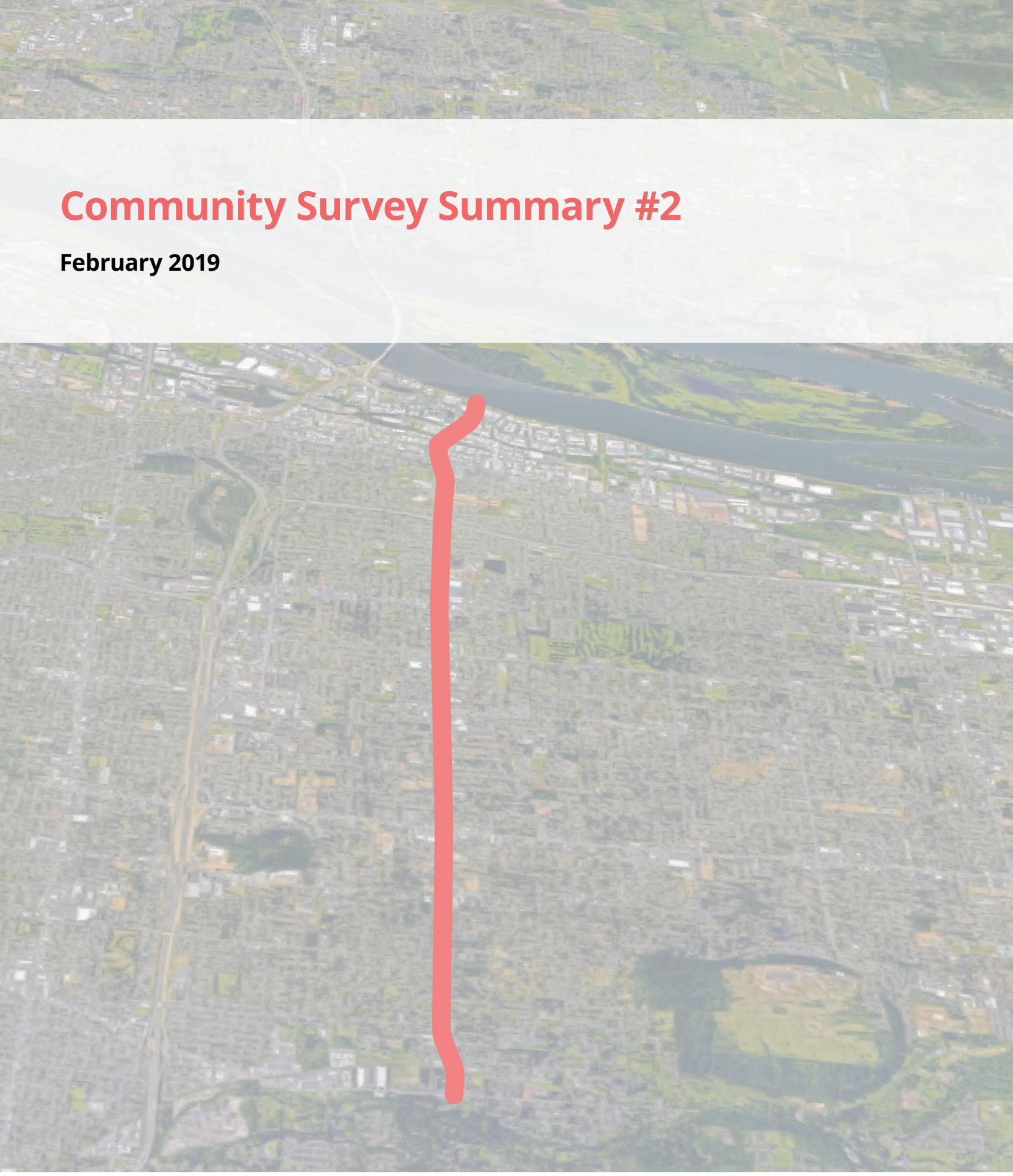
Community Survey Summary #2

February 2019



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122ND AVENUE PLAN
Safety, Access & Transit

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HDR

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122ND AVENUE PLAN

Safety, Access & Transit

Appendix


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122ND AVENUE PLAN

Safety, Access & Transit

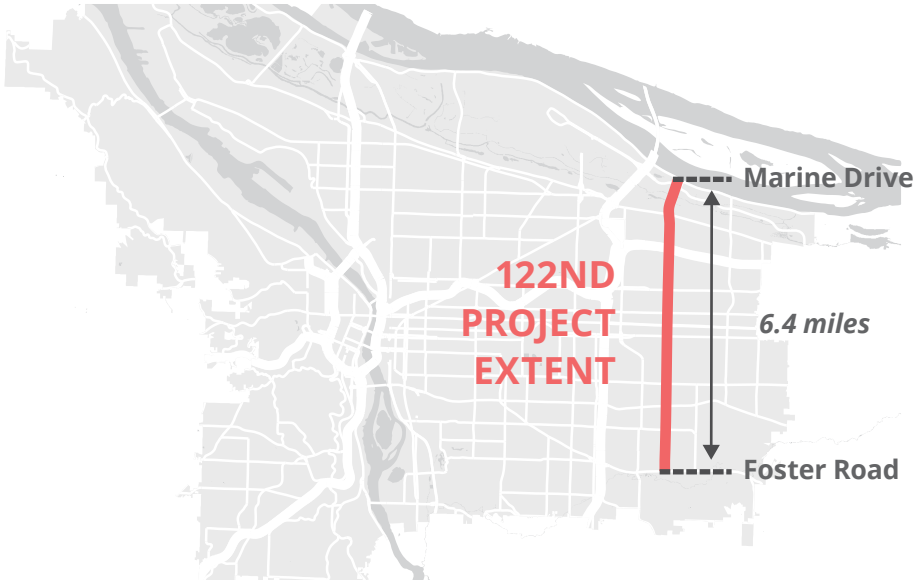
Project background

The Portland Bureau of Transportation (PBOT) is developing a plan to identify improvements on 122nd Avenue, between SE Foster Road and NE Marine Drive. We are considering changes to the street cross-section, additional enhanced pedestrian crossings, lighting, signal changes, transit priority treatments, and more to meet the Plan's goals.

