing a traffic lane (that is needed due to its proximity to the freeway on ramp and off ramp traffic). If you were to remove the vegetation and level the dirt bank with the existing sidewalk there would be plenty of space for a bike path.

more street trees

Remove a lane of traffic from each side of the street in order to provide a sidewalk and an elevated bike lane on each side of the street, so as to not force the bicyclists traveling in one direction to cross the street to continue their journey.

don't take away any driving lanes

Do options 1c, 2B and 3b Or 3c

Probably missing some options, but I mostly want to be able to express my preference. Bus lanes everywhere possible on this road.

No mention of creating safe cross section for 122nd and sandy underpass and on/off ramps. Currently there is no sidewalk option across the "ramps" and no safety measures to improve visibility of pedestrians.

3d - some marriage of 3b+3C - can there be a smaller width multi use on both sides of 122nd? i ride this route on my bike and crossing 122nd to get on one side or the other is really scary. if there was a way for bikes and people to be able to use the east or westside of 122nd it would feel so much safer. I am so glad this is being addressed!

Some great options! Yes to transit only lanes and protected bike lanes. Prioritize people over cars.

consider one lane each direction in some areas, for example, south of Division or Holgate.

More protected, set-apart bike lanes

Maintain 2 lanes for cars in either direction. Move bike lanes one block over to a safer side street. No express lanes for buses.

Move all vehicle traffic to one side of the undercrossing to allow more space for a two-way bus only lane & MUP - separate N/S buses via bus signal

You need a separate set of options for each half-mile section of road.

I don't like having to choose either protected bike lanes or a wider sidewalk with regard to the underpass. I think we can have both. Have ya'll considered just shutting off auto traffic from half of it and using that for protected bike lanes and a wider sidewalk?

Here is a graphic I whipped up real quick to demonstrate the idea. <https://i.imgur.com/cpxjwNS.png>

we need to MOVE automobiles and trucks ! 2C is close to a good solution but any loss of auto lanes will cause too much congestion ! It all ready back up for blocks with the 4 lanes now. Eliminating ANY lanes will make it unbearable !!

Dedicated bus lanes in the center to facilitate bus rapid transit and pedestrian medians.

It is too difficult and too dangerous to cross the street if there is more than one lane each way for private motor vehicles. We also need separated walking and bicycling lanes, and the bicycling should not be against the flow of traffic or "left-sided" that is too confusing and creates too many problems. Slow it down! It is too fast and scary if you are out there at night and in the rain like tonight.

Keep both lanes, going both directions (4 total lanes) as congestion is already quite heavy with existing lanes and maintain parking options for citizens! Improve paving and general curb appeal without overspending and detracting from the neighborhood's commuter friendly appeal.

For Alternative 3, eliminate an SOV lane on each side and replace with MUP. The "passing" lane in 3A, 3B, and 3C will encourage dangerous behavior.

The underpass section (option 3) does not include reallocation on both the northbound and southbound lanes. If Option set 1 is implemented, removing removing travel lanes north and south on the remainder of the road, it seems that the appropriate lane configuration in the underpass might also be a vehicle lane + protected bike lane on both sides of the road. That would be ideal, as I believe two-way bike lanes should be avoided if possible (extra burden on the bicyclist and safety concerns).

Protect bike lanes with continuous poured concrete curbs. Painted "buffer" is not enough, and plastic wands will soon get knocked down.

A major problem on the street, even when driving carefully in the winter is that there isn't enough street lights. I haven't seen a person a few feet away from me when exiting midland library. Any plan that will increase pedestrian and bike use needs to include better street lights.

There are too many areas where drivers are trying to turn left into parking lots that intersect with left turn lanes going in the opposite direction. There is one such issue at Mill Ct and Division. I can't tell you the number of times I've almost found myself in a head on accident trying to turn into my street.

You can't get rid of traffic lanes, 122nd is already a parking lot at times. We need to be able to move vehicles more efficiently.

Remove bike lanes entirely. Must keep 2 lanes of traffic each direction plus center turn lane. It is crazy to try to reduce car access on 122nd.

retain 4 lanes of traffic - 2 lanes northbound, 2 lanes southbound w/parking on both sides of street

More enhanced transit options for buses.

Remove bike lanes all together.

Bikes are only needed in higher density area (aka downtown and more inner-city)

Just stop allowing people to turn right on red at all major intersections

Eliminating the capacity of one travel lane is going backwards and is a huge mistake for vehicle capacity and increased congestion in this area. If you haven't already, I would explore widening the existing pedestrian tunnel west to accommodate a multi-use path. I know railroads are pain to deal with, but this option shouldn't be excluded unless there are major ramifications.

No bike lanes. There is already a parallel bike path not far away along I-205. Not so many bike users in east county and 122nd changes not likely to increase them.

UP bridge is currently restricting proper improvements. They have a dual head line stopping at this point as well. Wouldn't allowing them to expand their dual head line and replace the older bridge benefit both UP and the city?

I rarely see people riding a bike on 122nd

Keeping two full service motor vehicle travel lanes in each direction on the full length of the street without narrowing them to less than 12 feet across for each travel lane. The primary reason transportation related emissions in Portland increased last year was due to PBOT creating road diets and narrowing traffic lanes thereby adding to congestion along with fuel consumption.

Leaving it alone. The "improvements" will take away vehicle travel lanes, making things much worse!

Keep existing lanes, move bikes to other streets.

Leave it alone! Why are you trying to cram these stupid road diets down our throats? Mass transit in Portland is not reliable, safe, or fast enough for most every day commuters to use, especially those that commute from NE Portland to downtown each day. Max fails to run when it snows or is icy. As a woman I do not feel safe on the bus or on Max alone. Both the bus and Max increase my commute time substantially, and for people working 10 and 11 hours a day they don't need extra time for their commutes. The bus and Max stops are not protected from the rain, ice or snow. I am unable to ride a bike and others I am sure are not able to either. My 90 year old mother is not able to ride a bike and does not feel safe on Max or the bus. Why on earth are you trying to make traffic worse with these ridiculous road diets and try to force people to use mass transit? We don't want it and the majority will not use it even with you trying to force it on us. PLEASE STOP THIS INSANITY!

You are planning major construction and changes to accommodate less than 1% of people. There are NOT that many bikes on 122nd or on this side of town period. proper timing of traffic lights would do more lessen congestion than anything. All of your options are going create loss of income to local businesses and create more traffic. PLUS, you are counting on the income for this to come from a gas tax on the drivers you are looking at displacing and pissing off. Smart.

a project without bike plans, too danerous

Build an overpass for pedestrians leave the car lanes alone. If bikes need own lane then they can start paying license fees to help pay. Those of us who cannot use bike lanes are tired of paying for them

More pedestrian crosswalks at shorter intervals than now existing. Blocks are long and people don't want to walk as far as they do now to cross.. that might help with pedestrian accidents. One bike lane should be sufficient rather than two.

An option that retains street parking AND five traffic lanes.

People in tent and laying on the sidewalks/streets.

I live on 122nd and the I-84 EB entrance, we need 4 lanes of traffic. There are too many cars during rush hour, which is waaay longer than it used to be.

Leave it ALONE! You idiots....

I don't think any of these "solutions" really take into account how many of us in East County use these streets for access to everyday needs. If there are sensors in-place, you should see the amount of traffic that is current. Sooner or later you are going to have accept the fact that most of us in East County drive cars. We are NOT in the inner NE/SE and that the distances between daily conveniences is just not walkable like they are in the inner NE/SE. I live at 143rd and Halsey and the closet grocery store for me is Fred Meyer at Gateway. Even if I took the 77 bus from my house to Gateway I would still have a 1/2 mile walk to Fred Meyer. Reducing our ability to crosstown in either an East/West or North/South way would cause even bigger traffic issues and problems.

All these options are totally ridiculous

Leave all streets alone. Just fix the potholes in the streets. This has not been done for many years. It was to come from the Gas Taxes.

Stop creating more congestion with by adding bicycle infrastructure. Keep two standard width auto lanes in both directions between I-84 and the Union Pacific Railroad and NE Fremont and the I-84 entrance and exit ramps. Widen the the existing sidewalk tunnel. Any mix of cars and bicycles at the I-84 on and off ramps is an accident waiting to happen.

Don't remove traffic lanes, you are only asking for MORE congestion

Keep NE 122nd Avenue the way it is and add speed cameras. By reducing lanes on NE 122nd Avenue, you will be making an already congested road even worse. Have any of you ever dealt with this area during rush hour? If not, maybe you should for several months and see what it's like. Put in speed cameras on every block and then will you see a drastic drop in accidents without making an already bad commute even worse.

Speed bumps

I like 2C

I want a combination of 1c and 1d. Bikers and walkers totally separated like 1d but instead of a parking lane that should be a bus lane. We don't need parking on 122nd, there are massive parking lots out here & no one parks on the street. Bus traffic is super important and physical separation / safety for bikers and walkers is critical. Also I want trees on both sides of the road. Our tree canopy out here is woefully sparse. It just looks bleak & feels so harsh compared to the leafy central city.

It's crowded, but mostly working okay as is. DON'T eliminate traffic lanes. I've seen Holgate and now Foster being shrunk to one lane each way. It's frustrating. How about some tweaks in isolated trouble spots, without a grand reduction all the way along.

I live in this area and use 122nd constantly. I have yet to see one bike rider or pedestrian hit with the current lane structure. I have seen car accidents from people exiting the freeway and turning north without stopping for the red light. At this location, the number of bikes/walkers is minimal. I rode my bike to the High School many years ago on the sidewalk just as they do today. You are creating a solution for a problem that does not exist.

No options consider moving the through bike movements onto side streets. Such options would allow more space for enhancements to the bus and pedestrian modes that are much more likely to be utilized on 122nd. At least choose options that can be easily retrofitted to remove the bike lanes when it is realized that the project increase in bicycle mode on the corridor has not occurred, as is the case on the recently completed 50s and 20s bikeways and will soon be seen on the Foster Rd diet project.

keep 2 lanes both directions at underpass so traffic isn't backed up going from 2 lanes to a single lane

Anything that retains 2 lanes of traffic in each direction - this area is ALREADY a bottleneck in both directions during busy times... reducing either direction to a single lane will be a nightmare.

Eliminate bike lanes and pedestrian lanes and have 3 lanes north and 3 lanes south bound for automobiles. Streets are and have been made for automobiles, and not horses, bicycles and people. This is just another attempt by this city to get us out of our cars.

I don't have a new option but it's super important not to lose any lanes of traffic as there is currently so much congestion. It would be better to remove on street parking on 122nd then to lose traffic lanes.

Remove all bike lines. They won't get hit if they stop riding out in front of cars.

I honestly don't know because this is impossible to read and difficult to fully understand the proposals -- before you judge, I have a Masters degree and work with planning and community engagement. This is too complex for a survey.

Traffic calming and pavement shading trees for green infrastructure

Two way car traffic on one side, pedestrians and bikes on the other

Leave it as it is. No bike lanes to support the handful of bicycles that use Glisan in this corridor. Definitely no bus lanes. No changes to the sidewalks for the limited pedestrians. The runners frequently run in the street anyway. I am old enough to remember when Glisan, Halsey, and Stark were all widened to four lanes to support the increase in traffic and population, and now you want to reduce Glisan back to two lanes. Eastbound Glisan between I-205 and 122nd at evening rush hour is already a congested mess. Reducing Glisan to two lanes will be a disaster. Frequently at evening rush hour, traffic

eastbound at 122nd and Glisan has both through lanes backed up an eighth of a mile or more. If you reduce this to one through lane you are going to back up traffic for a quarter of a mile. Because of MAX, 122nd and 148th are frequently backed up from Burnside to Glisan at evening rush hour. Also, do not install and enhanced crossing at 128th and Glisan. There is already an enhanced crossing just west of 130th (approximately 275 feet from 128th) and for over fifty years there has been a pedestrian overpass at 128th and Glisan. According the the brochure I received from the PBOT, these changes are being driven by safety concerns for this corridor. The numbers published were one death every other year and 46 serious injuries in a decade. So yearly, this is a half a death per year and 4.6 serious injuries per year. Not exactly huge numbers for the number of cars in this area. I suggest you leave the lanes and speed limits as is and spend more time on speed enforcement and enforcement of the jaywalking laws. I see pedestrians doing illegal and dangerous stuff everyday in east county.

I'm not sure but I feel like some disabled access may be missing?

leave it the way it is!!!

Leave the street for cars...remove street parking and dedicate the space to bus travel....Or just....PLEASE move the buses and bikes to a protected street, SAFER for them and for those who drive. Make ALL traffic lights and crosswalks sync. I can drive at the posted speed and have to stop at every light...every driver is frustrated. People cross out of crosswalks!!! In a perfect world pedestrians, buses and bikes would be on a dedicated street. When you blend cars with the others it's a nightmare. Then add darkness, rain, PEOPLE IN DARK CLOTHES, texting and not paying attention to their surroundings, it's a recipe for disaster. I've seen a person take up the whole turn light sauntering across the street and never look up from their phone....that leaves a whole string of cars on hold because someone isn't aware that the world doesn't revolve around them!

Increase the police presence on 122nd and enforce traffic safety.

Have more options. These are not going to help, just cause gridlock

What is this with bike lanes! People drive cars! You need more street crossings for pedestrians to cross safely.

Increased impaired driver patrols. There are drunk drivers constantly on this road that are a bigger hazard.

Two driving lanes each way must remain . Motorized vehicles are the primary mode of transportation. Reducing driving lanes will cause congestion, frustration , thus more chance of impatient folks taking chances.

There should be a crosswalk at every bus stop and every crosswalk should be the kind with the flashing light.

The issue that I have is that we want to take lanes away from the cars...and make so many blind spots that the chance of hitting a pedestrian increases. The bump outs and the flower pots by the Lloyd Center is a nightmare. I have grown up in Portland and the changes are making it so hard to see people without inching your car out so far to see. My recommendation is to not make anything like that of which is in the Lloyd Center area. I also think that we need to do a blast campaign of STOP LOOK AND LISTEN. If you choose to wear black clothing, and if you walk you are choosing to increase your likelihood of being hit. It is simply silly to think if you are dressed in all black that a person can see you in the dark at night, when it is raining. I am a nurse that has worked trauma and the likelihood of survival of a human when they challenge a car is very low.

Put in roundabouts at crossstreets.

The options do not address specific pedestrian safety measures. The flashing yellow and blinking red lights at crossings are too few and many drivers react to them in an unsure way....hesitating, not stopping, stopping but then taking off before the pedestrians are safely across. It appears that there is some confusion on how to correctly and legally respond to these crossing lights.

One lane of vehicle traffic each way, with raised bike/pedestrian paths on west and east sides

2-way bike path, protected. 4 lanes of traffic w/ center turn lane. Parking Lane. No dedicated bus lane.

Restore left turn lanes currently blocked by safety islands.

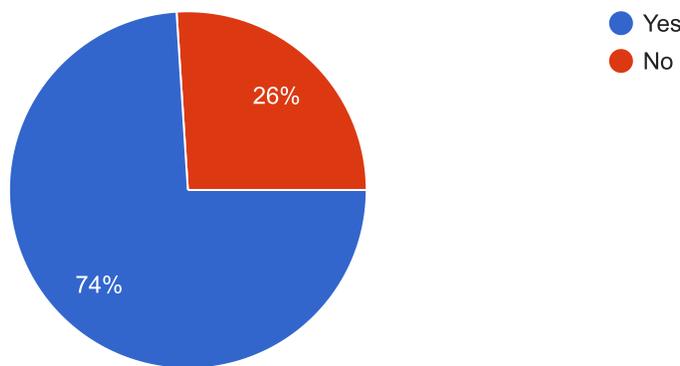
pedestrian overpasses , not traffic stopping crosswalks

For option 3, work with ODOT and Union Pacific Railroad and remove the constricting structures, retaining four lanes for automobile traffic. This is not a location to reduce through traffic lanes.

Proposed Enhanced Pedestrian Crossing Locations

QUESTION 3a: Do you support the proposed enhanced crossing locations?

346 responses



QUESTION 3b: If not, why?

84 responses

I live by 122nd and Stanton. The middle divider prevents safe left turns onto 122nd and should never have been installed. This is the only outlet for a whole community and causes more problems than it solves. If it would have been put one block up or one block down it would not have had nearly as much impact. Also, these are rarely used crosswalks. I generally see only 3 to 5 pedestrians a day on these which could easily be diverted north or south one block. Having crosswalks every block is extreme overkill and would not be used. A complete waste of taxpayer money in my opinion. Just not enough foot traffic to warrant it.

Every legal crossing should be painted, in addition to these enhanced crossing locations.

they don't use the ones they have now

Marine Drive & 122nd NEEDS a traffic signal!!

Should something more be done at Sandy? I support the rest.

There are not enough of them and there's no clear explanation of Tier 1 vs Tier 2 vs Tier 3.

More

This is a good start for the plan, but not nearly enough new crossings are shown for this to be taken seriously as a final proposal.

I have no idea what tier 1, 2, and 3 mean & they seem ill-spaced

Need more signalized crossings; drivers don't have to stop at RFBs

Because no one uses them now we're don't need more. And it will impede traffic time.

Leave it alone, you are completely ruining the Foster area.

Why do we need a cross walk and 122nd and Washington when the stop light is one block away at 122nd and Stark? There is another current crosswalk at Morrison which is 3 blocks away. This proposed crosswalk is going to cause a traffic backup!

