

122ND AVENUE PLAN

Improving Safety, Access and Transit

June 2022



PBOT
PORTLAND BUREAU OF TRANSPORTATION

Agenda

- Share an overview of the *122nd Avenue Plan* draft and answer questions
- Provide an update on funded projects along 122nd Avenue
- Discuss Updated Concepts for 122nd: Powell to Foster
- Share next steps

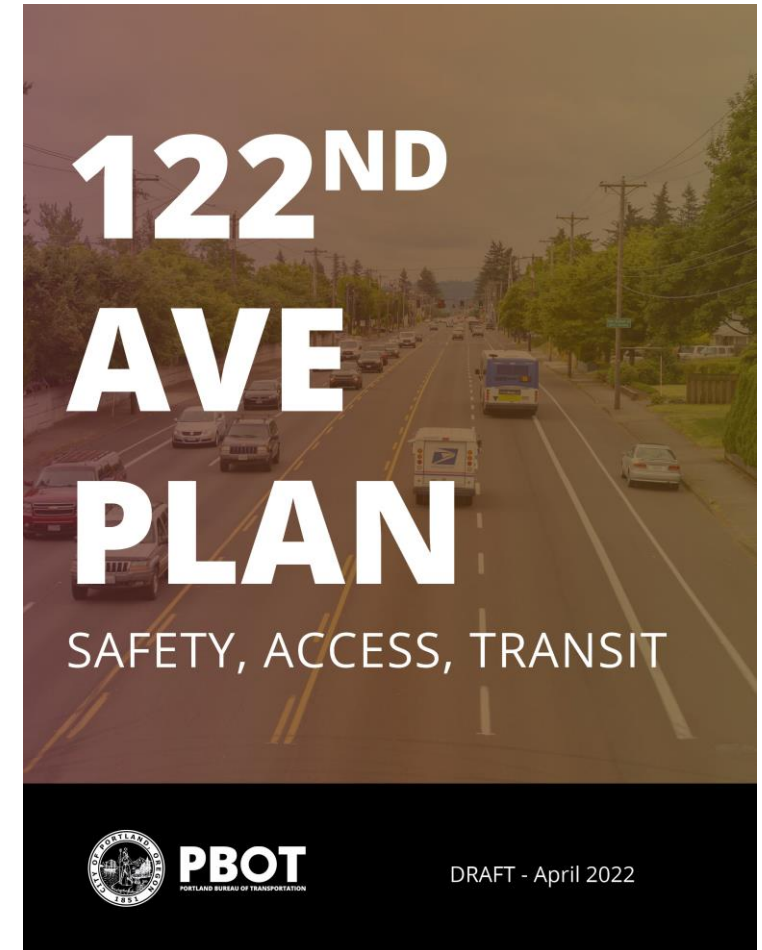


122nd Avenue Plan - Background

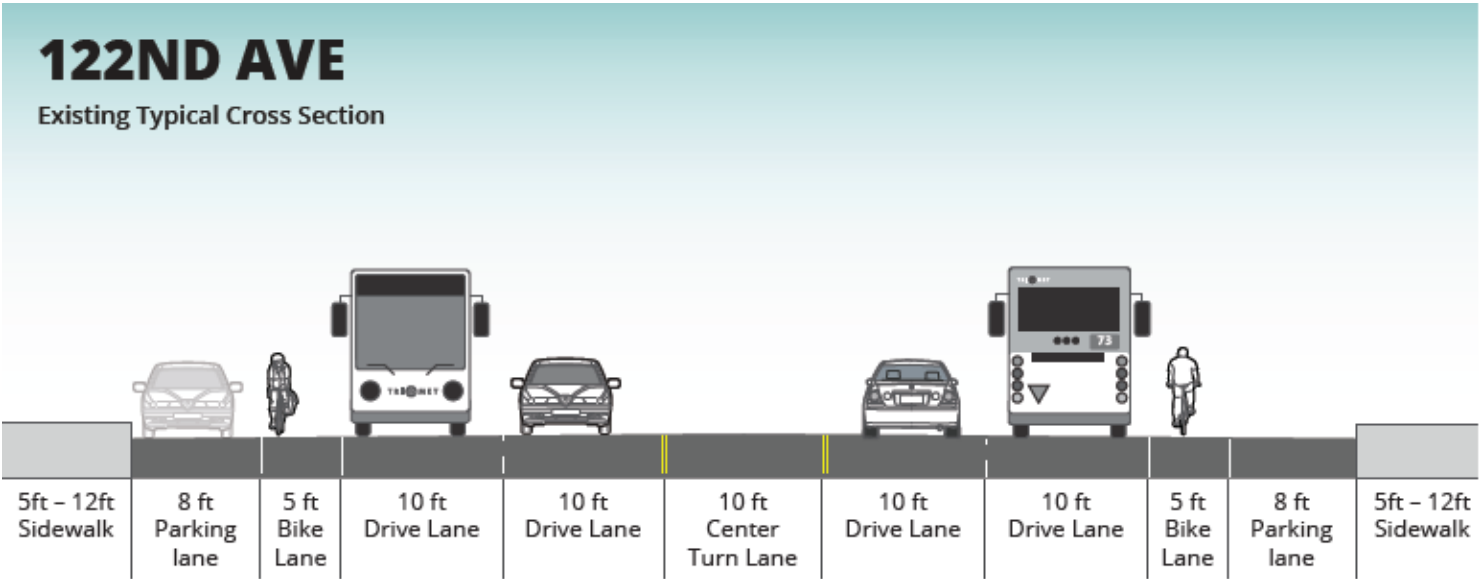
Goals: identify ways to **increase safety, improve pedestrian & bicycle access** and **support better transit** and identify incremental improvements to **support the growth and development** of 122nd Avenue as a **Civic Corridor**.

Draft recommendations were shared with the public in the fall of 2021. We heard comments about the need for **more enforcement, lighting, trees/landscaping, and design consistency**.

This feedback was used to develop the **discussion draft plan**.



122nd Today



Existing Conditions and Need

- **Between the years 2016 and 2020, there were 12 fatalities along the corridor or an average of more than 2 per year.** Additionally, five of the intersections with the highest crash rates in all of Portland were on 122nd Avenue.
- Neighborhoods adjacent to 122nd Avenue experienced some of the **highest number of heat-related deaths** during last June's heat wave
- The street is designated as a **"Civic Corridor"** and moves through two **town/neighborhood centers** (near Burnside Street and Division Street).

LEGEND

● Fatalities

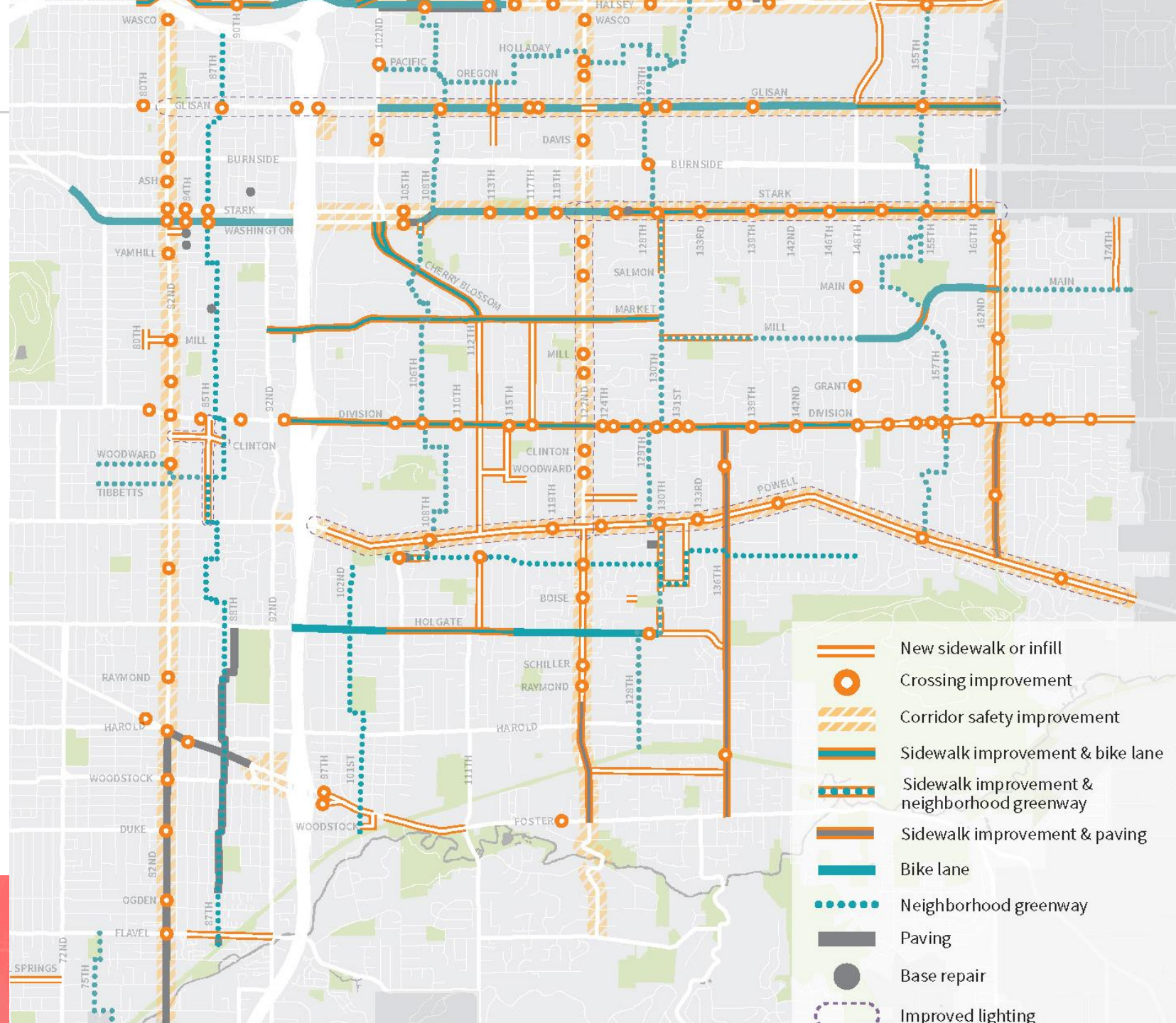
● ● Crash*

*Includes all pedestrian and bicycle crashes, and vehicle crashes that resulted in serious injury or fatality



Other Projects

- PBOT and agency partners have allocated approximately \$320 million to East Portland in Motion (EPIM) project implementation and related projects since 2012
- Multiple funded projects are in design, pre-construction, and/or construction through 2025
- Full map available on PBOT's EPIM website:
<https://www.portland.gov/transportation/planning/east-portland-motion>



In Construction

East Portland Access to Employment & Education

- 100s Neighborhood Greenway
- 150s Neighborhood Greenway
- 4M Neighborhood Greenway
- Cherry Blossom Drive bike lanes

East Glisan Street Update (102nd-122nd)

- Protected bike lanes

Over Division Multimodal Safety Project (80th – 174th)

- Protected bike lanes

162nd Safety and Access to Transit Project (Stark-Powell)

- Buffered bike lanes



122nd Avenue Plan – Outline



122nd Avenue Plan

01 Welcome to 122nd	1
<i>Provides an overview of 122nd Avenue, identifies issues along 122nd, and describes the project goals</i>	
02 122nd Today	5
<i>Describes existing conditions and context for 122nd Avenue</i>	
03 Recommendations	19
<i>Summarizes the general recommendations for 122nd Avenue, and the specific recommendations by corridor segment</i>	
04 Prioritization and Implementation	31
<i>Summarizes the prioritization of recommendations by category, and describes implementation paths and potential funding sources</i>	
05 Community Engagement	41
<i>Summarizes the outreach efforts of this planning process and how the feedback was utilized to develop the plan</i>	