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 Avenue from the Vision Zero High Crash Corridor network.

Objectives/Outcomes of this planning process:

- Develop a multi-modal conceptual investment plan.
- Identify any street cross-section changes.
- Apply the Enhanced Transit Corridors Toolbox to improve transit capacity, reliability and speed.
- Identify a subset of priority project improvements to build with the roughly $2M of Fixing Our Streets program funds for 122nd Avenue in 2020, and any additional funding if secured.
- Identify other recommended improvements for future projects to seek funding.



Survey background

From fall 2018 to winter 2019, PBOT went out to the community with a suite of proposed improvements for implementation or further study. They kicked off engagement efforts with a project open house on November 7th, which drew nearly 100 people. Throughout the fall and winter, PBOT presented to and received input from various business and neighborhood associations, community advocacy groups and local transportation committees, including:

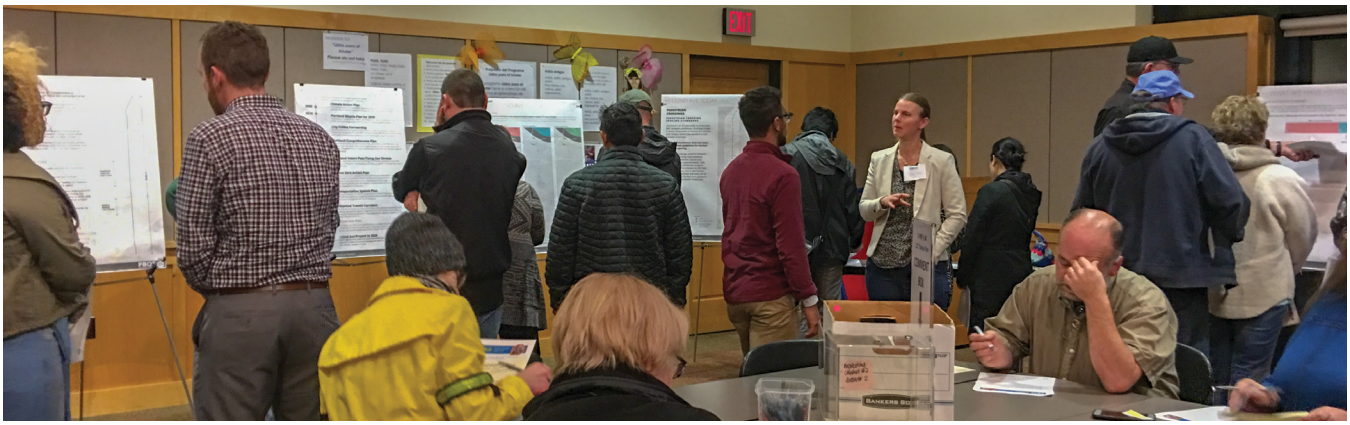
The community discusses priority improvements for 122nd Avenue at a project open house.

1. Gateway Business Association, November 8, 2018
2. Youth Environmental Justice Alliance (YEJA) – OPAL, November 12, 2018
3. Parkrose Business Association, November 15, 2018
4. Mill Park Neighborhood Association, November 26, 2018
5. East Portland Land Use and Transportation Committee, December 12, 2018
6. East Portland Chamber of Commerce town hall meeting, January 16, 2019
7. Portland Freight Committee (PBOT modal advisory committee), February 7, 2019
8. Portland Bicycle Advisory Committee (PBOT modal advisory committee), February 12, 2019
9. Midway Business Association, February 12, 2019

To solicit additional feedback, project team members created a survey that could be responded to online or at in-person events. Prior to the open hourse and releasing the survey, the planning team brought the proposed improvements to the project's Sounding Board group to hear members' thoughts on the concepts and how to best present them to the public.

This document summarizes the activities performed and feedback received through a second round of outreach and survey #2.

The survey was designed to hear from those who live, work or travel on or near 122nd Avenue. It was offered in-person at events and was also available online on PBOT's web page from December 7, 2018 to January 20, 2019, accompanied by supplemental information materials to reflect the



Nearly 100 people signed-in to participate in the 122nd Avenue Plan open house on November 7, 2018.

in-person open house. The online version offered the ability to take the survey in six different languages: English, Spanish, Vietnamese, Russian, Somali and Tongan. In each format, the survey questions were the same.

The online survey was promoted through email newsletters to all stakeholders who signed up to be on the email list. The team also promoted the survey through targeted outreach to neighborhood and business associations, community groups and social media. Flyers were distributed at community meetings and events. Recipients were encouraged to share the opportunity to take the survey with fellow community members and affiliates.

Thank you to the over 450 people who participated in the 122nd Avenue | Safety, Access & Transit Survey #2. This report summarizes all the feedback received via in-person events and online survey.

What we wanted to learn

Through this survey, PBOT staff hoped to gain a sense of the priorities and preferences of those who use 122nd Avenue. The planning team also wanted to know if there were any potential alternatives they should consider.