If you need "enhanced crossings" it is already too dangerous. What about all the places people need to cross that aren't "enhanced" and people driving are only looking for "enhanced" crossings.

People don't use the marked crossings no matter how nearby they are. They cross anywhere they please. Lived in the hood 11 years - see it daily.

If we eliminate the redundant lanes, and reduce the design speed, enhanced crossings won't be necessary. Enhanced crossings reduce injury rates, but are not effective at getting to Vision Zero.

But, need more of the signalized crossings. Unsignalized are not always obeyed by drivers.

Not really enough information. I understand that additional information is required, but there would be significant operational differences in addition of HAWK signals vs. RRFB's vs. uncontrolled crossings.

Traffic signal at 122nd/Boise would be useful

There are too many. There are lots of traffic lights on this street, the pedestrians can cross at the street lights, they do not need special lights that clog the flow of traffic.

You can build 100s of enhanced crossing, but people are too lazy to walk a couple extra feet and use them, hence they cut right through traffic. Have lived in this area for 60 years and people cross street carelessly all the time.

Traffic needs to flow...not come to a complete stop every few blocks. Add pedestrian overpasses over the streets as an alternative.

Do not support a pedestrian crossing by the Winco unless there were signal lights for the cars trying to get out of the lot. The main problem in the Winco lot is trying to turn left. On the exit by the Wells Fargo, it is impossible to see oncoming traffic if someone is parked on the street. Do not support a pedestrian crossing at Beech because no reason to cross at that location. Also no need for additional crossings north and south of Whitaker.

Too many of them.

Seems unnecessary

This many crossings will lead to traffic jams

If the volume of Pedestrians is so large in these areas, I don't think this fix will take care of the problems unless there is more street intersection stop light to make it a working solution for now or the future for this area.

Some appear two close together. The more traffic is stop and go, the higher the emissions produced.

People cross where they want to rather than using existing crosswalks. Enforcement will improve safety. It might even save lives!

Just as many people get hit in crosswalks as regular streets without.

It impedes traffic

I might if you had bothered to explain what Tier one, two and three were.

We need arterials for car movement. Stop trapping people in the outer neighborhoods. Commute time matters! Stop gentrification by making outer neighborhoods undesirable. Gentrification is racism

Where are all these people that you are predicting to use these? I drive this road multiple times daily and they aren't there.

i prefer red light crosswalks, it's safer and people actually stop on red lights.

To many it's already too hard to drive with all the stops

Leave 122nd how its you have already ruined foster

Adding even more crosswalks will create even more traffic backup which is already gridlocked for several hours of the day. When traffic is bumper-to-bumper and the crosswalk lights go off people slam on their brakes and you run into an increase risk of collision between vehicles. There are already an abundance of crosswalks on 122nd. Adding so many crosswalks allows pedestrians to just cross continuously into traffic creating more intersections between traffic and pedestrians. This is not a favorable solution.

Your increasing traffic issues for normal drivers making them more frustrated and angry

They are poorly designed, dangerous and interfere with turn lanes.

Some of the recent improvements are not user friendly. It makes turn to where I live extremely dangerous. Many of the crosswalks have a flash delayed when people start to step of the curb and flash long after someone has crossed.

Need motor vehicle lanes

How is a school bus supposed to make a left hand turn from southbound 122nd onto Russell without blocking traffic? Russell Elementary is on that street. This crossing has been destroyed 4 times now. Get a clue

Don't make changes that will lead to more congestion

Until you start enforcing jay walking laws what's the point? The biggest issue on all the main thorough fairs in East County are jay walkers. Not just during daylight but more dangerously at night. You radar for speeders, you provide crosswalks (Division street is the PERFECT example) and yet pedestrians are still the Wild Card on the street and NOTHING is being done to reduce their illegal activity. Why is it you only focus your attention on cars? I also have never seen a rogue bicycle rider pulled over and issued a citation and I drive all over the city of Portland for my job at Uber.

In my opinion, between existing crossings and stop lights, this many additional crossings are unwarranted and irresponsible. I live in this neighborhood and I see people daily that, despite being within 20ft of a crosswalk, run across the street, get themselves stuck in the middle of the street, or almost get hit by a car. I don't see how more crossings is going to fix that. I concede that they may be needed north of I84.

Too many to close together will create more congestion.

No, because people still cross wherever they feel like, drivers don't always stop. All of this super expensive construction should go into patching the deplorable roads we already have. Ex westbound lane of Stark @ 122nd, pretty bad. Borders on something you would find in a 3rd world country

Pedestrian crossings at side-street intersections block cars' access to the middle turn lane, which cars need for safely turning left out of or into side streets. I've witnessed a lot of risky interactions from cars not being able to use middle lanes at side-street intersections. The proposed crossing additions would block off almost all of the side streets in this way, which is way too many.

not enough of them

122nd is already a bottleneck during peak traffic hours. Adding the more enhanced crossing locations will only make it worse and left turn access onto 122nd avenue will become more dangerous for drivers

Crossings in mid-block. STOP IT. I am over 60, and I walk. I can walk a block to what is now an 'unmarked' crosswalk. Just mark or light it.

Depends. If you are only adding flashing yellow crossings, fine. A red light crossing was installed in our neighborhood on 122nd at Bush. Traffic sitsizes with long after peds and especially long after bikes have sped across. Please no more red light bottlenecks. I'm a biker who sympathizes with cars frustrations if I activate that crossing signal.

There are too many pedestrian crossing in areas where foot traffic is literally non existent. The proposed pedestrian crossing will interfere with the car traffic in a negative way - it is already proven the the existent crossing installed in the last years. Several new proposed crossings, and also some of the existent ones, are a waste of money and they will require unnecessary maintenance over the years.

You are literally putting additional crossings 2 or 3 blocks apart. Traffic will come to a complete standstill during peak hours. Also, by putting concrete center dividers at locations where drivers turn left frequently, you restrict the flow of traffic to one lane. Very dangerous for drivers, who represent 95% of the population. How about making it safer for them.

I am generally supportive of crossings, however, no where does the survey define what are Tier 1, 2, 3 crossings. How can I support something, or not, if I don't know what it is?

A few of them are too close together or too close to existing crossings. For example, a crossing is not needed at Washington given the existing crossings at Stark and Morrison. As a pedestrian, bus rider, and sometimes driver, it is not too much to ask pedestrians to walk 2-3 blocks to the nearest crossing. Also, rather than have a crossing at Wasco, 2 blocks from Halsey, I would put one at Multnomah (3 blocks from Halsey) where there is also a bus stop that leads into a neighborhood.

There are too many that are too close to existing traffic-light crosswalks... this will just create more traffic issues/backups. A number of these locations are not pedestrian-heavy areas - but, instead, are traffic-heavy.

This will slow vehicle traffic down even more. It is already slow enough. I takes approx. 1/2 hour to go from north to south by motor vehicle.

I don't see any foot traffic on 122 north of Sandy to warrant extra crossings, at this time. Crossing at Beech will be difficult due to NB speed down hill but understand its access to fabulous new park. But, crossing on 122 between San Rafael and Halsey is really needed due to busy shopping area and catching buses. Currently a big safety issue.

I guess these other crossing plans are dependent on the creation of better shopping and pedestrian areas. While intersections have busy foot traffic, 122nd as a whole is still a car thoroughfare taking rush our overflow from 205, getting to work, school and major shopping. And FYI, we've lost many grocery stores.

I thought you wanted to make it safer? Telling people they can cross that street anywhere will get more people killed.

I agree with these locations in theory, but cannot find examples of what each tier is in the documentation. The safer answer when not knowing what you're agreeing to is saying no.

There is not enough use of the sidewalks for a new crossing by Rossi Farms. Crossing at the existing intersections is adequate. No one needs to get to anything on the other side of the street at that location. No need for TWO additional crossings between Glisan and Burnside. One should be enough. Safeway is closed down. Not as much of a need at that location.

Crossing locations sufficient, traffic bad enough as is

It will slow traffic even more

The tier 2 crossing should be a new signal at Morrison to protect library pedestrian access and provide a controlled left turn from from the neighborhood onto 122nd. Also, would slow traffic between Stark and Market.

It looks like you only have a general idea of where pedestrian traffic is. This is a very traveled street for cars and one of the only streets to easily travel North to south in outer Portland. From Holgate to Halsey are the main areas of Pedestrian traffic.

I don't understand what Tier 1, 2, and 3 crossings are.

Already enough enhanced crossings. Also, there are very few pedestrians north of Sandy Boulevard on 122nd.

Too many

I drive Stark and 122nd daily for 21 years now. I watch people cross the road every day just 10ft from a crosswalk already there. You can spend money all you want, but people have to actually use the crosswalks.

There are crosswalks everywhere. You can't draw lines on the road and all deaths go away. The pedestrians need educated in personal responsibility and the driver's need educated in attention to detail and putting cell phones down while driving. All these suggestions are fine but money would be better spent educating the population.

Need more traffic signals to stop traffic. Cross walks do not stop vehicles moving at a high speed rate.

Only if you sync them with the traffic lights. Just because someone pushes the button doesn't mean it should turn immediately.

There should be more than you are proposing.

Enhanced crossing won't make drivers slow down

Every bus stop should have a flashing light crosswalk

Too many. Will cause traffic congestion

I support with a caveat. All of these crossings need lighting. Even with a crosswalk it can be difficult to see pedestrians crossing at night, especially when the pedestrians dart out into traffic without making sure cars can see them and are able to slow down.

Some are fine, but others (north of I-84) don't seem necessary.

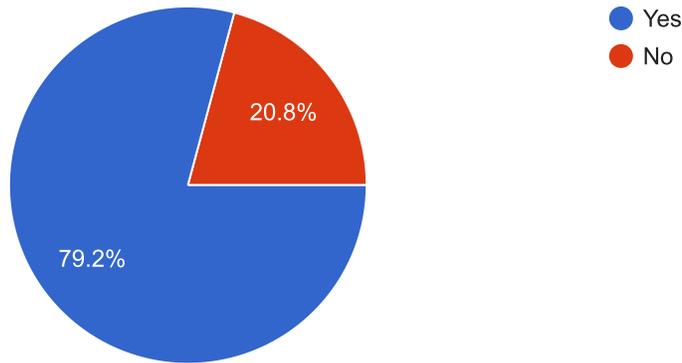
Red light crossings stop traffic unnecessarily when pedestrians push the button with no intention of crossing. The yellow strobe light system seems to work much better.

protect people, use pedestrian overpasses

Too many enhanced crossings will impede the flow of traffic. Especially if you are going to try and make 122nd ave a 3 lane road.

QUESTION 4a: Do you support first prioritizing crossing improvements in the Pedestrian Districts/Centers?

341 responses



QUESTION 4b: If not, why?

58 responses

Move traffic first. Too many crosswalks people do not use as it is

they don't use them

Look both ways, its not that hard

I do, but many of the others are important.

The fact that you consider these areas to be "pedestrian districts" is absurd. They are parking lots and strip malls – all suburban development patterns. No one in their right mind would want to walk here.

Focusing on smaller, more dense areas for pedestrian crossing improvements will concentrate crossings in a smaller area. As we've seen, pedestrians are often hurt and killed by traffic in areas where there are large gaps between crossings. When it's dark and raining and freezing, it's easy to understand why a person would not want to walk half a mile or more out of their way to a pedestrian crossing.

School and park connections more important

More lighting is needed first

Safe crossings must be everywhere. That means one motor vehicle lane each way, and slow speeds throughout. Once you are "prioritizing" certain crossing improvements "first" you are making it even harder to cross everywhere else. People live and cross ALL ALONG 122nd, not just at the most "popular" pedestrian crossings. The whole street needs to be safe.

People don't use the marked crossings no matter how nearby they are. They cross anywhere they please. Lived in the hood 11 years - see it daily.

Mid-block crossings for neighborhood walkability is important

The first priority should be reducing design speed in the entire corridor. This can be done with temporary treatments if necessary.

you should prioritize crossings based on those intersections that are the most dangerous for vulnerable road users. If these happen to be areas of Districts/Centers then that is acceptable.

Pedestrian improvements should be prioritized everywhere to further encourage transportation modes other than cars.

We do not need additional crosswalks - they need to cross with the existing lights to keep the vehicle traffic moving.

Use overpasses, not increasing traffic congestion!

Seems unnecessary- people on 122nd cross where they want

Need light for left hand turn from 122 to Columbia Blvd more important!

People are crossing where & when they want. Rather than cater to poor choices, try the negative reinforcement of punitive measures. It has the added benefit of generating revenue!

The majority of the traffic in this area are commuters via car. This city already prioritizes the minority(non-car drivers) enough especially when over 80% of the city commutes by car. The needs of the many(cars) out weigh the needs of the few(bikers and peds) or the one.

I think we should concentrate on getting car traffic where it needs to go first; the biggest frustration w/122nd is it is so stop and go with the emphasis on stop

Just as many people get hit in crosswalks as regular streets without.

Loaded question. Demanding why I do not support the commissions recommendation. But at 122nd and stark I have seen pesistrans walking in front of vehicles no matter what the traffic light signals indication.

People who answer yes should explain why to!

Same as answer 3

no

Already have crossings in place

Leave 122nd how its you have already ruined foster

Little that I see on this plan is what those of us who live in the neighborhoods and use 122nd Avenue regularly want.

The ones by where I live do not work to protect pedestrian or to properly instruct drivers to stop. This needs to be worked out as it is dangerous to everyone.

People need to follow the crossing ruled

Who is the dumbass that came up with this? Most of the times it is the pedestrians fault. Making crossing that these people don't use won't help. It just wastes money. Except for the people who profit from this stupid stuff.

Money should be used for new highways in Portland area

Fix the streets. Pot holes.

Because there are already stop lights there with crosswalks.

I've seen construction cost spiral out of control overthinking these issues and endless meetings and "surveys" such as these, when in the end PBot does what they want to do anyway

More pedestrian safety around the high school/middle school

same as above

Your proposed crossing in the so called Pedestrian Districts are "inches" away from existent crossings. There is no way people shall get so lazy walking just a bit further in order to cross the street. What about a "mobile" crossing that can adapt to the needs of anyone willing to cross the street where they feel like they want to!!! Let's give everyone everything. Common!!!

My guess is the safety/accident data will show that most pedestrian fatalities occur due to someone attempting to cross mid-block far from a signalized intersection. Since the ped districts/centers are located around those intersections, putting more crossings in the ped centers probably won't do much to reduce fatalities.

seems like they would have to be redone when the street work is being done - waste of money to do them twice

why not designate 112nd and shaver a Pedestrian district with the Rossi development master planning going on. The visioning experience seemed to be influenced by a pedestrian friendly approach.

There are crossings up there that are adequate, and the first place I would like to see the most improvement are the crossings near the Parkrose School District Schools, particularly the Middle and High School area

The northern segment will be left behind, but there is potential for that area to become more business oriented and providing crosswalks will go a long way towards that, i.e., the Rossi farms area and the area where Kmart was. There isn't even a proposed crossing further north of Rossi farms, and I for one have crossed that crazy part near the Kmart dragging my kids across with my heart in my throat.

Improvements needed elsewhere first, such as decent sidewalks, or adding sidewalks where none exist

I don't know -- I need more information before making a decision

It irritates me that pedestrians don't currently use the crosswalks appropriately. What makes you think they'd use them correctly/safely if you added 20 more?

We have enough enhanced crossings.

I understand the district centers have more foot traffic but they are closest to the traffic light crosswalks. Its a 40 foot walk to traffic light crosswalk, I do it all the time when I am on foot. The stretches where there is a 3 or 4 min walk to get to a crosswalk is where a reasonable person is going to decide to jaywalk.

No the PBOT is attacking this wrong in my opinion. There are some places that need some crosswalks because if the walk becomes ridiculously long to a crosswalk people are just going to walk across outside a crosswalk area. In general though there are enough. I will admit I am not handicap and the distances between may be too far for those in that circumstance.

Maybe, but only if those are the main problem areas and not at the cost of getting more crosswalks put in.

makes more sense to do the street work first

All crossing improvements are a priority

Main thoroughfares should not be sacrificed to make room for pedestrians and cyclists. Causes even more traffic and road rage. That is what busses are for.

I think sidewalks that are ADA accessible are more important, then add more crosswalks.

Movement of vehicular traffic needs to be top priority. That's why they're called "streets."

Red light crossings stop traffic unnecessarily when pedestrians push the button with no intention of crossing. The yellow strobe light system seems to work much better.

I don't trust city or state government

QUESTION 5a: If not, which crossing locations would you prioritize on 122nd Ave? (Name location. For example, "122nd Ave and Main" or "between Woodward and Tibbets".)

49 responses

None

none

I want a crossing at the parking lot that connects NE Ainsowrth Circle to NE Airport way. That parking lot works as a road for bikes and pedestrians that allows them to avoid walking along NE Airport Way (which is another terribly uncomfortable street).

Marine Dr & 122nd

The one north of Halsey.

Beech St should get some priority (maybe not highest) due to its major crossing for families getting from apartment complex west of 122nd to Luuwit park east of 122nd.

122nd at Burnside is where I see the most pedestrian activity and needs to be safer

I would prioritize having as many crossings as equally spaced out as possible.

Signals at Stanton, Russell, Boise, Raymond, Main, Springwater

A true stop signal on 122nd between Washington and Mill.

