

122ND

AVE

PLAN

SAFETY, ACCESS, TRANSIT



PBOT
PORTLAND BUREAU OF TRANSPORTATION

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June 2022

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122nd Avenue Plan

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I | WELCOME TO 122ND

Why this plan?

122nd Avenue is one of the busiest and most important corridors in East Portland. It serves as a critical backbone for the East Portland grid and is a link to jobs, services, and community destinations. While the Portland Bureau of Transportation (PBOT) has already allocated funding for some investments for the corridor, **this plan offers a comprehensive framework and prioritization to address the many identified needs on 122nd** and provide a strategy for future development.

The goal of this plan is to **increase safety for all users of 122nd Avenue, improve pedestrian and bicycle access and comfort, and support better transit** while balancing needs of freight and other modes. A secondary goal is to complement the **transformation of the street into a Civic Corridor**, which are key mobility corridors that are also intended to be urban places along which increasing numbers of people will be living, working, and doing business. As an emerging setting for high-density housing and business districts, this will lead to greater pedestrian and transit activity as the land use and built environment changes over time.

Plan Goals

GOAL #1

Increase **safety** for all, improve pedestrian & bicycle **access** and support **better transit** while balancing needs of freight & other modes.

GOAL #2

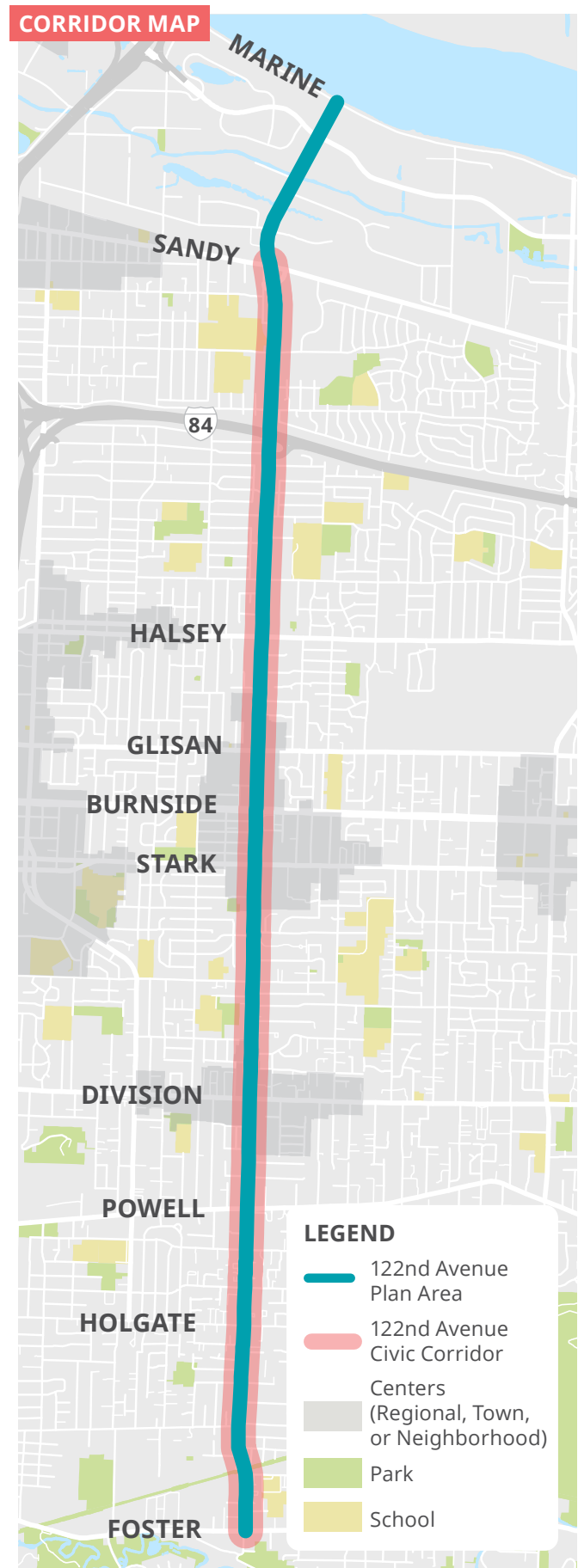
Outline incremental improvements to **support the growth and development** of 122nd Avenue as a **Civic Corridor**.

Context

122nd Avenue acts as both a north-south regional connector and as the backbone for many neighborhood centers. The 6+ mile arterial moves large numbers of people on the Line 73 bus, in vehicles, and on foot, bike, scooter, or other mobility devices. The road provides important travel connections to essential jobs and services, and helps freight move throughout the City and region.

122nd Avenue (between NE Sandy Boulevard and SE Foster Road) is also a designated Civic Corridor in the City's 2035 Comprehensive Plan. **These corridors are intended to become "distinctive places that are models of ecological urban design, with transit-supportive densities of housing and employment, prominent street trees and other green features, and high-quality transit service and pedestrian and bicycle facilities,"** where the design of streets support the vitality of business districts and livability for residents. There are also designated Town and Neighborhood Centers along 122nd Avenue focused around Burnside Street and SE Division Street. These designated growth hubs are also "Pedestrian Districts" where greater rates of walking and rolling are expected now and with future development.

Currently, high travel speeds, mix of transportation modes, and adjacent auto-oriented land uses on this wide arterial street contribute to traffic safety issues. **122nd Avenue has been identified as one of the City's "High Crash Corridors,"** and many intersections with 122nd Avenue are also high crash locations (learn more in Chapter 2). Additionally, many community members living near 122nd cite personal safety concerns due to infrastructure deficiencies like gaps in street lighting, as well as gun violence and interactions with people experiencing houselessness. While this plan largely focuses on projects and programs to improve traffic safety and infrastructure deficiencies, much work remains to address the systemic injustices that underly many of these personal safety concerns.



Building on Past Plans

Several existing plans and initiatives provide policy guidance on the future of 122nd Avenue and have helped shape the recommendations included in the 122nd Avenue Plan.

2010

2030 Portland Bicycle Plan

The plan classifies 122nd Avenue as a "Major City Bikeway." These type of streets aim to provide primary connections to major attractions throughout the city, such as downtown or regional centers.

2015

PBOT enters a partnership with TriMet

TriMet agrees to provide frequent service along their Line 73 bus, and PBOT makes \$8 million in safety improvements over five years, primarily around access and transit priority.

City of Portland Climate Action Plan

The plan—adopted in 2009 and updated in 2015—identifies objectives and actions to put Portland on a path to reduce carbon emissions 80% from 1990 levels by 2050.

2016

Portland 2035 Comprehensive Plan

The plan identifies 122nd Avenue as a "Civic Corridor" from NE Sandy Boulevard to SE Foster Road, with a Town Center around SE Division Street, a "Neighborhood Center" around E Burnside Street, and the Gateway Regional Center nearby.

Portland voters pass Fixing Our Streets

The 10-cent gas tax and heavy vehicle use tax provides funding for maintenance and safety projects, which includes two projects on 122nd Avenue.

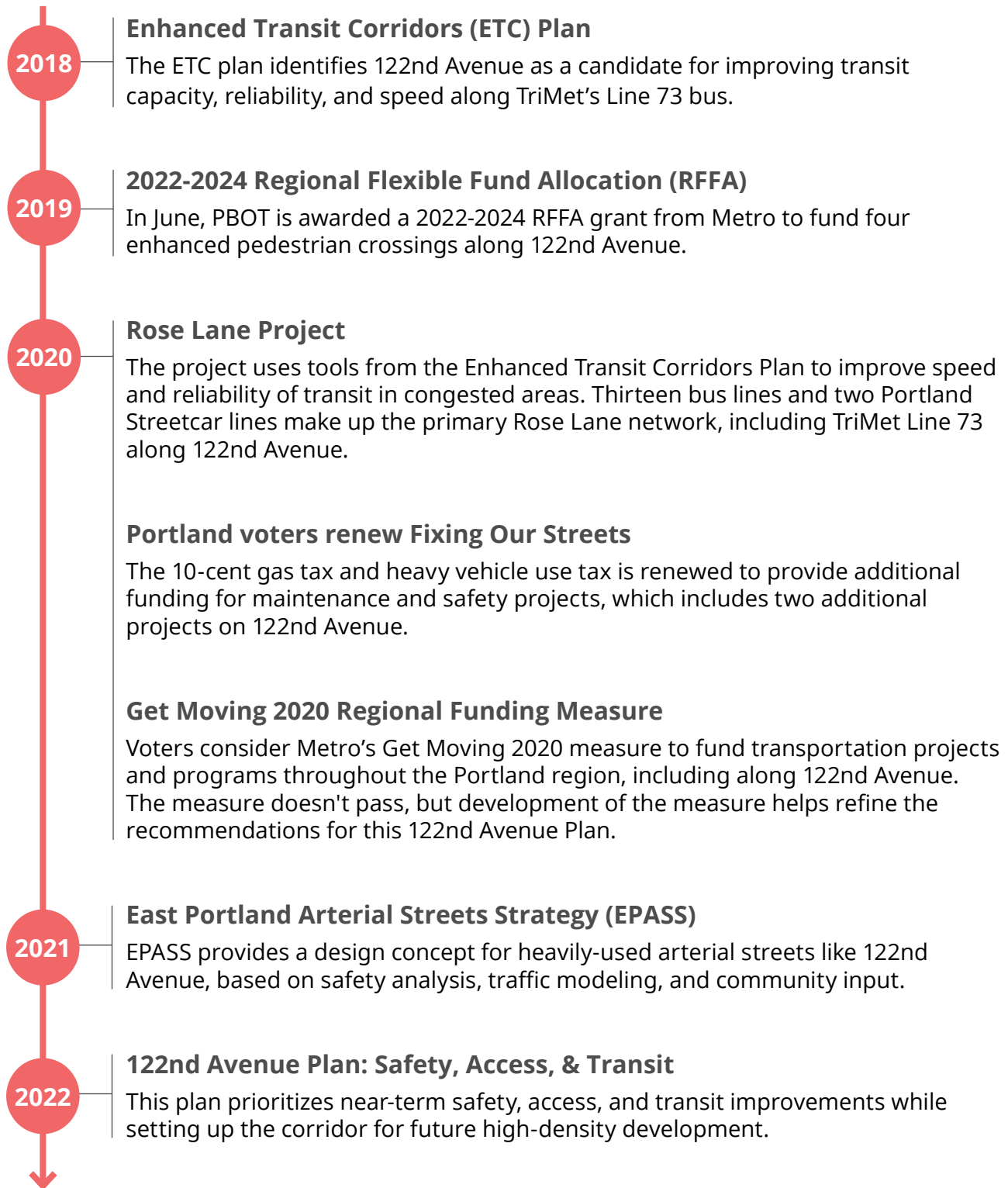
Vision Zero Action Plan

The plan aims to eliminate transportation related deaths and injuries on Portland's streets. The plan identifies a High Crash Network—a collection of streets with the highest concentrations of crashes—which includes 122nd Avenue.

2018

2035 Transportation System Plan (TSP)

The TSP plan sets ambitious targets to increase and prioritize walking, biking, and transit trips throughout the city of Portland.





