

# 122ND AVENUE

## SAFETY, ACCESS, AND TRANSIT



**PBOT**  
PORTLAND BUREAU OF TRANSPORTATION

Since 2018, PBOT has been developing a comprehensive plan for how to improve safety, access, and transit along 122nd Avenue between SE Foster Road to the south and NE Marine Drive to the north. The goals of the plan are to increase safety for all, improve pedestrian and bicycle access and support better transit while balancing the needs of freight and other modes.

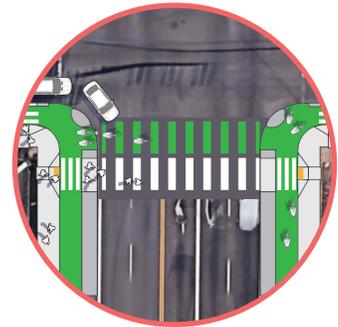
### What is PBOT recommending for 122nd Avenue?



Lighting on both sides of the street to meet current guidelines.



Reduced number of motor vehicle thru-lanes between SE Powell and SE Foster.



Improved safety of intersections along 122nd Avenue.



Improved transit stops and "Rose Lane" transit priority treatments.



Remove on-street parking for protected bike lanes between NE San Rafael and SE Powell.



More trees and vegetation to help protect our climate and provide safety benefits.



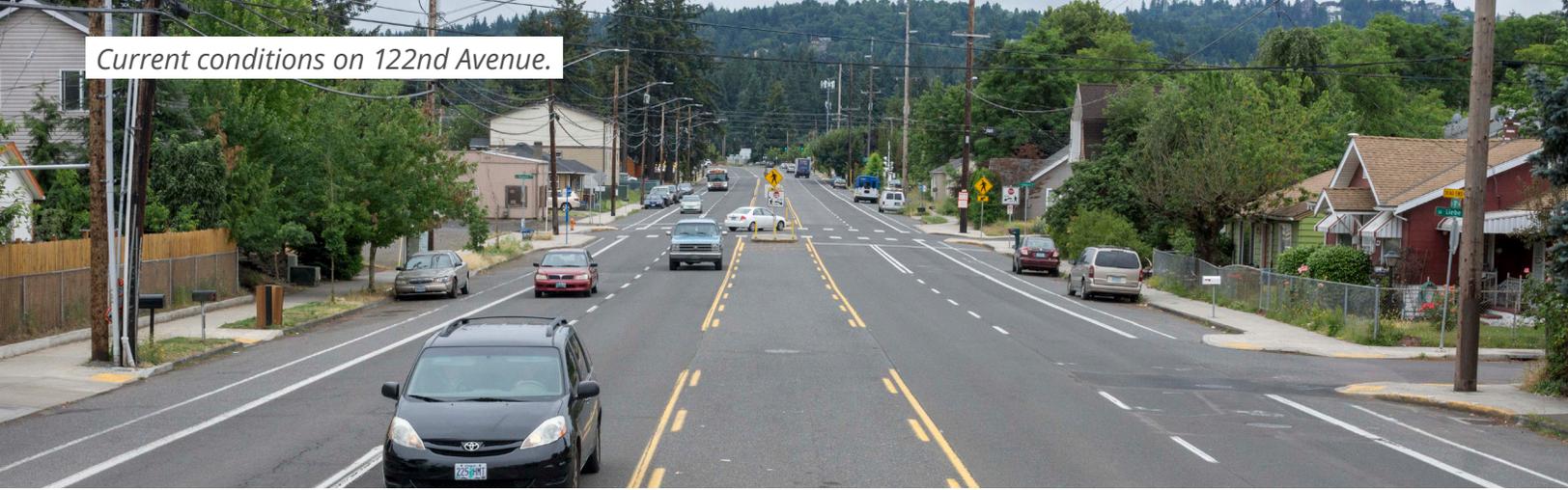
Delineators and median islands to manage driveway access and reduce drivers passing in the center lane.



More speed reader boards to manage high-end speeding.



More places to cross the street and new sidewalks with improved access for people with disabilities.



## Why are these improvements needed on 122nd Avenue?

- 122nd Avenue is designated as a **“high crash corridor”** for pedestrians and people driving or biking. This means the street is on the **top 30 list of streets with the highest number of severe crashes**. Many intersections also have high crash rates.
- Existing bike lanes are **narrow** (about 5 feet wide) and **unprotected** from the other vehicle lanes.
- Many bus stops along 122nd Avenue **do not have enough space** for a bus shelter and still give pedestrians room to pass along the sidewalk. Transit riders experience **long travel times** at some key locations along 122nd Avenue, especially during rush hour.
- The majority of 122nd Avenue has **lighting only on one side of the street**, which results in poor visibility and concerns about personal safety.
- Quality of existing sidewalks varies. Many are **narrow, deteriorated, and/or obstructed** by utility poles while some are wide with trees.
- Many spots along the corridor have **wide driveways**, which create conflict points between people driving and both pedestrians and people biking. Additionally, the **street is wide and straight** with an open center median that encourages high speeds.

### HOW DO I GET INVOLVED?

- Visit the project website to review the recommendations and share your thoughts: [portland.gov/122nd-plan](http://portland.gov/122nd-plan)
- Email your comments or questions to [bryan.poole@portlandoregon.gov](mailto:bryan.poole@portlandoregon.gov)
- Call the PBOT front desk at 503-823-5185 if you need materials translated

## Next Steps

In the coming months, we will be reviewing feedback from community stakeholders, refining the proposed recommendations, and incorporating your feedback into the 122nd Avenue Plan. We expect to release a draft plan in late 2021 or early 2022. Please visit [portland.gov/122nd-plan](http://portland.gov/122nd-plan) to sign-up for email updates and contact the project team with any questions.

### PROJECT TIMELINE