122nd/Boise

You need to create more linkages for pedestrians - in small defined areas is not enough.

I don't support any of them.

Use overpasses, not increasing traffic congestion!

If the volume of Pedestrians is so large in these areas, I don't think this fix will take care of the problems unless there is more street intersection stop light to make it a working solution for now or the future for this area. Where is the data to make the decision?

There are crossings available now. If they were utilized there would be no issues.

None. How about you put more cops on the road and ticket bad drivers? I'm not saying don't improve things but again, prioritizing peds. is a dumb idea.

We shouldn't be afraid to make Oregonians WALK a bit. Personally, I feel that bus stops are too close together as well.

122nd and Glison

Cars first. We need arterials so we can get to work and visit friends! Not prisons in the outer neighborhoods. Stop promoting poverty in the outer neighborhoods!

Keep what is there

Leave 122nd how its you have already ruined foster

I would only support prioritizing existing Crossing locations and upgrading those locations

You're not listening. Distracting us with prioritizing crossing locations does not encourage us to support the poorly thought out changes this overall plan for 122nd Avenue.

I would like to see the three Morrison, Main and Madison crosswalks changed. Either to one that has a red light or a pedestrian overpass, or other so,union. This series of crosswalks is very difficult to navigate as a driver especially since the flashing lights are delayed long after someone has crossed.

Improve or supplement interstates 205, 5 and 84

No

North of I84.

All 122nd between Halsey and Powell

Emphasize on improving the crossing on the main/major intersections of 122nd and make those with secondary streets (where stop light are found) more visible. There's a lack of maintenance anyways on the major street East of I 205.

Where the biggest existing gaps between crossings are, wherever that is.

122nd and Shaver

North of gilsan

crossing on 122 between San Rafael and Halsey is really needed due to busy shopping area and catching buses. Currently a big safety issue.

To be fair, I would prioritize a crossing in he northern segment in addition to some others.

122nd & Burnside, Glisan and Halsey

Wherever is most prone to crossing related accidents

122nd between divison and powell

I would support better crosswalks near schools (Market/122nd, Shaver/122nd, Ramona/122nd) and large stores (aka WInco on Halsey and San Rafael)

I don't have one.

I would prioritize by distance to the next crossing.

Every bus stop

A few of the main ones, especially near transit stops

I would prioritize crossing in the shopping districts and near busy bus stops.

I agree with your priorities, not your method of safety improvements

I don't walk there, I don't know what the needs are

QUESTION 5b: Why?

38 responses

See above.

like I said they don't use them

Without prioritizing that intersection, there remains an unsafe connection for bike commuters utilizing the Marine Drive Multi Use Path and the SE 122nd improvements.

Distance between existing current use.

Beech St should get some priority (maybe not highest) due to its major crossing for families getting from apartment complex west of 122nd to Luuwit park east of 122nd.

the most people are there on foot and people drive really fast and the max is there - dense housing is being built there - needs to be safer, though I am sure you know this!

I think it is important to reduce distance between crossings as much as possible.

So cars have to stop, rather than it being an option.

There's plenty now and again no one uses them now

The gap between traffic signals facilitates cars getting up to very high speeds in this area. We need traffic calming design in this section.

Too many crosswalks. Pedestrians need to cross at the street lights.

People driving to work; to dr appointment; to school also have rights. City of Portland seems to be ignoring us!

No published data proved by the City.

Penalties for bad behavior tend to curb said bad behavior.

Again, our roads should be for driving or biking

Drive around there enough and you will see the most jaywalking

Same as answer 3

People won't use them.

Some of the existing Crossings do not have lights to alert drivers of a pedestrian passing. I believe we need to upgrade our current Crossings and not add any extra pedestrian Crossings

See 5a.

Because that is what drivers need

Because there is an absence of crossings in that area.

Those are the most congested

My only suggestion is maybe space a few of the crosswalks out a bit more evenly so that they are not too close together and easy access for people to turn down a street from the center turn lane to get to their neighborhood.

same as above, the needs of drivers are not being considered in any of these options. Yes the roads need to be safe to pedestrians, but adding more enhanced crossing options changes the danger from the pedestrians to the drivers. The problem is not 122nd it is I-205. The increase in traffic and danger to pedestrians and vehicles cannot be resolved until the issues with I-205 are corrected and the diverted traffic from I-205 is lessened.

Right next to two major school buildings, with a lot of foot traffic in a dangerous area to cross the road

noted above.

Considering the influx of traffic from the freeway, these streets are more congested

Most foot traffic

Students are worse at crossing streets safely than adults and their safety is more important. Adults bussing with bags of groceries aren't going to walk 10 extra feet to a crosswalk, so making that as safe as possible is important both for pedestrians and drivers/bus drivers.

It feels like adequate crosswalks already.

I have already answered this. You are trying to draw some lines, or a median, or a bus lane and expecting that to change people. It will on a small level, but you need to engineer people. If they have to walk too far they won't take a crosswalk, get the distance between the nearest one down to a distance people will walk to.

The biggest problem on 122nd (other than speeders) is that there are so few safe places to cross. People getting off a bus and needing to cross the street don't want to have to walk 5+blocks just to get to a crosswalk and then have to back track to get where they were wanting to go. This is an issue all over the city, not just 122nd.

Safest course of action is to get pedestrians and cyclists off the road all together and to use mass transit in high traffic areas.

That is where people tend to cross the most.

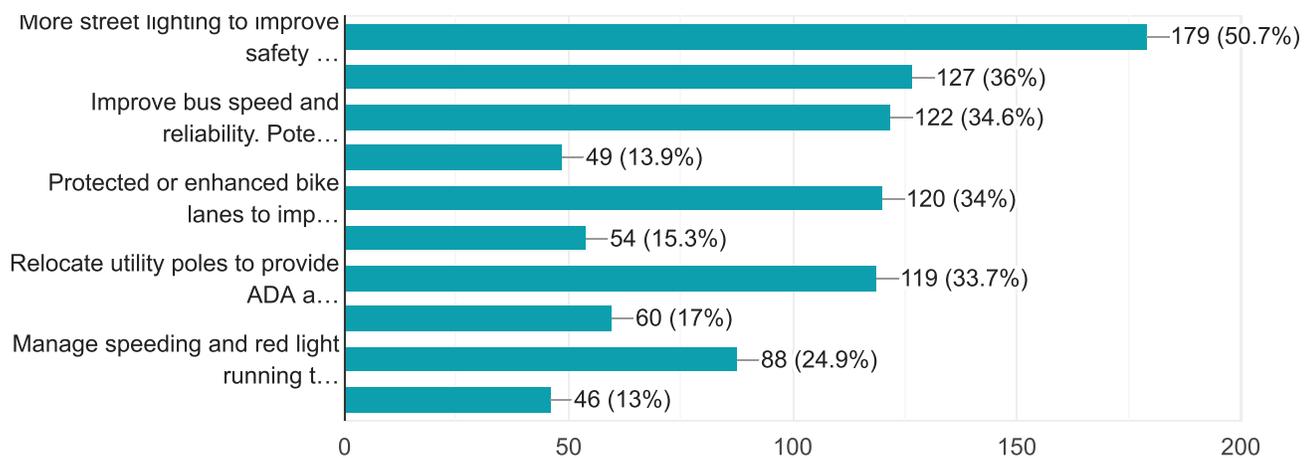
Asked and answered

the area is too dangerous. I-205 should have lanes added to keep cars off the side streets

Near-Term Improvements for Construction in 2020

QUESTION 6: Which improvements are most important to include in the 2020 construction project from the following 10 options? Choose your top 3 from the following:

353 responses



Additional Feedback



QUESTION 7: Do you have any additional thoughts and feedback about 122nd Ave?

151 responses

Once you go north of Winco on San Rafael the amount of bike and foot traffic drops dramatically. There is not enough pedestrian and bike traffic to warrant crosswalks at every corner or reducing traffic lanes. This section is also a funnel that provides access on and off the freeway as well as to and from the airport. This needs to stay a 4 lane road. There is already a safety problem because traffic backs up onto I-84. To create even slower backed up traffic in this area will cause stopped traffic on the freeway coming to exit 10. That is a very dangerous idea. Also the enhanced crosswalk at 122nd and Stanton should be moved a block north or south as that has created another traffic and safety problem. Stanton is the only safe outlet for a whole community (the small outlet across from the freeway entrance is not safe). The placing of a crosswalk there means that you can no longer make a left turn into the middle turn lane (going north). This is a serious traffic and

safety issue as you have to wait for all 4 lanes to be open before turning. During rush hours with traffic coming from the freeway it makes it nearly impossible and causes delays that make people take unnecessary risks after they have been waiting for 5 or 10 minutes and traffic is backed up behind them. I see it every day. I only see maybe 3 people use this crosswalk and shifting it one block away should not inconvenience very many people but would help traffic conditions tremendously.

Keep speed at 35. Major connection to other parts of the city.

more trees

Pursue option 1A immediately, then transition to option 1D over time as more funding becomes available, assuming that 1D is beyond the current available funds for the entire 6+ mile length of 122nd. These two options will do the most to reduce speeding, reduce crossing width, create safe walking and bicycling environments, and protect life.

Yes to bus lanes, yes to protected bike lanes, yes to speed reduction, and yes to auto lane reduction! (Everything else being suggested in question 6 looks good too.) I strongly support option 1C (although those raised protected bike lanes and wide sidewalks in 1D are hard to say no to)

Even when traffic is bad, it really doesn't take that long to drive almost the whole length of it. I used to drive from Marx to Holgate five days a week. Improving safety, walking, biking, and transit should be the priorities.

A very busy TriMet bus line runs along 122nd Ave and this bus gets extremely delayed by rush hour traffic. This bus also connects to very many grocery stores and it is very crucial to not negatively impact bus service along this corridor.

In force J walking DO NOT REDUCE SPEED

The street parking needs to go, an all day bus zone should be implemented. There is so much room on 122nd Ave to be able to do this, you can include the bike Lanes in there too. No more of this bus lane from x Time to x time.

leave it alone

The only traffic signals worth spending money on are full, green-yellow-red ones. Too many drivers ignore anything less emphatic.

I think the city continues to fail us on enforce of current laws on the books and people have suffered as a result.

please do not mix cyclists and right turners. I don't mind buses mixing due to their professional drivers and frequency. A physical barrier needs to be in place in areas where vehicles and build up speed (between Halsey and airport way for example). it is not safe for people on bikes to be adjacent to people in cars doing 40+ without physical separation.

122nd is straight up dangerous as a cyclist or pedestrian. Reflectors and plastic poles do little to stop a car from crushing cyclists. Please use substantial diverters to actually protect cyclists and pedestrians and make our streets safe.

I'd like to see a road diet implemented here, with one travel lane in each direction and a center turn lane. Then lower the speed limit, enforce with cameras, add protected bike Lanes and lots of crosswalks, and get rid of the car storage and replace with full time bus lanes.

Proritize sidewalks please

The I-84 underpass path is lousy, but there is so little bike traffic on this part of 122 that I would give that a low priority.

On the whole stretch of 122, IMHO the MOST DANGEROUS intersection is at Halsey. Drivers are constantly trying to sneak in a quick right turn and do not see cyclists/peds. 122nd & Division is a disaster, peds/bikes (mostly homeless) just zipping across as if there are no cars. It feels like the "Wild West" in that area.

I cross often at the Midland Library. The city, in all it's ignorance, has planted new trees on the East side of the street, blocking the view of a person entering the crosswalk. The numerous auto dealers have delivery semi's that block the center lane or bike lanes. At Taco Bell there are 2 trucks (Fed*x and U*S) that have drivers that routinely eat lunch there and park

partially blocking the bike lane.

Do want to give Kudo's to TriMet bus drivers ... we often play leapfrog (unintentionally) and they are most often courteous and careful/safe.

Thank you for taking a look at 122nd it is a major thoroughfare for so many East Portlanders who drive, bike and walk. A lot of people use the bus here and deserve safety from fast cars. There are a lot of pedestrians that ought not to get hit by cars in intersections.

Be bold and build a 122nd that build communtiy and businesses. There will be a lot of push back for people who do not like change and especially only think of 122 as a car street. Do the right thing for Portland.

Bike lanes MUST be protected. Pedestrian crossings should have flashing signals. Bus only lanes would do wonders for transit efficiency. There are all great improvements that address that not only address safety, but the threat of climate change!

minor changes quickly more important than bigger changes in 4 years.

Protected NOT enhanced bike lanes.

More crossings are needed and at closer intervals in locations where residential zoning abuts the arterial.

Priority needs to be on easing traffic congestion. Lowering the speed limit and reducing lanes is the wrong solution. We need two lanes in each direction for traffic. No express lane for buses. Bike lanes should be moved to a side street one block over. No bike lanes on 122nd at all.

Safe crosswalks are a good thing. But all of your other ideas are terrible.

I don't think on-street parking should be allowed on 122nd - that space should be used for more important things - or charge for it and send that funding back to additional resources for the corridor.

Yes, you need to create a separate survey for each section of road

Make BUS TURNOUTS not curb extensions,,, when busses block traffic it is nuts

The roads are made for cars not pedestrians, and the drivers pay for the roads. Stop making "improvements" for pedestrians while hurting the drivers and choking traffic.

If you want more bike Lanes make people who ride bikes pay for them.

I know there is a lot of support for slowing traffic by ramping up ticket enforcement, but please, please, please don't make that the solution. East Portland is a low-income community, with folks for whom a traffic ticket is or a suspended license could cost them a job, ability to pay rent, or keep food from their family's plates. This is doubly difficult when the enforcement is automated and indiscriminate, because law enforcement is further disconnected from the community it is serving.

PBOT has the tools in its toolbox to build streets that promote slow and safe road usage for pedestrians, bikes, cars, and buses. Please use that to build a better 122nd, not just a more effective speed trap. The infrastructure should be the safety mechanism, not law enforcement.

It functions as a main street, but does not have a main street feel. Make it a pleasant place to stroll and enjoy. Think bold. More vegetation and greenery would be nice.

Spot-fixes (for example, "enhancements" by escalating the paint and flashing lights, etc, at specific locations) won't solve the problem. The problem is that the whole corridor is dangerous, uncomfortable and a scary "neighbor" for everyone who is trying to raise a family or run a business along 122nd. We need to make the entire CORRIDOR safe with with speed reductions and one lane each way for cars. That will provide plenty of space for the good-quality and separated sidewalks and bicycle facilities that are also needed.

Don't make it only one lane each way - traffic is far too heavy for that.

DO NOT REDUCE SPEED LIMITS

Limiting to two lanes of traffic for vehicles - one each way would be a disaster.

We want slower streets ,more bicycle and pedestrian routes.

Fund and build the bike/ped bridge at NE 132nd over I-84 to route alternative transportation away from the hazards of 122nd and the I-84 intersection.

far too much space is devoted to private autos, need to allocate more space for safe and efficient transit, biking & walking.

It's important that any sort of parking options that take away street parking be replaced with a free lot, possibly one that can be patrolled by city police (to reduce the chances of break ins). Money is tight for many in the area and to suddenly need cash for parking passes is too much.

Would be nice to have it cleaned more often, or at all for that matter. It's always covered in glass.

Four lane roads kill. Speed kills. Please confine cars to 3 narrowed lanes along the corridor and use the extra space to make transit faster and active transportation safe. Design for safe speeds. Do not waste funds on RFBs or HAWKS or other half-measures; instead use temporary materials (e.g. barrels/ concrete barriers) to reduce design speed and eliminate double-threat lanes immediately.

You need to prioritize alternative forms of transportation to reduce the number of cars on the road. If buses&trains were prioritized, maybe it wouldn't take an hour and a half to go across town by bus and the trimet would actually be a viable option for many residents. Moreover, cyclists must feel safe while riding and pedestrians safe while walking. Many people don't bike in this city because the current bike infrastructure leaves bikers too vulnerable to distracted or angry drivers. 122 Ave is a crucial roadway for bikes and cars, and with this level of traffic every measure must be taken to protect the safety of cyclists and pedestrians (Vision Zero, remember?) Finally, having poles and other obstacles on sidewalks is a borderline human rights violation. Every human deserves the right to safe movement, and blocking sidewalks on busy roads puts those using wheelchairs or other devices in danger and quite literally prevents them from moving in certain cases.

Please do not road diet 122nd Avenue. Wherever off-street parking exists, remove the parking lane and replace it with cycling and enhanced pedestrian facilities.

Add sidewalks where none exist, including condemning parts of existing buildings if necessary to do so.

Do not lower the speed to 30 it's a disaster on the other streets and has cars go through the neighborhoods. Forget the damn bike lanes! I've yet to see any along 122nd. Do not cut car lanes to one in each direction. When bikers have to be licensed and insured they can have more bike lanes. It's a mess on Halsey with the "improvements" going in.

Put in flashing pedestrian lights not just marked crossings

Vulnerable road users are getting killed on City streets on a regular basis. Protect these users at all costs first. Worry about the speed of transit second.

is there a way to disaggregate the data and more heavily weight the people who use 122nd ave the most versus say bike advocates who don't live close by

No.

We need to keep 4 auto lanes of travel. Lowering this number of lanes would make the congestion worse. Remove the parking and add a bus lane. 4 auto lanes & 1 bus lane.