II | 122ND TODAY

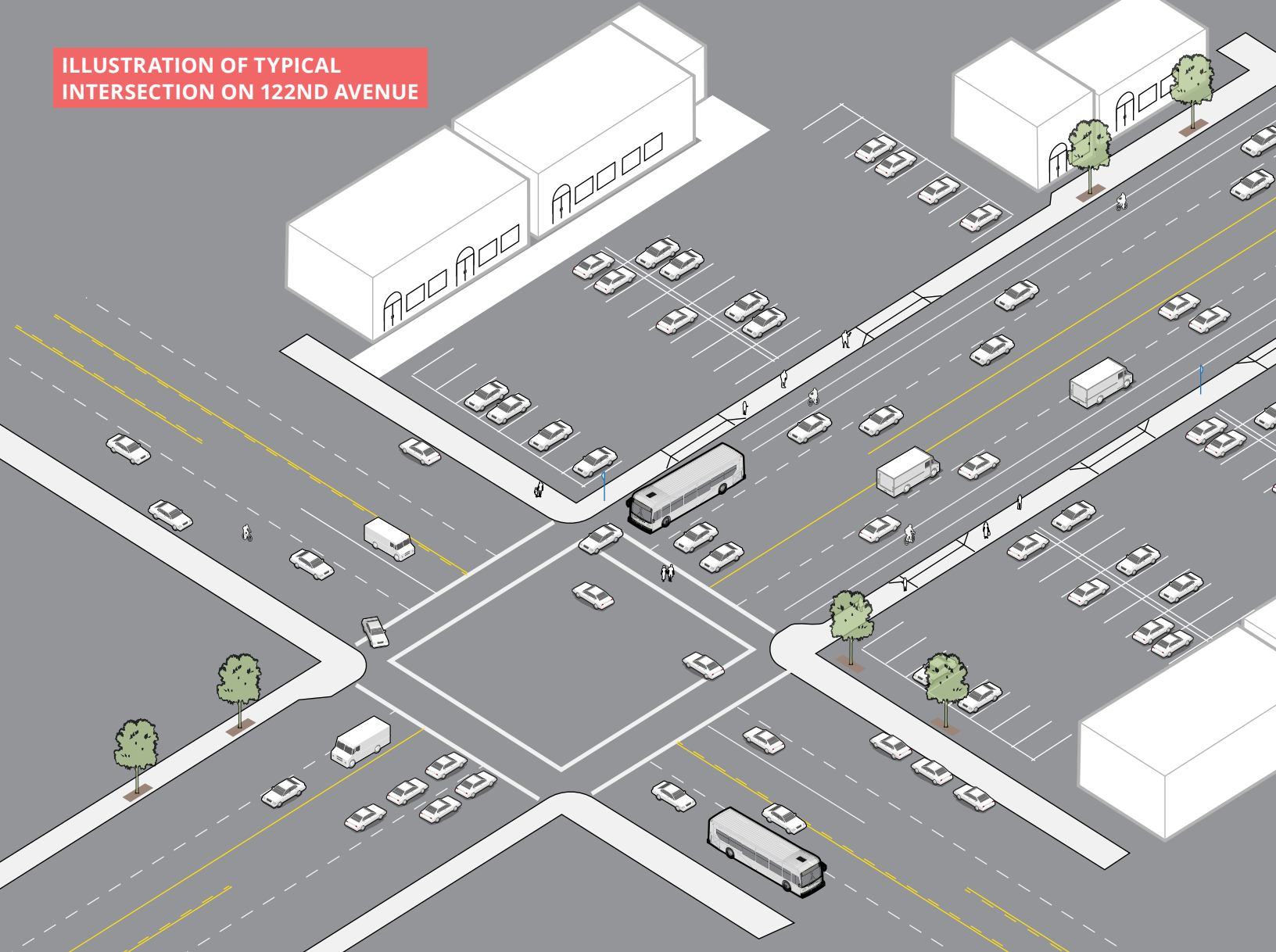
Existing Conditions

The challenges and opportunities along 122nd Avenue are similar to other major streets in East Portland. The street is a ‘working’ corridor with **high traffic volumes, auto-oriented businesses, and substandard multi-modal facilities**. People living near the street typically use a car as their primary mode of transportation, either out of convenience, personal safety concerns, or due to a lack of other safe options. It does not adequately serve all modes and is particularly stressful for people walking, using mobility devices, biking, trying to cross the street, and accessing transit. The street also **experiences a disproportionate number of serious and fatal crashes**.

Like much of East Portland, the corridor has experienced considerable change. Until the mid-1990s annexation to Portland, the adjacent land uses were primarily a mix of low-density, semi-rural and suburban housing types, with auto-oriented services and shopping centers with large surface parking lots clustered at major intersections. Much of the area developed without urban infrastructure such as sanitary sewers or storm water facilities, as well as transportation infrastructure including sidewalks and fully improved streets.

In recent years, the **area adjacent to much of the corridor has experienced residential “infill” development**. Rising home prices in central Portland has made the neighborhoods around 122nd Avenue area relatively affordable and attractive to moderate income households, new immigrant communities and others seeking affordable housing. This has led to **more people using the street to access services and meet their daily needs**.

**ILLUSTRATION OF TYPICAL
INTERSECTION ON 122ND AVENUE**



*Intersection of SE 122nd
Avenue and SE Stark Street*



*Parking lot along
122nd Avenue*



Typical Road Widths and Conditions

The typical width of 122nd Avenue is 76 feet between the curbs, and space is currently allocated to provide two motor vehicle travel lanes in each direction, a center turn lane, as well as bicycle travel lanes and parking on each side of the street.

Most of the **existing bike lanes** are five or six feet wide, unprotected from adjacent auto lanes, and in the door zone of parked cars. This makes them substandard for the traffic volumes and speeds on 122nd Avenue. Additionally, bike lanes are typically shared with right turn lanes at major intersections.

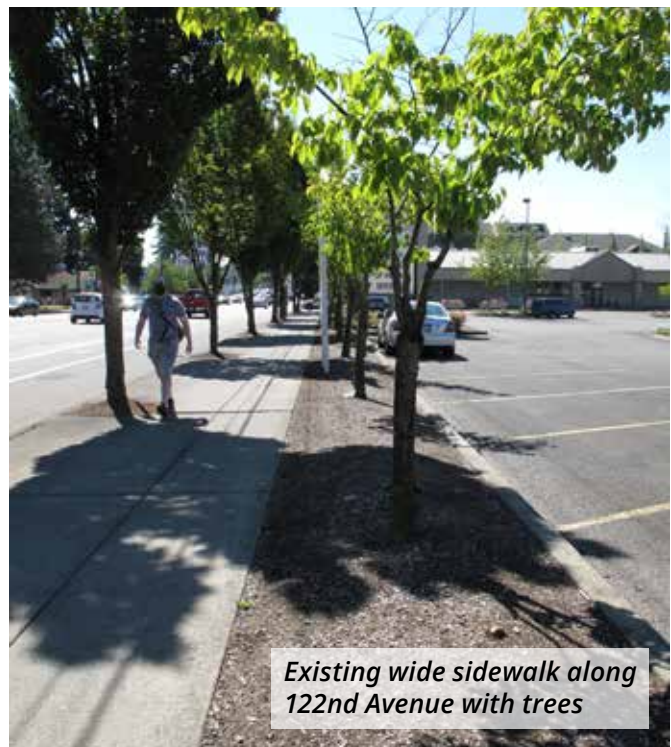
The **sidewalks** along 122nd Avenue vary in width on both sides of the street between 7 feet (the old County standard) or 12 feet wide (current City standard). However, in some segments the sidewalk is even narrower or has obstructions caused by utility poles, utility boxes, or other street furniture.

Most **transit stops** currently require the bus to pull next to the curb, and many stops do not have benches or other amenities.

The corridor also has **limited vegetation and trees**, and many adjacent land uses have large areas of asphalt. This leads to higher temperatures and less comfort for people traveling on the corridor.

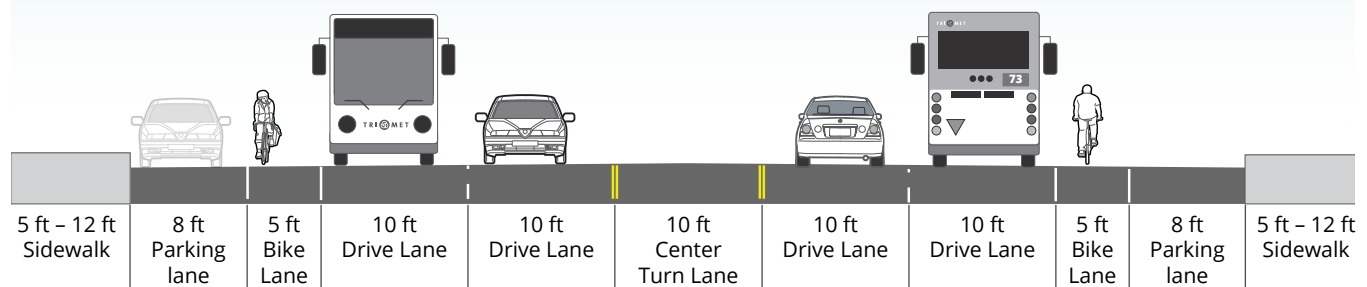
WHAT IS THE CURRENT STANDARD FOR SIDEWALK WIDTH?

The current standard for sidewalks on most of 122nd Avenue is 12 feet. Typically, sidewalks are widened to City standards when private properties redevelop and dedicate additional public right-of-way through the City's permitting process. In select cases, the City may be able to purchase additional right-of-way from willing property owners to extend the back of sidewalk.



122ND AVE

Existing Typical Cross Section



Crosswalks & Spacing

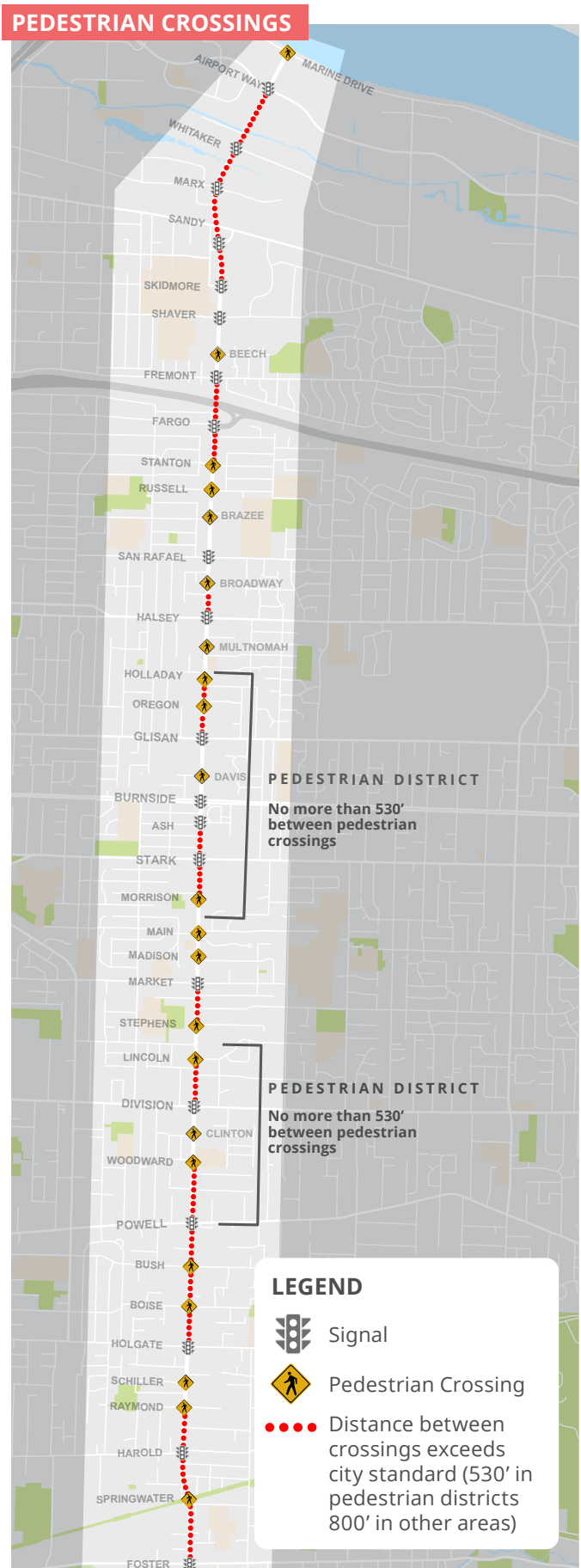
Large segments of 122nd Avenue do not meet the City's new guidelines for marked crosswalk spacing. PBOT's pedestrian crossing spacing guidelines generally recommend no more than 800 feet between pedestrian crossings except in areas designated as Pedestrian Districts and Centers, where the standard is 530 feet between crossings.