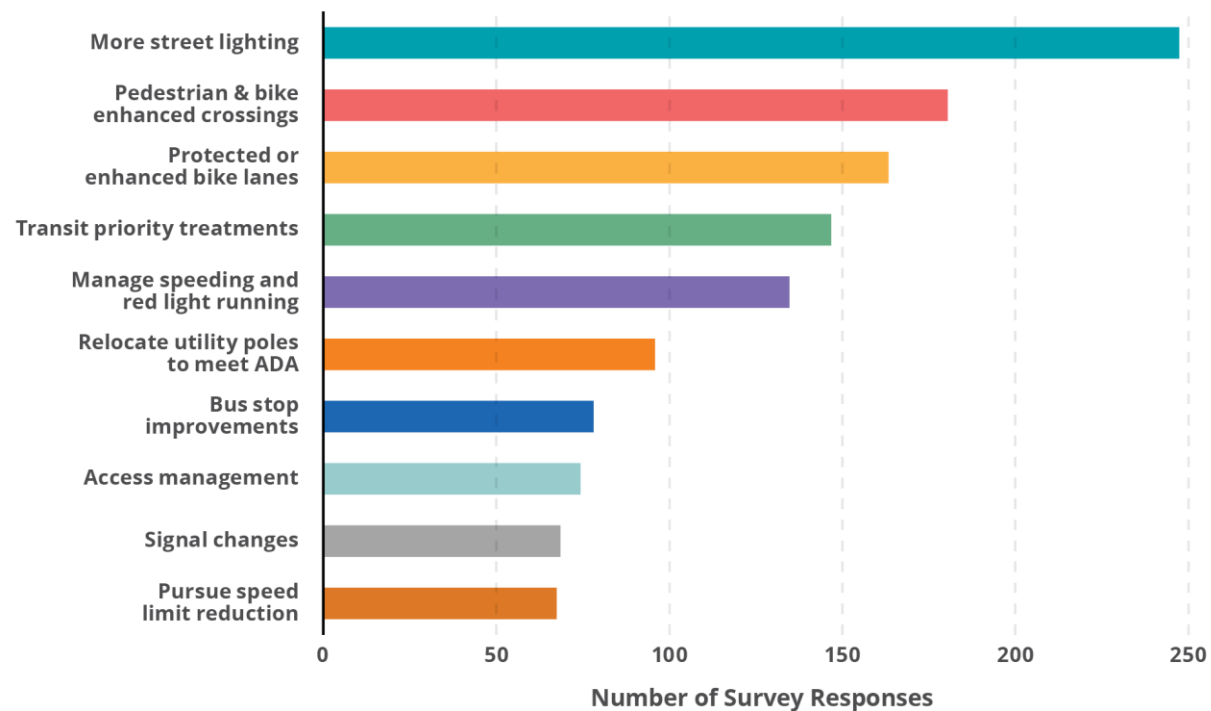
122nd Avenue Plan

122nd Avenue Plan has been shaped by community feedback in many ways:

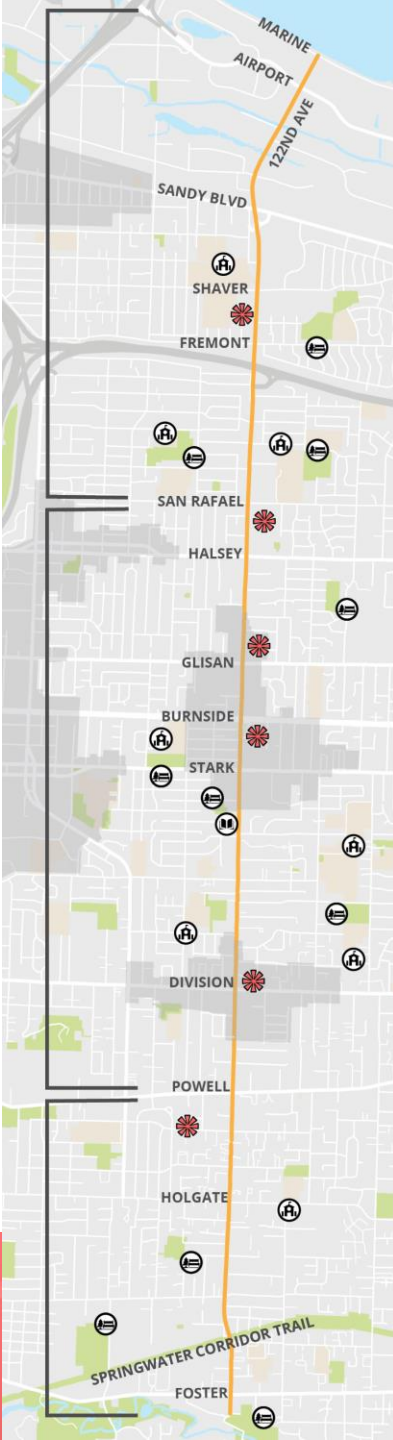
- Public open houses and surveys
- Targeted language-based outreach
- Tabling at events and community presentations
- Partnerships with community stakeholders
- Sounding Board meetings
- Technical Advisory Committee meetings



What are your top three priority improvements to include in the 122nd Plan?



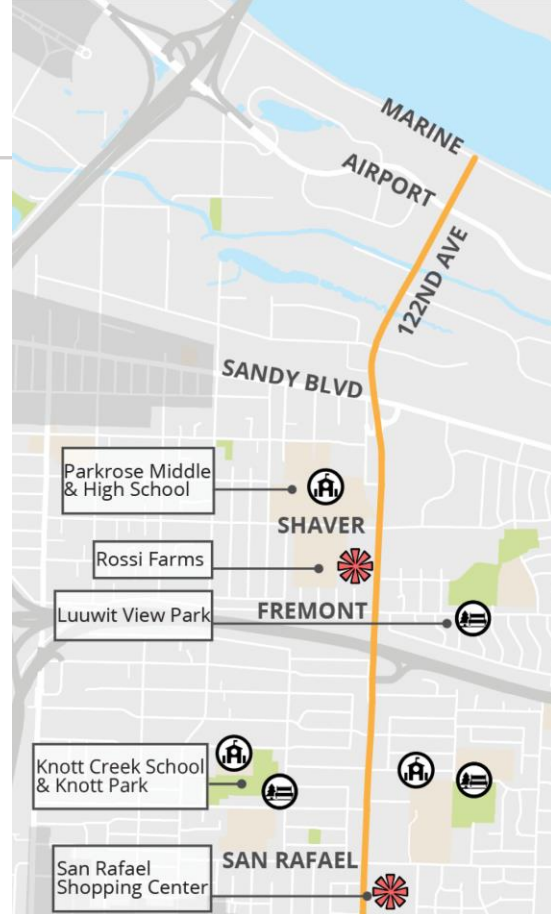
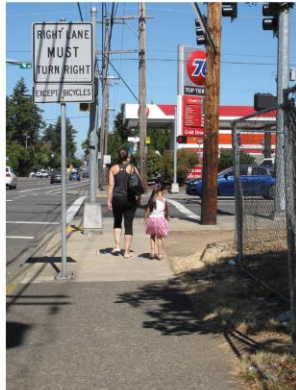
Results from survey in 2018/2019



Segments of 122nd Avenue

122nd Avenue is a lengthy street, progressing north to south through the City of Portland from the Columbia River (Marine Drive) to near the southern city boundary. **At more than 6 miles long, the type of buildings and uses along the street change numerous times.**

To better highlight these unique land use characteristics, **the following pages break up the corridor into three different segments.** They describe the different land use characteristics and highlight some of the major adjacent landmarks and destinations.



Northern Segment (MARINE DRIVE TO SAN RAFAEL STREET)

The land use transitions between Marine Drive and San Rafael Street. **North of Sandy Boulevard, the land use is primarily industrial and 122nd Avenue carries a higher percentage of trucks** than elsewhere along the corridor. This section is also a popular route for people biking to reach the Marine Drive trail.

South of Sandy Boulevard, the corridor divides the Parkrose and Argay neighborhoods. The land use varies between commercial, office, residential, and even a working farm. Residents of these neighborhoods cross or travel along 122nd Avenue to reach community destinations such as Parkrose Middle/High School as well as Luuwit View Park. It also includes on/off ramps from Interstate 84 and NE Sandy Boulevard.

A recent study, the Parkrose-Argay Development Study, was adopted by City Council in 2019. This report looked at opportunities to create a complete and connected neighborhood around and across 122nd Avenue and NE Shaver Street.

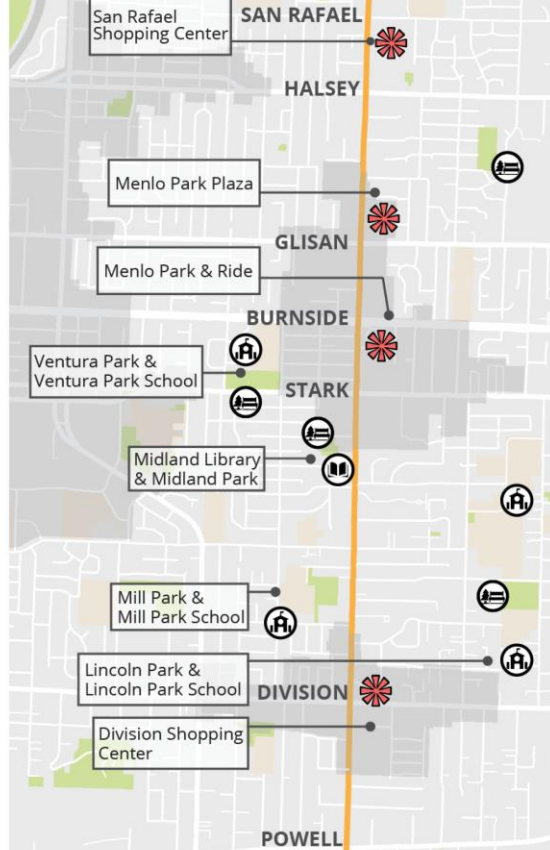


Middle Segment

(SAN RAFAEL STREET TO POWELL BOULEVARD)

This section of 122nd Avenue south of San Rafael transitions to **more commercial/business oriented land uses**. There are a number of **large and small shopping developments with surface parking lots**. This section also includes a designated Neighborhood Center around East Burnside and a Town Center around Division Street. Town Centers are expected to anchor a large area or district of the City while Neighborhood Centers are intended to serve the surrounding neighborhoods. Both are anticipated to have higher levels of pedestrian activity, and as such are designated as Pedestrian Districts in the City's PedPDX plan.

This section also includes a MAX Station at 122nd and Burnside and the Midland Library south of SE Stark Street. The area also has several fast food restaurants, car dealerships, and a variety of shops and services. Many major east-west streets intersect 122nd Avenue in this section, including NE Halsey Street, NE Glisan Street, E Burnside Street, SE Stark Street, SE Division Street, and SE Powell Boulevard.

