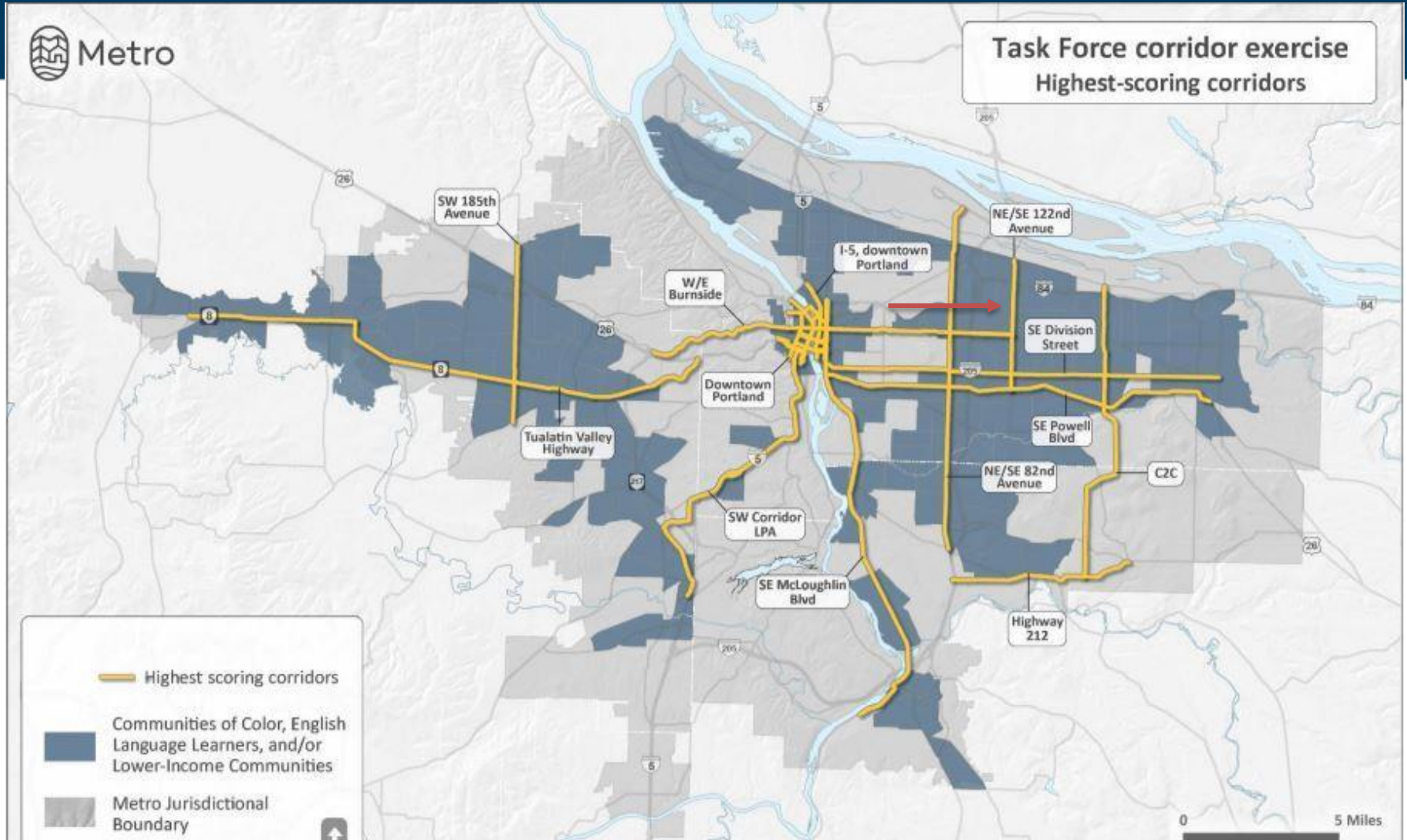




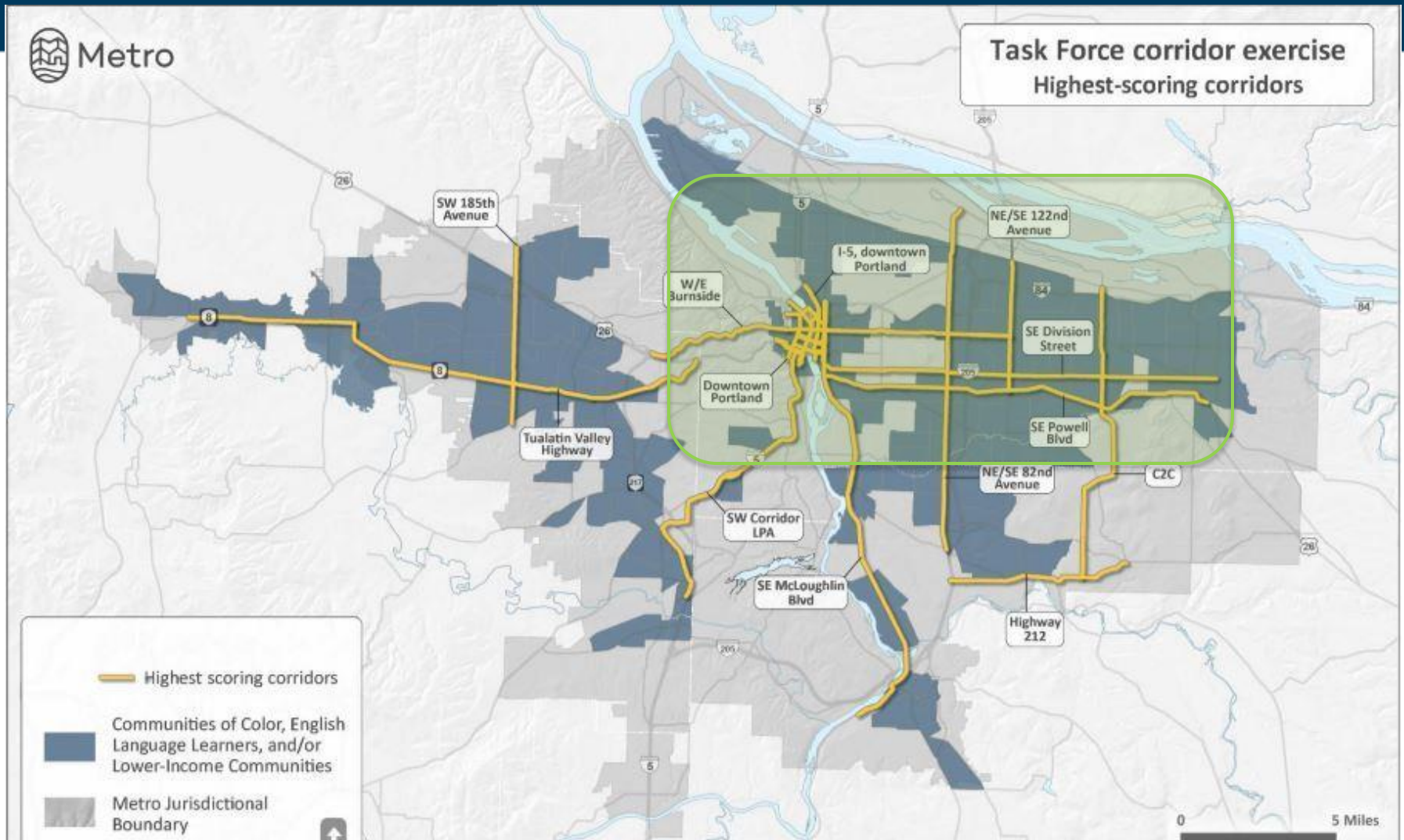
**Local Investment Team (LIT)
Corridor Tours: 122nd Avenue**