In 2011, the average distance between pedestrian crossing improvements (signals or pedestrian islands) on 122nd Avenue was over a quarter mile, or approximately 1,400 feet. Since then, pedestrian projects have reduced that distance to 935 feet, or about 4 blocks. This is still farther than most pedestrians will walk out of direction and is greater than PedPDX, Portland's Pedestrian Master Plan, recommends. In recent years, PBOT has built three crossings on 122nd and continues to focus on crosswalk infill with a priority near transit stops, greenways, and community destinations like schools, grocery stores, or other services.

Six additional crossings are funded at or near:

- NE Beech Street
- NE Brazee Street and NE Sacramento Street
- NE Hancock Street and NE Broadway Street
- NE Wasco Street and NE Multnomah Street
- North of NE Davis Street
- SE Clinton Street

These crossings will improve spacing and make it more comfortable for people to cross 122nd Avenue, especially while walking. However, additional crossings are needed to meet spacing guidelines and reduce dangerous behavior.



High Crash Roadway

All of **122nd Avenue** is designated as a “**high crash corridor**” for pedestrians and people biking or driving. This means the street is on the top 30 list of streets with the highest number of severe crashes. The intersections of 122nd and NE Halsey, NE Glisan, SE Stark, and SE Division are also ranked amongst **the most dangerous intersections in the city**.

Over a five-year period, 122nd Avenue has seen 22 crashes of the type tracked by PBOT’s Vision Zero team. This includes any fatal or serious crash involving people in vehicles, and all crashes involving pedestrians and people biking. Between January 2015 and December 2019, nearly half (47%) of these types of crashes along 122nd Avenue resulted in the death or injury of a pedestrian.

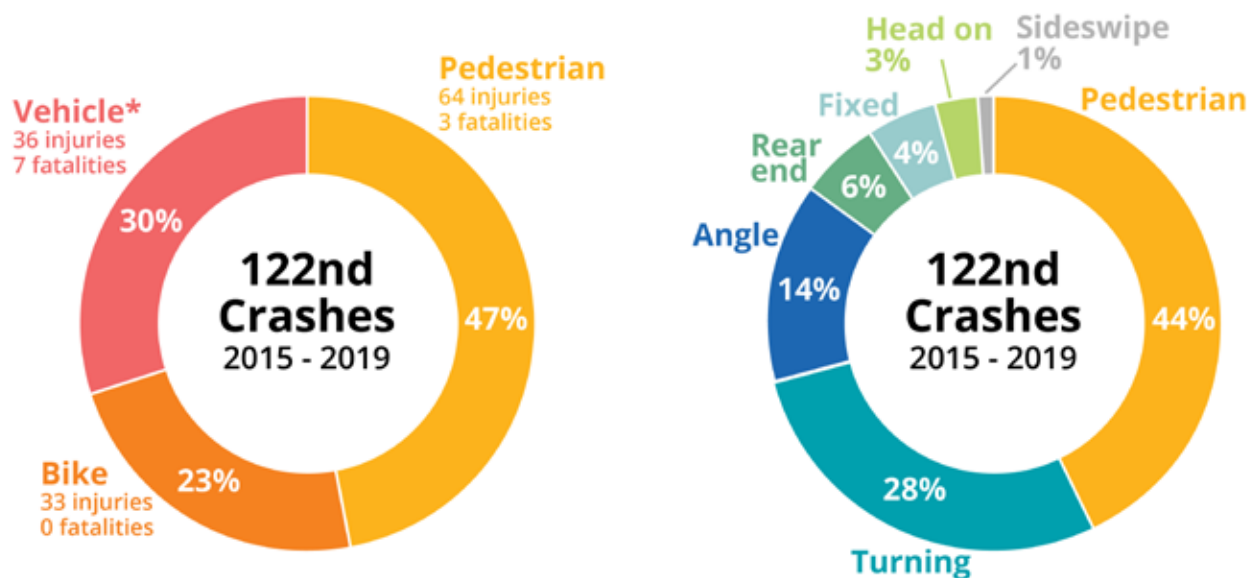
Between 2015 – 2021, 16 people died as victims of transportation-related violence. Six of them were pedestrians, one person was biking, and nine of them were people driving.



WHAT IS A HIGH CRASH CORRIDOR?

Portland’s Vision Zero program identified that more than half of deadly crashes occur on just 8% of Portland’s streets. These streets make up the City of Portland’s High Crash Network.

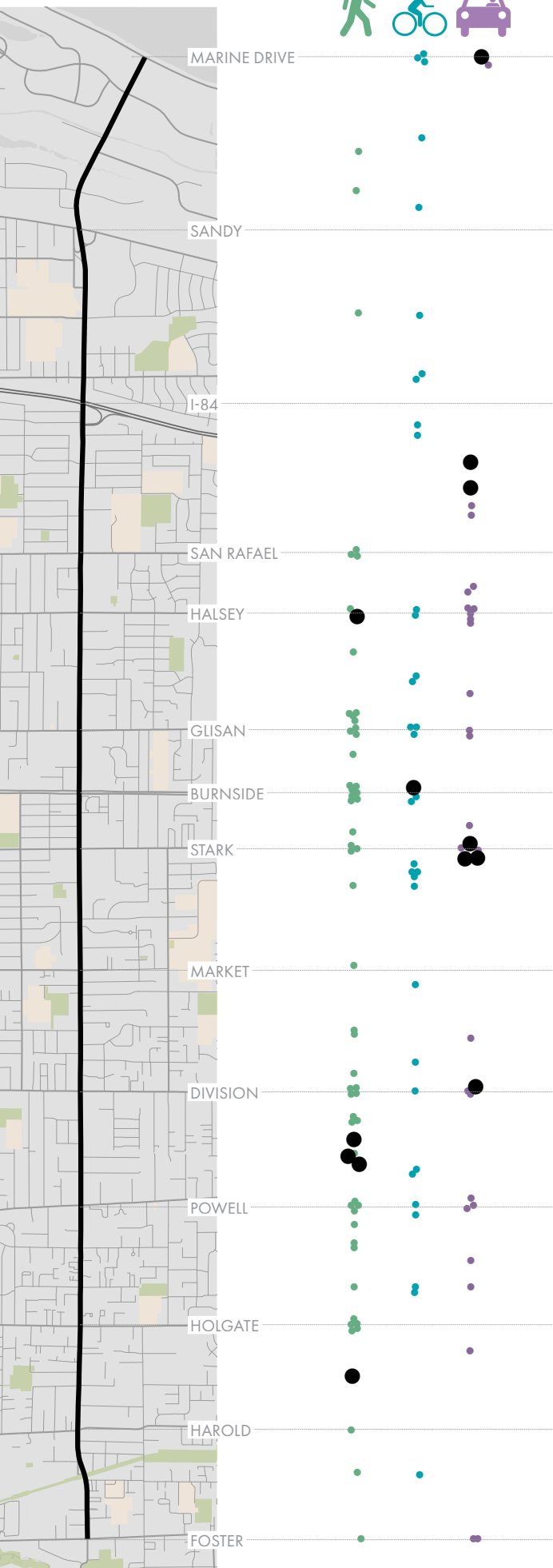
A “High Crash Corridor” means the street is one of the top 30 streets with fatalities and serious injuries for people in motor vehicles, and all crashes involving pedestrian and people bicycling. Intersections with the highest crash rates are labeled as “High Crash Intersections.”



*This data does not include vehicle crashes that do not result in a critical injury or fatality

CRASHES BY MODE

2014 to 2018



A Closer Look at Crashes

The segments of 122nd Avenue with the highest number of crashes are between NE Halsey and SE Stark streets and between SE Division Street and Holgate Boulevard. **Pedestrian crashes are one of the top two most common types of crashes along nearly all of 122nd Avenue.** Additionally, five of the intersections with the highest crash rates in all of Portland are on 122nd Avenue.

Speed

Speeding is also prevalent throughout the corridor. In some sections (like between NE Halsey and SE Stark streets) **a large percentage of drivers are traveling more than 10 mph over the speed limit.** The speed limit was recently changed from 35mph to 30 mph (between south of NE Sandy Boulevard to SE Foster Road). From NE Sandy Boulevard to NE Airport Way the posted speed is 45 mph. To help reduce high-end speeds, safety cameras are located near SE Steele Street and SE Reedway Street and were recently installed at the intersection of SE Stark Street and 122nd Avenue.

"I avoid this street if at all possible but travel along the corridor frequently by bike. I would love to see it have lower car speeds, better transit access, and increased safety for pedestrians so that I feel safe biking on it and it serves the community better."

-Comment from 122nd Surveys

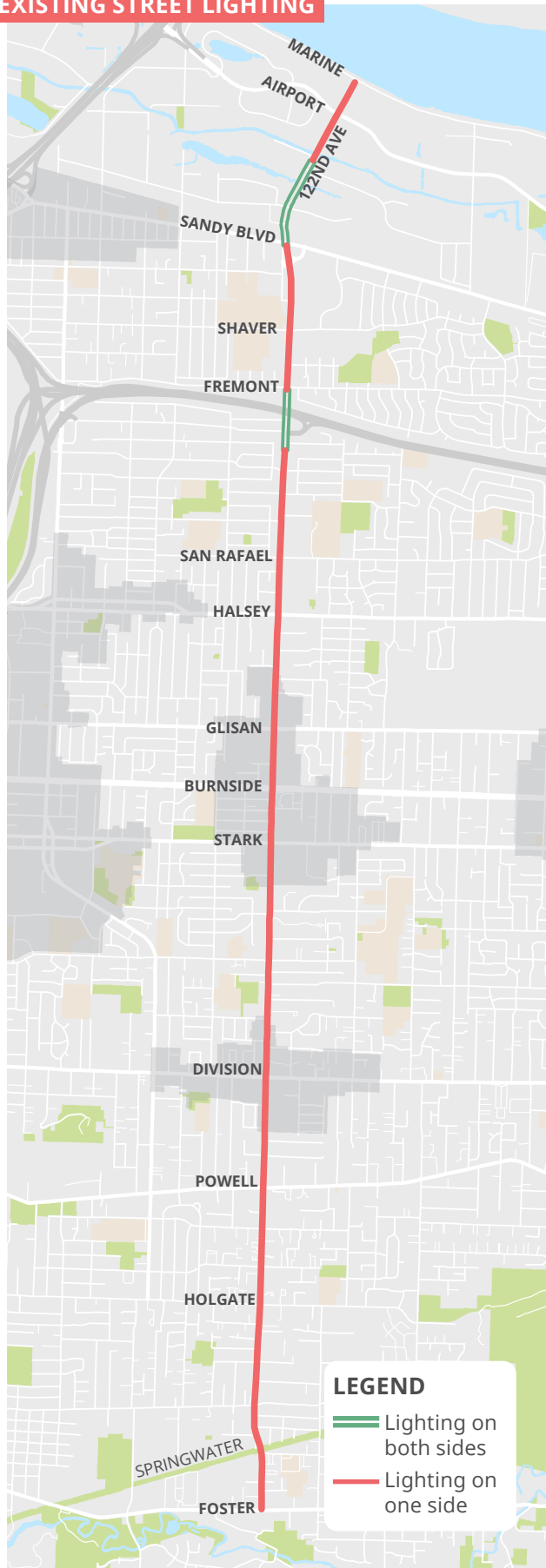
LEGEND

● Fatalities

● ● ● Crash*

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

EXISTING STREET LIGHTING



Street Lighting

The City's street lighting guidelines recommend that streets wider than 48 feet have lighting installed on both sides of the street to provide appropriate illumination. With a typical width of 76 feet, **122nd Avenue meets the threshold for having lighting on both sides of the street.**

Along most of 122nd Avenue lighting is currently absent on one side of the street.