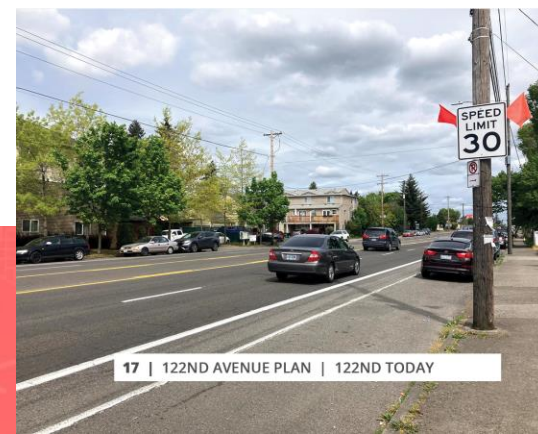
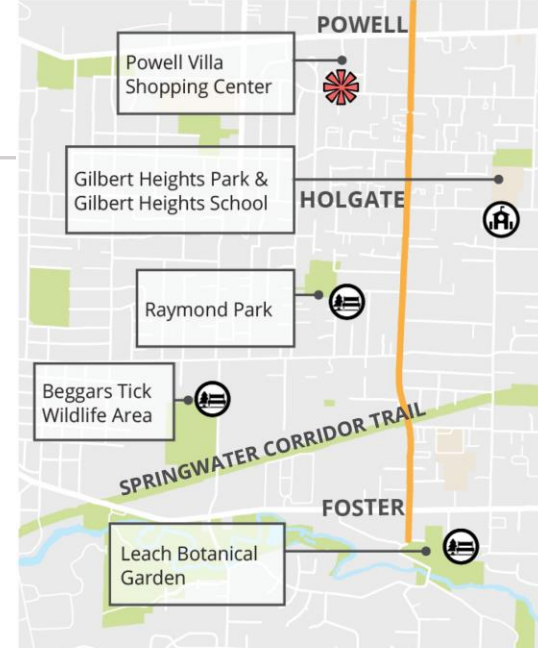


Southern Segment

(POWELL BOULEVARD TO FOSTER ROAD)

The section of 122nd Avenue south of Powell Boulevard becomes **largely residential**, with many single-family residences and apartment buildings. There are a few businesses and retail locations, primarily around the intersections of Powell Boulevard and Holgate Boulevard.

The Springwater Corridor Trail, a busy travel route for people walking and biking, intersects 122nd Avenue north of Foster Road. This section of 122nd Avenue has **lower volumes of car traffic, but still experiences a high rate of crashes and excessive speeds**. A number of schools are near the corridor in this section, including Gilbert Heights Elementary, Gilbert Park Elementary, and Alice Ott Middle School. Leach Botanical Garden is just south of SE Foster Road.



122nd Avenue Plan - Recommendations

Recommendation Categories for 122nd Avenue

Safety

According to PBOT's Vision Zero analysis, **122nd Avenue is among the most unsafe corridors to travel on foot, by bike, or in a car.** This high crash corridor suffers from inadequate infrastructure ranging from unequal lighting to long distances between marked crossings. The wide roadway enables unsafe speeding, and large intersections are amongst the most dangerous in the city. **Improving safety on 122nd is the number one priority for making this street more livable and humane** for those that travel on and use 122nd for their daily activities.



Multimodal and Access Enhancements

Improving the areas where people walk, bike and wait for transit is vital to the safety of vulnerable users and for creating comfortable alternatives to driving. Residents shared that the sidewalk space feels limited and some separation between cars and people walking and bicycling would improve conditions. Conflict points – such as driveways and intersections – are particularly vulnerable spots for people walking and bicycling.



Transit Performance and Experience

Many people that live along or near 122nd Avenue rely on transit to reach jobs, school and other essential destinations. Ensuring that buses operate on time even during congested periods is critical to reliable service for today's transit riders and important for attracting future riders. Easy and quick boarding and priority and queue jumps at congested intersections will help to keep the bus moving.



Develop 122nd Avenue as a Civic Corridor

122nd Avenue is designated as a Civic Corridor and also has two Centers. These places should have abundant trees, high-quality landscaping, and offset the impacts of their large paved areas. They should exemplify the benefits of green infrastructure and minimize urban heat island effects, while also being enjoyable places to live, work, and gather. **Civic Corridors should be safe for all types of transportation.** Civic Corridors policies apply to the roadway, the public realm of the street, and the buildings that line the street.



RECOMMENDATIONS TO Improve Safety



STREET LIGHTING

Add more street lighting to improve safety and personal security. Most of 122nd has streetlights on only one side of the wide arterial, creating uneven lighting conditions with pockets of darkness on the roadway. Adding street lighting is a top priority to increase visibility for all roadway users and to improve the personal safety for those walking, waiting for transit, or living along 122nd.



PEDESTRIAN & BIKE CROSSINGS

Install more enhanced pedestrian and bike crossings to improve safety and access. Reducing the distance between marked crosswalks on 122nd will reduce out-of-direction travel and minimize the need to cross at unmarked intersections or mid-block. Ped PDX recommends no more than 800 feet between crossings in Pedestrian Districts and no more than 530 feet within Centers.



SPEED MANAGEMENT

Manage speeding and red light running to improve safety. Speed cameras and photo enforcement at stoplights can help reduce dangerous behaviors without introducing police interaction that could lead to harmful community interactions. Modifying the street design can also help, by reducing lanes, adding medians, and visually narrowing the street.



INTERSECTION SAFETY

Make intersections safer at major signalized intersections, where many serious and fatal crashes occur. Improvements should better separate bike lanes from turning vehicles, and give a head start to pedestrians crossing the street to improve visibility and give them more time to cross. Additionally, raised safety curbs should be installed to slow left turn movements and automated enforcement should be considered to reduce red light running and excessive speeding.



TRAFFIC CALMING/GREENING

Add medians and other landscaping to reduce speeds and create placemaking opportunities. Infrastructure such as planted medians, curb extensions with bioswales, and street furniture can create more pleasant streets and also help slow excessive speeds. As major projects are installed and properties redevelop, these types of projects can slow speeds while creating more attractive and healthier roadways.

RECOMMENDATIONS TO Improve Multimodal and Access Enhancements



ADD PROTECTED/ENHANCED BIKE LANES

Install protected or enhanced bike lanes to improve safety and comfort for people of all ages and abilities to bicycle, walk or roll. Update development standards so that as redevelopment occurs, bicycle lanes are raised to sidewalk level, especially in the areas designated as Centers.



ACCESS MANAGEMENT

Implement access management to reduce conflicts and improve safety. Wide and frequent driveways along 122nd create many potential points of conflict from turning vehicles entering and exiting parking lots. Consolidating access points and limiting some turning movements would increase safety for all while improving traffic flow.



ADD BIKETOWN STATIONS

Add BIKETOWN stations along 122nd Avenue. The BIKETOWN service area recently expanded to just east of 122nd Avenue between NE Sandy Boulevard and E Burnside, and even further east between E Burnside Street and SE Powell Boulevard. Adding stations along 122nd Avenue would increase access to this service. Incorporating scooter parking would improve access to another transportation option.



MAKE ADA ACCESSIBILITY IMPROVEMENTS

Improve accessibility for those with mobility challenges. Many curb ramps along 122nd Avenue do not meet current standards, and there are many locations where poles or other impediments make travel on the sidewalk challenging for those in wheelchairs or with vision impairments.



REDUCE TRAVEL LANES WHERE POSSIBLE

Reduce the number of motor vehicle lanes south of Powell Boulevard. Traffic analysis has determined that lanes can be reduced here from two to one in each direction with minimal impact on travel times, while slowing speeds and improving the environment for residents, pedestrians and people biking.

RECOMMENDATIONS TO Address Transit Performance and Experience



TRANSIT PRIORITY TREATMENTS

Transit Priority Treatments to improve bus speed and reliability.

Transit signal priority, queue jumps at intersections, transit (rose) lanes, and moving or consolidating bus stops can all improve the speed and reliability of the Line 73 operating on 122nd Avenue.

- **Transit signal priority** is a technology that allows buses to 'talk to' signals when they are approaching an intersection. Depending on where the light is at in a signal cycle, it can either extend a green light to allow buses to move through an intersection, or prompt the signal to give the green to the bus more quickly allowing buses to stay on schedule.
- **Queue jumps** allow transit to move up the line waiting at a light by either using its own designated transit lane, or using the right turn lane to bypass a queue and continue through an intersection.
- **Transit (rose) lanes** are travel lanes specifically designed for only transit, or shared with vehicles that need to turn into a driveway or cross street (also called BAT lanes).
- **Moving/consolidating bus stops** can help to speed up bus service when stops are closely spaced or located on the nearside of an intersection. Moving a transit stop to the 'far side' of an intersection can help buses avoid getting stuck at traffic lights after servicing a stop.



BUS STOP IMPROVEMENTS

Install bus stop amenities to improve transit rider safety and comfort. Improvements may include adding benches, shelters, lighting, or other amenities. These investments can help transit riders feel more comfortable while waiting for the bus. Much of the 122nd corridor has tall streetlights but installing shorter streetlights (also known as pedestrian scaled lighting) can help make transit riders waiting for the bus and pedestrians walking along the sidewalk feel safer.



ACCESS IMPROVEMENTS

Install bus stop access improvements to reduce conflicts between modes. Improvements may include new crossings, enhancements to existing crossings, and transit platforms. Crossing enhancements can help improve comfort, visibility, and safety of pedestrians. Floating transit platforms provide more space for people waiting for the bus and temporarily shift the bike lane to remove the potential for bike/bus conflicts at the bus stop.

RECOMMENDATIONS TO Support Growth and Development of 122nd as a Civic Corridor



WIDEN SIDEWALKS

In Pedestrian Districts, sidewalks should be widened to 15 feet with 8 foot pedestrian through zone to align with Portland Pedestrian Design Guide standards. Elsewhere the sidewalk should be at least 12 feet, with a 1.5' frontage zone, 6' pedestrian through zone, and 4' furnishing zone with 6" curb. This will likely occur through redevelopment or as part of major capital projects.



INCREASE TREE CANOPY AND BETTER MANAGE STORMWATER

Increase tree plantings along the 122nd corridor to calm traffic, sequester carbon, reduce urban heat island effect and provide shade and comfort for sidewalk users and business patrons. This can be done by adding trees in the center median of the street, along the edges of the street, and working with private homeowners and businesses to add and maintain trees. Also, improve stormwater management as redevelopment occurs and simultaneously with tree plantings.



PREPARE FOR BUS RAPID TRANSIT SERVICE

Study the possibility of transforming 122nd Avenue into a bus rapid transit line, where transit service is further prioritized and enhanced.



INCORPORATE GATEWAY TREATMENTS

Incorporate art, signage, medians, or other treatments to improve the sense of place and reduce speeds. Adding these gateway treatments can better distinguish sections of the corridor giving each a unique identity. They could also help slow traffic and improve wayfinding.



DEVELOP CORRIDOR-WIDE GROWTH STRATEGY

Work with the community, stakeholder groups, Prosper Portland, and other bureaus on a growth strategy to ensure transportation investments and other community enhancements do not lead to housing displacement and instead foster stable and secure housing for all income levels.

Recommendations for Northern Segment (MARINE DRIVE TO SAN RAFAEL STREET)

In this section north of San Rafael Street, a priority should be **connectivity between the Parkrose and Argay neighborhoods** to improve safety and access between Parkrose High School and Middle School and Shaver Elementary School and Luuwit View Elementary School. A funded crossing at or near NE Beech Street will help, as well as the proposed development of the Rossi, Guisto and Garre farmland. Intersection improvements to NE Fremont Street should also be made, along with upgrading the signal.

Another priority is improving the bicycle facilities on 122nd Avenue to connect to the Marine Drive Trail. It is recommended that parking be removed to allow for protected bicycle lanes. Additionally, the road should be re-stripped at NE Marx Street and NE Fremont Street to allow for continuous bicycle facilities. Green paint should be added at locations such as NE Airport Way where additional visibility is important.

Transit stop improvements are most needed at NE San Rafael Street. Other improvements should be made at NE Shaver Street, NE Fremont Street, NE Stanton Street, and NE Sacramento Street.