It was also important to hear which areas should be prioritized for enhanced crossing locations, both in terms of general areas and specific intersections. Finally, the planning team wanted to hear which potential near-term improvements were most important to complete first, utilizing the roughly $3.3 million in funds secured through the Fixing Our Streets program and other PBOT sources.

This round of outreach is shaped by and builds upon community input received in the spring and summer of 2018. This input is summarized in 122nd Ave Plan Community Survey Summary #1.

What we'll do next

PBOT staff will use the feedback provided from this survey to:

- Identify which priority improvements to design and construct in 2020.
- Further analyze the recommended cross-section alternatives.
- Refine and prioritize the list of proposed enhanced crossing locations.
- Develop a multi-modal conceptual investment plan for the entire corridor.
- Identify other recommended improvements for future projects to seek funding.

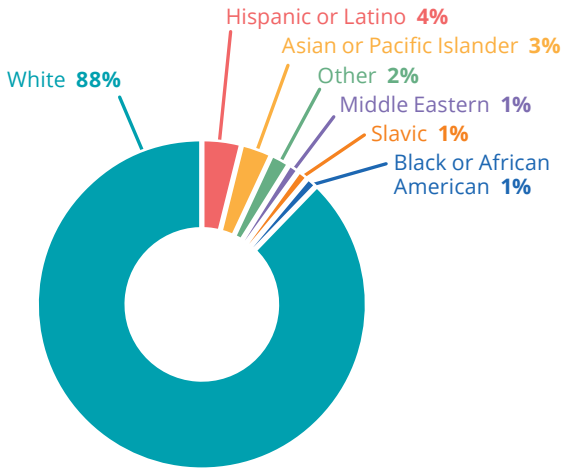
We'll continue to engage the community as we further study and identify future changes to the corridor.

Who we heard from

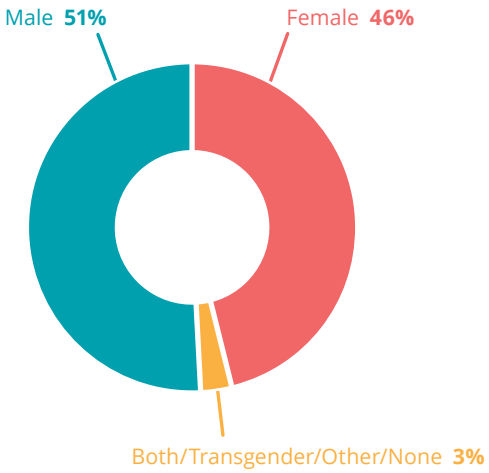
Drawing from a broader online audience and more targeted groups in person, we heard from more than 450 people about draft alternatives for improving 122nd Avenue.

Of those who participated in the survey, about 12 percent identified as a Person of Color. About 5 percent of respondents said they primarily speak a language other than English at home, with the highest percentage being Spanish.

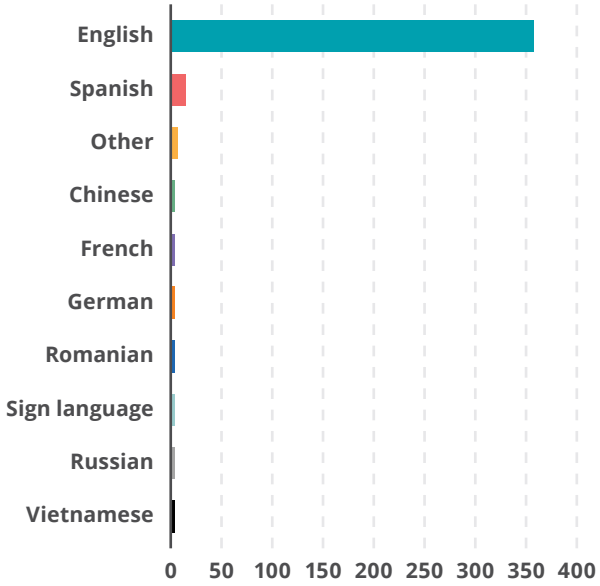
Race



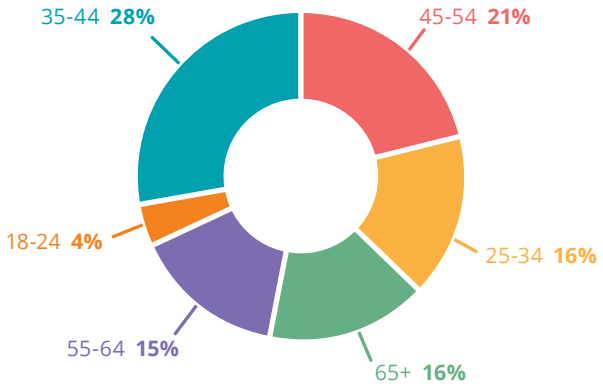
Gender



Language



Age



Overall, we heard from slightly more male-identified people than female. A small percentage (3 percent) identified as transgender, both or other.

We received responses from nearly all age groups, with the largest group being ages 35-44. The second largest age group of participants was ages 45-54.

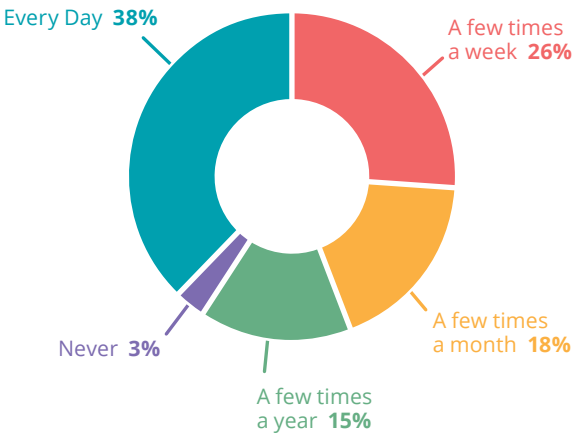
How people use 122nd Avenue today

Overall, the majority of survey participants reported being heavily engaged with 122nd Avenue and surrounding areas.