Parking should be limited so that it does not interfere with visibility for drivings pulling out of side streets. NO trucks should be permitted to park along 122nd Ave as they block visibility completely. I suggest no parking within perhaps 20 feet of any intersection. Drivers trying to pull out often have to pull into flow of traffic to see around parked cars.

As with anywhere else in Portland, it should be mandatory to require parking built into condo/apartment construction so most of those cars won't be parked on the street making it harder to see pedestrians at intersections. This is one of the biggest problems in the Portland area.

Most of outer SE Portland is not built towards small neighborhoods and walking. We need cars out here to get anywhere. Any improvements need to enable vehicle transport as the primary method or risk even greater congestion and moving vehicles onto residential roads.

Cut down on the number of people vastly exceeding the speed limit (without punishing those who respect the current speed-limit)

I avoid it if I can. Dangerous. Need more policing and cameras.

This is our main road. Please leave 4 lanes of traffic and the turn lane in the middle. Do not put bike lane next to curb with parking out in the street. That concept used currently in North Portland is terrible. If something needs to be eliminated, eliminate the street parking entirely. At the intersections with the new pedestrian crossings, it is now impossible to make a left turn into a middle lane (in the area between Fremont and San Rafael. Do not put in planters or trees in the middle of the street (like has been done on Sandy Blvd). Would like to see some improvement for entering/exiting the Winco parking lot area. Maybe one exit that has a signal so it is possible to turn left safely.

I'd prefer you remember at all times that 122nd is first and foremost a place for vehicles--that's why it's called a "street."

Not that many people use bicycles that far from city center. Don't spend a lot of \$ on bicycle infrastructure. Spend the \$ on pedestrian safety and traffic issues.

Keep two lanes on each side open to all types of vehicles!

The traffic is terrible I'm afraid if you take lanes away it will get so bad. Something needs to be done to fix the traffic issues. They also put a cross walk on 122 ND that now makes it dangerous to turn left off 122nd to enter Boise State. It is not safe why did they have to do that

Please do not reduce the number of travel lanes! Foster has done this, and traffic has increased so much! I support a lot of the other changes, including increased ped crossings and making them more visible, but I cannot support reducing travel lanes down to 1 on each side.

On-street parking should be the quickest thing to eliminate on a busy 5 lane road. PBOT should not go backwards and eliminate vehicular travel lanes when most people drive. Capacity and congestion will increase and move vehicular traffic to other close by parallel roads. No separate stand alone bus lanes.

There are already traffic flow problems on 122nd. None of these ideas seem to be aimed at reducing this problem.

There most definitely need to be more protected crossing opportunities for pedestrians. This should be the top consideration. How are you supposed to access a bus stop on the opposite side of the street when there are no crosswalks (especially between Glisan and Burnside). I'm sure this is true on other stretches as well; I'm just most familiar with this area.

I take the #73 bus quite often and do not find that there is a problem with them being on time, so I don't see the need for improvements in this regard. They're already doing just fine!

This is a major thoroughfare; please leave us 4 lanes in some configuration.

I live on the corner of 122nd and Stanton, while I was a proponent of a crosswalk here as we have an a few pedestrian crossing issues. The current crossing is causing many more car accidents as residents try to turn from northbound 122nd to east bound Stanton. Same with Russell. There is only one other route into our neighborhood if these two were to be completely blocked that is at Siskiyou. But traffic at Siskiyou is much more difficult to navigate due to the off ramp light on I-84. Changing either one of the Stanton or Russel crosswalks to not have the median in the center of 122nd will allow cars to move to the turn lane and remove themselves from the traffic lane. It would make the pedestrian cross walk a little more

challenging. Something needs to change about these two intersections as the over all accident rate has skyrocketed here. We have seen a majority of accidents be based on cars stopping to turn, and a few of drivers failing to stop in time for others who yielded properly for the crosswalk while in use.

DON'T make it a bottle neck for cars. The traffic is a BITCH now.

Yes! More capacity and more room needs to be made for cars to keep up with population growth, and bicyclists need to be licensed and start paying for bicycle infrastructure instead of fleecing motorists for the costs.

Incentives for bad decisions will only create more bad decisions. Penalizing the poor choices will result in a drop in those poor choices.

122nd is a major artery on the east side. This city has a tendency to reduce car lanes and other nonsense to protect a minority population of commuters. The protected bike lane is stupid. Putting bikers behind a row of cars makes it harder to see them. When the city implemented this stupid idea downtown the first day I almost hit someone because someone darted out into the street, not at a crosswalk, from behind parked cars and I almost hit them. Also painting the ground green doesn't help anything to stop simple physics. A 4000lb car will always win against a 200lb person. Green paint isn't going to stop that.

I get that the city wants to lessen ped. accidents and deaths but it shouldn't be at the cost of the majority of commuters. Also the idea that no one will die or get hurt on the road is an impossible goal. While I'm not against making improvements that work for all citizens the city doesn't actually enforce the laws. More cops patrolling 122nd would do far more for safety than the millions of tax payer dollars the city wants to spend messing with the roads. Lowering the speed limit won't do anything. The city lowered the speed limit everywhere in the city at great cost of new signage and yet people still do 50 on the road I live on which is signed for 20mph. I wish this city would think outside the box or stop copying ideas from other cities that have haven't accomplished anything with their changes or who don't have the same problems this city has. How about we move bikers off of main arteries and onto less car car friendly green ways and stop trying to make a 4000lb+ vehicle and a 200lb person try to share the same space?

I think you've forgotten that this is a MAJOR artery and we need to MOVE CARS though on the street. Remove parking if you must BUT...KEEP 2 lanes of cars on both sides. The traffic now is AWFUL. The reason it's not safe is drivers are FRUSTRATED. CARS-BUSES-PEDESTRIANS-BIKES....in that order.

Buses should move at 40mph so people can get get from point a to point b in a timely matter! 122 is a car road not a residential street. Stop road planning on the lie that commute time does not matter if riding a bus.

You should be showing images of 122nd and not other streets to make your points.

Do not reduce lanes. Traffic is already heavy during rush hour traffic and bikes are rarely seen on 122. Also reducing lanes would push traffic on to local side streets.

Leave 122nd how its you have already ruined foster

I do not see many bicyclists on 122nd and don't understand why there is so much catering to this group. There are quite a few older people in the NE who value their independence in being able to drive themselves to appointments and 122nd is a major corridor. In my view, they will not be riding bicycles especially with all the wet weather. Buses are not always an option. Put in some speedbumps if you want slower traffic, enforce the speed limits and use some common sense in setting up new lanes. Pave the unpaved streets in the NE . For a city as progressive as Portland prides itself in being, the unpaved streets are a disgrace .

Do not reduce from 4 traffic lanes to 2 traffic lanes. This is a main North to South connection. 102nd is soon to be reduced from 4 to 2 lanes. This will put more traffic onto 122nd.

Leave it alone! Bicyclists can ride on side streets.

Folks who ride bikes in our area choose alternate routes because 122nd Avenue is clearing meant to be a vehicle through street. Reducing traffic in each direction on 122nd Avenue to one lane will force traffic into neighborhoods, has the real potential to create gridlock and will not serve our community.

Speed is a huge problem on 122nd coming off I-84 and in the late hours. I have lived on that corner for 32 years and have never seen so much traffic speeding at that area. If you cut lanes to 1 each way I will never get out of my driveway. Don't take out the middle access lane or I will never get into my driveway. There are not that many bikes travelling north that would make it worth putting in bike lanes and cutting out parking. Just lower the speed to 30. If you think the traffic is bad now just wait until the switch from Western States College to the Nursing School takes effect. There is so much traffic on that street (Siskiyou/122nd) now it's only going to get worse. More Police presence would help.

LEAVE IT ALONE!!!!!!!!!!!!!!!!!!!!!! The only people who benefit are the contractors.

Why are streets in N.E. being singled out? Halsey, Glisan and now 122nd

All these proposals for one lane traffic are going to make a nightmare in east county and people are not going to ride bikes

Monitor exhaust levels to make sure safe to walk & bike here daily for commute.

Take away the 30 mile limit on all major streets.

Reducing the driving lanes on 122nd Ave is a horrible idea. The traffic is already backed up everyday. It will be a complete nightmare if there is only 1 northbound and 1 southbound traffic lane. Please do not implement that plan.

Yes to four car lanes with two each way to keep congestion at a minimum. NO to making the lanes skinnier so trucks and buses don't fit between the lines and have no safety breathing space. Yes to better sidewalks and crosswalks with yellow flashers, but spaced reasonably apart. NO to more bicycles on 122nd. Keep them off 122nd with parallel routes and require bicycles to have large print license plate stickers to make riders more accountable and responsible for their actions. Yes to better bus stops WITH BUS TURNOUTS. NO to curb extensions and bubble curbs where buses obstruct other traffic and create more congestion when stopping for riders. No to bus lanes removing auto lanes. Yes to right turn signals where pedestrians are not allowed to cross so traffic is not backed up and more congestion created by cars waiting to turn right. Any reduction of auto capacity on 122nd will add congestion and harm air quality.

Having better pedestrian infrastructure and bicycle infrastructure combined in the same question creates false answers. It is as if the city is purposely and divisively doing this to pad the responses in favor of more bike stuff. Is PBOT taking trick and false impression lessons from Donald Trump?

STOP trying to dictate what method people use to travel, and STOP expecting drivers to pay for everything. It is discriminatory to seniors who still have excellent driving skills but can no longer walk the distance and have no use for a bicycle. Make all the younger adult yapper-snapper bicycle riders pay for all the bike stuff!

PLEASE keep 4 lanes of automobile travel plus maybe a bus lane or protected bike lanes. Absolutely do not reduce down to one lane in each direction. My family usually rides bikes on the sidewalk because we don't like being so close to cars. Trees are also VERY important, preferably in islands / median and along the street. It will make a huge difference. Something regularly spaced and with fall interest, like red maples, to make the neighborhood look nice. Thank you for reaching out.

Do not reduce speed limits on roads that aren't already affected. I avoid Stark now because it's too slow and I'm not in favor of traffic cameras. We have become George Orwell's 1984, 34 years later than "big brother" intended...

Please do not reduce 122nd down to 2 lanes of automobile travel. Please make biking safer and trees would be good.

Traffic on 122nd already gets quite heavy, especially southbound in the afternoon/evenings. Please, please do not reduce the number of traffic lanes. Getting rid of parking is a better option; I especially like the option to have parking on only one side, and use the extra space for a bus lane. Changing the signals so that cars-turning-left come right *after* the directions they are coming from, instead of right *before* would help a little bit with reducing conflict with pedestrians. There are a lot more pedestrians and bus riders than there are bikers on 122nd, so I would prioritize improvements that favor them over improvements for bikers. I don't want cars shafted, though, because they are the vast majority of 122nd traffic, and it is and should remain a major artery for vehicles. And as an addendum to my previous comments on the pedestrian crossings, I think *more* pedestrian crossings is a good idea; it's only their placement near where cars need to use the middle lane for left turns that I think is a problem.

Keep 122nd Ave. the way it is. Maybe reduce parking except where there are apartment complexes that may not have enough parking for tenants with more than one vehicle.

A lot of my neighbors are yelling about this on Nextdoor, because they think this will create more traffic and impede their lives. Please ignore them. They are wilfully ignoring the fact that we need fewer people driving because our lives depend on it, both in the sense of traffic safety and in the sense of climate change.

The neighborhood around the school need stop signs and sidewalks. Kids walk in the dark streets daily

Option 2C

I want 122nd to be safe and welcoming for all who use it. It's currently dangerous because it essentially functions as a highway. I think the proposed changes would go a long way towards improving the livability out here by creating more appealing & accessible 'human scale' neighborhoods & civic centers. I didn't move out here because I wanted to live in the desolate outskirts. I moved out here because it was what I could afford. I would seriously appreciate it if the city of Portland could remember that the homeowners of east county provide much of their tax base... instead of just collecting from us and providing nothing, not even sidewalks, in return. I would wholeheartedly welcome some thoughtful and comprehensive action towards creating the same level of livability that the citizens of the central city currently enjoy. Thank you.

Enforce all laws. Don't mind speed/stop light cameras, but enforce Jay walking, bike (and vehicle) laws. I, as a driver, was in a pedestrian/car accident on SE Stark, 2am, Pedestrians in BLACK, not in crosswalk, ignoring oncoming traffic. I see MANY pedestrians, even when I'm walking, crossing mid block, walking in street, stopping traffic. Make us safe, enforce all laws. You don't get what you Expect, you get what you Inspect. Inspect by having more enforcers watching/ inspecting. Keep 2 vehicle lanes in both directions. I NO LONGER frequent streets reduced to 1 (Foster) tell those businesses that they've lost mine. You've reduced speed on many streets. 20 MPH on 102nd??!! Yep (by NE Halsey). You ought to light those signs! It's not even residential. But fine. Cars now drive the same speed (40 to 50) in a 30 instead of a 35 or 40 (and in one case 50 in a 25). Ticket them!!! Other drivers and pedestrians now expect the 30, and have a difficult time judging their FAST speed. I am not a fan of the 'bulb outs' (makes right turns Much more difficult, and pedestrians go right out to the edge. That's safe! (sarcasm there)). or environmental drain wheel wreckers. I can use more education on the rules for the many different types of pedestrian crossings, so thanks for that above, I do appreciate that. Not a fan of bike boxes, I don't fully understand them, out of towners/staters REALLY don't understand them. I try to 'do it right,' but I need more info/education. Enforce all laws, hire more police if needed, educate, then ticket pedestrians, bike riders and drivers. Where are the police, anyway, that's right, we don't have many. Hire more, enforce the traffic laws. In case I haven't mentioned it, to increase safety, ENFORCE EXISTING LAWS before creating new ones or changing the existing ones. If people aren't obeying existing laws, what makes us think that they're going to obey new ones? Make us safe, enforce the law.

The proposed things emphasize mostly on how to address pedestrians and bike traffic in an area where car traffic is the main way of transportation. There is nothing specific on how the car traffic will benefit. Your own research showed that people in this area have to travel to work because there are not enough jobs the businesses offer and the people are doing it by driving their cars mostly and not using the buss or the Max. When we'll see a buss coming every other 5 so people can rely on public transportation it will be a very different story. Every since the people in this are will drive. I don't see too many bikes being used in this stretch where you propose the changes. And pedestrians are more around major intersections and Parkrose High. Why wasting money on pedestrian crossings that make no sense and reducing lanes only to make the car traffic a nightmare when it's already like that?

Increased lighting will help. Increased crossings with overhead signals with no center islands to block left turns will greatly help. The 5 lane design must be maintained as 122nd is the only N-S street that runs from Foster to the river on the east side of 82nd. It is heavily used when I-205 is at a standstill, and that happens every day !!

The sections around Burnside always back up with the MAX and it takes awhile to clear. It would be nice to sinque things up so they don't take as long to clear. It becomes a traffic hazard after 3 pm to go anywhere within a couple of blocks of Burnside.

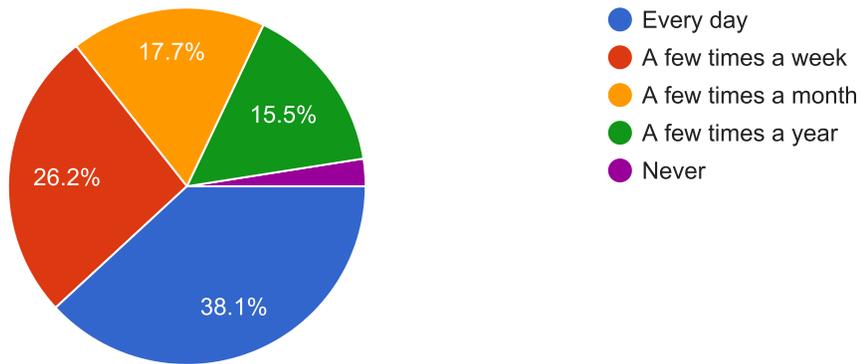
Also lets do red lights on the crossings instead of yellow. I had out of town visitors who didn't know you needed to stop because in their state the crossings are all red not yellow. Yellow is considered for caution.

OTHER (50)

Tell us a bit about yourself (optional)

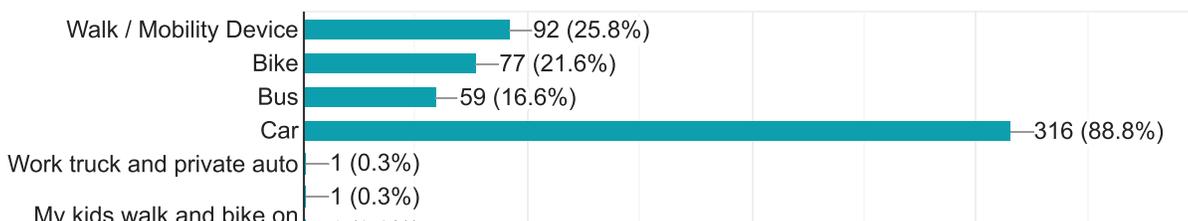
How often do you travel on 122nd Ave (between SE Foster Rd. and NE Marine Dr.)?