Additionally, **the Sandy Boulevard interchange should be modified** to a traditional T-intersection without free-flowing slip lanes and the access from NE 121st should be restricted to improve predictability and safety. The sidewalk gap on the east side of 122nd Avenue just north of the Sandy Boulevard interchange should be filled.

The facilities under I-84 and the Union Pacific railroad bridge should be improved, in the near-term by raising the bicycle lane on the east side of the street to sidewalk level to provide shared use for people walking and biking, and add a protected bicycle lane on the west side of the street. Further analysis and coordination with ODOT should occur to determine if the number of lanes under I-84 can be reduced or the bridge modified. Lighting should also be improved.

The crossing at NE Russell Street should be improved, and crossings added at NE Inverness Drive and NE Sacramento Street. Signal upgrades are also needed at NE Marx Street, as well as NE San Rafael Street and at the I-84 ramps.

Finally, **trees should be added where possible** in the median, potentially with limited access management to improve safety.

NEAR-TERM PRIORITIES

- Improve the sidewalk and walking conditions under the Interstate 84 underpass
- Improve the transit stop at NE San Rafael
- Fill the gaps in the bicycle lanes, and improve comfort and visibility
- Seek funding for modifying the Sandy Boulevard interchange with 122nd Avenue

SEGMENT-WIDE IMPROVEMENTS



- Add streetlighting to fill gaps



- Install new speed reader boards



- Add trees along sidewalks and in medians

SPOT IMPROVEMENTS



- Roadway Modification Improvement



- New/Improved Pedestrian Crossing



- Safety Improvement



- Intersection Improvement

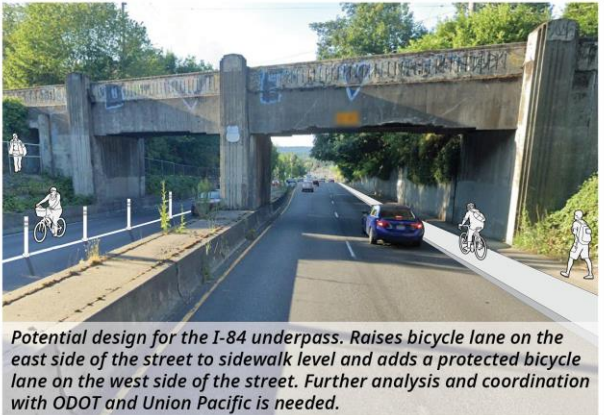


- Transit Improvement

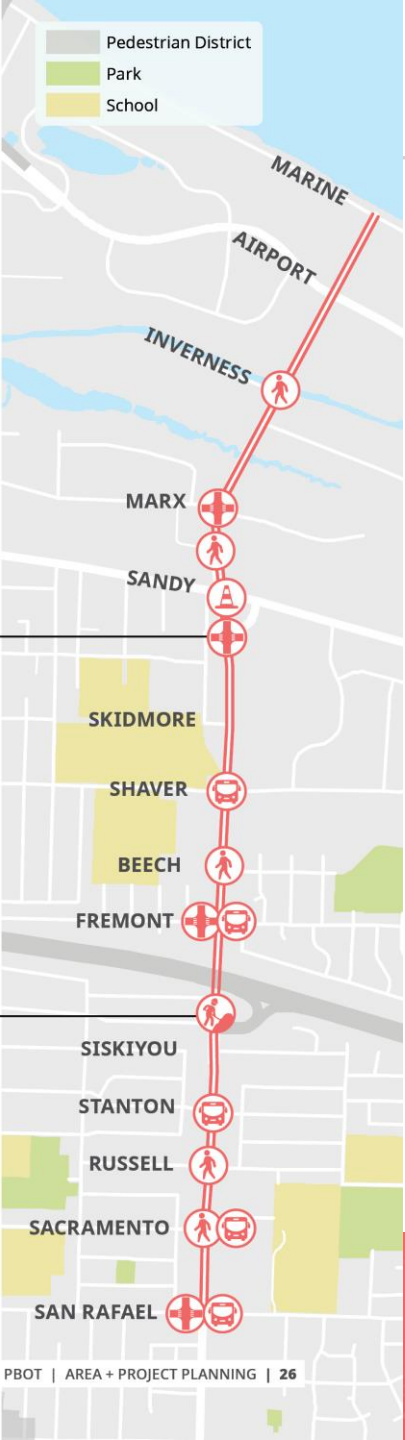
- Bike Lane Improvements

PROJECT HIGHLIGHTS

Potential design for Sandy Boulevard interchange modification. Replaces free flowing slip lanes with a traditional T-intersection. Maintain access to NE 121st at NE Skidmore but close slip lanes to and from NE 121st.



Potential design for the I-84 underpass. Raises bicycle lane on the east side of the street to sidewalk level and adds a protected bicycle lane on the west side of the street. Further analysis and coordination with ODOT and Union Pacific is needed.



Recommendations for Middle Segment (SAN RAFAEL STREET TO POWELL BOULEVARD)

This section moves through two Centers, where more pedestrian activity is expected. 122nd also intersects several other major streets in this section. As such, a **near-term priority should be improving the safety of these major intersections**, focusing on vulnerable road users. Priority should be given to NE Halsey Street, NE Glisan Street, and E Burnside Street. SE Stark Street and SE Division Street already have funding for improvements.

Pedestrian crossings are highly needed between NE Oregon Street and NE Glisan Street, between SE Stark and SE Morrison Street, and at SE Sherman Street. Additional crossings are needed at SE Mill Street and SE Kelly Street. Crossings are already funded at or near NE Broadway, NE Multnomah Street, north of NE Davis Street, and at SE Clinton Street.

To further aid the evolution of the street into a Center, and address the heat island impacts, **trees should be planted in places where a median is possible**.

Transit stops should also be improved in multiple locations to add space, improve accessibility and comfort, and ease boardings. The highest priority location for near-term change is relocating the stops and improving amenities in coordination with the redevelopment of Mill Park. A number of relocations are also recommended (see "Prioritization, Transit" for more details).

Signal upgrades are also needed at SE Market Street, SE Ash Street, and SE Madison Street.

Finally, **parking should be removed to allow for protected bicycle lanes.** Most businesses in this section have large off-street parking lots, and removing parking will improve safety for people biking and improve visibility for all users.

NEAR-TERM PRIORITIES

- Improve safety at intersections of 122nd Avenue and NE Halsey, NE Glisan, and E Burnside streets.
- Upgrade/relocate transit stop in coordination with the Mill Park redevelopment
- Remove existing parking along the corridor and use the space to create protected bicycle lanes
- Seek funding for adding crossings at the high-priority locations

SEGMENT-WIDE IMPROVEMENTS



- Add streetlighting to fill gaps



- Install new speed reader boards



- Add trees along sidewalks and in medians

SPOT IMPROVEMENTS



- Roadway Modification Improvement



- New/Improved Pedestrian Crossing



- Safety Improvement



- Intersection Improvement

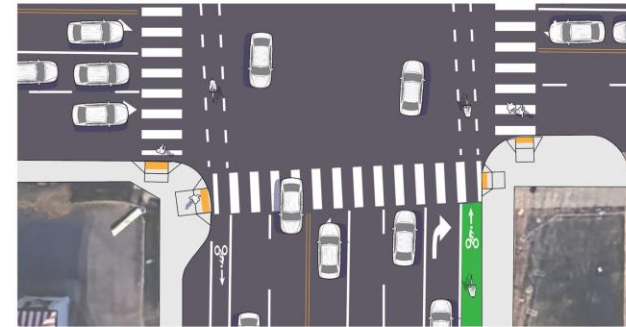


- Transit Improvement



- Bike Lane Improvements

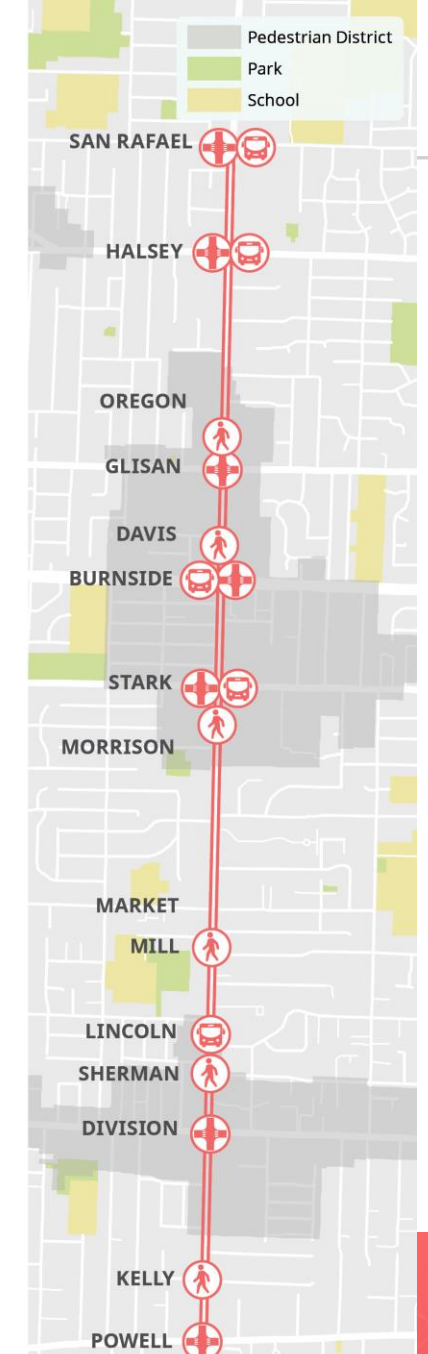
PROJECT HIGHLIGHTS



Potential near-term design to improve safety at major intersections. This design would provide a bicycle facility to the intersection, and separate the movement of pedestrians and people biking from people in motor vehicles.



Transit improvements could include wider waiting areas, seating and/or shelters, lighting and ways to better accommodate people biking across the transit platform. This example from Division Street illustrates some of these improvements.



Recommendations for Southern Segment (POWELL BOULEVARD TO FOSTER ROAD)

122nd Avenue south of Powell Boulevard becomes more residential, and also has less traffic volumes. **There is also an opportunity to reimagine the street**, as there is Fixing Our Streets funding to repave and restripe this section of 122nd Avenue and traffic analysis has determined that a reduction in lanes will not significantly add to motor vehicle travel times.

As such, **it is recommended that the road be redesigned** to reduce the number of motor vehicle lanes. This will make the road safer, improve the comfort for people biking and crossing the street, allow for parking, and provide a safer environment for all road users. There are still a few different design options being considered, but one of the potential options can be seen on the following page.

This new road configuration will also **allow for less-expensive crossings at high-need locations such as SE Rhone and SE Gladstone**

streets. Crossings are also recommended at SE Steele, SE Reedway and SE Martins, and upgrades to the crossings at SE Schiller and SE Raymond streets.

At Harold Street, the new road configuration provides **an opportunity to construct a roundabout** as illustrated on the following page. This would improve traffic operations and reduce the need for signal upgrades. This design is still being analyzed and requires additional public feedback. If not pursued, the signal at SE Harold Street will need to be upgraded.

Transit stops improvements are also needed. **High-priority locations for improvements are SE Bush Street (northbound), SE Boise Street (northbound and southbound), and SE Foster Road (northbound).** Stop removals are recommended at SE Schiller Street (northbound) and SE Reedway Street (southbound). See "Prioritization, Transit" below for more details.