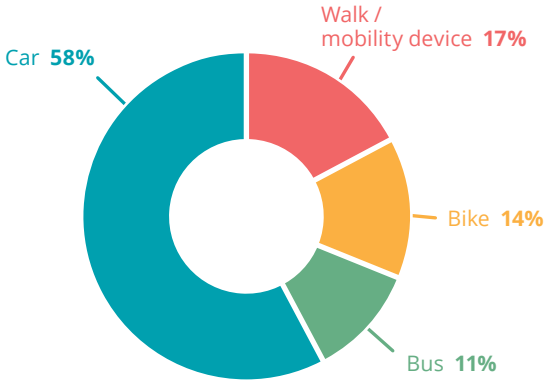
About 38 percent of people said they travel on 122nd Avenue daily, while 26 percent said they use it a few times a week. In addition, 64 percent of participants said they live or work within five minutes of the corridor.

Close to 3/5 of people said they travel on 122nd Avenue by car. Of those who said they use active transportation, the largest group reported walking or using a mobility device. About a third said they travel on 122nd Avenue to access shopping or other services, while other sizable groups said they use it to get to work, home or to visit family or friends.

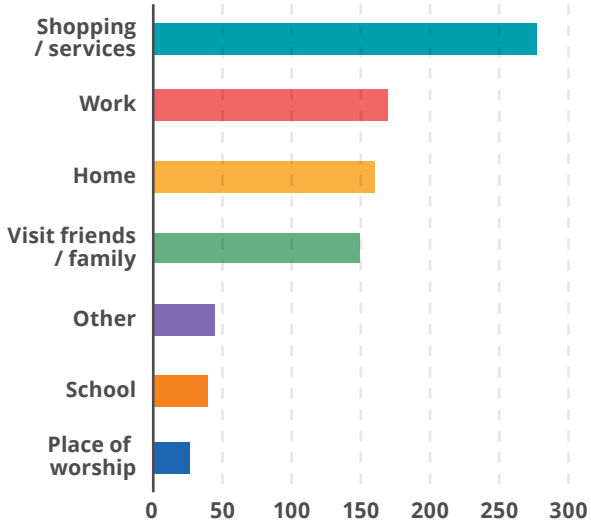
How often do you travel on 122nd Avenue?



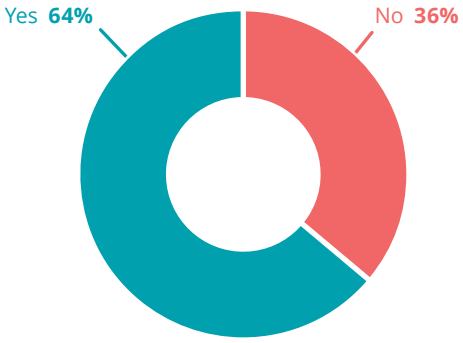
How do you travel on 122nd Avenue?



Why do you travel on 122nd Avenue?



Do you live or work within five minutes of 122nd Avenue?



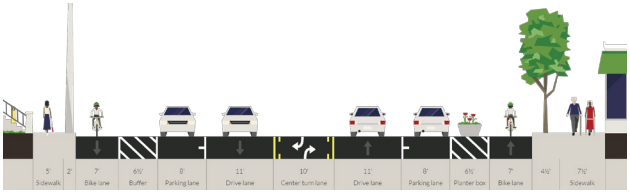
Cross-section alternatives

Participants were presented with three groupings of alternatives, each with a cross-section and additional sub-options. Development of these alternatives are informed by feedback received from people through previous open houses, meetings, surveys and engaging with people living, shopping, going to school, working and traveling on or near 122nd Avenue.

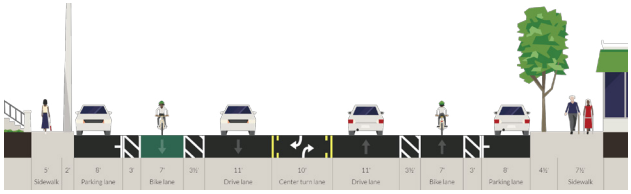
This range of street cross-section alternatives include sub-options that re-allocate space within the public right-of-way emphasizing different benefits. Think of each of these alternatives as a "family of options" that could be mixed-and-matched or "stitched together" along the corridor, depending on local needs and conditions.

ALTERNATIVE 1

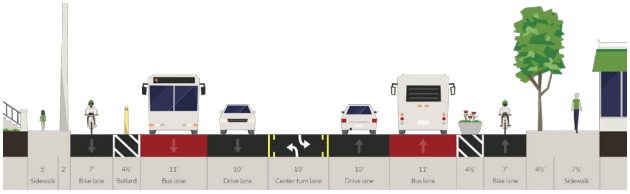
Option 1A
Provide parking and Protected Bike Lanes



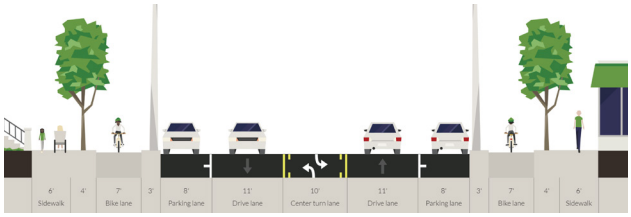
Option 1B
Retain curbside parking and provide Buffered Bike Lanes



Option 1C
Provide Bus/BAT lanes and Protected Bike Lane. Remove parking

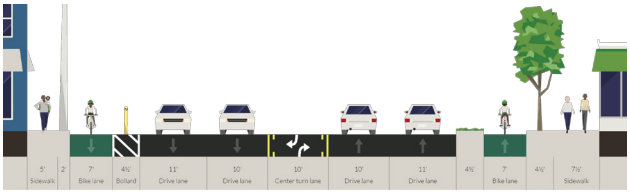


Option 1D Widen sidewalks and elevate Protected Bike Lanes by moving the curbs into the roadway. Provide parking.