362 responses



How do you travel on 122nd Ave? (mark all that apply)

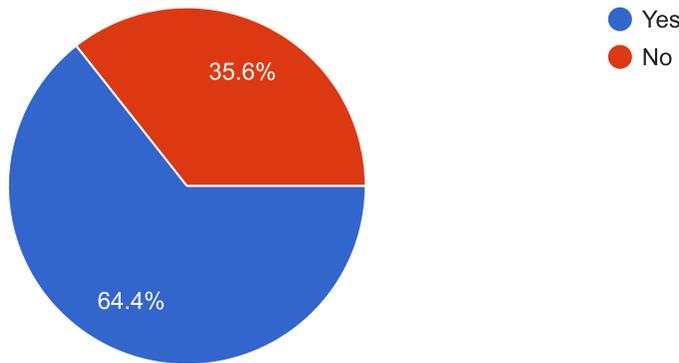
356 responses



122nd, although...	1 (0.3%)
My husband and I are disabled and cannot...	1 (0.3%)
	1 (0.3%)
	1 (0.3%)

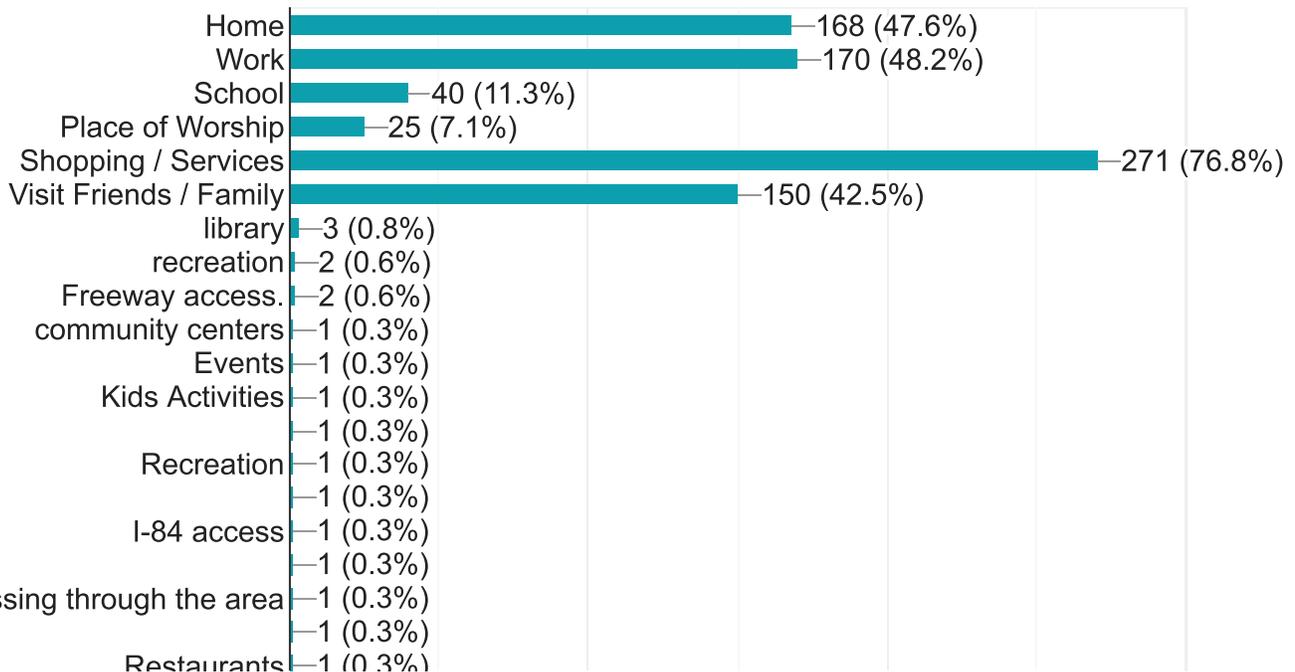
Do you live or work within 5 minutes of 122nd Ave?

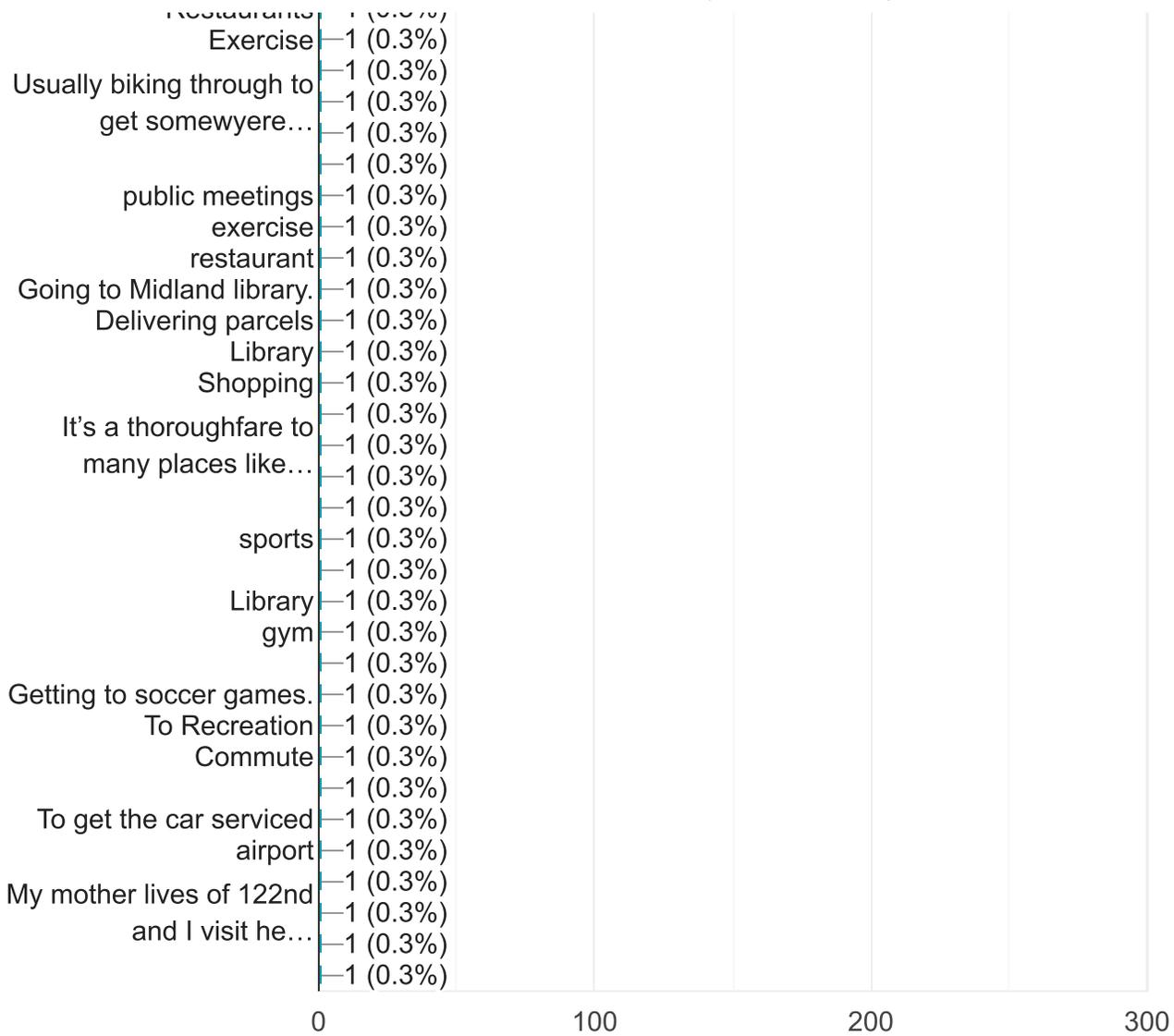
362 responses



Why do you travel on 122nd Ave? (check all that apply)

353 responses

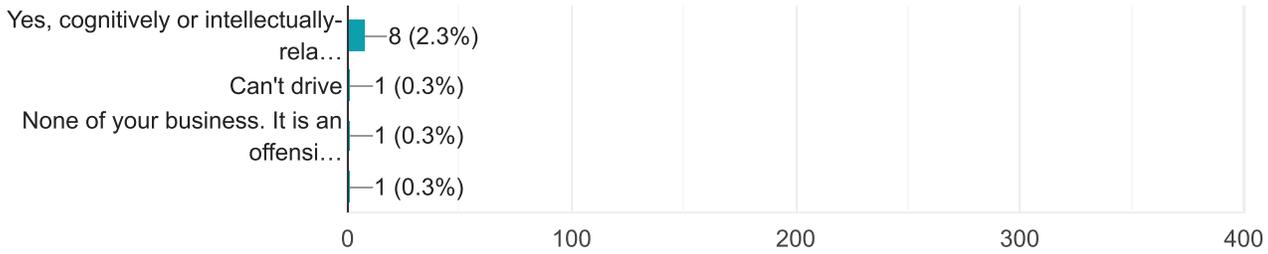




Do you have a disability?

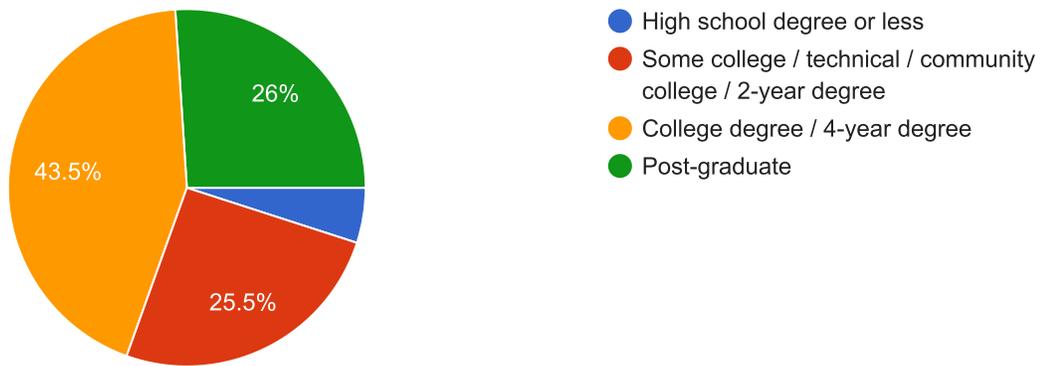
354 responses





What is your highest level of education?

361 responses



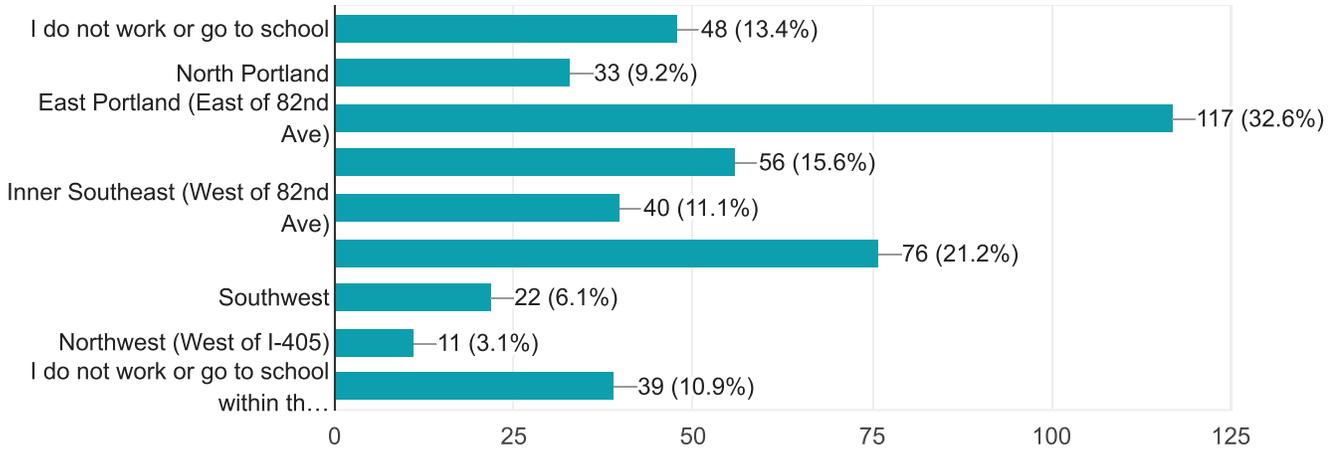
In which area of the City do you live?

361 responses



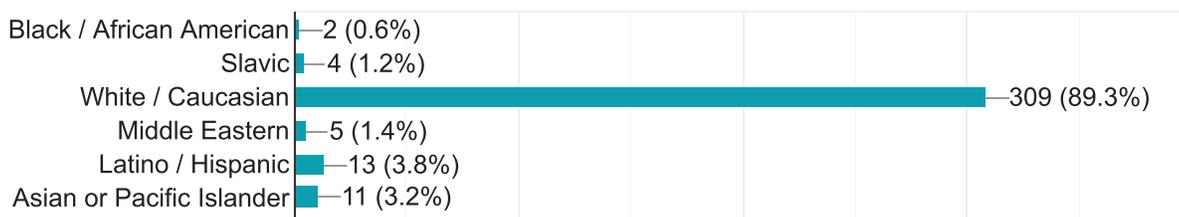
In which area of the City do you work or go to school?

359 responses



What is your race or ethnicity? (check all that apply)

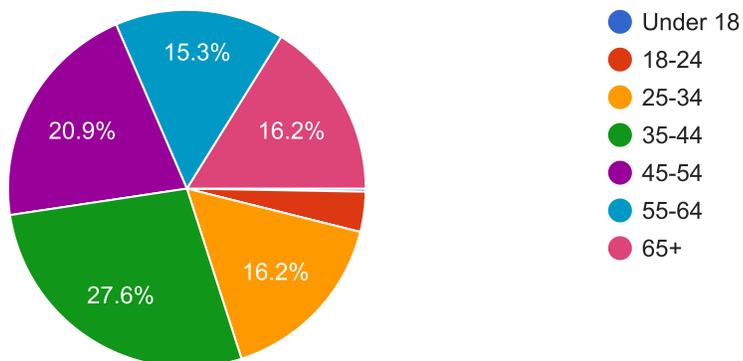
346 responses



8 (2.3%)

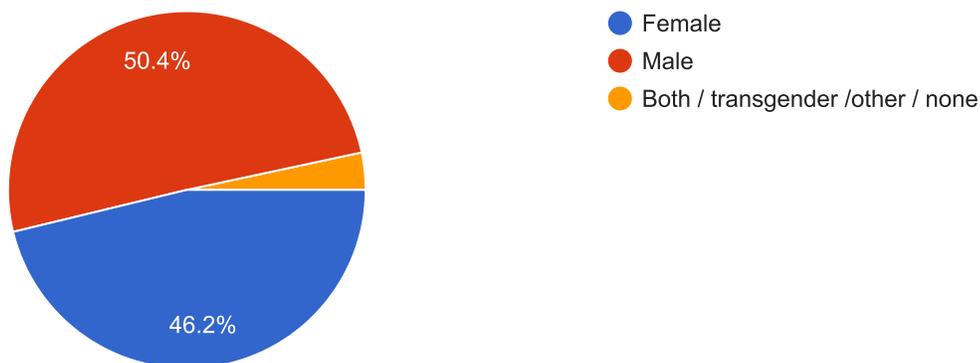
What is your age?

359 responses



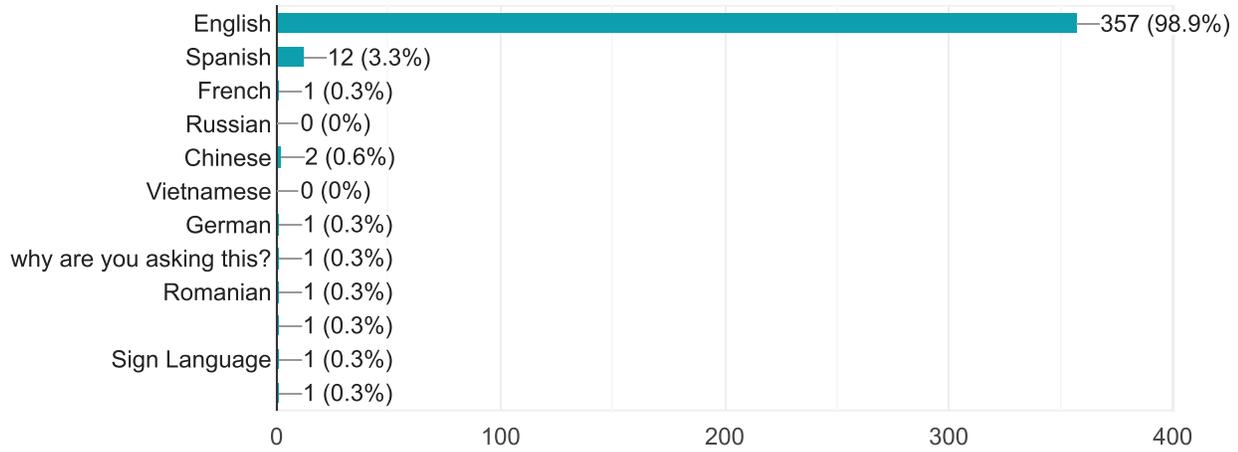
How do you describe yourself?

357 responses



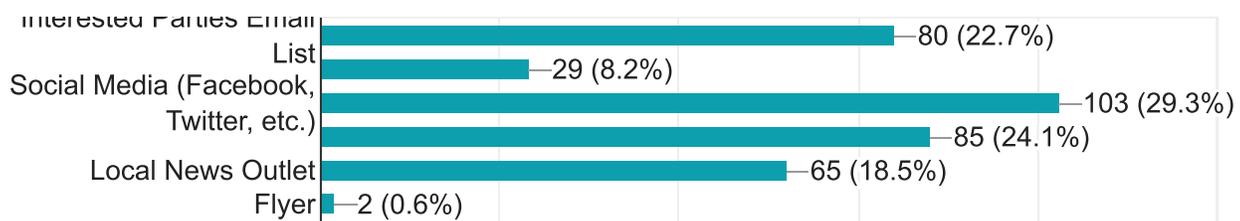
What is your primary language spoken at home? (Please select all that apply.)