NEAR-TERM PRIORITIES

- Use the road resurfacing to make changes to the road to slow high speeds, add trees, and make the street more comfortable for people walking and biking
- Add crossings at SE Rhone and SE Gladstone streets.
- Add transit stop improvements at the high-priority locations

SEGMENT-WIDE IMPROVEMENTS



- Add street lighting to fill gaps



- Install new speed reader boards



- Add trees along sidewalks and in medians

SPOT IMPROVEMENTS



- Roadway Modification Improvement



- New or Improved Pedestrian Crossing



- Safety Improvement



- Intersection Improvement



- Transit Improvement

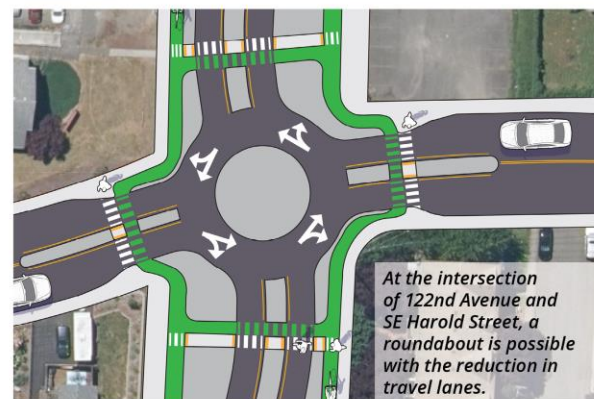


- Bike Lane Improvements/ Road Reorganization

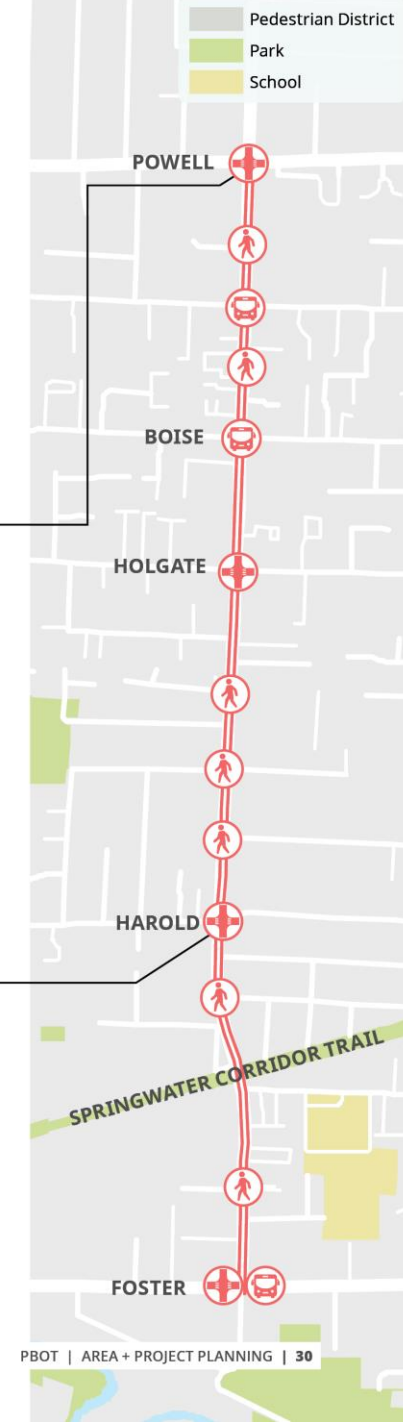
PROJECT HIGHLIGHTS



Due to lower traffic volumes, reducing the number of vehicle travel lanes is recommended south of Powell Boulevard. This would encourage slower speeds, allow for better bike facilities, and allow for more pedestrian crossing opportunities.



At the intersection of 122nd Avenue and SE Harold Street, a roundabout is possible with the reduction in travel lanes.



Crossing Prioritization

Higher priority crossings are recommended at or near:

- NE Oregon Street and NE Glisan Street
- SE Stark Street and SE Morrison Street
- SE Sherman Street
- SE Rhone Street
- SE Gladstone Street

Medium priority crossings are recommended at or near:

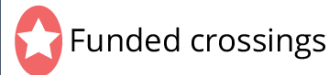
- NE Russell Street*
- SE Madison Street*
- SE Mill Street
- SE Kelly Street
- SE Steele Street
- SE Reedway Street
- SE Martins Street

Lower priority crossings are recommended at or near:

- NE Inverness Drive
- NE Marx Street and NE Sandy Boulevard
- NE Davis Street
- SE Schiller Street*
- SE Raymond Street*

* These are existing crossings that do not meet current crossing guidelines.

LEGEND



Funded crossings

Proposed Unfunded Crossings priority:



High



Medium



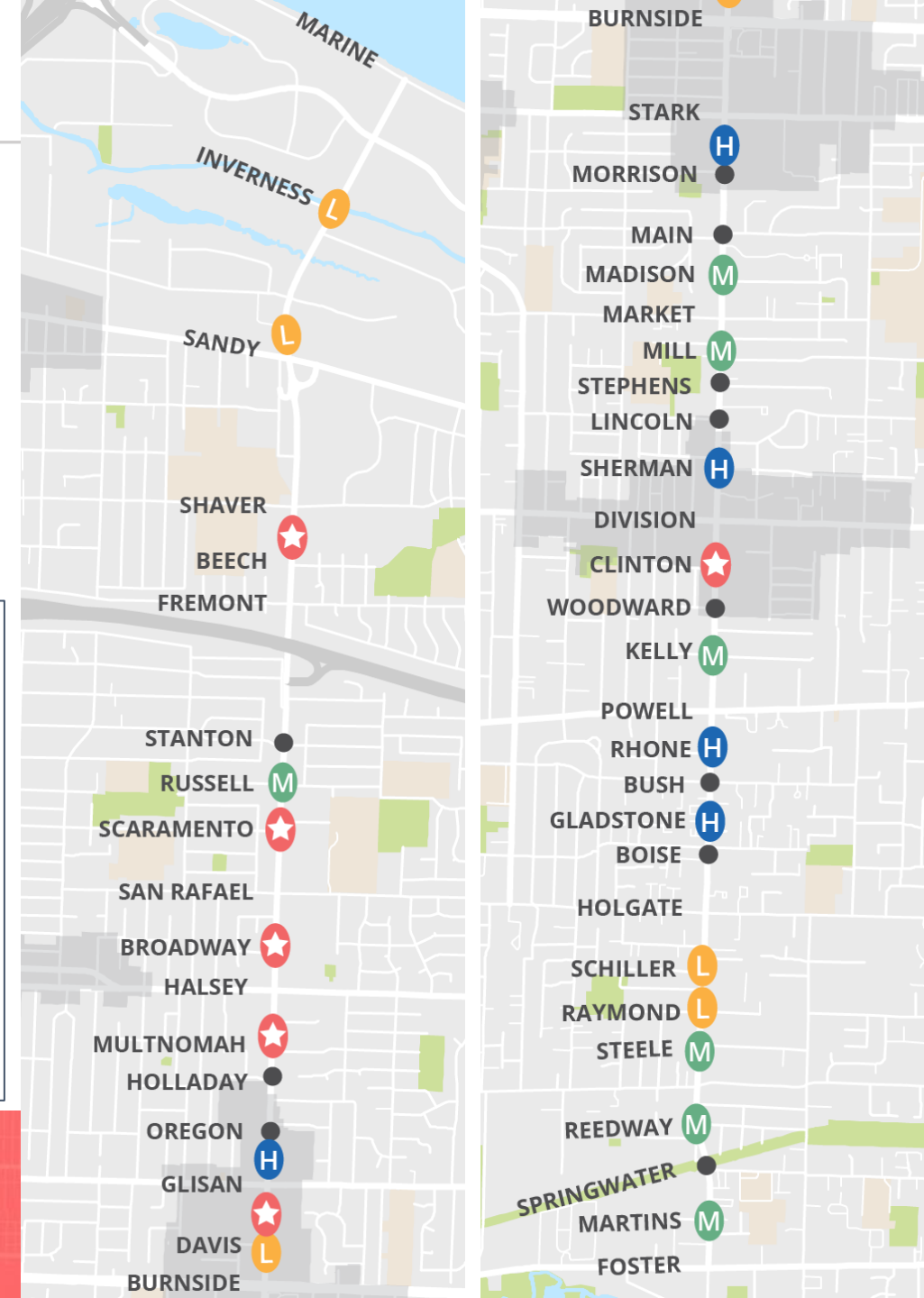
Low



Existing Crossing



Pedestrian District

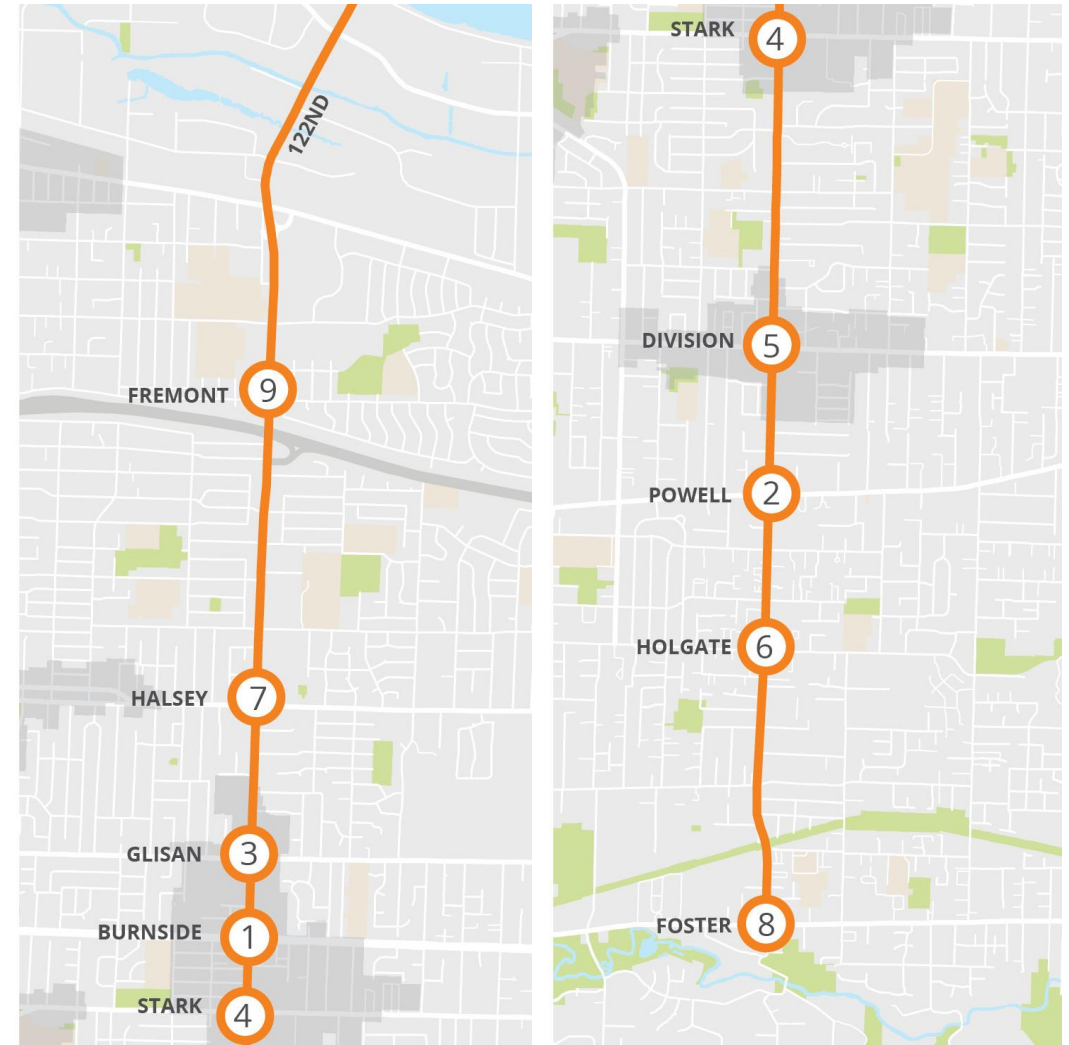


Intersection Prioritization

Intersection Prioritization (based on analysis of crashes and feedback from the public, the following prioritization)