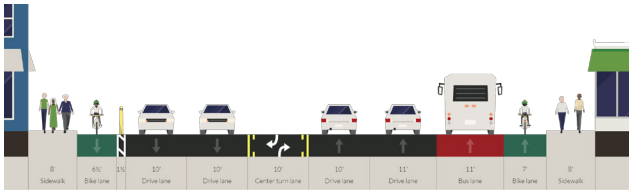


ALTERNATIVE 2

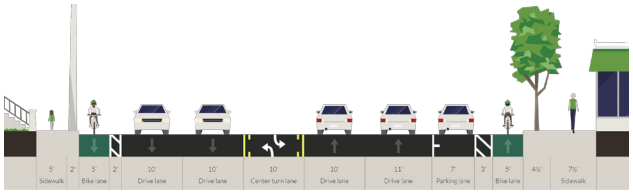
Option 2A
Provide Protected Bike Lanes. Remove parking



Option 2B Provide Bus/BAT lane and Protected/Buffered Bike Lanes. Remove Parking.



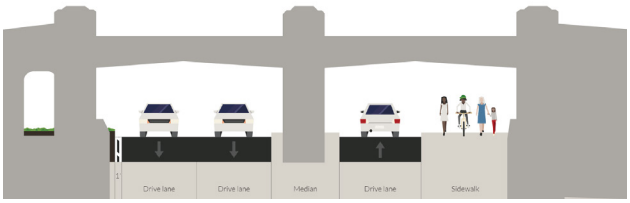
Option 2C Provide Protected/Buffered Bike Lanes. Retain Parking on one side.



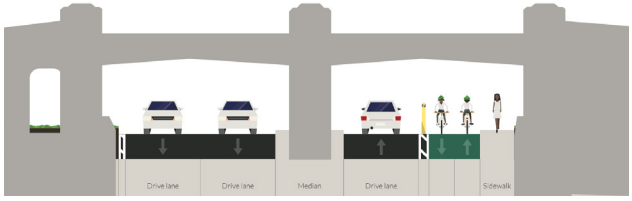
ALTERNATIVE 3

(This option is specific to the section of 122nd Avenue from NE Fremont Street to I-84 and the underpass pedestrian/bicycle pathway)

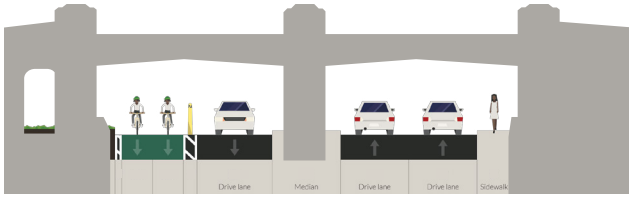
Option 3A
Remove northbound lane and re-allocate space to elevated 2-way multi-use path on eastside of street



Option 3B
Remove northbound lane and re-allocate space to 2-way bike path and separate sidewalk on eastside of street



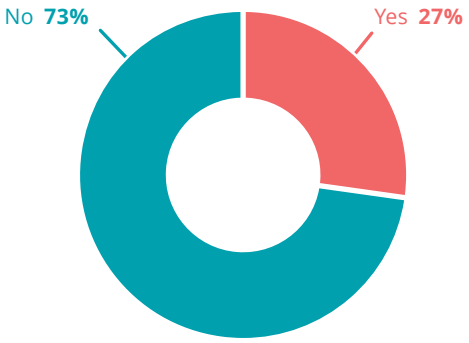
Option 3C
Remove southbound lane and re-allocate space to 2-way bike path on westside of street. On the eastside, elevate bike lane and combine with sidewalk.



What's missing?

Of the 385 who responded to the question: *Are we missing any key cross-section options within this range of alternatives?* **73 percent of participants said that this range of options is complete.** However, some people offered other alternatives they'd like to see or general comments about the concepts. Several people had thoughts about the options for the underpass pedestrian/bicycle pathway from NE Fremont Street to I-84 (Alternative 3). Some suggested an option in which all vehicle traffic moves to one side and the other half is dedicated to bicyclists and pedestrians; others felt that bike and pedestrian facilities were not necessary in this underpass at all. Some wanted to see cross-section options without any additional bike paths because they felt that not many people bike on this corridor.

