

# 122ND AVENUE REDESIGN

## SPRING 2022 DESIGN OPTIONS SURVEY SUMMARY



**PBOT**  
PORTLAND BUREAU OF TRANSPORTATION



### Background

The Portland Bureau of Transportation (PBOT) is planning to make **changes to 122nd Avenue between SE Powell Boulevard and SE Foster Road** to improve safety and slow excessive vehicle speeds, as well as repave the street between SE Steele Street and SE Foster Road. This project is expected to reduce vehicle travel lanes to one in each direction from SE Powell Boulevard to SE Foster Road.

This project is scheduled to be constructed in 2024, and is funded through the City's **Fixing Our Streets** funding program.

### Relation to 122nd Avenue Plan

The **122nd Avenue Plan** has been in development since 2018, identifying ways to improve safety, access, and transit along this "high crash corridor" between NE Marine Drive and SE Foster Road.

The draft plan is now available for review, and a final plan will be presented to City Council in late 2022. The recommendations in the plan complement this and other funded projects along 122nd Avenue.

### KEY TAKEAWAYS

Between April 29th and June 18th, PBOT hosted an online survey to gather input on the design alternatives for this southern segment of 122nd Avenue between SE Powell Boulevard and SE Foster Road. PBOT distributed sidewalk decals, door hangers, postcards, and shared the survey on Nextdoor. **More than 255 people** responded to the online survey. **Key takeaways include:**

- 25% of survey respondents live in zip codes directly adjacent to the project area and another 20% live in other zip codes adjacent to the 122nd Avenue corridor. However, many survey respondents declined to provide their home zip code.
- Respondents favored the following:
  - Increasing trees or landscaping
  - Protecting bike lanes with posts or parked cars
  - Adding pedestrian crossings
  - Ensuring left-turn access to homes and businesses

Visit the 122nd Avenue website to learn more: [portland.gov/122nd-plan](https://portland.gov/122nd-plan)

# Roadway Feature Prioritization

As noted above, this project will reduce vehicle travel lanes to one in each direction from SE Powell Boulevard to SE Foster Road. Survey respondents were asked to choose up to three features which are most important and should be prioritized in the redesigned roadway.

## WHAT WE HEARD

*“Choosing from this list below, which features do you think are most important to include in the final roadway design (choose up to three)?”*

- Increasing trees or landscaping
- Keeping the most amount of parking
- Adding pedestrian crossings
- Having bike lanes that are protected (with posts or parked cars)
- Having comfortable bus stops
- Ensuring left-turn access to homes and businesses
- Making accessibility (ADA) improvements
- Other (please specify)

### Support for:

- Protected bike lanes
- Adding pedestrian crossings
- Increasing trees or landscaping

### Concerns regarding:

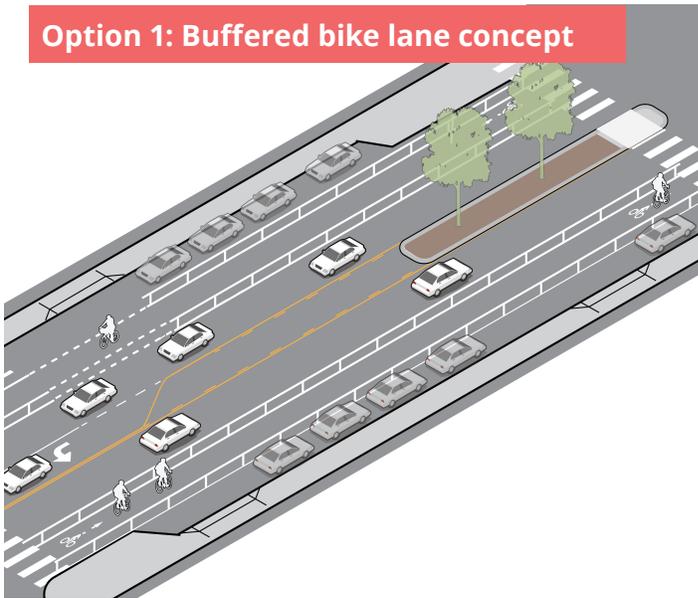
- Congestion from reducing travel lanes
- Maintenance of roadway and median

### Suggestions to add:

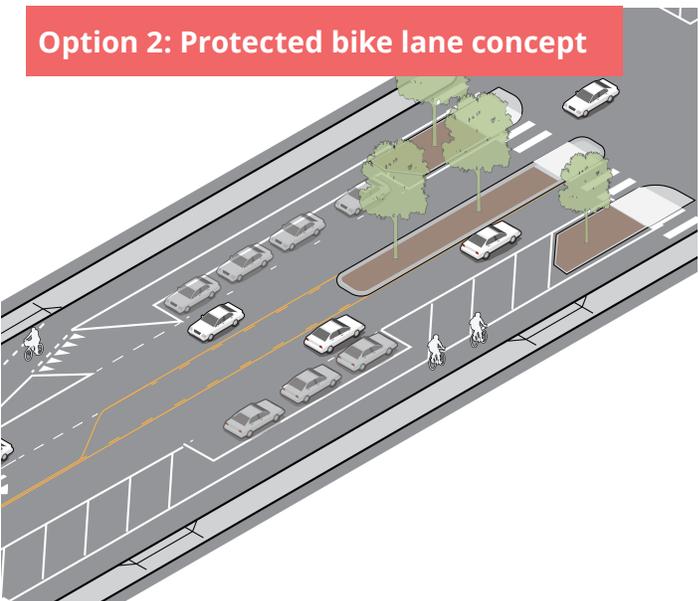
- Traffic speed enforcement
- Pedestrian-scale lighting