This can make it challenging at night to see pedestrians, people biking, as well as other vehicles, especially in rainy conditions.

Lighting is also one of the most commonly requested improvements for 122nd Avenue.

A recent study, "Walking While Black," found that Black Portlanders feel less safe walking on poorly lit streets than participants in a citywide survey. Recognizing this, **PBOT has allocated *Fixing Our Streets* funding to add lighting on 122nd Avenue between SE Stark Street and SE Powell Boulevard** to ensure it is more consistent and uniform. PBOT is working to identify additional funds to extend the limits of this project farther north and south.

"[122nd Avenue] could use better lighting. When pedestrians step out in the road expecting cars to stop you don't always see them because of poor lighting... especially when it rains it's hard to see pedestrians."

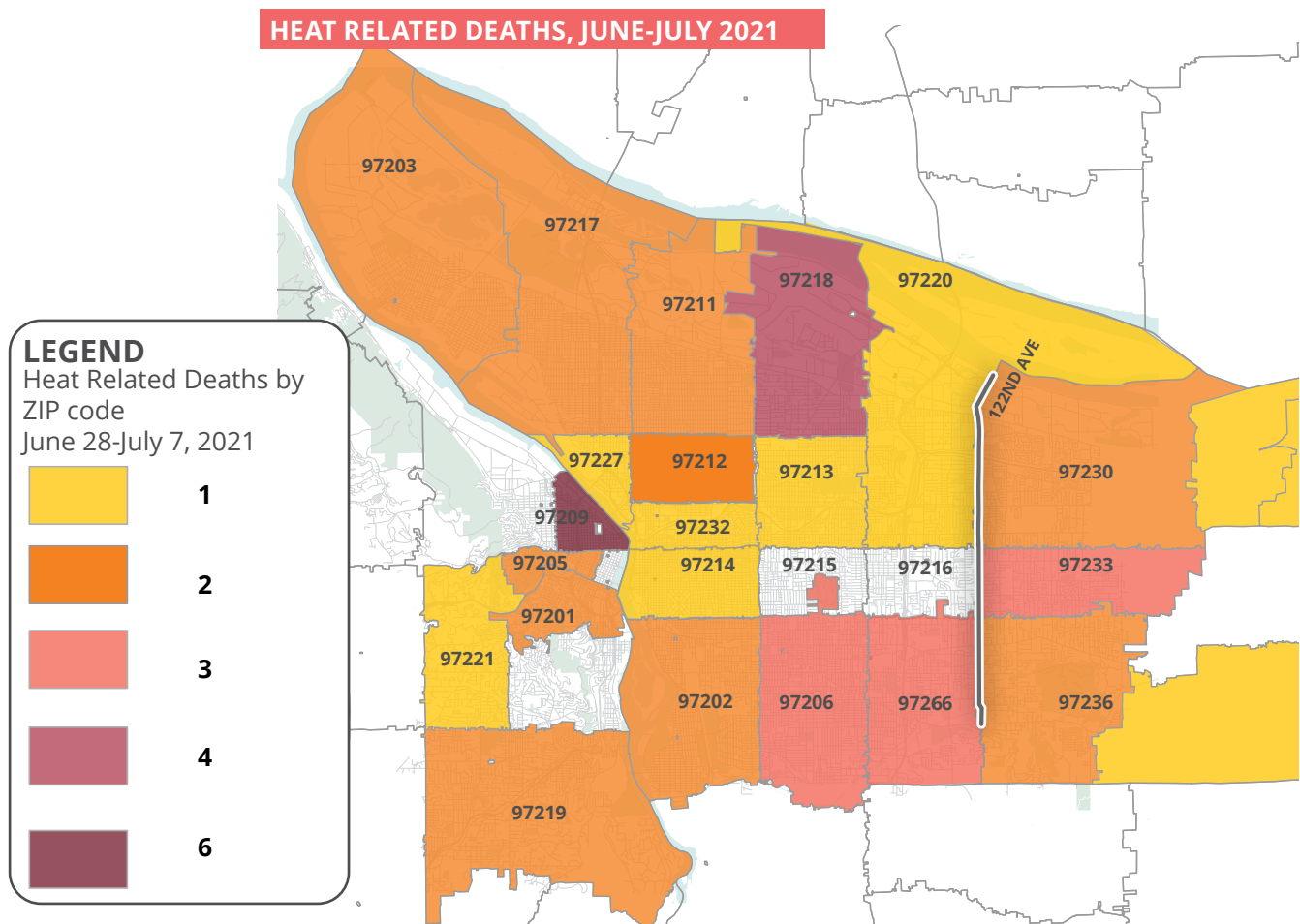
-Comment from 122nd Surveys

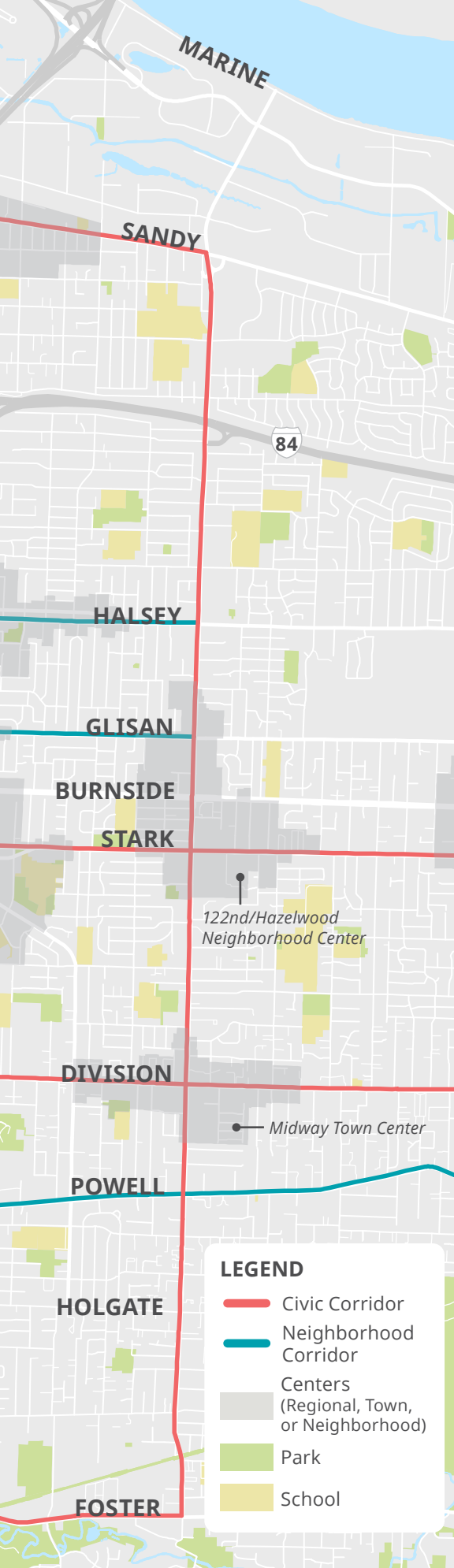
Tree Coverage & Heat Impacts

In June 2021, temperatures in Portland officially reached a record high of 116°F, though some areas in East Portland with wide roads and little tree coverage recorded temperatures as high as 124°F. **Some neighborhoods adjacent to 122nd Avenue experienced some of the highest number of heat-related deaths during this heat wave.**

The map below illustrates the number of official heat-related deaths between June 28th and July 7th, 2021. As a result of this heat event, there has been an increased focus on increasing the tree canopy and exploring other ways to reduce the heat island effect.

Increasing the tree canopy along and around 122nd Avenue has several benefits. Not only do trees help reduce extreme temperatures, they can make the corridor a more comfortable place in the summer, sequester carbon, help reduce high-end speeds, and improve corridor aesthetics.





Policy Vision for 122nd Avenue

Portland's 2035 Comprehensive Plan provides guidance on how streets like 122nd Avenue, identified as Civic Corridors, should develop and how investments should be prioritized.

Per the Portland 2035 Comprehensive Plan, pages GP3-16 & 17:

“Civic Corridors are the city’s busiest, widest, and most prominent streets. They provide major connections among centers, the rest of the City, and the region. They support the movement of people and goods across the city, with high levels of traffic and pedestrian activity. Civic Corridors provide opportunities for growth and transit-supportive densities of housing, commerce, and employment. Development in Civic Corridors is intended to be up to mid-rise in scale, with lower scale generally more appropriate in locations far from the Central City or transit stations. Mid-rise development typically ranges from five to seven stories.”

Abundant trees and high-quality landscaping beautify Civic Corridors and offset the impacts of their large paved areas. These corridors exemplify the benefits of green infrastructure by cleaning and soaking up stormwater runoff and mitigating urban heat island effects, while also being enjoyable places to live, work, and gather. Civic Corridors are 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.

Policy 3.48 Integrated land use and mobility. Enhance Civic Corridors as distinctive places that are models of ecological urban design, with transit-supportive densities of housing and employment, prominent street trees and other green features, and high-quality transit service and pedestrian and bicycle facilities.

Policy 3.49 Design great places. Improve public streets and sidewalks along Civic Corridors to support the vitality of business districts, create distinctive places, provide a safe, healthy, and attractive pedestrian environment, and contribute to quality living environments for residents.

Policy 3.50 Mobility corridors. Improve Civic Corridors as key mobility corridors of citywide importance that accommodate all modes of transportation within their right-of-way or on nearby parallel routes.

Policy 3.51 Freight. Maintain freight mobility and access on Civic Corridors that are also Major or Priority Truck Streets.”

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.

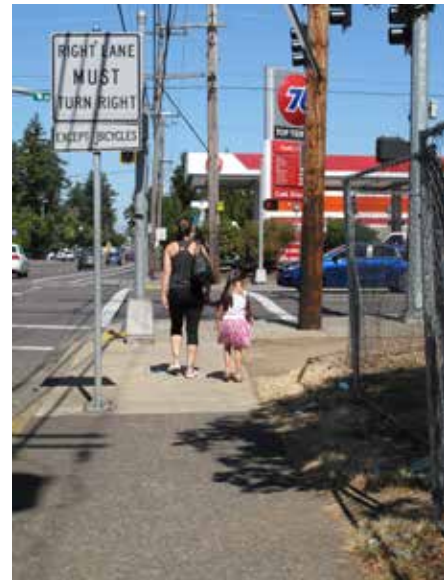
At more than six miles long, the type of buildings and uses along the street change numerous times.

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

Center Segment

Southern Segment





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 and High School as well as Luuwit View Park. It also includes on and 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.