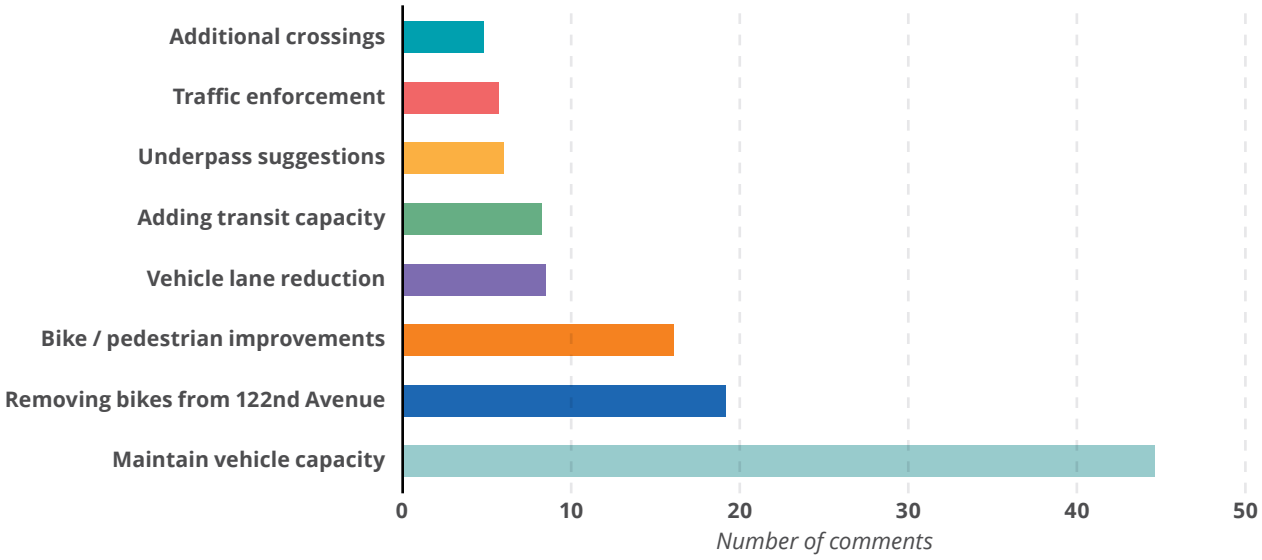
Are we missing any key cross-section options within this range of alternatives?



Some participants, particularly through in-person responses, wanted to see an alternative for the broader corridor where the center lane is used for buses and/or a two-way cycle track. Many were also interested in seeing a concept for improving the intersection of 122nd and Burnside Street, as that is an area of concern for many travelers.

Although 73 percent of participants agreed with the recommended range of alternatives, additional feedback offered by participants showed strong opinions and positions about either maintaining or reducing the number of vehicle lanes.

Top cross-section comment themes



Overall, 30% of people who answered this question shared general comments about their preferences for improvements on 122nd Avenue. The top five themes represented in the open-ended comments were:

1. **Maintain vehicle capacity**
   More than a third of comments (37 percent) suggested maintaining two lanes in each direction with a center turn lane. Many felt strongly that reducing lanes would worsen congestion on a street that is mostly used by vehicles.
2. **Removing bikes from 122nd Avenue**
   Many responses (16 percent) suggested removing bikes and bike facilities from 122nd Avenue altogether because they feel there is little use for them on the corridor. Alternatives offered included routing them to a side street, or their own protected street altogether. Some reasoned that they wanted to avoid conflicts with bikes for all travelers' sakes.
3. **Bike and pedestrian improvements**
   About 13 percent of comments referred to various general and specific bike and pedestrian improvements. These included concrete multiuse paths, more sidewalks and buffered bikes lanes, among others.
4. **Vehicle lane reduction**
   Six percent of comments expressed preference for a lane reduction of some sort, often noting the desire to achieve traffic calming or prioritize transit lanes or multiuse paths.
5. **Adding transit capacity and priority**
   Another 6 percent of comments emphasized the importance of adding transit capacity and priority on 122nd Avenue. Some suggestions included additional dedicated bus lanes or BAT lanes, or using the center lane for transit.

Other, less-frequent comment topics included suggestions about how to address the underpass cross-section, traffic enforcement and additional crossings.

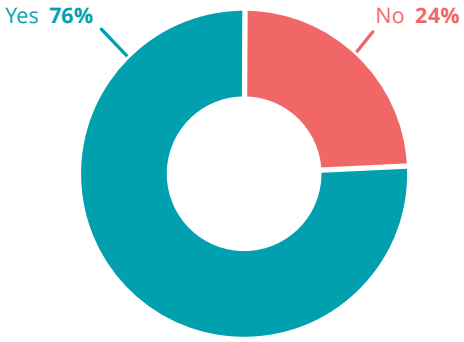
Proposed enhanced pedestrian crossing locations

As part of the 122nd Avenue Plan, PBOT proposes additional enhanced crossings to improve safety and help meet Portland's new pedestrian crosswalk spacing guidelines.

Staff recommends the new enhanced crossing locations be organized into three priority tiers to guide which get built first as funding becomes available. The proposal is to first enhance crossings within Pedestrian Districts and Centers identified in the Comprehensive Plan. These crossings were identified in a map shown to survey participants.

Of the 410 who responded to this question, more than 75 percent of survey participants said they support the proposed crossing locations.