Multnomah County
August 14, 2019

Task Force Corridors of Interest



Local Investment Team – Multnomah County

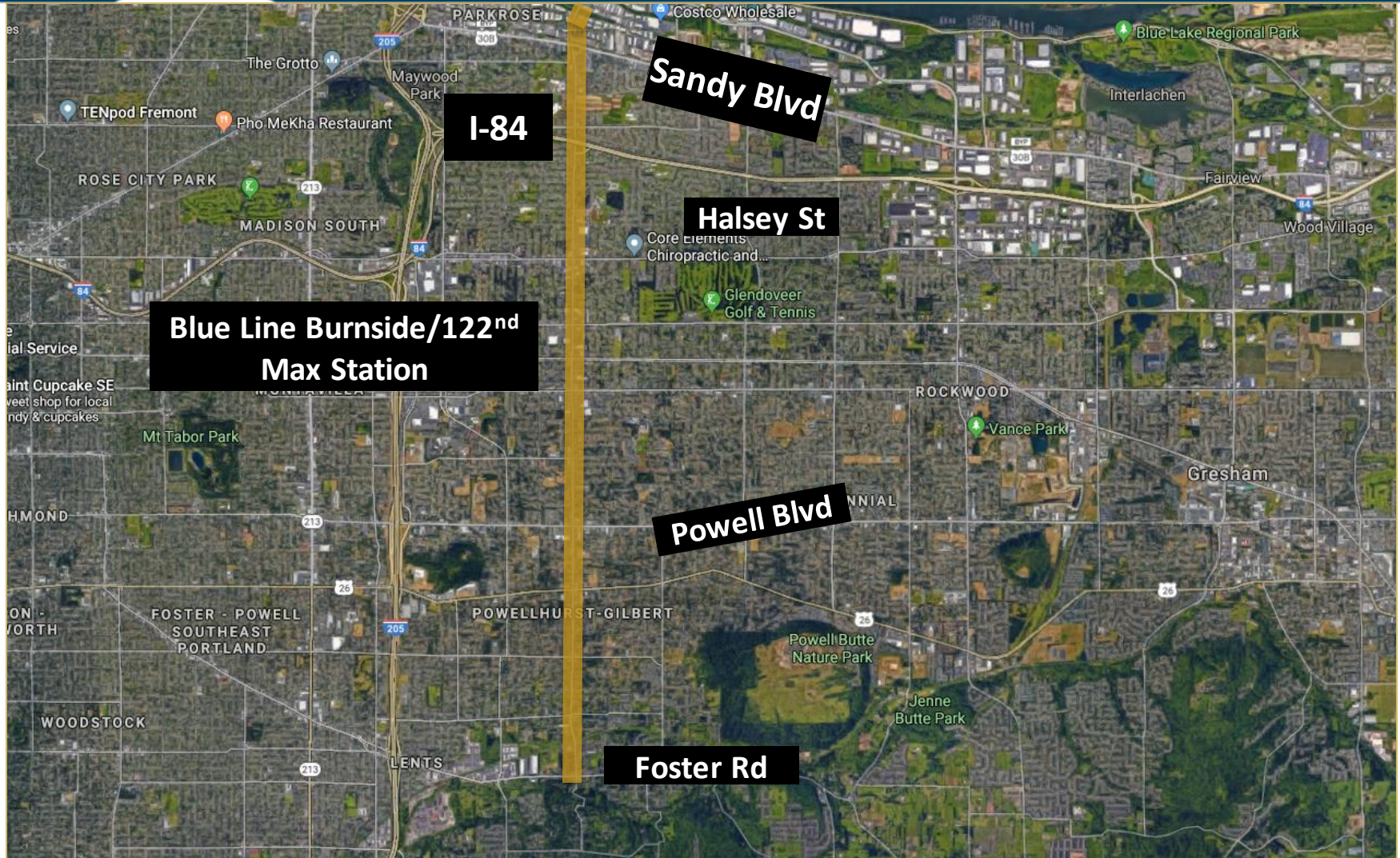


122nd Avenue

Presentation Outline

- Corridor overview
 - Regional, local, safety
- Projects/opportunities
- Tour follow-up