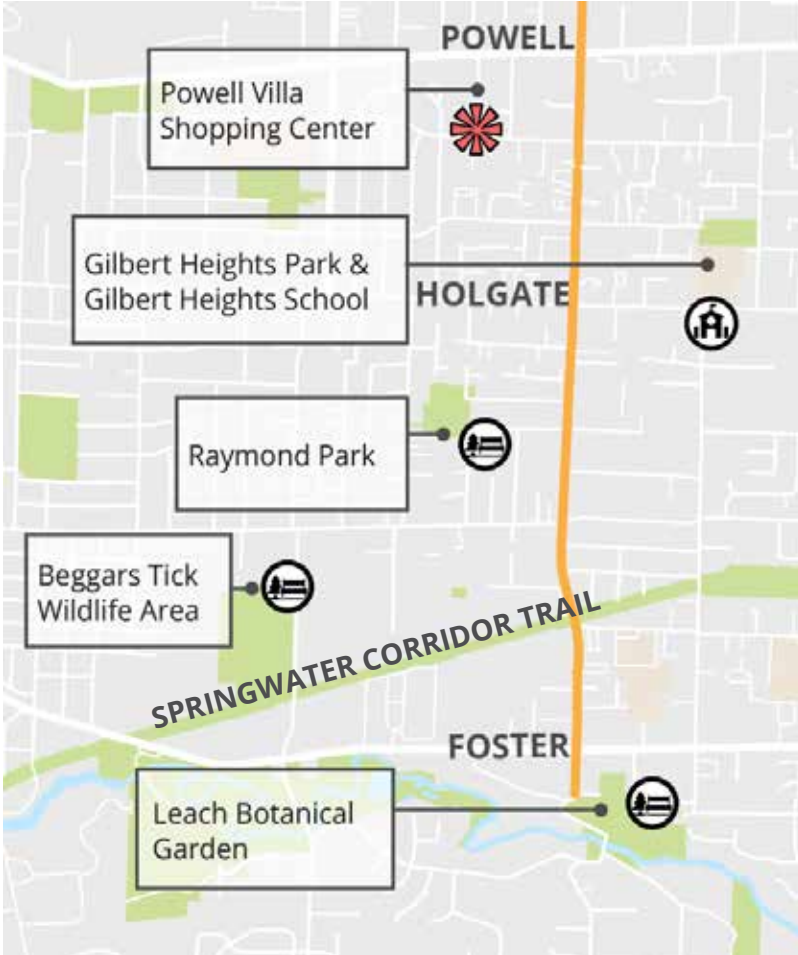
Middle Segment

(SAN RAFAEL STREET TO POWELL BOULEVARD)

This section of 122nd Avenue south of San Rafael transitions to **more commercial and 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.







III | RECOMMENDATIONS

Developing Recommendations for 122nd

122nd Avenue is a complex street with a wide range of characteristics. Some areas of the corridor attract high volumes of people and generate a lot of trips—freeway entrances, busy transit stops and stations, shopping centers—while other segments have residential or office land uses that generate less traffic. As a result, the recommendations or design for one street segment or intersection may not be appropriate for another location. This **plan provides a general series of recommendations focused on incremental improvements to safety and access** for people walking, rolling, biking, and taking transit. The **recommendations are also intended to help the corridor evolve into a Civic Corridor.**

The following pages outline the general recommendations for 122nd Avenue, and then highlight specific recommendations for each of the corridor segments.

“My biggest concerns are making 122nd safer and more enjoyable to walk on (and across) for pedestrians and bikes to promote less car use and improve walkability and connections between neighborhoods on either side.”

-Comment from 122nd Surveys

Recommendation Categories for 122nd Avenue

Safety

Making 122nd safer is the number one priority for making this street more livable and humane for those who use it. Redesigning 122nd to achieve safe driving speeds, safe intersections and better separation between users is foundational to a safer 122nd. Where driving speeds remain high, protected facilities for pedestrians and people bicycling will be necessary. According to PBOT's Vision Zero analysis, **122nd Avenue is among the least safe corridors to travel on foot, by bike, or in a car.** The wide roadway has inadequate infrastructure and its large intersections are among the most dangerous in the city. Significant changes are needed to save lives and reduce life-altering injuries.



Multimodal and Access Enhancements

Improving the areas where people walk, roll, 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, using mobility devices, and bicycling would improve conditions. Conflict points—such as driveways and intersections—are particularly vulnerable spots for people walking, rolling, and bicycling.



Transit Performance and Experience

Many people who live along or near 122nd Avenue rely on transit to reach jobs, school, and other essential destinations. Ensuring 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. Additionally, improving the condition of bus stops and amenities will make it more comfortable to wait for the bus.



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. PedPDX recommends no more than 800 feet between crossings in Pedestrian Districts and no more than 530 feet within Centers.



SPEED MANAGEMENT

Manage driving speeds to improve safety. Street design changes, like reducing the number of lanes, adding center medians, pedestrian crossings and signals, and visually narrowing the street, are critical to slowing speeds. Signal density and modified signal timing can also support safe speeds. Speed cameras and photo enforcement at stoplights can help reduce dangerous behaviors and offer interim safety support until 122nd is fully redesigned.



INTERSECTION SAFETY

Make intersections safer at major signalized intersections, where many serious and fatal crashes occur. Major safety changes should be considered at all major intersections, including building protected intersections or replacing signals with roundabouts. Safety improvements should separate bike lanes from turning vehicles, shorten crossing distances that pedestrians have to cross and give a head start to pedestrians crossing the street. The corner curb radius and safety curbs should be designed to slow turn movements.



TRAFFIC CALMING AND 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



SEPARATE AND PROTECT BIKE LANES

Separate and protect 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 AND BIKE/SCOOTER PARKING

Add BIKETOWN stations and additional bike/scooter parking 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. Additionally, adding bike and scooter parking would improve access and the ability to link trips by bike or scooter.



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.



REPURPOSE ROADWAY SPACE TO SUPPORT SAFETY

Repurpose roadway space south of Powell Boulevard to support safety for all road users. 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 communicate with 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 Business Access and Transit or 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 features 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 closer to the curb to remove the potential for bike and 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 an eight foot pedestrian through zone to align with Portland Pedestrian Design Guide standards. Elsewhere the sidewalk should be at least 12 feet, with a one and a half foot frontage zone, six foot pedestrian through zone, and four foot furnishing zone with a six inch curb. This will 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 AND PUBLIC ART

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, and improve corridor aesthetics. 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 are coordinated with growth along the corridor and do not lead to housing displacement and instead foster stable and secure housing for people of 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 and the Columbia Corridor employment district. 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 and NE Shaver Street (southbound). Other improvements are needed at NE Shaver Street, NE Fremont Street, NE Stanton Street, and NE Sacramento Street. See “Prioritization, Transit” on page 36 for more details).

Additionally, **the Sandy Boulevard interchange should be modified** to a traditional T-intersection without free-flowing slip lanes. 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 adding 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 to provide additional bicycle and pedestrian improvements. Lighting should also be improved.

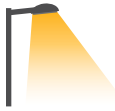
The crossing at NE Russell Street should be improved, and crossings added at NE Inverness Drive and NE Sacramento Street. Signal upgrades are also needed at NE Marx Street, as well as NE San Rafael Street and at the I-84 ramps.

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 I-84 underpass
- Seek funding for modifying the 122nd Avenue and Sandy Boulevard interchange
- Improve the transit stops at NE San Rafael and NE Shaver Street (southbound).
- Fill the gaps in the bicycle lanes, and improve comfort and visibility

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



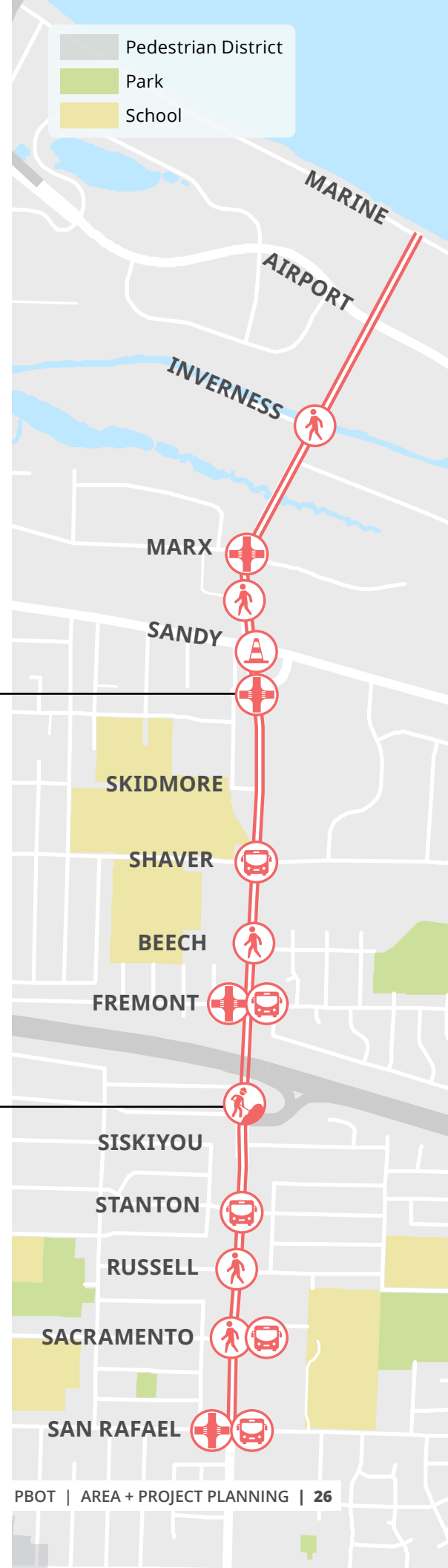
Bike Lane Improvements

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.

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

Transit stops should also be improved in multiple locations to add space, improve accessibility and comfort, and ease boardings. The highest priority for near-term changes is relocating the stops and improving amenities in

coordination with the redevelopment of Mill Park, and improving transit service and amenities at 122nd Avenue and E Burnside Street to support the new Safe Rest Village and large numbers of transit riders.

Bus stop improvements are recommended as major intersections are redesigned, and several stop relocations are also recommended (see “Prioritization, Transit” on page 36 for more details).

To further aid the evolution of the street into a Civic Corridor, and address the heat island impacts, **trees should be planted** in places where a median is possible. **Driveways should also be reduced**, especially near intersections.

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.

Finally, additional east-west street connectivity is needed to provide better access from nearby residential areas, especially in the Division-Midway Town Center.

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, and improve transit service and amenities around E Burnside Street.
- 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 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

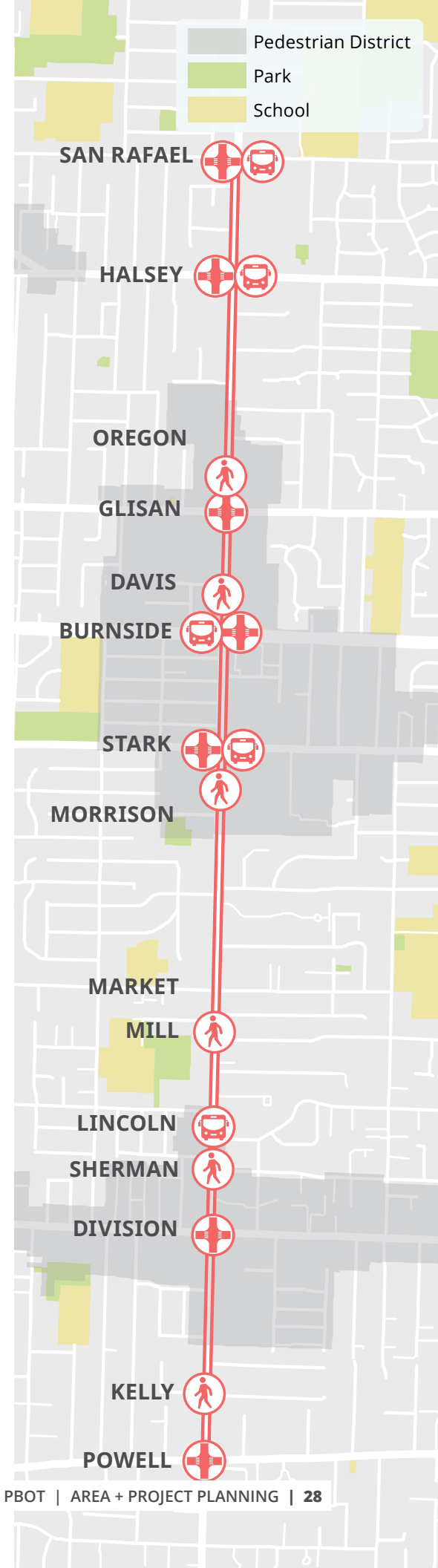
PROJECT HIGHLIGHTS



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. 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 re-purpose roadway space to make the road safer, improve the comfort for people biking and crossing the street, maintain parking, and provide a safer environment for all road users. The specific design is still being developed.