1. **E Burnside Street**
2. **SE Powell Boulevard***
3. **NE Glisan Street**
4. **SE Stark Street***
5. **SE Division Street***
6. **SE Holgate Boulevard**
7. **NE Halsey Street**
8. **SE Foster Road**
9. **NE Fremont Street**

**Improvements to NE Glisan Street, NE Halsey Street, SE Holgate Street, SE Stark Street and SE Division Street are funded through other projects, and partial improvements to SE Powell Boulevard were recently made.*



Bus Stop Prioritization

Higher priority for bus stop improvements:

- NE Shaver Street, southbound
- NE San Rafael Street, northbound/southbound
- SE Oak/Stark Street, northbound/southbound
- SE Lincoln Street, northbound/southbound
- SE Division, southbound
- SE Bush Street, northbound
- SE Boise Street, northbound/southbound
- SE Foster Road, northbound


Medium priority for bus stop improvements:

- NE Fremont Street, northbound and southbound
- NE Halsey Street, northbound/southbound
- NE Glisan Street, northbound/southbound
- NE Davis Street, northbound/southbound
- E Burnside Street, northbound/southbound
- SE Woodward Place, northbound
- SE Powell Boulevard, southbound
- SE Rhone Street, southbound
- SE Bush Street, southbound
- SE Holgate Boulevard, southbound
- SE Harold Street, northbound/southbound
- SE Ramona Street, northbound/southbound

LEGEND


Bus stop priority improvement level:


 High

 Medium

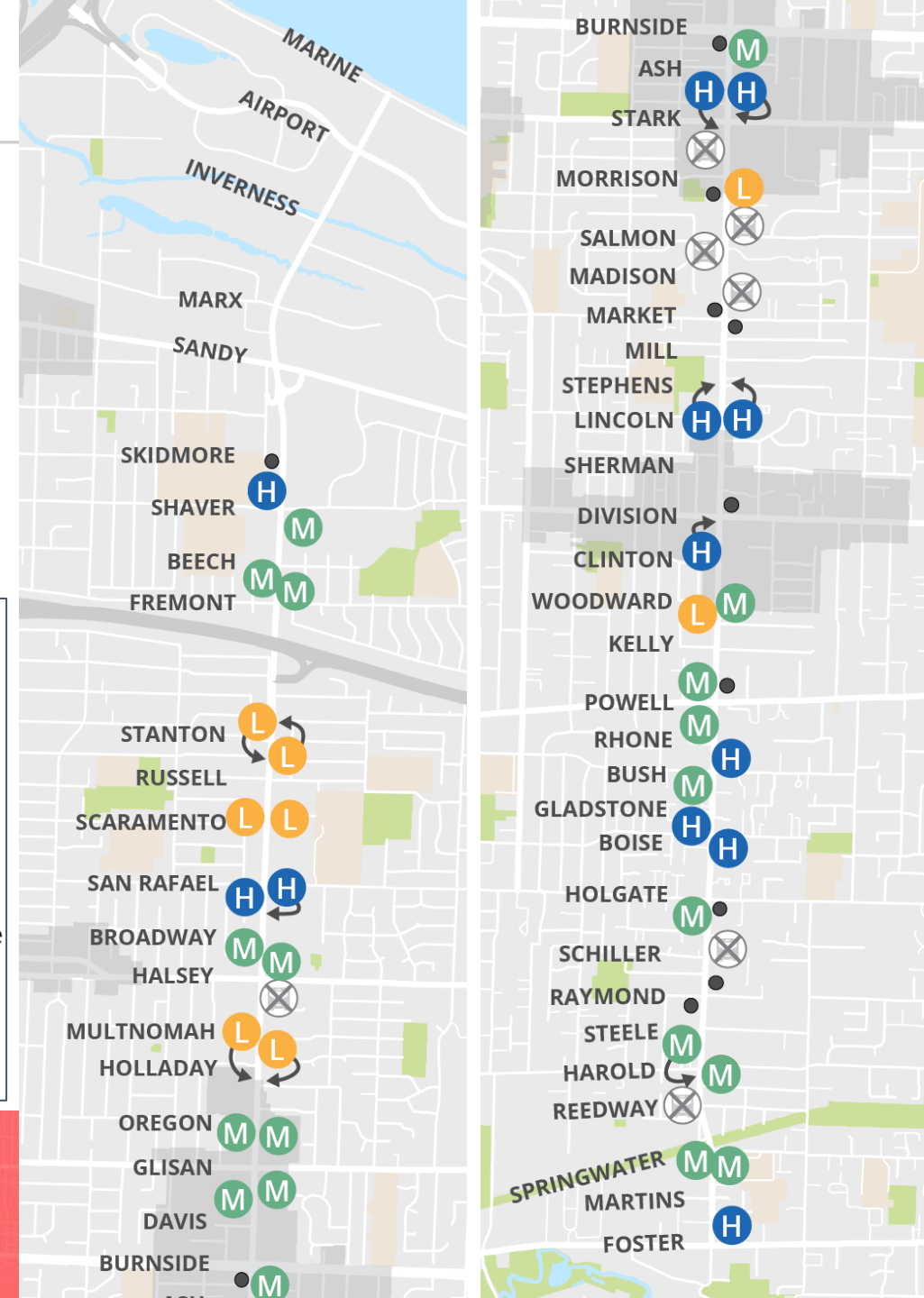
 Low

 Bus stop removal

 Bus stop location change

 Bus stop with no changes/improvements at this time

 Pedestrian District



Additional Recommendations

1. **Improve corridor lighting** so that adequate lighting exists on both sides of the street. Also, add pedestrian scale lighting at crossings, transit stops, and with redevelopment in Centers.
2. **Make accessibility improvements** by upgrading ADA ramps, and relocating utility poles or other sidewalk impediments for those using mobility devices.
3. **Fill sidewalk gaps** where they exist on the corridor. Additionally, widen sidewalks when redevelopment occurs.
4. **Improve the bicycle facilities** by converting the underutilized parking space north of Powell Boulevard to protected bicycle lanes, and filling gaps that exist near intersections.
5. **Add BIKETOWN stations**, focusing on locations that make it easy to pair trips with transit and access businesses and attractions along and near 122nd Avenue.
6. **Add gateway treatments** and other placemaking elements to better distinguish the Centers, add neighborhood personality, and provide friction to reduce high-end speeds.



122nd: Funded Projects

New crossings at/near (est. construction year):

- Davis (2024)
- Clinton (2023)
- Beech (2025)
- Wasco/Multnomah (2025)
- Brazee/Sacramento (2025)
- Hancock/Broadway (2025)

Lighting upgrades:

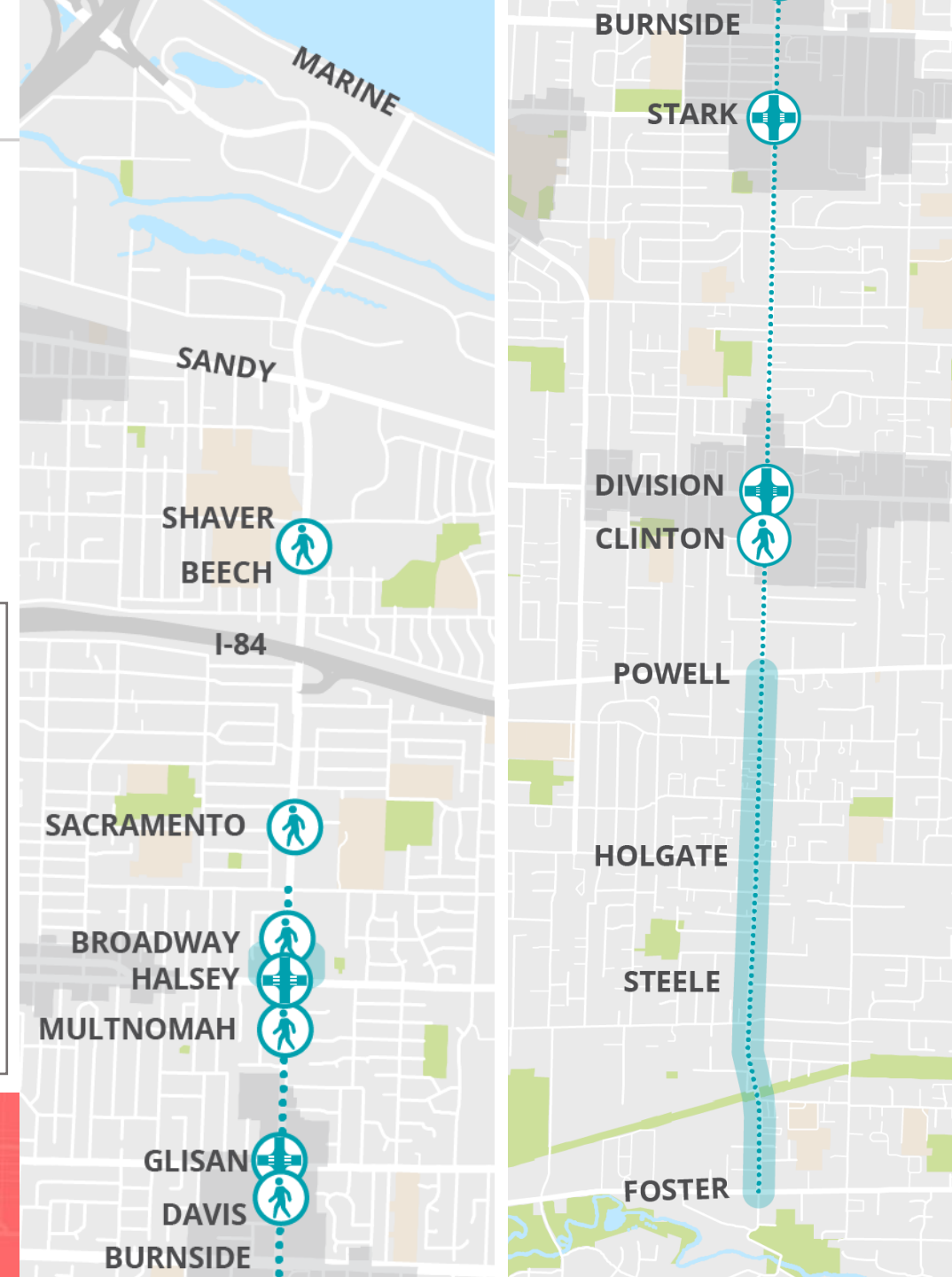
- San Rafael to Powell (2024)

Road resurfacing/restriping:

- South of Powell to Foster (2024)
- Broadway to Halsey (2024)

Intersection upgrades:

- Stark (2024)
- Division (2022)
- Holgate (2024)
- Foster (2024)
- Halsey (2023)
- Glisan (2023)



Plan: Current and Next steps

- **Draft plan now available on the project website:**
<https://www.portland.gov/transportation/planning/122nd-plan>
- Comments can be submitted through an online survey:
<https://www.surveymonkey.com/r/122-comment>
- Anticipate Council adoption in late Summer 2022



Project Focus: Powell to Foster

Context: City has \$4 million Fixing Our Streets project to resurface 122nd Avenue between Foster Road and SE Steele Street:

Goal: Leverage Fixing Our Streets project to:

- Reduce vehicle lanes and extend lane reduction north to Powell Boulevard
- Improve bike facilities
- Add pedestrian crossings
- Improve accessibility
- Incorporate trees/landscaping
- Improve Holgate and Foster intersections