NE/SE 122nd Avenue (Foster Blvd to Marine Drive)

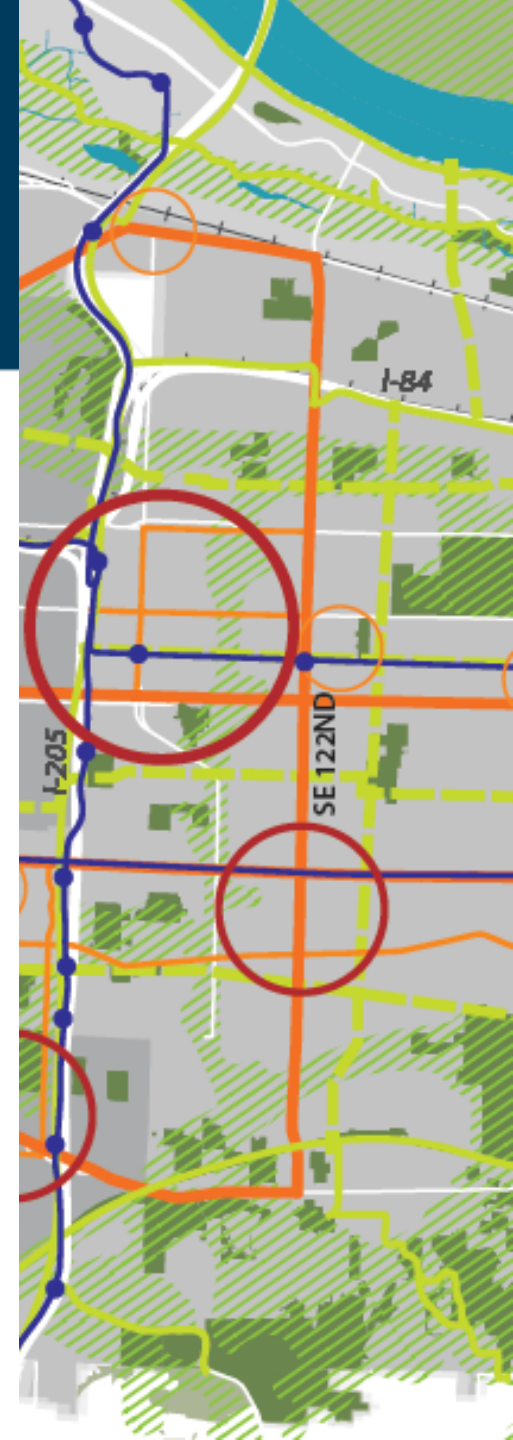


Regional Role:

- Major north-south arterial connecting Foster Blvd to Marine Drive – a 6.4 mile roadway
- Access to Marine drive trail, I-84 trail, and Springwater Corridor
- Auto access to I-84 (Eastbound only)
- TriMet Line 73 (recently made Frequent Service) connecting to various east-west transit lines, including Blue line MAX at Burnside