This new road configuration will also **allow for more enhanced 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.

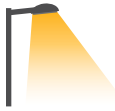
At Harold Street, the new road configuration provides **an opportunity to construct a roundabout** as illustrated on the following page. This would improve traffic operations and reduce the need for signal upgrades. This design is still being analyzed and requires additional public feedback. If not pursued,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

Transit stop 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” on page 36 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

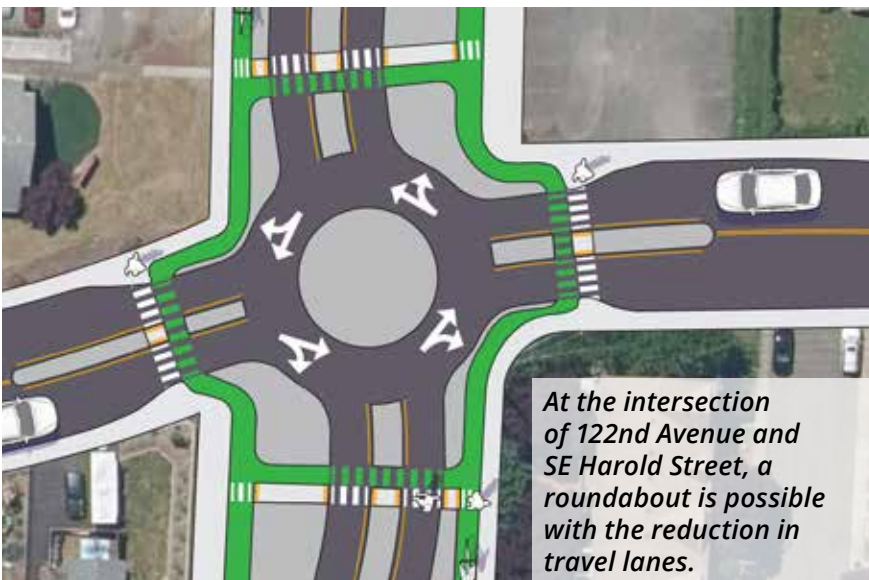


Bike Lane Improvements/
Road Reorganization

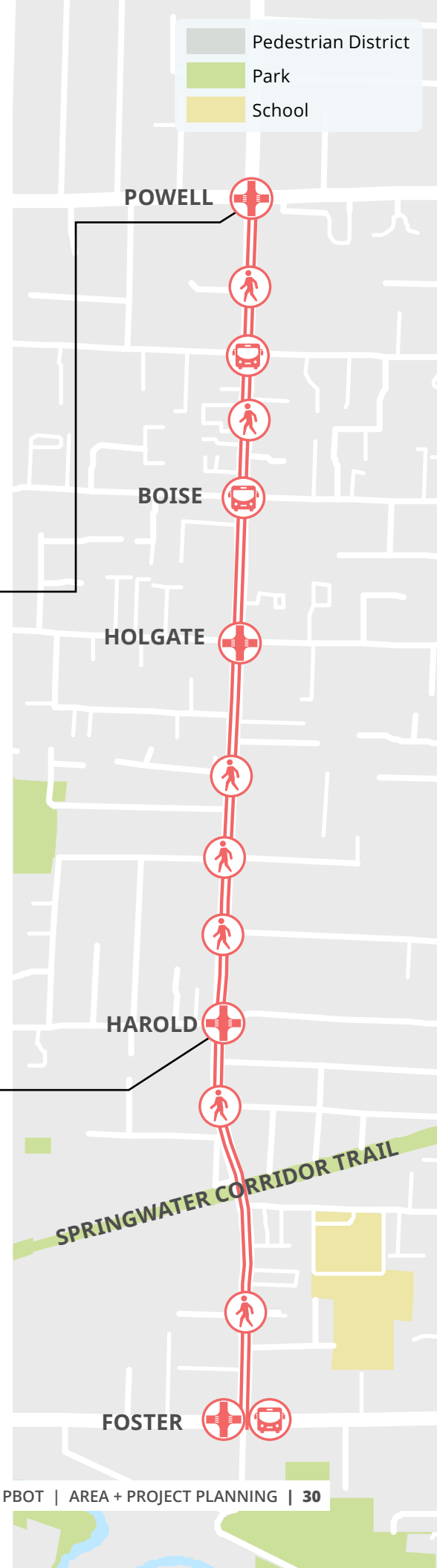
PROJECT HIGHLIGHTS



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.





IV | PRIORITIZATION & IMPLEMENTATION

Prioritizing a Safe 122nd Avenue

The evolution of 122nd Avenue as a Civic Corridor will take time, but **many critical traffic safety issues need to be addressed in the near-term**. Improving access to transit and conditions for people walking and biking are also important near-term priorities. **The following pages prioritize improvements based on categories, and are intended to focus on the most critical needs, as well as leverage funded improvements.**

The recommendations that follow are organized into the following categories:

- **Funded Improvements**
- **Crossing Investment Prioritization**
- **Intersection Investment Prioritization**
- **Transit Improvement Prioritization**
- **Other Improvements Prioritization**
- **Future Study Needs and Recommendations**

Funded Improvements

Since this planning process started, **PBOT secured funding for several early implementation improvements along 122nd Avenue.** Early planning and community input helped shape these investments.

PBOT crews and contractors will be making the following improvements as we work to fund other aspects of the plan.

Street lighting from:

- NE San Rafael Street to SE Powell Boulevard

New crossings at or near:

- NE Beech Street
- NE Brazee Street
- NE Sacramento Street
- NE Hancock Street
- NE Broadway
- NE Wasco Street
- NE Multnomah Street
- NE Davis Street
- SE Clinton Street

Road repaving and restriping from:

- NE Broadway to Halsey Street
- SE Powell Boulevard to Foster Road

Upgrades to intersections where 122nd Avenue crosses:

- NE Halsey
- NE Glisan
- SE Stark Street
- SE Division Street
- SE Holgate Boulevard
- SE Foster Road*

** Improvements on SE Foster Road will be limited to a protected left turn signal until PBOT secures more funding for additional changes.*



Crossing Investment Prioritization

To adequately address the gaps between spacing, 16 locations are proposed for new crossings or crossing upgrades. The **recommended crossing locations were prioritized using the following criteria:**

- Located near crashes
- Located in Town or Neighborhood Centers
- Upgrades needed to meet crossing standards
- Near transit stops
- Large gaps in pedestrian crossings

As funds are limited, it is recommended these crossings be installed across **three implementation phases**.

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

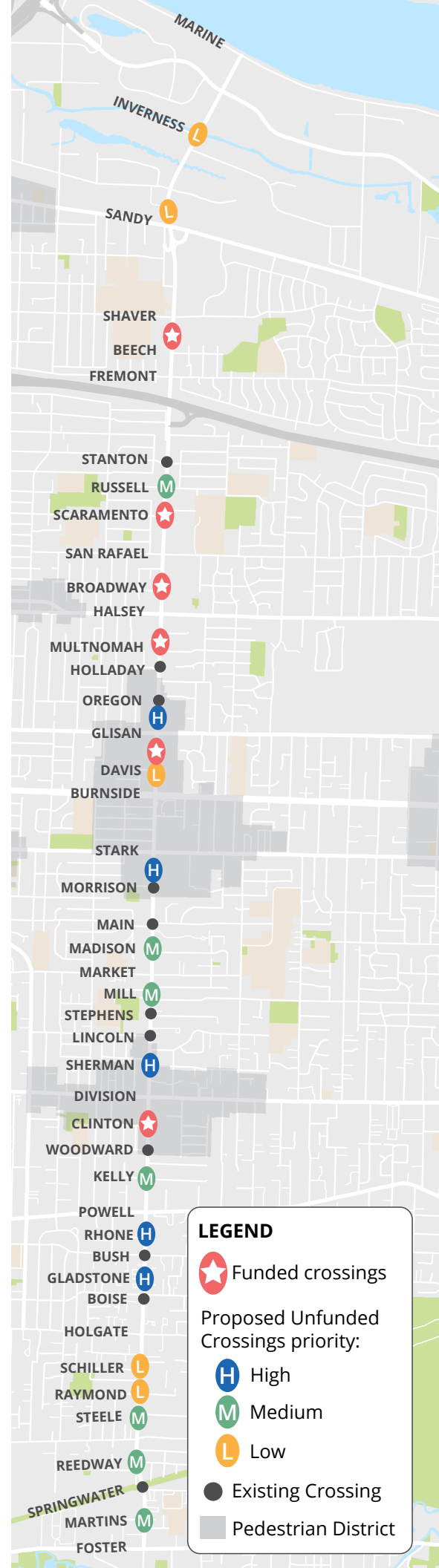
Medium priority crossings are recommended at or near:

- 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.



Intersection Prioritization

Many serious and fatal crashes along 122nd Avenue, as well as crashes involving people walking or biking, occur at intersections with other high traffic streets. **Most of these major intersections have a similar lane configuration.** There are usually two through vehicle travel lanes for each direction as well as a left turn lane, and a right turn lane. People biking must share a lane with right-turning vehicles, and sometimes buses as well. Cars turning right can do so during a red light, or with a green light at the same time as pedestrians. This lane configuration generally **allows people to move through the intersection quickly but requires that all road users be aware and act predictably.**

To improve safety and predictability, it is recommended these intersections be redesigned to:

- **Separate road users** to reduce conflicts
- **Give people biking and walking more time** by adding Pedestrian Head Starts
- **Restrict right-turns** on red lights
- **Reduce transit delay** (where feasible)
- **Protected phasing at right-turn lanes**

Not all intersection locations can be improved simultaneously. It is recommended that these intersections be prioritized for improvement in the following order:

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

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

The intersections of SE Holgate Boulevard and SE Foster Road have lower crash rates, but should be improved as part of the funded Fixing Our Streets project.

At other intersections **signal upgrades are needed**, most critically at NE Marx Street, NE Fremont Street, and SE Harold Street. Signal upgrades and minor safety improvements are also needed at NE San Rafael Street, I-84 ramps, SE Market Street, and SE Ash Street. **The order of these improvements may shift based on the ability to leverage other funding opportunities.**



Transit Speed, Reliability and Bus Stop Improvements Prioritization

Bus riders using Line 73 along 122nd Avenue experience transit delay, including varying travel times and unreliable pick-up and drop-off times at bus stops. **The greatest bus passenger delay along 122nd Avenue is approaching E Burnside Street.** Therefore it is the highest priority location for adding transit priority improvements to improve bus speed and reliability. Bus delay also occurs at other major intersections like NE San Rafael Street, NE Halsey Street, NE Glisan Street, SE Stark Street, SE Powell Boulevard, and SE Holgate Boulevard. Improvements to help get the bus through these congested areas is important to improve service reliability and save time.

Some bus stops along 122nd Avenue have shelters or other amenities for people waiting, but many lack seats or shelter. There is **need for stop improvements**, such as:

- More space at bus stops for people to comfortably wait for the bus and people traveling along the sidewalk to pass.
- ADA accessible landing area and pathways for people who use wheelchairs or scooters to get on and off the bus and travel through the bus stop.
- Space for TriMet to install benches and shelters when stops meet siting guidelines.
- Lighting at bus stops to improve visibility and make transit riders feel more comfortable.
- Designs to improve the cycling environment and reduce weaving between buses and cyclists.
- Curb extensions, transit islands, or other designs to allow the bus to stop in lane and save time.