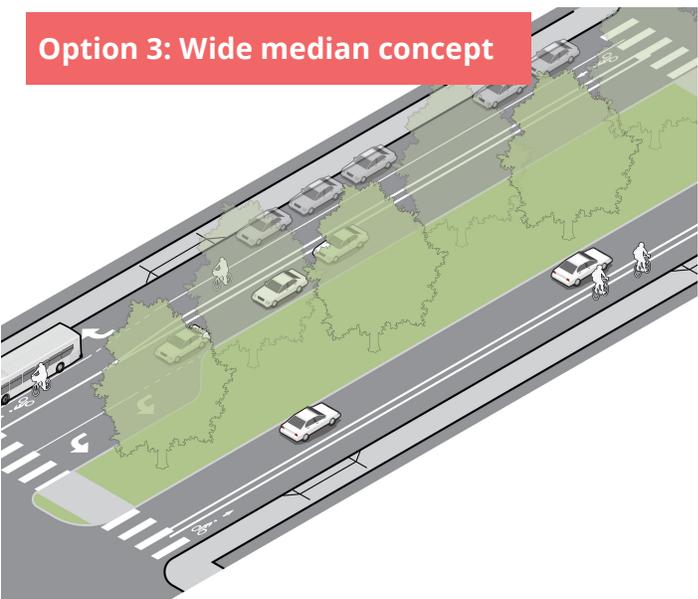
### Option 1: Buffered bike lane concept



### Option 2: Protected bike lane concept



### Option 3: Wide median concept



## Design Alternatives

Survey respondents were asked to rank the three design alternatives for the southern segment of 122nd Avenue from most preferred to least preferred.

### WHAT WE HEARD

**Respondents overall ranked the following design options from most preferred to least preferred:**

1. Option 2: protected bike lanes
2. Option 3: wide median
3. Option 1: buffered bike lanes

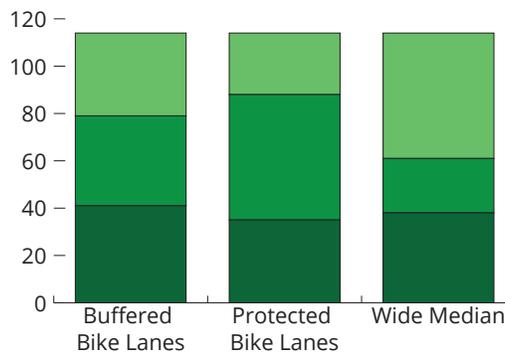
**Respondents living along the 122nd Avenue corridor preferred:**

1. Option 1: buffered bike lanes
2. Option 3: wide median
3. Option 2: protected bike lanes

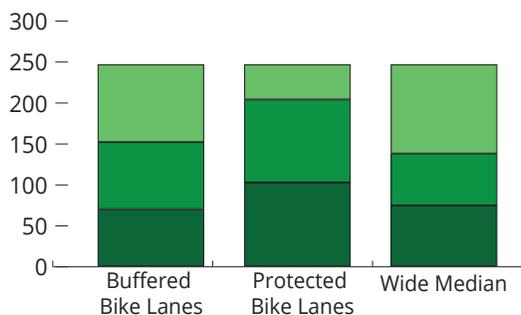
**Respondents living directly adjacent to the project area preferred:**

1. Option 1: buffered bike lanes
2. Option 2/3 (tie): protected bike lanes / wide median

### 122nd Avenue Corridor Neighbors



### All Respondents





## Who We Heard From

Of the 256 survey respondents, two-thirds provided demographic information. Of these, we learned the following:

- Average age of respondents was 42
- 73% of respondents were white
- 45% live adjacent to the corridor
- 38% identified as women
- 23% identified living with or having a disability
- 35% of respondents make less than \$75,000 per year, while 43% make more. 15% declined to specify

### NEXT STEPS

The survey results do not indicate a clear preference among respondents. However, through this survey we learned valuable information about community preferences and concerns. The project team will now work to develop a refined hybrid design that considers ways to provide more crossings, trees, and protection for people biking. The team will also do more analysis on ways to mitigate traffic impacts and address maintenance concerns. A revised design will be shared before the project begins design in early 2023.

#### STAY INFORMED:

Visit the project website & sign up for email updates  
[portland.gov/122nd-plan](https://portland.gov/122nd-plan)



Use your smart phone  
to scan the QR code

#### QUESTIONS? REACH OUT.

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