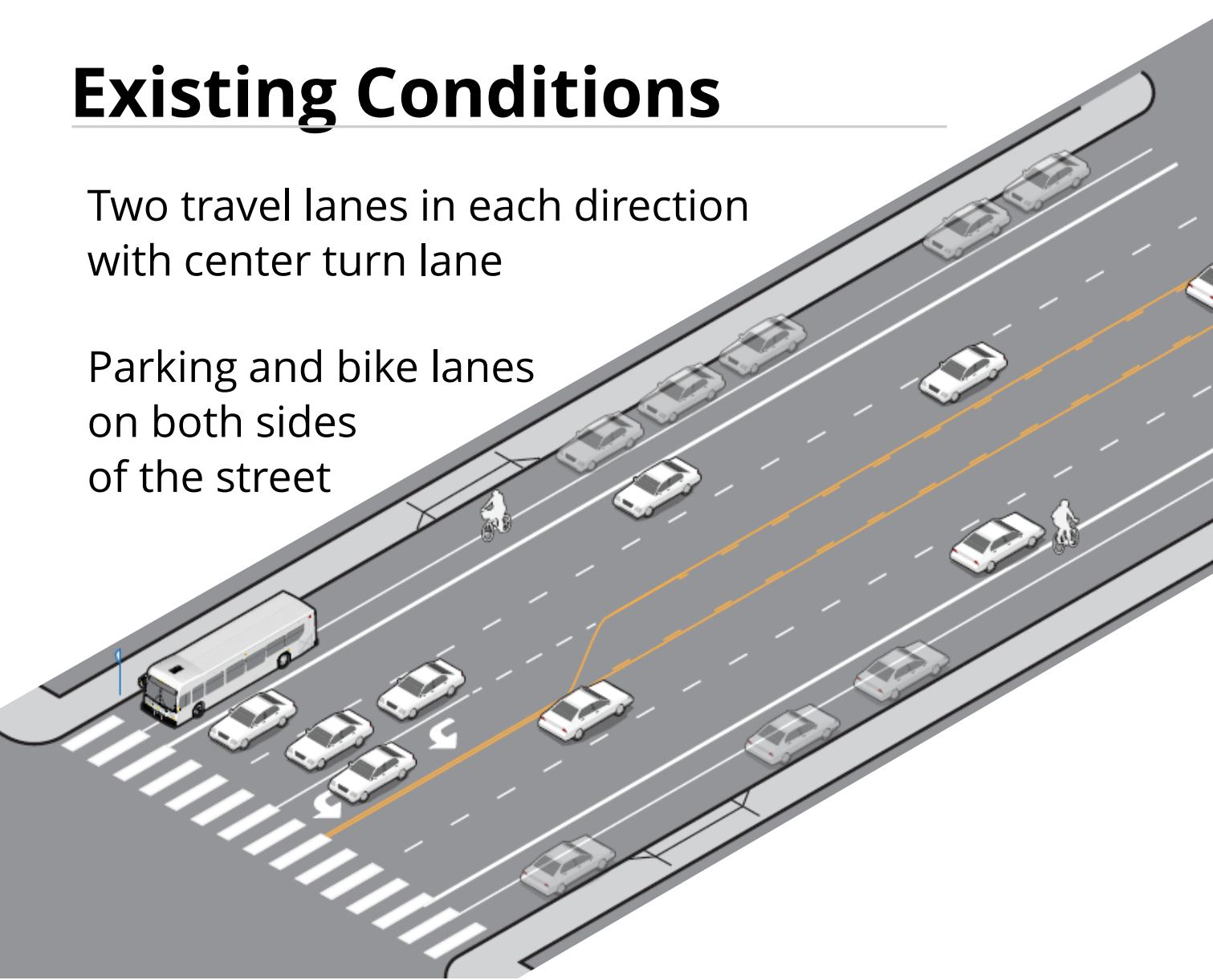


Existing Conditions - Looking south

Existing Conditions

Two travel lanes in each direction
with center turn lane

Parking and bike lanes
on both sides
of the street

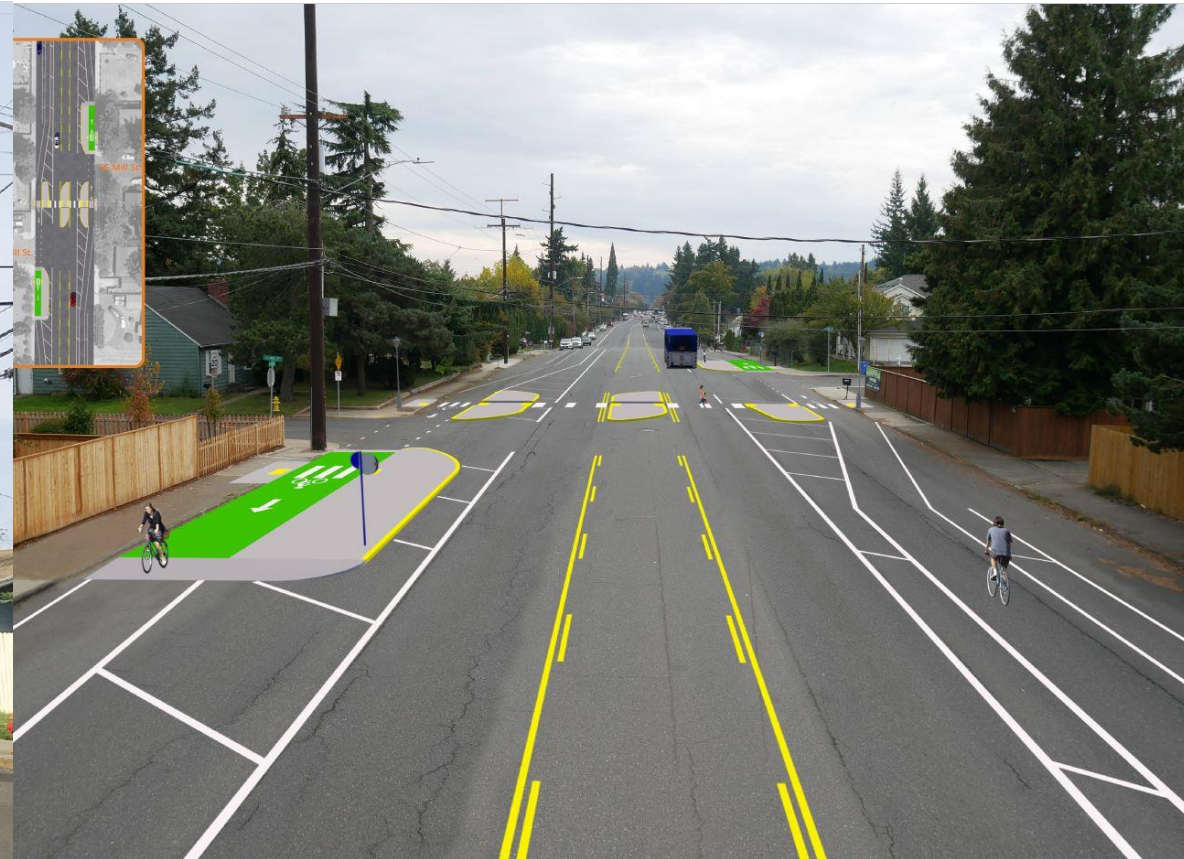


SE Holgate to SE Foster: Bike Lane Options

Options shared with the public for feedback in fall 2021.



Parking protected option

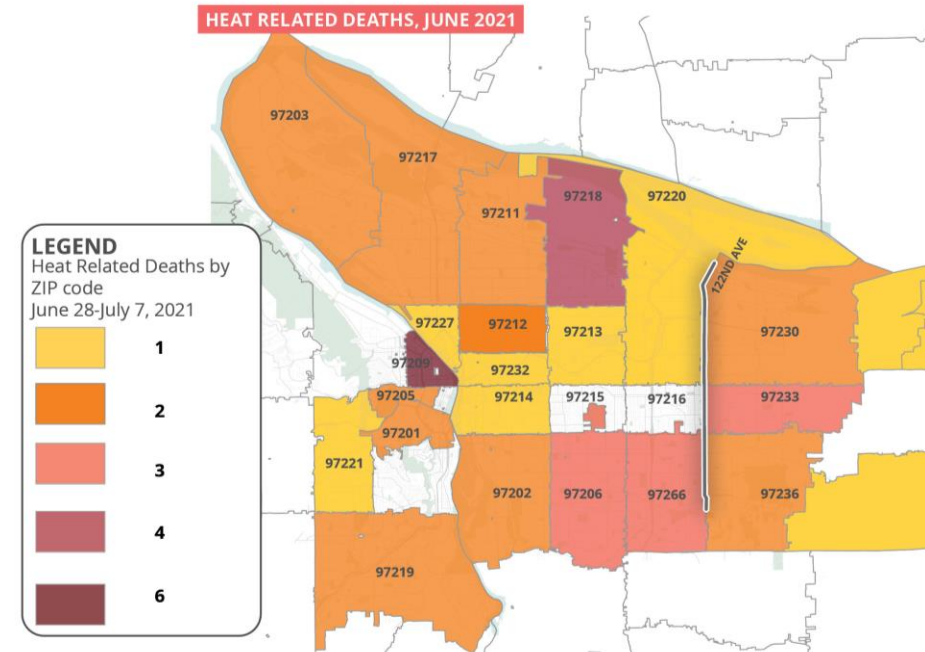


Buffered option

Feedback from Fall 2021 Survey

General themes we heard:

- Strong desire to add trees and reduce heat impacts
- Tension between wanting to provide separation for all users while not impacting vehicle travel times/reducing lanes
- Requests for “simple” design that is not confusing
- Desire for more traffic enforcement
- Concerns for personal safety and houselessness



“More big trees. If you can’t plant trees at least leave space for them.”