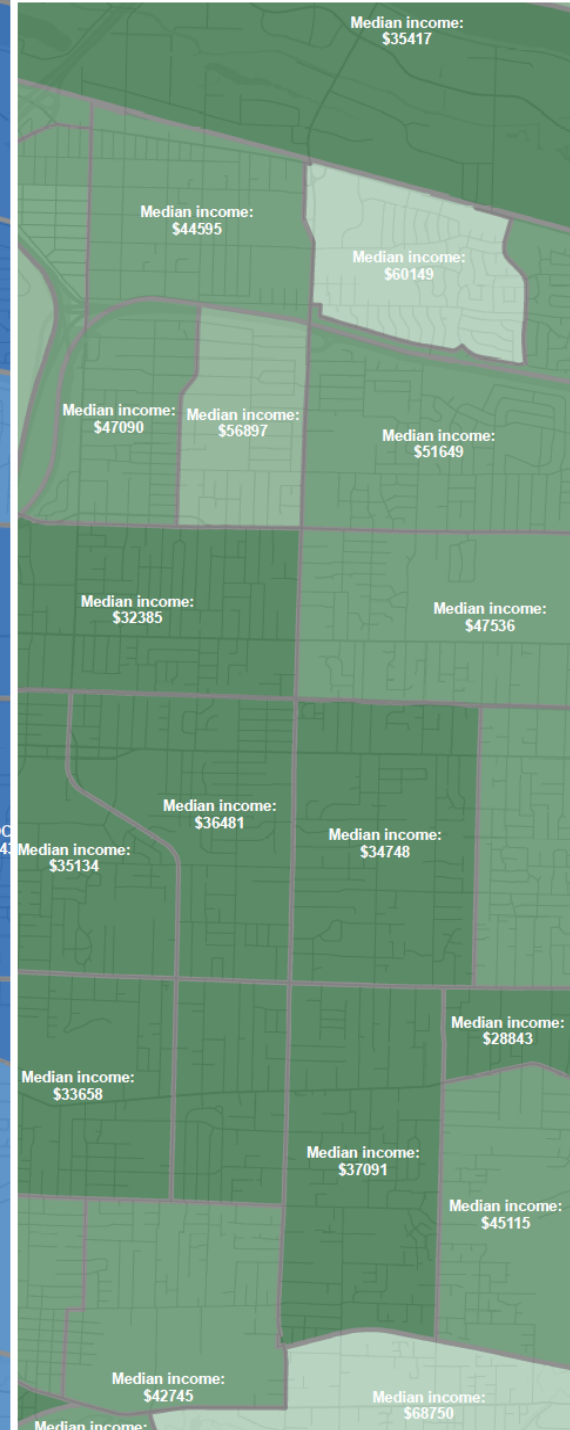
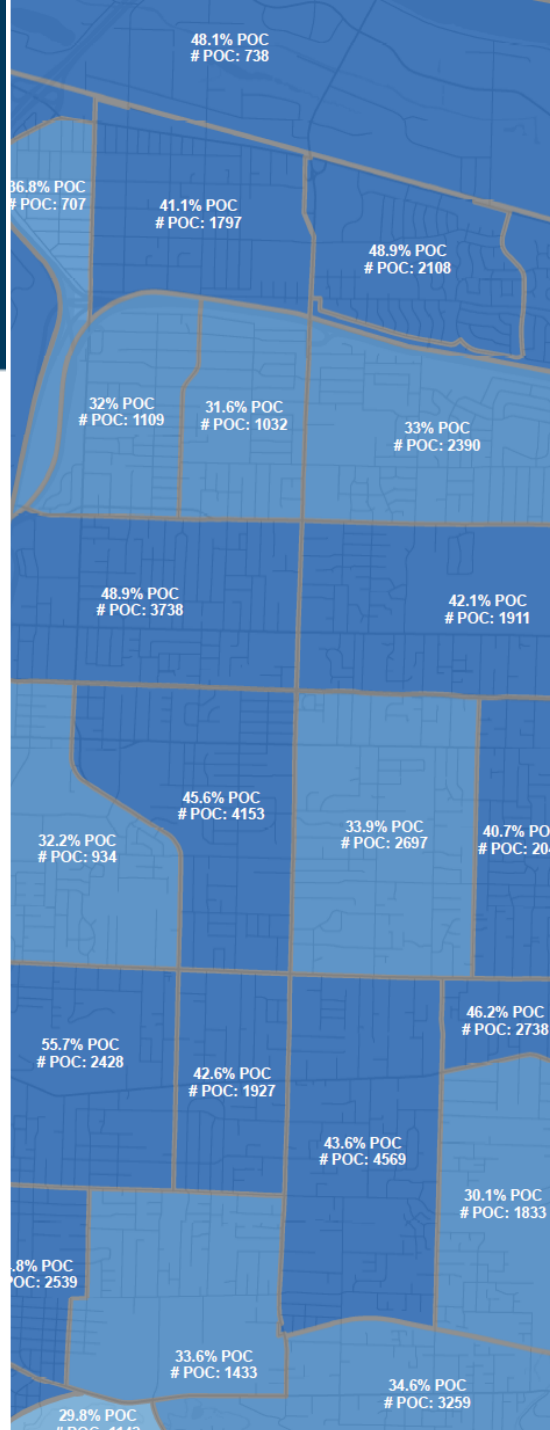
Local Role: Comprehensive Plan