To prioritize which stops should be improved first, **stops were analyzed based on the following criteria:**

- Locations with the greatest deficiencies and need for shelters
- Equity, using PBOT Equity Matrix scores
- Locations with the most people boarding the bus
- Locations with the most ADA bus ramp deployments for people who use wheelchairs, scooters, or other mobility devices

Based on the criteria listed above, bus stops have been organized into **three priority levels** for making improvements if funds are limited: **high, medium, and low.** The map on the following pages illustrates bus stops prioritized for improvements, along with a few potential stop location changes and stop closures to reduce travel time on transit.

Notes: These priorities may shift if active projects can be leveraged as opportunities to install better bus stops. All stop locations and closures are preliminary and may change during project design as more is learned. All changes must ultimately be approved by TriMet.

Bus Stop Improvements 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:

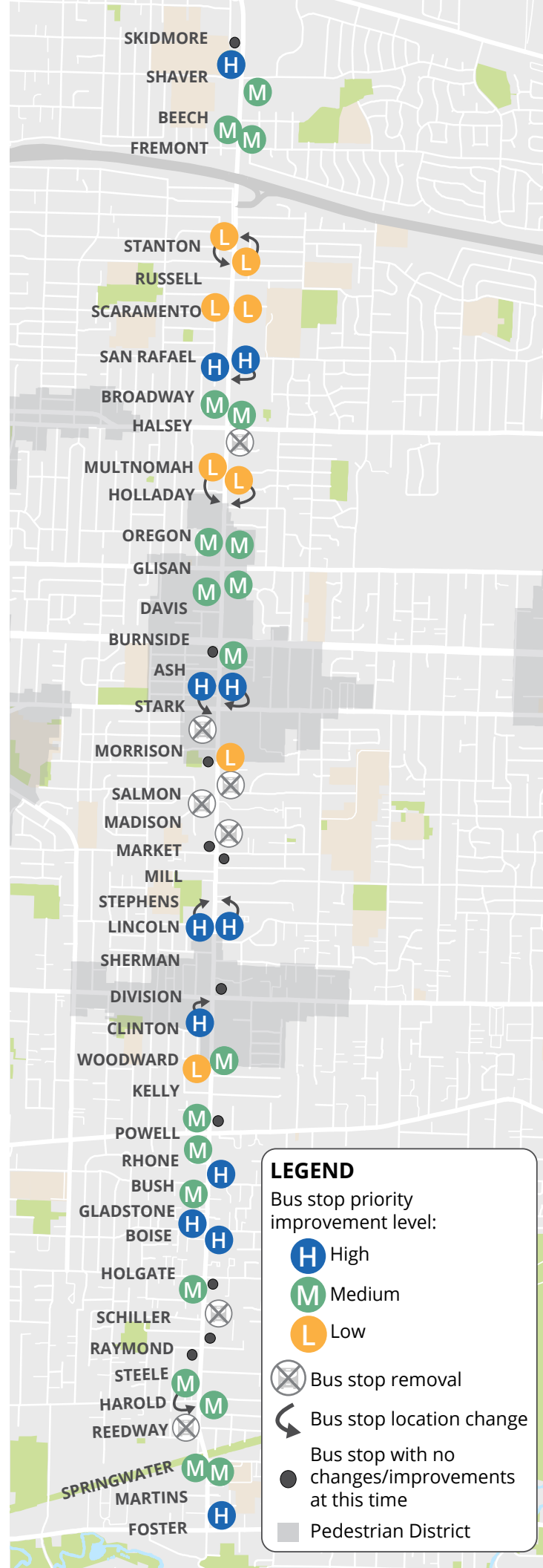
- NE Shaver Street, northbound
- NE Fremont Street, northbound/southbound
- NE Halsey Street, northbound/southbound
- NE Glisan Street, northbound/southbound
- NE Davis Street, northbound/southbound
- E Burnside Street, northbound
- SE Woodward Place, northbound
- SE Powell Boulevard, southbound
- SE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

Lower priority for bus stop improvements:

- NE Stanton Street, northbound/southbound
- NE Sacramento Street, northbound/southbound
- NE Multnomah Street, northbound/southbound
- Midland Library, northbound
- SE Woodward Place, southbound

Bus stops recommended for removal:

- NE Wasco Street, northbound
- SE Stark Street, southbound
- SE Salmon Street, northbound
- SE Main Street, southbound
- SE Madison Street, northbound
- SE Schiller Street, northbound
- SE Reedway Street, southbound





Other Improvements Prioritization

In addition to the recommendations mentioned on the prior pages, improvements are also recommended in the following priority order:

- 1. Improve corridor lighting.** Although there is a funded project to add lighting to the corridor between San Rafael Street and Foster Road, lighting in-fill is also needed between San Rafael Street and Marine Drive, especially between San Rafael Street and NE Sandy Boulevard. Additionally, pedestrian scale lighting improvements should be added at crossings, transit stops, and as part of redevelopment in the areas designated as 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. While most of the street has sidewalk on both sides, there are gaps between NE Skidmore Street and the NE Sandy Boulevard over-crossing, identified as a high priority in PedPDX. There are also gaps north of the NE Sandy Boulevard up to NE Marine Drive. Additionally, sidewalks should be proactively widened when redevelopment occurs.
- 4. Improve the bicycle facilities** by converting the underutilized parking space north of Powell Boulevard to protected bicycle lanes, and filling the 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.



Future Study Needs & Recommendations

In addition to the work done as part of the 122nd Avenue Plan and reflected in the above recommendations, there are several studies that should be initiated to further improve travel options and safety along the corridor. These include:

1. **Further analyze options for the railroad and I-84 underpass** to improve safety for people biking and walking under the bridges. Traffic analysis and coordination with ODOT and Union Pacific Railroad (UPRR) is necessary to determine the appropriate number of lanes and space for all users, and provide continuous safe facilities.
2. **Refine the concept for the Sandy Boulevard interchange** that would convert the current slip-lane design into a more traditional intersection.
3. **Develop a Bus Rapid Transit (BRT) plan for the 122nd Avenue Corridor**, to determine feasibility and possible implementation timeline. Converting Line 73 to a BRT route would speed service and improve connectivity to destinations and jobs.
4. **Work with the community, stakeholder groups, Prosper Portland, and other bureaus, to develop a corridor-wide growth strategy** to ensure future transportation investments and other community enhancements do not lead to housing displacement and instead foster stable and secure housing for all income levels.
5. **Determine how to encourage or require additional trees** and landscaping, as well as pavement removal, in the parking lots adjacent to 122nd Avenue.
6. **Create raised bike lane development standards** to ensure that safe, protected facilities are installed as part of redevelopment projects.

TRANSPORTATION SYSTEM PLAN CHANGES

The 122nd Avenue Plan recommends some updates to the Transportation System Plan (TSP). It is recommended that the classification of 122nd Avenue as a Major City Street between Powell Boulevard and Foster Road be modified to a "District Collector" street. This classification better matches the proposed street redesign, as well as current and future traffic volumes. There are also a number of projects that should be added or modified.

These updates will go through additional public outreach and legislative process as part of that update.

Next Steps

As mentioned previously, several projects are already funded and in various stages of project development and design (see page 30). In addition to these improvements, PBOT staff will work to fund the high-priority improvements identified in this plan.

Funding will be sought from the following sources:

Vision Zero Safety Programs & Investments

PBOT's Vision Zero initiative aims to improve traffic safety and move toward zero traffic deaths and serious injuries on Portland streets. Several recommendations identified in this plan align with Vision Zero strategies and could potentially be funded through Vision Zero programming.



Fixing Our Streets

In May 2020, Portlanders voted to extend the local gas tax for an additional four years. Future extensions of this funding could provide more opportunities for improvements to 122nd Avenue.



Regional Flexible Funds Investment Corridor

Every few years, Metro receives money from the federal government and asks local governments to submit project ideas to improve walking, biking, and freight movement. The City of Portland typically applies for multiple projects and receives funding for a few.



Transportation System Development Charges

Whenever a new building is constructed in Portland including a home, store, office, etc., the developer pays Transportation System Development Charges (TSDC). The fee covers part of the cost of building transportation facilities to serve development—things like roads, sidewalks and other facilities that get people to where they need to go. PBOT typically only uses these funds to leverage other funding to get more out of each dollar.



Rose Lane Transit Priority Pilot Projects

The City's Rose Lane project is intended to make transit more reliable throughout the city. This is being accomplished by making modifications to the street where transit riders are most often delayed on the city's most frequent service lines. These projects are expected to be phased in over the next couple of programming cycles.



Fixing Transit Corridor Improvements

The Enhanced Transit Corridor (ETC) Plan identifies where transit priority, streamlining, and access treatments could be most beneficial on the planned TriMet Frequent Service network within the City of Portland, including buses and streetcar. 122nd Avenue is identified as an enhanced transit corridor in the ETC Plan and calls for transit priority treatments for Line 73.



PBOT Paving & Maintenance Projects

Routine paving and maintenance projects can be leveraged to implement restriping projects that can improve safety along 122nd.



State and Federal Funding Sources

Occasionally, new opportunities arise for federal or state funding through appropriations or grants. Having a plan and vision for 122nd Avenue will help the projects outlined in this plan compete for these funding sources.



Additionally, improvements can be made as properties redevelop and when new funding sources are made available. In order to ensure that progress is continually made on the recommendations in this plan, a **yearly progress report should be developed and shared with the community**. Additionally, **coordination meetings between PBOT and other appropriate bureaus should continue** as these recommendations move toward implementation.

V | COMMUNITY ENGAGEMENT

Overview

From 2017 through 2021, PBOT engaged with community members and other stakeholders to better understand how Portlanders' experience 122nd Avenue today and what their priorities are for the future of the road. The recommendations for 122nd Avenue are based on this feedback as well as policies like the 2035 Comprehensive Plan and PBOT's analysis of the current conditions.

Community participation took many forms to allow for a variety of opportunities to provide guidance and feedback on ideas and recommendations. They included:

- Sounding Board (SB) Meetings
- Technical Advisory Committee (TAC) Meetings
- Public open houses
- Targeted language-based outreach in under-represented communities along 122nd Avenue with Community Engagement Liaison (CELs)
- Tabling at local events
- Presentations to community organizations
- Surveys
- Website/Video
- Email updates and social media posts

PHASE 1 Nov 2017 - Sep 2018

Define project goals & outcomes

- TAC Meeting #1
- TAC Meeting #2
- Open House #1
- Portland Bicycle Advisory Committee
- CELs language-based outreach
- SB Meeting #1
- Survey #1
- TAC Meeting #3

PHASE 2 Oct 2018 - Dec 2018

Present existing conditions & initial improvement options

- TAC Meeting #4
- SB Meeting #2
- Open House #2
- Survey #2
- Gateway Business Association
- Youth Environmental Justice Alliance OPAL
- Parkrose Business Association
- Mill Park Neighborhood Association
- East Portland Land Use and Transportation Committee

PHASE 3 Dec 2018 - Jun 2019

Present recommended options for review and input

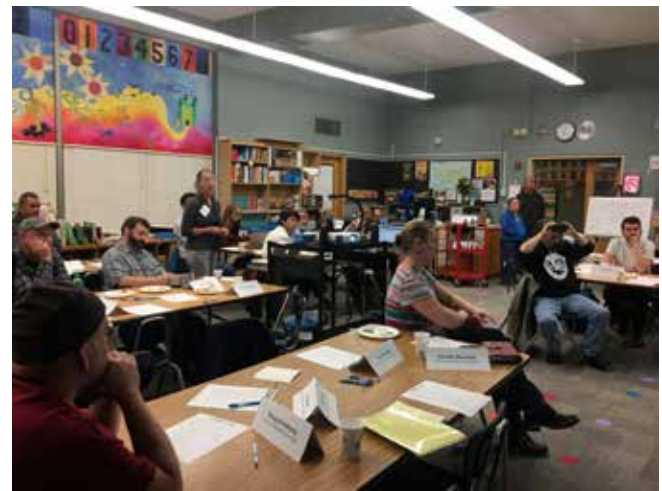
- Open House #3
- East Portland Chamber of Commerce
- Portland Freight Committee
- Portland Bicycle Advisory Committee
- Midway Business Association
- SB Meeting #3
- Pedestrian Advisory Committee

Sounding Board Meetings

The “Sounding Board”—consisting of community stakeholders representing a wide range of interests—provided input that helped shape communication materials for outreach efforts, alternatives, and recommendations for the 122nd Avenue Plan. This group was convened at key project milestones to gather feedback on the following:

- Improvements for people walking, biking, taking the bus and driving on 122nd Avenue.
- Street (cross-section) changes to the motor vehicle lanes, bike lanes, on-street parking, sidewalks and crossings.
- Transit priority treatments from the Enhanced Transit Toolbox to make buses quicker and more reliable.
- High-priority near-term projects to build with the existing \$2 million of ‘Fixing Our Streets’ money in 2020 - 2022.
- Other recommended future projects for the corridor.