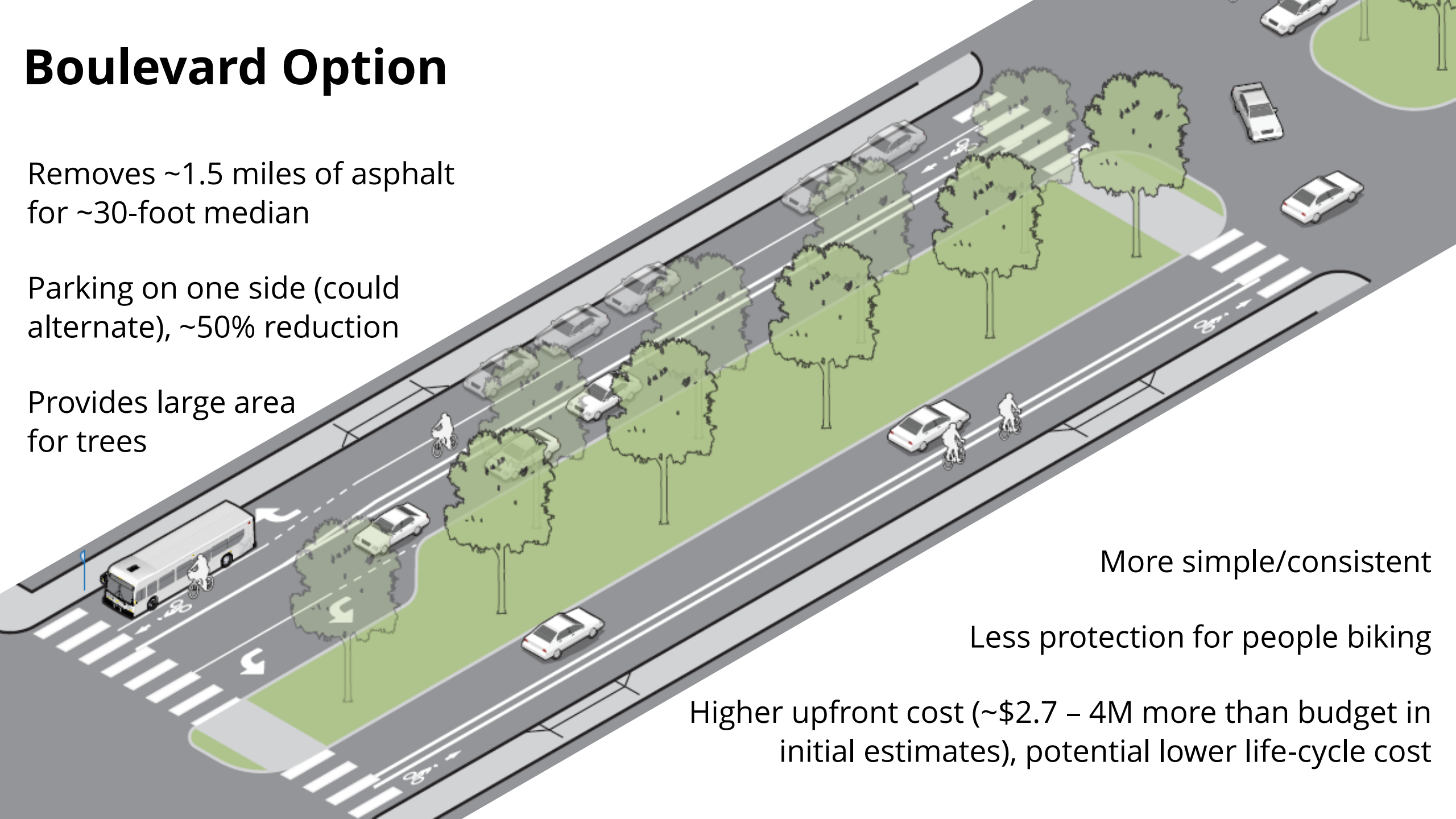
- Online Survey Respondent

Boulevard Option

Removes ~1.5 miles of asphalt
for ~30-foot median

Parking on one side (could
alternate), ~50% reduction

Provides large area
for trees



More simple/consistent

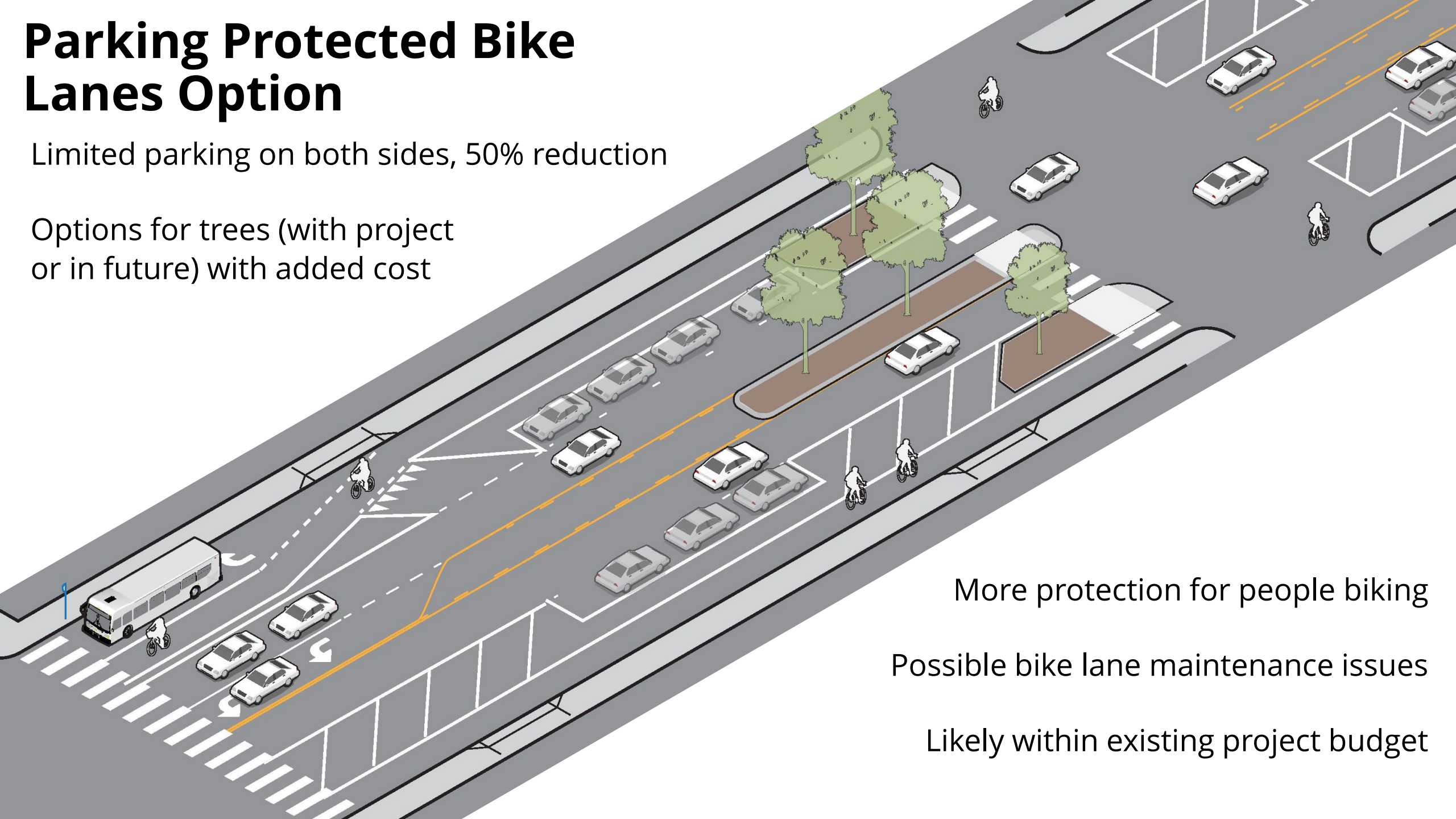
Less protection for people biking

Higher upfront cost (~\$2.7 – 4M more than budget in
initial estimates), potential lower life-cycle cost

Parking Protected Bike Lanes Option

Limited parking on both sides, 50% reduction

Options for trees (with project or in future) with added cost



More protection for people biking

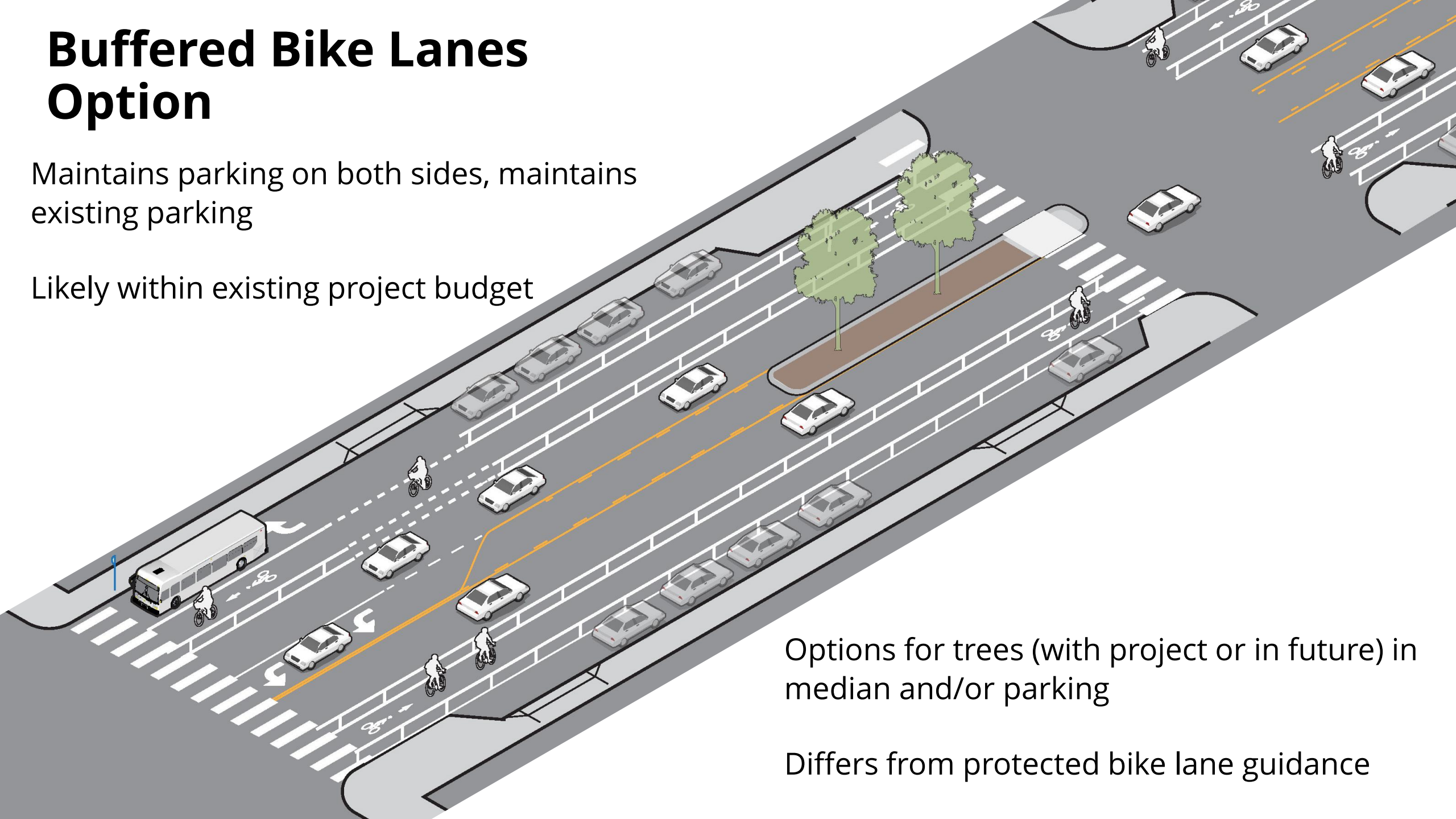
Possible bike lane maintenance issues

Likely within existing project budget

Buffered Bike Lanes Option

Maintains parking on both sides, maintains existing parking

Likely within existing project budget




Options for trees (with project or in future) in median and/or parking

Differs from protected bike lane guidance

Current and Next Steps

- Currently sharing concept with public for feedback
 - Survey closes June 17th: <https://www.surveymonkey.com/r/SVWJWZL>
- Exploring funding options and opportunities, and potential “hybrid” designs based on public feedback
- Preferred design will be shared for additional comment and refinement




The poster features a photograph of a street with parked cars and trees. Overlaid on the image is the text '122ND AVENUE REDESIGN' in large, bold, white letters. Below this, in smaller white text, is 'SE POWELL BOULEVARD TO SE FOSTER ROAD'. In the top right corner, there is a blue hexagonal logo with the text 'Fixing Our Streets' and 'Your Streets at Work'.


The Portland Bureau of Transportation (PBOT) is planning to redesign 122nd Avenue between SE Powell Boulevard and SE Foster Road. Fixing Our Streets 2 funding will also be used to resurface the road between SE Foster Road and SE Holgate Boulevard.

Multiple design options are being considered to improve safety and increase comfort for all road users. **PBOT wants to know which option you prefer.**

Visit the project website to learn more and take the survey by February 28th: [portland.gov/122nd-plan](https://www.portland.gov/122nd-plan)



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PBOT
PORTLAND BUREAU OF TRANSPORTATION

Questions?

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