- Identified as a Civic Corridor from NE Sandy to Foster
- Identified Town Centers around SE Division and Neighborhood Centers around E Burnside
- Provides multimodal local access and circulation for various residential and commercial areas



Corridor Demographics:

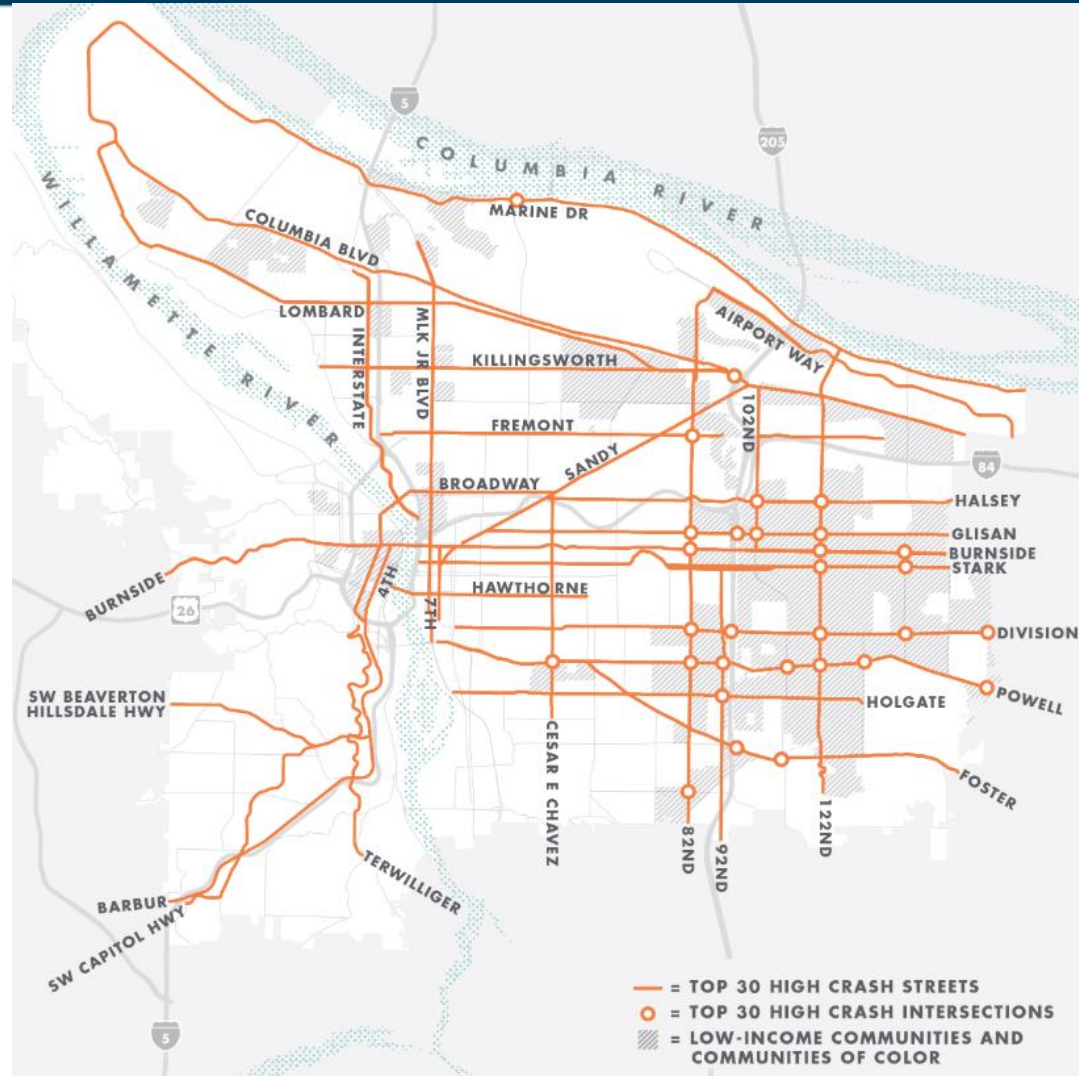
- Serves historically marginalized communities – including some of the most diverse census tracts in the City
- 40% of residents in census tracts adjacent to 122nd are persons of color compared to 28% city-wide average
- \$42,799 – the average of median household income in census tracts adjacent to the 122nd Ave project compared to the Citywide average of \$55,000