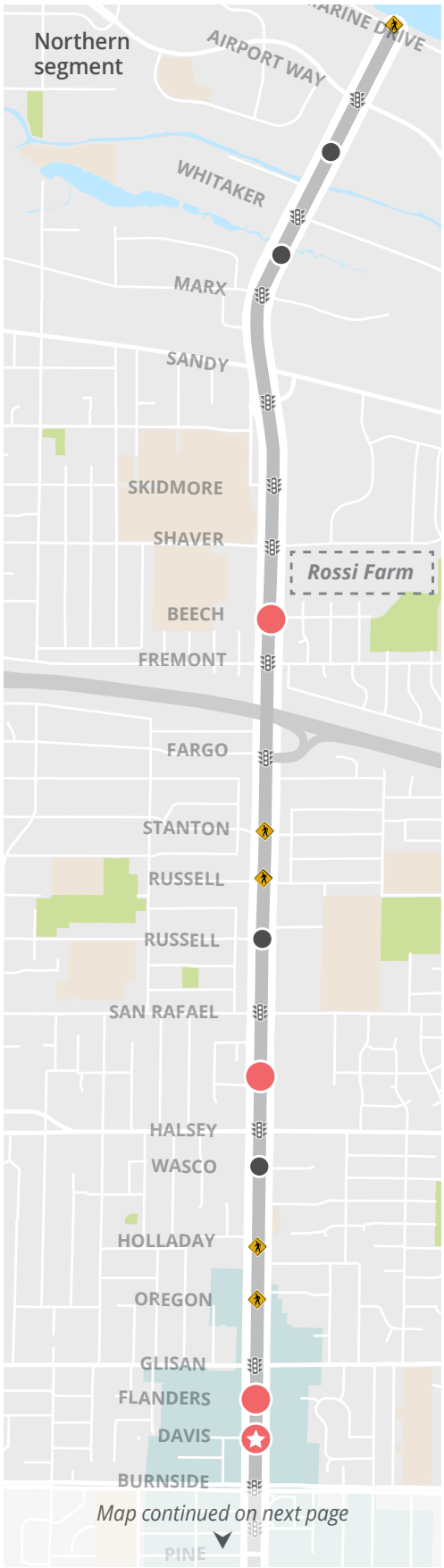
Do you support the proposed enhanced crossing locations?

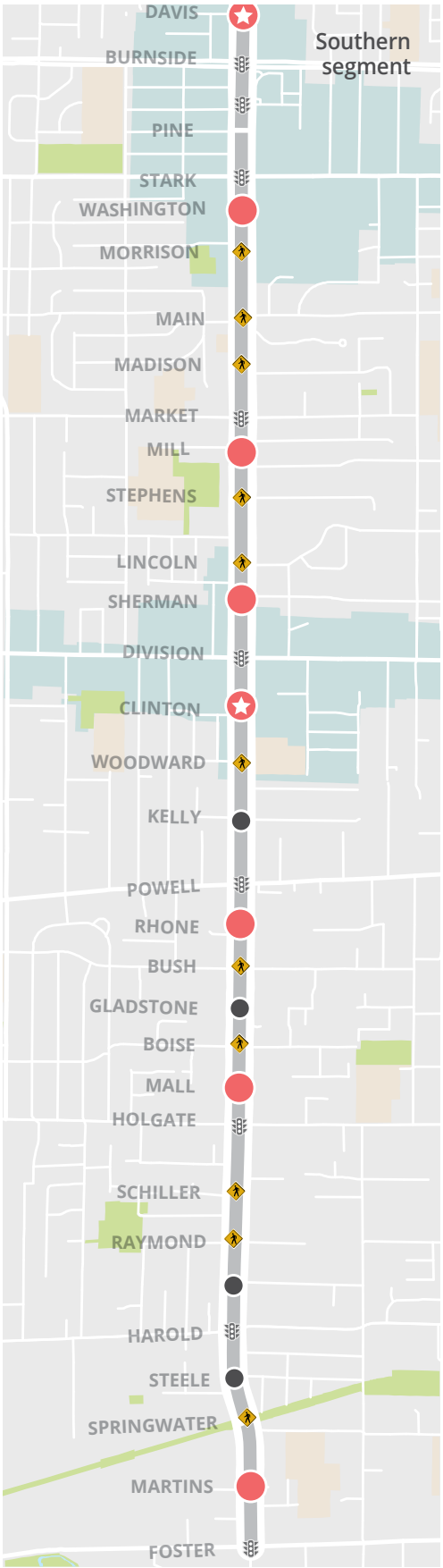


However, additional enhanced crossing locations were suggested or emphasized as needing improvements by 86 participants. Of those suggested, the most mentioned crossing locations were:

1. 122nd Avenue and Boise Street (10%)
2. 122nd Avenue and Holgate Boulevard (10%)
3. 122nd Avenue and Burnside Street (8%)
4. 122nd Avenue and Shaver Street (8%)

Some said that they'd like to see more proposed crossings north of Halsey Street, as there are very few today. Others suggested upgrading crossings at several intersections to full traffic signals as opposed to flashing beacons, as they are concerned that many of these flashing lights are delayed and ineffective.

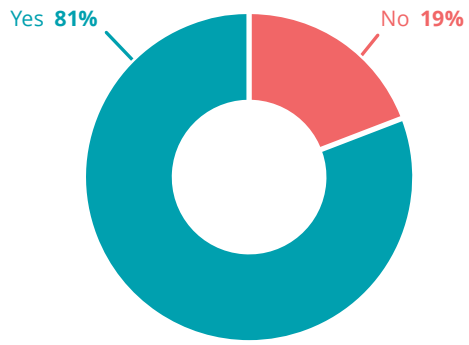




Some respondents wanted more information about specific treatments proposed at each intersection, such as HAWK signals or RRFBs, because that could affect their support of the crossings.

Of the 410 who answered this question, more than 80 percent of participants said they support prioritizing crossing improvements in the identified pedestrian districts and centers.

Do you support first prioritizing crossing improvements in the Pedestrian Districts / Centers?



However, many emphasized that connections to schools and parks are most important. Others felt that prioritizing centers was not as important as even spacing throughout the corridor, as pedestrians are most vulnerable when there are no crossings within the nearest blocks. Gaps where there are few crosswalks are the most dangerous, many said. Others said that bus stops should be prioritized for enhanced crossings.