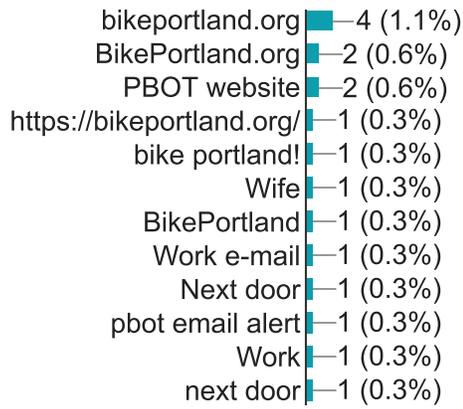
361 responses



Where did you hear about this survey?

352 responses





Would you like to be added to the mailing list to get updates on this or other PBOT projects?
(optional)



Name

105 responses

Kenneth Michael Macdonald

Robert

Michael

Ovid Boyd

Shane K

Rudy Lemus Peschel

Clayton Stahnke

Richard

Ryan Ernst

Nathan Howard

Jason

Daniel

The Devriendlee Family

Stephanie

Brandon

Yashar Vasef

Daniel Wilson

Jordan

Jennifer

Patrick Mok

David Hampsten

Bradley Bondy

James Martello

Donn Quist

Aimee Devereaux

Lance Poehler

Vicki Sharp-Zook

Karey Romanowski

Resident

Amy Presting

Robert Siegwarth

Lauren Newman

Alan Dubinsky

Jon Henrichsen

Joan Teller

Veda

David DeFauw

Shelby Bateson

Josh Duffield

Dale Sattergren

Susan Anderson

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Kimberly

Sofia Zarfass@ah.org

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Ed Wolf

Kris Clarke

Annette Boykin

Barbara J. Cuda

James Loomis

Ken mills

Bette A Shimkus

Erika O'Hara

Matt Baillargeon

Ethan Jones

Linda Joplin

Logan Rhodehamel

david Bailey

Elizabeth Archodominion

Malek Archodominion

Anna Macdonald

Robert B Browning

Linda See

Sarah Burgardt

Dragos Tavirlau

Kathy DuPriest

Erica Jensen

Jamal Khoury

Jillian Smythe

Jennifer Hurlburt

Samuel Fout

Justin Roberts

Pilar Reichlein

Lauren Moreno

Doug Zenn

Laurel McAfee

Shanna Hartley

Keri N/A Logan

Geoff Wickes

Mike Gilliland

Tami Booth

Lance R Hoover

Anne Duston

Doug m Lindholm

melody Kieneker

megan petrucelli

Born and raised in Portland

Nicole Smith

Katie Pool

Stacy Crockett

Carolyn Anderson

Theresa Hensen

Colleen Froehlich

Rosemarie Doherty

Douglas R Medlyn

Holly Freewynn

Duane W Bolster

Carol Bolster

Zachary Reyes

Karen Muentner

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rh2059@hotmail.com

Ryanmernst86@gmail.com

nhoward.iit@gmail.com

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dansloaniii@gmail.com

devriendlee@gmail.com

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annafirtree@gmail.com

robertbrowning2@comcast.net

LSEE1967@GMAIL.COM

pumn@yahoo.com

kldupriest@gmail.com

enj503@gmail.com

jbk172006@gmail.com

galaxy42@gmail.com

jaw1166@gmail.com

foutsam@parkrose.k12.or.us

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jlsisson@msn.com

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laurenelizabethmoreno@gmail.com

doug.zenn@hdrinc.com

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catnip@gmail.com

keri.logan@gmail.com

geoff.wickes@gmail.com

mikegla@gmail.com

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colleenfro@gmail.com

Jm@rosepdx.com

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hollyf@multco.us

dbolster1@msn.com

cbolster@aol.com

zachreyez@gmail.com

[OTHER \(5\)](#)

Address

94 responses

12619 SE Salmon CT Portland

11931 NE Knott St

8425 NE Sacramento St Unit B

924 NE 65th Ave
Unit B

1104 SW Columbia St #105

2921 SE 170th ave Unit A Portland OR 97233

6114 N Vancouver Ave

5800 NE CENTER COMMONS WAY APT 215

8118 SE 57 st

12414 NE Beech St 97230

2224 SE Lincoln St

12831 se salmon st.

16419 NE Multnomah st PDX OR 97230

1031 NE 112th Ave

2003 NE 10th Ave

526 NW 21st Ave #67, Portland, Oregon 97209

1310 NW Naito Pkwy

8945 NE Humboldt St.

5822 Se 133rd Pl

5826 N Interstate Ave #409, Portland, OR 97217

2304 Golden Gate Drive Apt A, Greensboro NC 27405

7820 SE Stephanie Ct, Milwaukie Or 97222

4264 SE 122ND AVE UNIT 11

3740 se 134th ave

3511 SE 128th ave

343 SE 32nd Ave. Portland, OR

12275 SE Main St

12026 SE Bush Unit C Portland OR 97266

3222 SE 110th Ave

5348 SE 137th Ave

2158 NE Halsey

13232 SE Brooklyn Court

10950 NE Oregon Street

11625 SE Boise St.
Apt. 106

PO Box 16162

12400 SE Mill Ct

13090 Ne Weidler St

1616 SE 151st Avenue, Portland, OR 97233

101 SE 130th Ave

12011 se Boise State ptld or 97266

13406 SE Steele St

12343 NE Holladay Pl

12217 NE
stanton

12609 NE Shaver Street Portland 97230

1219 NE 113th Ave

2345 NE134th Pl

12440 SE Stephens St

10950 NE Davis St

1010 NE 126th Avenue, Portland, Or 97230

12420 SE BUSH ST UNIT 7

12620 NE Stanton St Portland or 97230

2410 SE 116TH AVE

3026 NE 122nd Ave

13042 NE Eugene St

1415 SE 122d Av Pdx Or. 997233

14109 NE Eugene Ct

14150 E BURNSIDE ST
UNIT 5

11407 NE Fremont Ct

302 NE 134th Pl

1246 NE 111th Ave Portland

14832 SE Caruthers Ct

12830 NE Clackamas St

4004 NE Maywood Pl

3036 NE Holladay St, Portland, OR 97232

12018 NE Fargo Ct

14130 NE Brazee Street

2747 NE 123rd Ave, Portland, OR 97230

411 SE 69th ave

4122 NE 125th Place

3515 NE 135th Ave Portland Oregon 97230

4554 NE 105th Avenue

3630 NE 30th Ave

4037 SW Pasadena St

10636 NE Prescott Street

13541 NE Brazee Ct

3536 NE 148th Ave

11030 NE San Rafael St

4011 ne 129th pl

355 NE 108th place

11920 SE Liebe St, Portland, OR, 97266

22080 NE Chinook Way

15811 East Burnside Street

#62

1130 NE Morton St. Portland OR 97211

12414 SE Knapp Street

373 SE 45th Avenue

11441 NE Fargo St

1088 NE 7th Ave Apt.105 Portland, OR 97232

10347 S.E. Pine Street Apt K109

11547 NE San Rafael St Portland, OR 97220

805 SE 112th Ave

6704 SE 122nd Ave, Portland, OR 97236

3602 NE 112TH AVE

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75 responses

4256539392

9712826549

15039648274

5033337824

541-791-6843

3604480663

5034198103

9376036218

2069631550

5034223576

5035017598

9712959616

4156843243

3104137735

5034822168

5039195451

5032016971

9713378257

503-729-8566

5035772856

971-219-1549

5039972151

5039220357

541 223 1222

503-539-9516

5033145665

5037601320

5033492314

5037041888

503-252-8156

5035166426

5033586212

5857493506

5033490962

503-449-1784

9712795107

503-253-8111

503-253-3926

9715999363

5034217576

5039022377

5039753980

5033181414

3606092941

503 488 7766

5032557571

5037202331

5032521017

5035222639

5037578113

9712224564

- 7852138599
- 5038050609
- 503-329-0352
- 7276929646
- 503.329.0523
- 5035397678
- 5034082105
- 9163373648
- 4257530765
- 5033100961
- 5038914975
- 5035758621
- 503-866-9894
- 5037614159
- 9712198037
- 5033144031
- 503 2554742
- 5037063500
- 5035392410
- 5035160280
- 9712064134
- 5037348730

Plan para la avenida 122 (122nd Ave.): seguridad, acceso y transporte público Encuesta 2

Variedad de opciones de calles transversales para realizar estudios

adicionales



Alternativa 1



Alternativa 2



Alternativa 3 (PASO BAJO NIVEL PARA PEATONES/BICICLETAS [de NE FREMONT a I-84])



2a: ¿Nos falta alguna opción transversal clave dentro de esta variedad de alternativas?

0 responses

No responses yet for this question.

2b: Si es así, ¿cuál?

0 responses

No responses yet for this question.

Ubicaciones propuestas para cruces peatonales mejorados

3a: ¿Apoya las ubicaciones propuestas para los cruces mejorados?

0 responses

No responses yet for this question.

3b: Si no es así, ¿por qué?

0 responses

No responses yet for this question.

4a: ¿Apoya darles prioridad a las mejoras en los cruces en los centros peatonales?

0 responses

No responses yet for this question.

4b: Si no es así, ¿por qué?

0 responses

No responses yet for this question.

5a: Si no es así, ¿a qué cruces les daría prioridad en la 122nd Ave? (Mencione la ubicación. For example, "122nd Ave and Main" or "between Woodward and Tibbets".)

0 responses

No responses yet for this question.

5b: ¿Por qué?

0 responses

No responses yet for this question.

Mejoras a corto plazo para la construcción en 2020

6: ¿Qué mejoras cree que sería más importante incluir en el proyecto de construcción de 2020? Elija sus 3 principales de las siguientes:

0 responses

No responses yet for this question.

Comentarios adicionales



7: Comparta cualquier comentario y sugerencia adicional sobre 122nd Ave.

0 responses

No responses yet for this question.

Cuéntenos un poco acerca de usted (opcional)

¿Qué tan seguido viaja por 122nd Ave (entre SE Foster Rd. y NE Marine Dr.)?

0 responses

No responses yet for this question.

¿Cómo viaja por 122nd Ave? (Marque todas las opciones que correspondan)

0 responses

No responses yet for this question.

¿Vive o trabaja a 5 minutos de 122nd Ave?

0 responses

No responses yet for this question.

¿Por qué viaja por 122nd Ave? (Marque todas las opciones que correspondan)

0 responses

No responses yet for this question.

¿Tiene una discapacidad?

0 responses

No responses yet for this question.

¿Cuál es su nivel más alto de educación?

0 responses

No responses yet for this question.

¿En qué área de la Ciudad vive?

0 responses

No responses yet for this question.

¿En qué área de la Ciudad trabaja o va a la escuela?

0 responses

No responses yet for this question.

¿Cuál es su raza o grupo étnico? (Marque todas las opciones que correspondan)

0 responses

No responses yet for this question.

Edad:

0 responses

No responses yet for this question.

¿Cómo se describe a sí mismo/a?

0 responses

No responses yet for this question.

¿Cuál es el idioma principal que se habla en su hogar? (Seleccione todas las opciones que correspondan).

0 responses

No responses yet for this question.

¿Cómo se enteró de esta encuesta?

0 responses

No responses yet for this question.

¿Le gustaría que lo/a agregáramos a la lista de correo para recibir actualizaciones sobre este u



otros proyectos del PBOT? (opcional)

Nombre:

0 responses

No responses yet for this question.

Correo electrónico:

0 responses

No responses yet for this question.

Dirección:

0 responses

No responses yet for this question.

Teléfono:

0 responses

No responses yet for this question.

Kế hoạch An toàn, Tiếp cận & Chuyển tuyến Đại lộ 122 Khảo sát 2

Phạm vi của các Tùy chọn Tiết diện cho Cuộc Nghiên cứu Tiếp theo



Phương án 1



Phương án 2



Giải pháp thay thế 3 (ĐƯỜNG HẦM CHO NGƯỜI ĐI BỘ/ĐI XE ĐẠP (ĐÔNG BẮC FREMONT ĐẾN I-84)



2a: Chúng tôi có đang thiếu sót bất kỳ các tùy chọn mặt cắt chính nào trong phạm vi lựa chọn thay thế này không?

0 responses

No responses yet for this question.

2b: Nếu có, đó là gì?

0 responses

No responses yet for this question.

Các Địa điểm Băng ngang qua đường dành cho Người đi bộ Nâng cấp Được đề xuất

3a Quý vị có ủng hộ các địa điểm băng ngang qua đường nâng cấp được đề xuất không?

0 responses

No responses yet for this question.

3b: Nếu không, tại sao?

0 responses

No responses yet for this question.

4a: Quý vị có ủng hộ ưu tiên hóa trước nhất cho các cải tiến dành cho đường băng qua ở Trung tâm dành cho Người Đi bộ (Pedestrian Centers) không?

0 responses

No responses yet for this question.

4b: Nếu không, tại sao?

0 responses

No responses yet for this question.

5a: Nếu không, quý vị sẽ ưu tiên hóa các địa điểm bằng qua đường nào trên Đại lộ 122? (Tên địa điểm. For example, "122nd Ave and Main" or "between Woodward and Tibbets".)

0 responses

No responses yet for this question.

5b: Tại sao?

0 responses

No responses yet for this question.

Những Cải tiến Ngắn hạn Sắp tới sẽ Xây dựng vào năm 2020

6: Những cải tiến nào là quan trọng nhất trong dự án xây dựng năm 2020? Chọn 3 mục hàng đầu của quý vị từ các mục sau:

0 responses

No responses yet for this question.

Phản hồi bổ sung



7: Vui lòng chia sẻ thêm bất kỳ suy nghĩ và phản hồi nào về 122 nd Ave. (Mở ngỏ)

0 responses

No responses yet for this question.

Hãy cho chúng tôi biết một chút về bản thân quý vị (tùy chọn)

Quý vị có thường xuyên đi trên 122 nd Ave (giữa SE Foster Rd và NE Marine Dr.) không?

0 responses

No responses yet for this question.

Quý vị di chuyển như thế nào trên Đại lộ 122 nd Ave? (đánh dấu tất cả những gì quý vị áp dụng)

0 responses

No responses yet for this question.

Quý vị có sống hoặc làm việc trong vòng 5 phút kể từ 122nd Ave hay không?

0 responses

No responses yet for this question.

Tại sao quý vị đi lại trên đại lộ 122 nd Ave? (Đánh dấu tất cả những gì quý vị áp dụng)

0 responses

No responses yet for this question.

Quý vị có khuyết tật nào không?

0 responses

No responses yet for this question.

Trình độ học vấn cao nhất của quý vị là gì?

0 responses

No responses yet for this question.

Quý vị sống ở khu vực nào của Thành phố?

0 responses

No responses yet for this question.

Trong khu vực nào của Thành phố quý vị làm việc hoặc đi học?

0 responses

0 responses

No responses yet for this question.

Chủng tộc hoặc sắc tộc của quý vị là gì? (hãy đánh dấu kiểm tra tất cả những gì áp dụng với quý vị):

0 responses

No responses yet for this question.

Tuổi:

0 responses

No responses yet for this question.

Quý vị mô tả chính mình ra sao?

0 responses

No responses yet for this question.

Ngôn ngữ chính của quý vị được nói ở nhà là gì? (Vui lòng chọn tất cả các mục phù hợp)

0 responses

No responses yet for this question.

Quý vị đã nghe nói về khảo sát này ở đâu?

0 responses

No responses yet for this question.

Quý vị có muốn được cho thêm vào danh sách gửi thư bưu chính để nhận cập nhật về dự án này hoặc các dự án PBOT khác không? (tùy chọn)

Tên:

0 responses

No responses yet for this question.

Địa chỉ email:

0 responses

No responses yet for this question.

Địa chỉ:

0 responses

No responses yet for this question.

Điện thoại:

0 responses

No responses yet for this question.

План движения транспорта по 122-ой авеню - безопасность, доступность и общественный транспорт
Опрос общественного мнения № 2

Диапазон вариантов поперечного профиля дороги для дальнейшего анализа



Альтернатива 1



Альтернатива 2

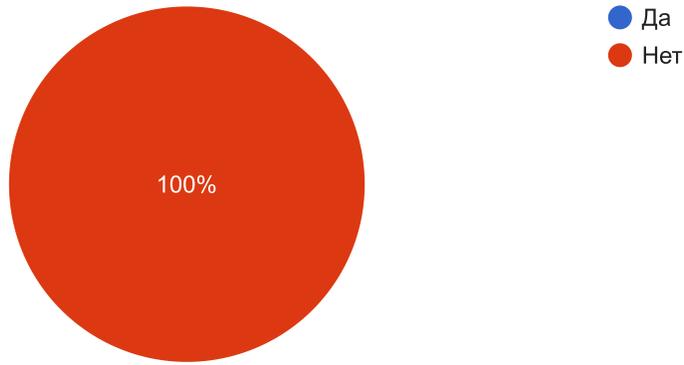


Альтернатива 3 (ПЕШЕХОДНЫЙ ПЕРЕХОД/ВЕЛОСИПЕДНАЯ ДОРОЖКА ПОД ДОРОЖНЫМ ПОЛОТНОМ (ОТ УЛИЦЫ NE FREMONT ДО ТРАССЫ I-84))



2a: Не хватает ли в предложенном диапазоне альтернатив каких-либо ключевых вариантов поперечного профиля?