SOUNDING BOARD MEETINGS



Community Engagement Liaisons

Between June and early July 2018, we worked with Community Engagement Liaisons (CELs) to survey people from Russian, Spanish, Vietnamese, Tongan, and African communities to gain input on the 122nd Avenue Plan. Translated project fact sheets and surveys were distributed to community groups and at community events and meetings to gather input from a diverse range of stakeholders. Community Engagement Liaisons connected with 197 individuals who completed surveys in these languages, as well as in English (many people under 30 years old preferred to complete the survey in English instead of their community/native language). They answered basic questions about the project and were provided copies of the factsheet, which had other options for connecting to the project team.

COMMUNITY ENGAGEMENT LIAISONS



Open Houses

Open house events offered local residents and community stakeholders an opportunity to ask questions about the project and provide input to PBOT staff in person. The format of each open house event varied. They included presentations by PBOT staff, informational boards that attendees could review at their own pace, interactive exercises for attendees to provide their input, and opportunities to take project surveys.

OPEN HOUSES



Technical Advisory Committee

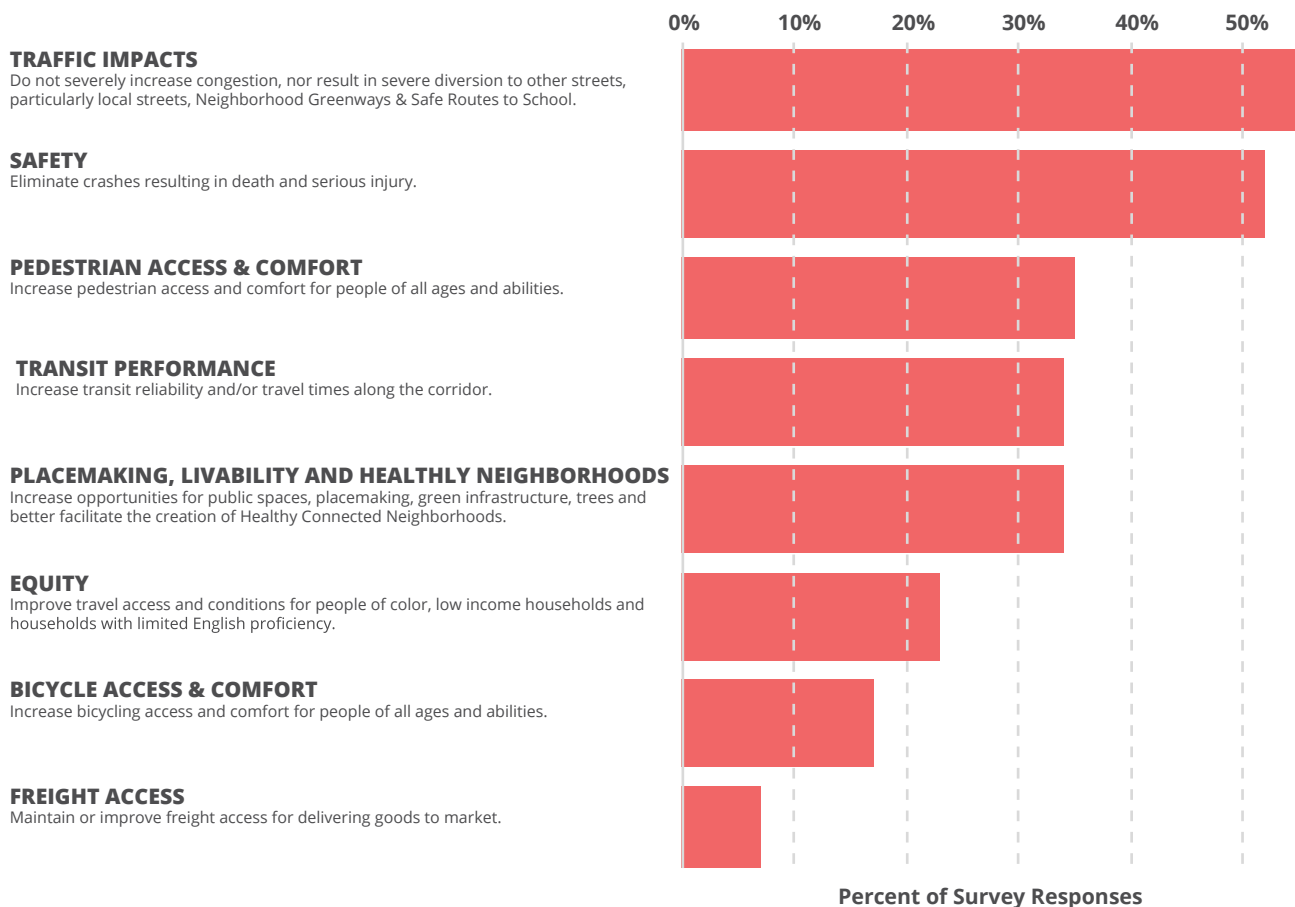
Technical Advisory Committee (TAC) members included representatives from PBOT—from Area and Project Planning, Traffic Engineering, Signals and Street Lighting, Complete Streets, Vision Zero, Safe Routes to School, Equity and Inclusion, and Development Services—TriMet, Bureau of Planning & Sustainability, Bureau of Environmental Services, and the Water Bureau.

What We Heard

At the first open house in early 2018, PBOT surveyed more than 1,000 community members about how they use the 122nd Avenue corridor, asking them to identify their concerns about safety and access. We learned that more than 90% of people travel by car on 122nd Avenue, but almost half of these also used an additional mode of travel sometimes. About a third of respondents reported walking or using a mobility device, 21% riding a bike, and 19% riding transit.

We also asked what criteria should be used when evaluating changes to 122nd Avenue. As seen in the graphic, community members identified two top priorities: **traffic impacts and safety**. The next highest were pedestrian access and comfort, transit performance, and placemaking.

Which criteria for evaluating changes to 122nd are most important?



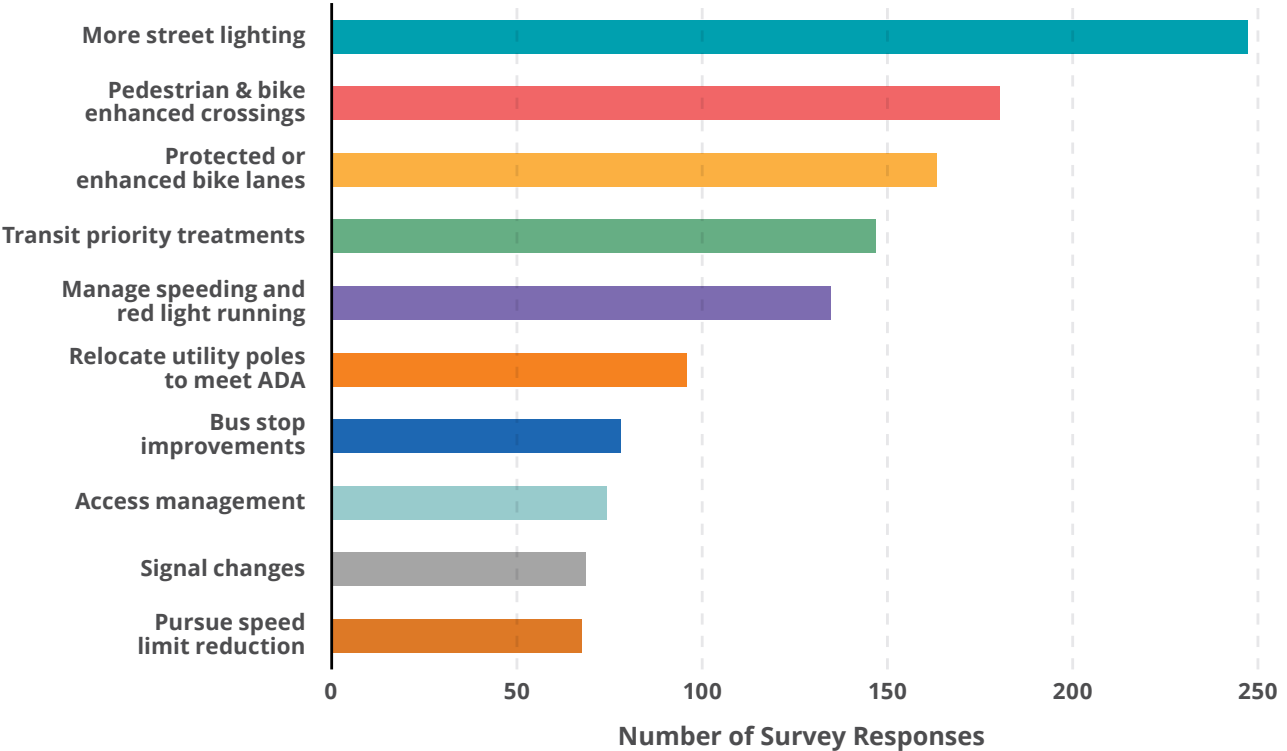
PBOT got additional comments about safety at crossings, congestion, bike safety, vehicle speeds, and enforcement. Of all the sections of 122nd Avenue, community members expressed the most concerns about the stretch between **NE Glisan Street and SE Powell Boulevard**, as well as the intersection of **122nd Avenue and E Burnside Street**.

In late 2018 and early 2019, PBOT then asked the community for feedback about different options for possible improvements along the corridor. Most people liked the options we shared, finding them sufficient. However, there was a strong desire to make sure these improvements don't increase traffic.

We also asked the community to help us decide which pedestrian crossings to improve first. PBOT found wide agreement (80%) with our strategy of prioritizing pedestrian crossings that fall in so-called "Pedestrian Districts" and "Centers" as defined in the city's Comprehensive Plan.

PBOT asked what people's top three fixes were for the short-term. Street lighting came in first. Other fixes that earned high scores focused on pedestrians, as well as people biking and taking transit.

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



Visit the project website to learn more about 122nd Avenue public outreach and download the full survey results: portland.gov/122nd-plan

How Feedback Was Utilized

The feedback received during this planning process was helpful in several ways. The early input we heard about corridor issues and needs helped us understand key priorities and challenges. This information was used to develop the Fixing Our Streets projects focused on improving lighting, as well as repaving and adding crossings between Holgate Boulevard and Foster Road.

The feedback also aided staff during the development of a successful Regional Flexible Funds (RFFA) application for four new pedestrian crossings of 122nd Avenue. This project is now beginning design.

Feedback received during the fall of 2021 helped staff finalize recommendations, and encouraged staff to more strongly prioritize increasing the tree canopy and work to increase feelings of personal safety.

While input we receive from the community is an important component of the planning process, it is not the only contributing factor. As illustrated below, we also consider feedback from the project's "Sounding Board" and other stakeholders, as well as other City policies and evaluation of the current road context and conditions.

Thank you to everyone that shared your time, insights, and opinions during the development of this 122nd Avenue Plan!





73 122ND AVE

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