Other feedback about crossings

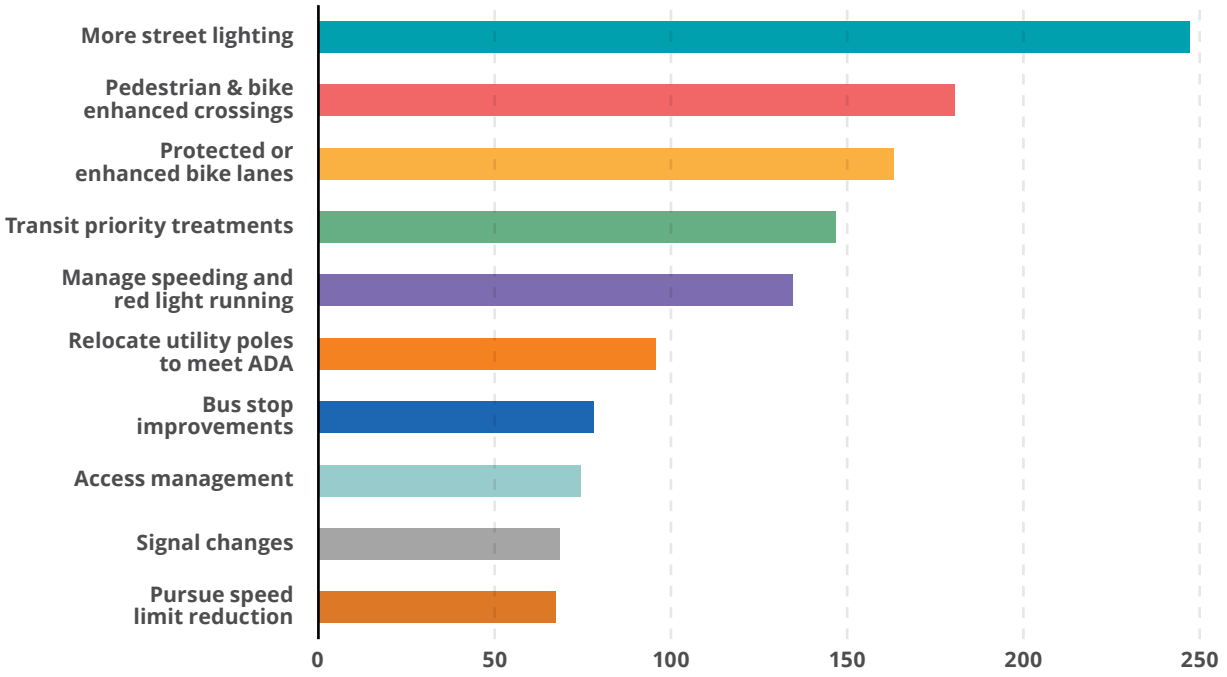
Many people who left comments said they were concerned that additional crossings would cause traffic delays and potential safety issues for drivers and felt that drivers should be considered more in decision-making.

To this problem, some offered the solution of pedestrian overpasses as an alternative. Others were opposed to adding crosswalks because they felt that existing crosswalks are not properly utilized. Many wanted to see more enforcement of jaywalking laws.

Priority improvements for 2020 Project

PBOT has $3.3 million of current funding for safety, access and transit improvements on 122nd Avenue. This project is programmed for construction to begin in 2020. PBOT asked participants to identify their top three priority improvements for the near-term. Other improvements not listed can be included in the 122nd Avenue Plan for future funding and projects.

What are your top three priority improvements to include in the 2020 project?



Regarding near-term improvements, participants collectively prioritized the following three improvements:

1. **More street lighting**
2. **Pedestrian and bike enhanced crossings**
3. **Protected or enhanced bike lanes** *(Transit Priority Treatments ranked third in online comments)*

Comparing between the online and in-person survey results, the groups agreed on their first two priorities. However, the **online group prioritized transit priority treatments in the third spot, as opposed to protected or enhanced bike lanes.**

Additional thoughts about 122nd Avenue

Participants had a wide variety of general comments about 122nd Avenue and the proposed alternatives through the survey and outreach events.

Many people urged PBOT to make the safety of vulnerable road users the paramount consideration for the redesign of 122nd Avenue. Some said they wanted to reduce vehicle lanes and speeds to improve safety and meet the City's Vision Zero goal. Some specifically emphasized the need for protected bike lanes, as well as more vegetation and greenery. Some people said they want to walk, bike or take transit, but do not currently because it does not feel safe, comfortable or convenient.

Conversely, many people emphasized that they did not want to eliminate vehicle lanes or reduce speeds on 122nd Avenue. People said that because vehicles comprise most of the traffic on 122nd Avenue, they should be prioritized, and bikes should ride on side streets.

Other themes:

- Many people emphasized the lack of law enforcement in the area. Red light running, speeding and racing are seen as big problems in the corridor.
- Another suggestion was to educate people on how active transportation facilities can help move more people and decrease congestion in the long run.
- Some encouraged the team to continue to do more in reaching out to and including the voices of People of Color.
- Some expressed preference for various cross sections.
- A few encouraged reducing crashes and conflicts from left turning vehicles by limiting some left turns between signals and perhaps providing more signalized or protected left turns for safer turning.
- Some encouraged the team to consider e-scooters in future improvements and changes to 122nd Avenue. They expressed concern about people riding e-scooters on the existing narrow sidewalks and leaving them parked on sidewalks during the recent e-scooter pilot program. They take up space on the sidewalk, especially where there is already constrained ADA clearance.
- Others simply thanked the project team for looking into potential improvements to 122nd Avenue.

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