1 response



2b: Если так, каких именно?

0 responses

No responses yet for this question.

Предлагаемые локации для более безопасных пешеходных переходов

3a: Поддерживаете ли вы предлагаемые локации для улучшенных пешеходных переходов?

1 response



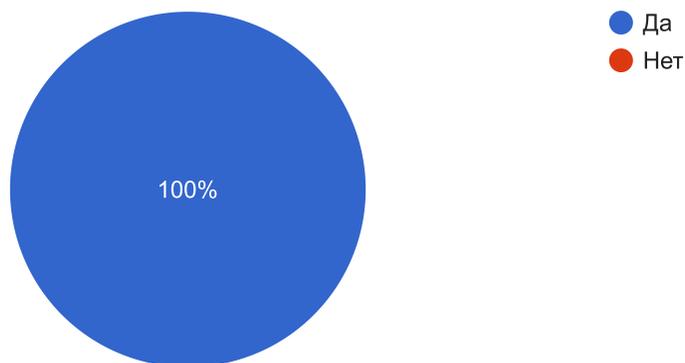
3b: Если нет, почему?

0 responses

No responses yet for this question.

4a: Поддерживаете ли идею отдать предпочтение в первую очередь установке пешеходных переходов в центрах для пешеходов?

1 response



4b: Если нет, почему?

0 responses

No responses yet for this question.

5a: Если нет, каким местам для установки пешеходных переходов на 122-ой

авеню вы бы отдали предпочтение? (Укажите) место (For example, "122nd Ave and Main" or "between Woodward and Tibbets".)

0 responses

No responses yet for this question.

5b: Почему?

0 responses

No responses yet for this question.

Предстоящие ближайшие улучшения, которые будут внедряться в 2020 году

6: Какие улучшения наиболее рационально внести в проект строительства, назначенный на 2020 год? Выберите 3 наиболее приоритетных из нижеперечисленного:

1 response



Дополнительный отзыв



7: Пожалуйста, поделитесь своими дополнительными мыслями и замечаниями о 122-ой авеню.

1 response

Я хочу лучше велосипедных дорожек и транзитных полос сейчас.

Расскажите нам немного о себе (по желанию)

Каким образом Вы передвигаетесь по 122-ой авеню? (на отрезке магистрали между дорогой SE FosterRd. и проездом NE Marine Dr.)

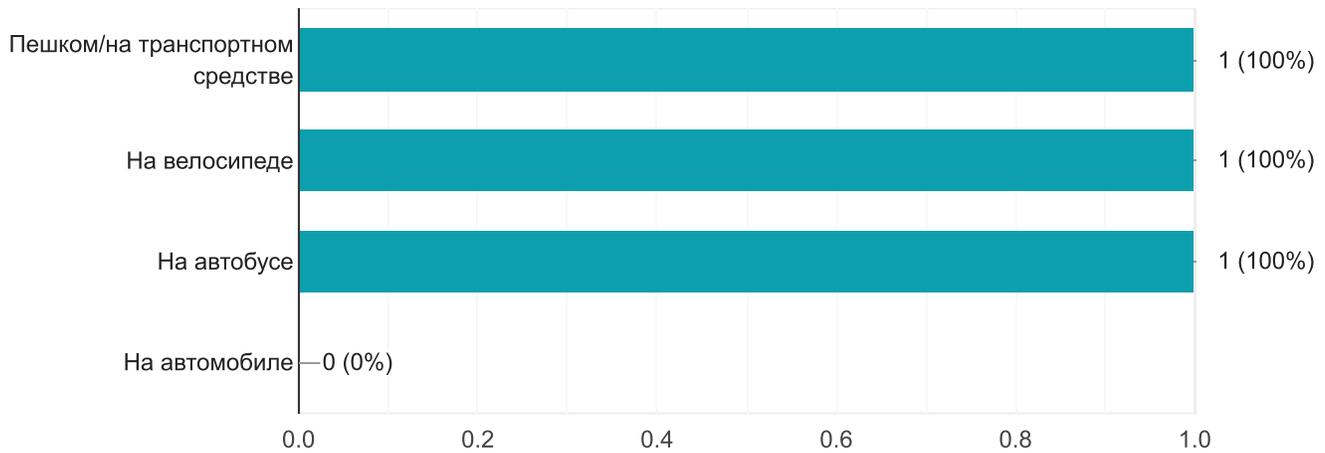
1 response



- Каждый день
- Несколько раз в неделю

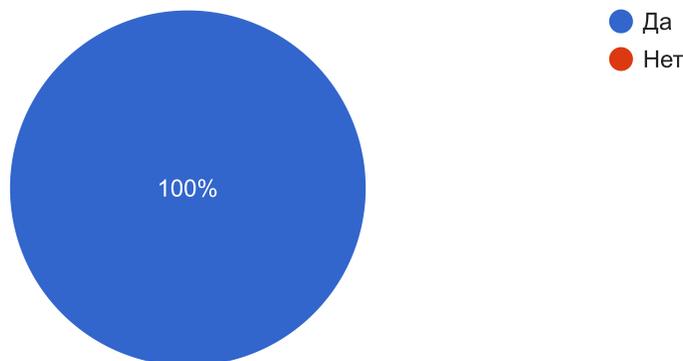
Каким образом Вы передвигаетесь по 122-ой авеню? (Отметьте все, что применимо)

1 response



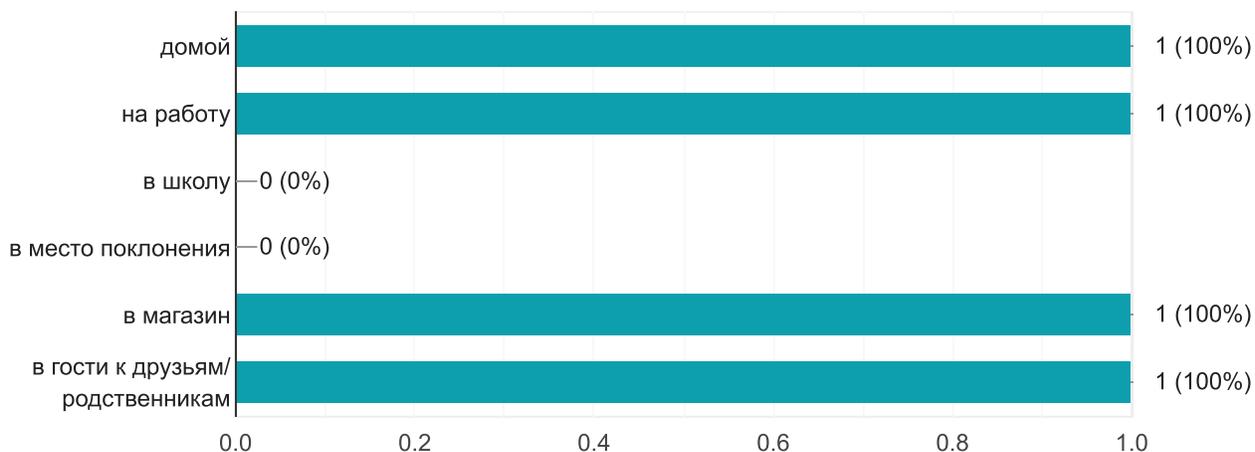
Проживаете или работаете ли Вы на расстоянии 5 минут ходьбы от 122-ой авеню?

1 response



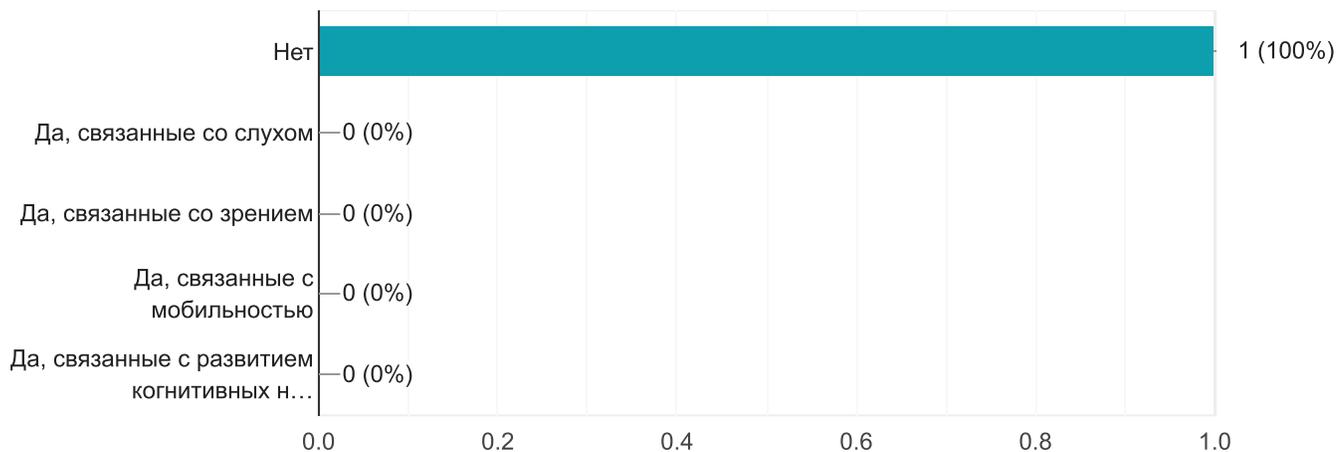
Куда Вы направляетесь по 122-ой авеню? (Отметьте все, что применимо)

1 response



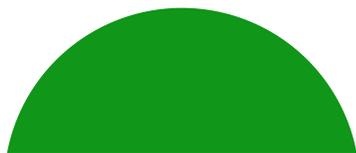
Имеете ли Вы ограниченные возможности здоровья?

1 response

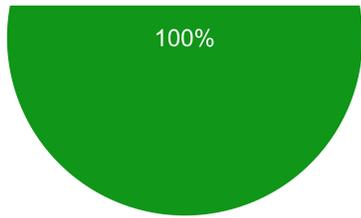


Укажите уровень своего образования?

1 response



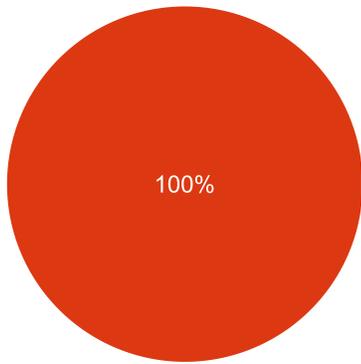
- Аттестат зрелости по окончании школы или неоконченное среднее образование
- Неоконченное высшее/специализированное/начальное



- среднее специальное/начальное
- высшее/диплом младшего специалиста
- Высшее образование/диплом бакалавра
- Магистратура/аспирантура

В какой части города Вы живёте?

1 response



- Северный Портленд
- Восточный Портленд (к востоку от 82-ой авеню)
- Внутренняя часть Северо-восточного района (к западу от 82...
- Центр города/южная часть набер...
- Юго-западный район
- Северо-западный район (к западу...
- Внутренняя часть Юго-восточного...
- Я не проживаю в пределах городс...

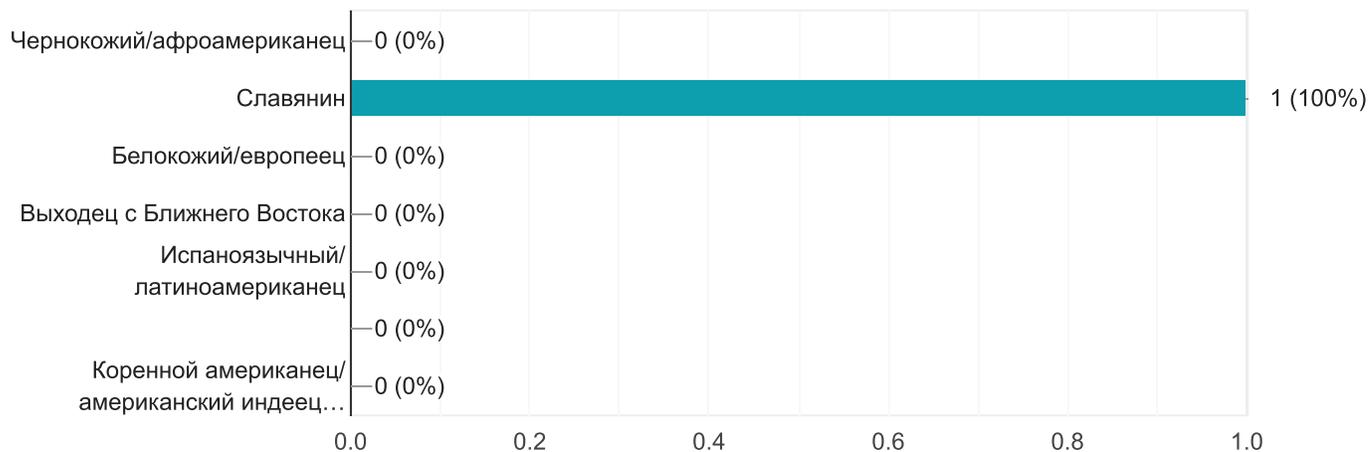
Я не проживаю в пределах городской черты Портленда?

1 response



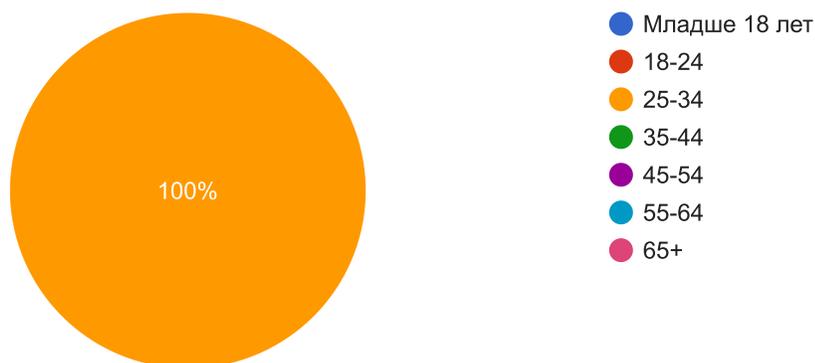
Расовая/этническая принадлежность (отметьте все подходящие варианты):

1 response



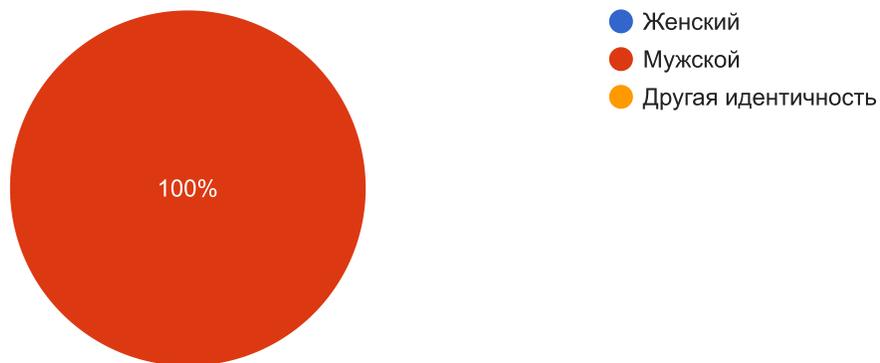
Возраст:

1 response



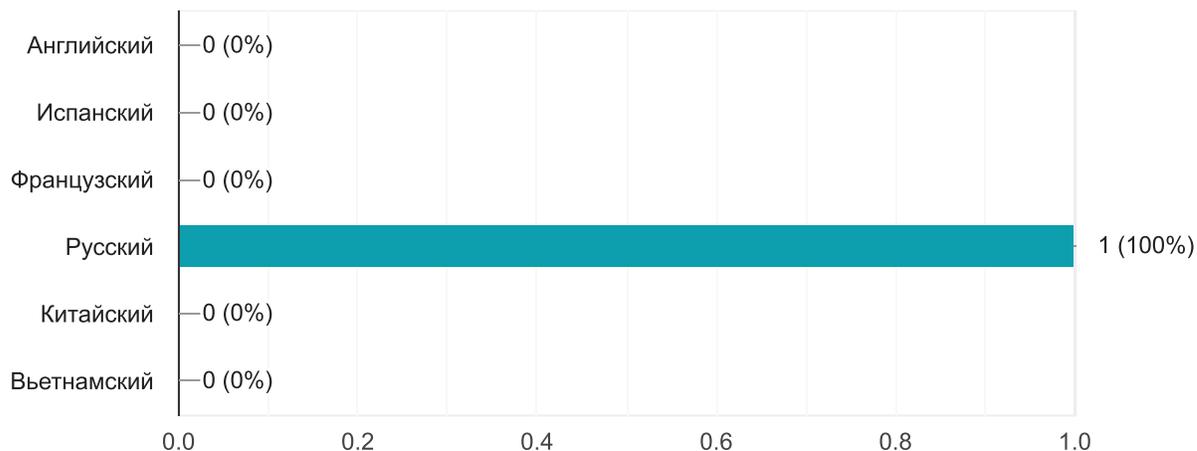
К какой гендерной идентичности вы относите себя?

1 response



Укажите свой основной язык общения в семье. (Пожалуйста, выберите все, что применимо)

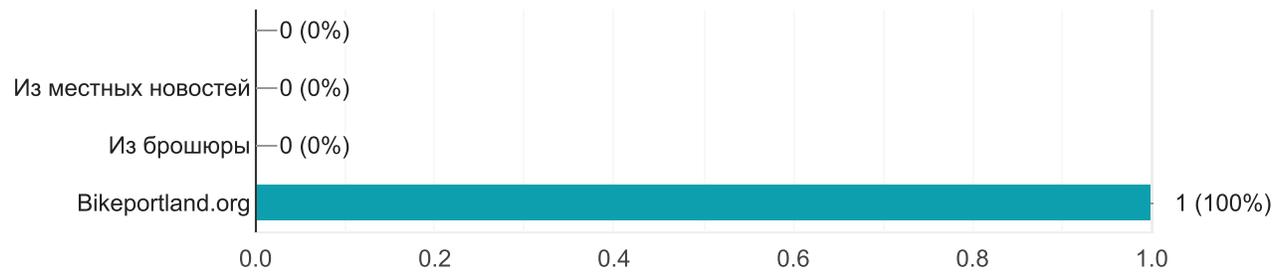
1 response



Где вы услышали об этом опросе?

1 response





Желаете ли вы, чтобы мы добавили вас в рассылку обновлений об этом и других проектах управления РВОТ? (ответ предоставляется по выбору)

Имя, фамилия:

0 responses

No responses yet for this question.

Эл. почта:

0 responses

No responses yet for this question.

Адрес:

0 responses

No responses yet for this question.

Телефон:

0 responses

No responses yet for this question.

122nd Ave Plan - Ammaanka, Gelitaanka & GaadiidkaRa'yi ururinta 2

Kala doorashooyinka Halka Jidku Iska Gooyo 'Cross-Section' oo Kala duwan si Daraasad Dheeraad ah Loogu Sameeyo



Ta beddelka ah ee 1



Ta beddelka ah ee 2



Ta beddelka ah ee 3 (JIDKA LA HOOS MARO EE DADKA JIDKA LUGAYNAYAA/BAASKIILKA/BUSHKULEETIGU MARAAN (NE FREMONT ILAA I-84)



2a: Miyay inaga maqan yihiin kala doorashooyinka halka jidku iska gooyo 'cross-section options' muhiimka ah oo ku jira waxyaabaha beddelka ah ee la kala dooranayo?

0 responses

No responses yet for this question.

2b: Haddii ay sidaas tahay, waa maxay?

0 responses

No responses yet for this question.

Goobaha Dadku Ka Gudbaan 'Pedestrian Crossing' Ee La Soo jeediyay In La Kordhiyo

3a: Ma taageersan tahay goobaha dadku ka gudbaan ee la soo jeediyay in la kordhiyo?

0 responses

Appendix C. Outreach Materials

122ND AVE PLAN

Safety, Access & Transit

What transportation improvements should the City of Portland make on 122nd Ave?

Join us for a **PUBLIC OPEN HOUSE:**

WHEN: Wednesday, November 7th, 2018 from 5:30 pm to 7:30 pm

WHERE: Midland Library (802 SE 122nd Ave)

Drop in anytime to hear what we've learned so far in our outreach and planning. You'll get a chance to ask questions and give us feedback on potential improvements.

PROJECT CONTEXT

The Portland Bureau of Transportation is developing a plan for 122nd Ave and project to be built in 2020. Potential changes include safety improvements, more crossings, improved bike lanes, bus lanes, and signal changes to support frequent bus service along this essential multimodal corridor, all while balancing the needs of auto and freight movement.

Visit the website to join our email list & learn more information:

[portlandoregon.gov/
transportation/122ndAve](http://portlandoregon.gov/transportation/122ndAve)

PBOT

PORTLAND BUREAU OF TRANSPORTATION



122ND
PLAN
EXTENT

MARINE
DRIVE

FOSTER
ROAD

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- Muốn yêu cầu thông dịch viên, vui lòng gọi số 503-823-6177
- Если вам необходимы услуги переводчика, звоните по телефону 503-823-6177

OPEN HOUSE | 122nd Ave Plan: Safety, Access & Transit

WHEN: Wednesday, November 7th, 2018 from 5:30 pm to 7:30 pm

WHERE: Midland Library (802 SE 122nd Ave)

What transportation improvements should the City of Portland make on 122nd Ave?

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PBOT
PORTLAND BUREAU OF TRANSPORTATION



1120 SW 5th Ave
Suite 800
Portland, OR 97204

Join us for a Public
Open House to share
what transportation
improvements should be
made on 122nd Ave!

122nd Ave: Safety, Access & Transit

The Portland Bureau of Transportation is developing a plan for 122nd Ave and project to be built in 2020. Potential changes include safety improvements, more crossings, improved bike lanes, bus lanes, and signal changes to support frequent bus service along this essential multimodal corridor, all while balancing the needs of auto and freight movement.

Visit the website to join our email list & learn more information:
portlandoregon.gov/transportation/122ndAve

For more information:
April Bertelsen
(503) 823-6177
April.Bertelsen@portlandoregon.gov

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122ND AVE PLAN: SAFETY ACCESS AND TRANSIT



What transportation improvements should the City of Portland make on 122nd Ave?

In hopes of gathering input from as many people as possible, we have an online survey for people who missed our Nov 7 open house. This survey asks the same questions. We will combine the online and paper survey results already received. So, if you took a paper survey this fall, your input is already included.

Please share this survey with others who live, work or travel along and near 122nd Ave.

Before taking the survey, we encourage you to view the poster boards arranged by stations that were displayed at the Nov 7 open house. Links to these materials are on the website.

www.portlandoregon.gov/transportation/122ndAve

In this survey, we ask for input on the following to shape our study and plan recommendations:

1. Range of Alternative Street Cross-Section Options for Further Study
2. Proposed Enhanced Pedestrian Crossing Locations and Priorities
3. Near-Term Improvements for Construction in 2020

The survey is available in 6 languages:

- English
- Español (Spanish)
- Tiếng Việt (Vietnamese)
- русский (Russian)
- Soomaali (Somali)
- lea faka-Tonga (Tongan)

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122ND AVE PLAN: SAFETY ACCESS AND TRANSIT



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www.portlandoregon.gov/transportation/122ndAve

In this survey, we ask for input on the following to shape our study and plan recommendations:

4. Range of Alternative Street Cross-Section Options for Further Study
5. Proposed Enhanced Pedestrian Crossing Locations and Priorities
6. Near-Term Improvements for Construction in 2020

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We want to hear from you!

122nd Ave Online Survey #2

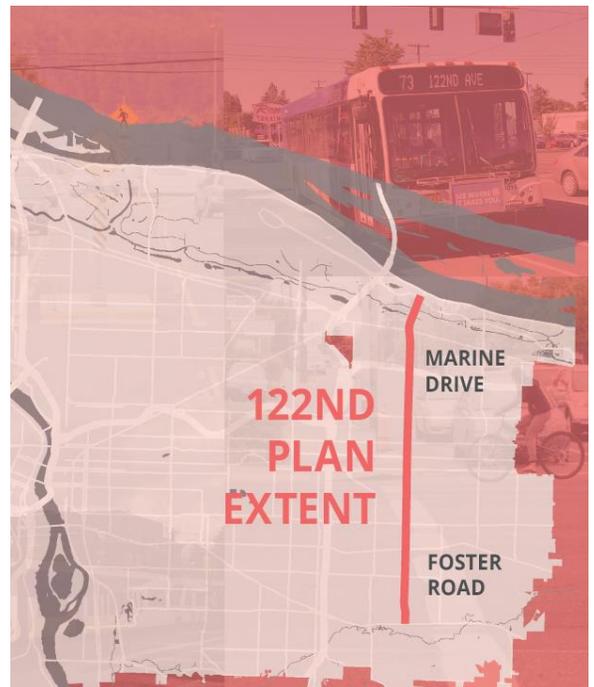
Open December 7, 2018
through January 18, 2019

Direct Link to Survey:

<https://goo.gl/forms/tjqqNMgQ39u89MFh1>

Or access the survey on the 122nd Ave Plan website:

www.portlandoregon.gov/transportation/122ndAve



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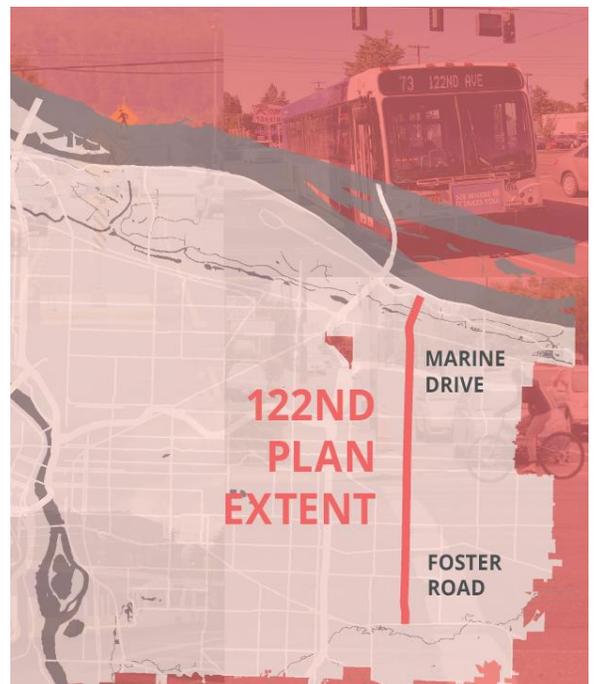
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Davis, Cassie

Subject:

PBOT 122nd Ave Plan: Nov. 7 Open House Open House - Join us at the Midland Library
(805 SE 122nd Ave)

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122nd Ave Plan: Safety, Access and Transit

122ND AVE PLAN

Safety, Access & Transit

PUBLIC OPEN HOUSE

WHEN: Wed, Nov 7th

5:30pm to 7:30pm

**WHERE: Midland Library
(805 SE 122nd Ave)**



**122ND
PLAN
EXTENT**

**MARINE
DRIVE**

**FOSTER
ROAD**



PBOT
PORTLAND BUREAU OF TRANSPORTATION



Please join us for a PUBLIC OPEN HOUSE

WHEN: Wednesday, November 7th, 2018 from 5:30 pm to 7:30 pm

WHERE: Midland Library (805 SE 122nd Ave)

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Drop in anytime to hear what we've learned so far in our outreach and planning this year. You'll get a chance to ask questions and give us feedback on potential improvements.

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Overarching Goals:

- Increase safety for all, improve pedestrian & bicycle access and support better transit while balancing needs of freight & other modes.
- Identify improvements to help eliminate serious injuries and fatalities and remove 122nd Ave from the High Crash Corridor network.

Visit the plan website to join our email list & learn more information: www.portlandoregon.gov/transportation/122ndAve

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What we learned from community members

Thank you to the over 1,000 Portlanders who participated in the 122nd Ave Survey over the summer of 2018!

We got feedback on how people use 122nd, what kind of improvements are most needed, problem areas and which evaluation criteria are most important. This input will help inform and shape our plan recommendations. Learn more about the responses:

[Read the Draft 122nd Ave Plan - Community Survey #1 Report](#)

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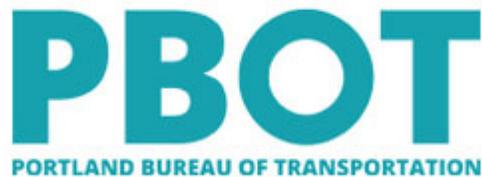
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Davis, Cassie

From: Portland Bureau of Transportation <PBOT@public.govdelivery.com>
Sent: Friday, December 7, 2018 4:44 PM
To:

Subject: Courtesy Copy: PBOT 122nd Ave Plan: Online Survey Open Dec. 7 - Jan. 6

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122nd Ave Plan: Safety, Access and Transit



Online Survey #2

Open December 7, 2018 through January 6, 2019

[Link to the Survey](#)

In hopes of gathering input from as many people as possible, we have an **online survey** for people who missed our Nov 7 open house. This survey asks the same questions posed at our Nov 7 open house and other recent in-person meetings. We will combine the online and paper survey results. So if you took a paper survey this fall, your input is already included.

We encourage you to also share this survey with others who live, work or travel along and near 122nd Ave.

In this survey, we ask for input on the following to shape our study and plan recommendations:

1. Range of Alternative Street Cross-Section Options for Further Study
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Before taking the survey, we encourage you to view the poster boards arranged by stations that were displayed at the Nov 7 open house. Links to these materials are also available on the website and during the online survey. Links:

[Open House \(11.7\) Station 1-2. Welcome & Plan Overview](#)

[Open House \(11.7\) Station 3. 122nd Ave Today](#)

[Open House \(11.7\) Station 4. What We Have Heard](#)

[Open House \(11.7\) Station 5. Making of a Safer Street - Vision Zero](#)

[Open House \(11.7\) Station 6. Potential Changes to 122nd Ave](#)

Thank you!

Background

The Portland Bureau of Transportation is developing a plan for 122nd Ave and project to be built in 2020. Potential changes include safety improvements, more lighting, crossings, improved bike lanes, bus lanes, signal changes and more to help meet the following goals.

Overarching Goals:

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information: www.portlandoregon.gov/transportation/122ndAve

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Davis, Cassie

From: Bertelsen, April <April.Bertelsen@portlandoregon.gov>
Sent: Wednesday, November 14, 2018 5:36 PM
To:

Subject: FW: Courtesy Copy: PBOT 122nd Ave Plan: Status update and view posters shared at the Nov 7 open house

Follow Up Flag: Follow up
Flag Status: Completed

Greetings invited 122nd Ave Plan TAC members and interested staff,

I wanted to pass along the email below about our recent Nov 7 open house for 122nd Ave. We sought community input on potential improvements and draft cross-sections alternatives to be further evaluated on 122nd Ave. Input will also help staff prioritize and scope a \$3.3 million project on 122nd Ave, programmed for 2020. We placed an emphasis on safety.

You can view the poster boards via the links below. They are arranged into bundles by stations.

I want to give an extra big THANK YOU! and shout out to **Jake Marshall, Mike Serritella, Shane Valle, Matt Ferris-Smith and Jennie Tower**. They rallied to help make all the graphics and presentation materials. Check them out!

PBOT staff continues to seek community stakeholder input. I will attend several groups to seek additional feedback from business associations, neighborhood associations and other community groups, such as YEJA/OPAL.

If you have a committee or know of a group that would like me to present, let me know!

An online survey is in the works as well.

Best regards,

#####

April Bertelsen | Senior Transportation Planner

Pronouns: She/Her

Portland Bureau of Transportation

1120 SW 5th Avenue, Suite 800

Portland, OR 97204

Phone: 503.823.6177

april.bertelsen@portlandoregon.gov

www.portlandoregon.gov/transportation



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From: Portland Bureau of Transportation <PBOT@public.govdelivery.com>

Sent: Friday, November 09, 2018 5:13 PM

To: Petersen, Sarah <Sarah.Petersen@portlandoregon.gov>; McNair, Abra <Abra.McNair@portlandoregon.gov>; Marion, Irene <Irene.Marion@portlandoregon.gov>; Lamb, Kailyn <Kailyn.Lamb@portlandoregon.gov>; Patricolo, Francesca <Francesca.Patricolo@portlandoregon.gov>; Serritella, Michael <Mike.Serritella@portlandoregon.gov>; Brady, John <John.Brady@portlandoregon.gov>; Donohue, Kevin <Kevin.Donohue@portlandoregon.gov>; Abiodun, Tosin <Tosin.Abiodun@portlandoregon.gov>; Brewster, Stacy <Stacy.Brewster@portlandoregon.gov>; Rivera, Dylan <Dylan.Rivera@portlandoregon.gov>; Schafer, Hannah <Hannah.Schafer@portlandoregon.gov>; Bertelsen, April <April.Bertelsen@portlandoregon.gov>; Valle, Shane <Shane.Valle@portlandoregon.gov>; Phillips, Mimi <Mimi.Phillips@portlandoregon.gov>

Subject: Courtesy Copy: PBOT 122nd Ave Plan: Status update and view posters shared at the Nov 7 open house

This is a courtesy copy of an email bulletin sent by April Bertelsen.

This bulletin was sent to the following groups of people:

Subscribers of 122nd Avenue Safety, Access and Transit Plan or Enhanced Transit Corridors Plan (546 recipients)

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122nd Ave Plan: Safety, Access and Transit



Status Update

Thank you everyone who came to our open house and provided feedback!

We had roughly 90 people attend our November 7th open house at Midland Library. We are reviewing and processing all the comments and will share a summary report.

Coming soon! For people who did not attend the in-person open house we will have an **online survey**. We will ask the same questions posed at our Nov 7 open house with the hopes of gathering input from more people.

You can view the poster boards arranged by stations that were displayed at the Nov 7 open house (also available on the website):

Open House (11.7) Station 1-2. Welcome & Plan Overview

Open House (11.7) Station 3. 122nd Ave Today

Open House (11.7) Station 4. What We Have Heard

Open House (11.7) Station 5. Making of a Safer Street - Vision Zero'

Open House (11.7) Station 6. Potential Changes to 122nd Ave

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Voices from the Community

View our 122nd Ave Plan kick-off video with voices from the community on

Youtube: <https://youtu.be/14ro44eiqmM>

What we learned from community members

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