Safety:

NE/SE 122nd

- The incidence of pedestrian crashes is about 50% higher than the Citywide average.
- The incidence of crashes at driveways is twice as high as the Citywide average.

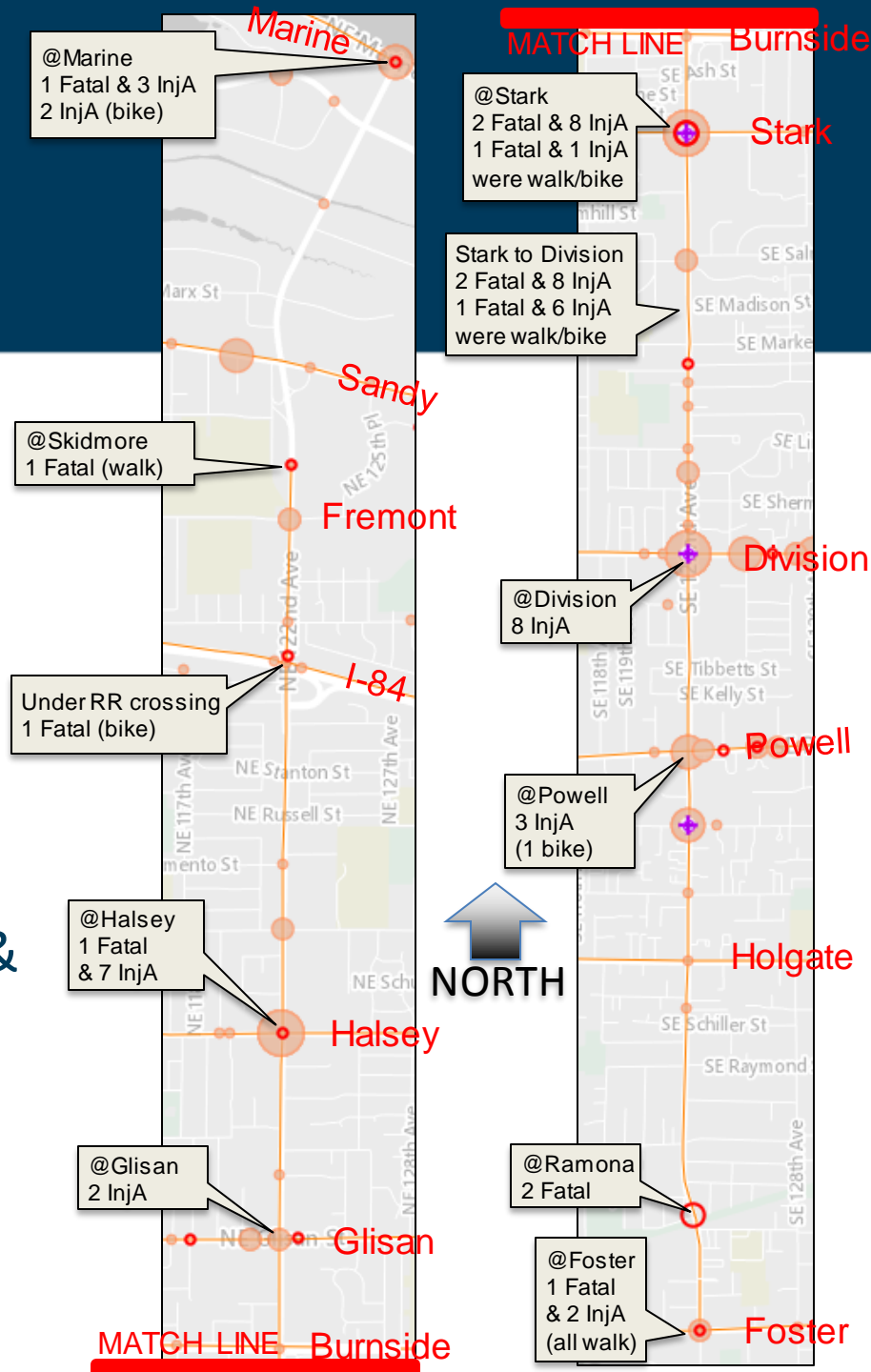


Safety:

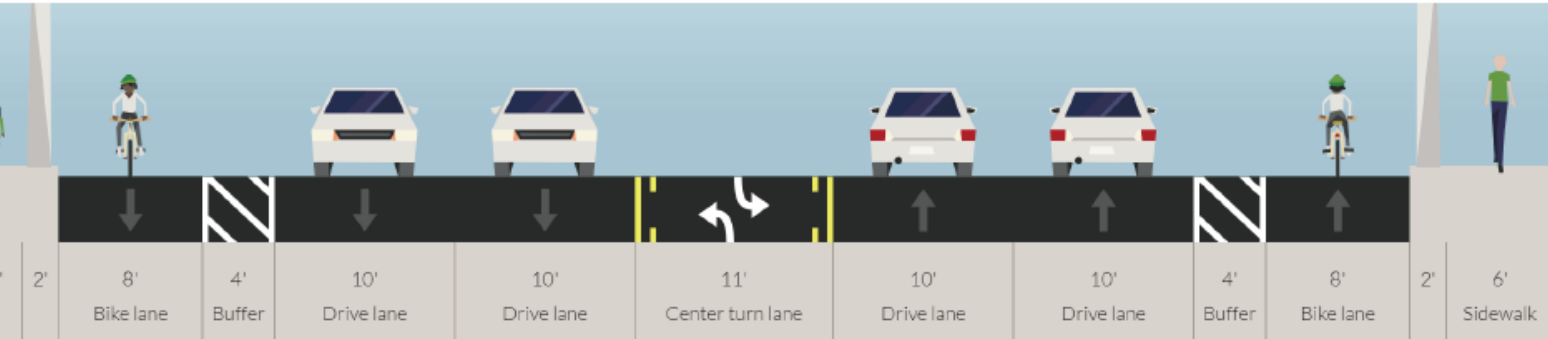
NE/SE 122nd

2007 – 2015 data

- **10 Fatalities:**
 - 3 walking
 - 1 biking
- **58 Serious injuries** including:
 - 12 walking
 - 6 biking
- High crash corridor for **all modes**, & includes **6 high crash intersections**



Existing Conditions: 122nd Ave North and South of NE Shaver

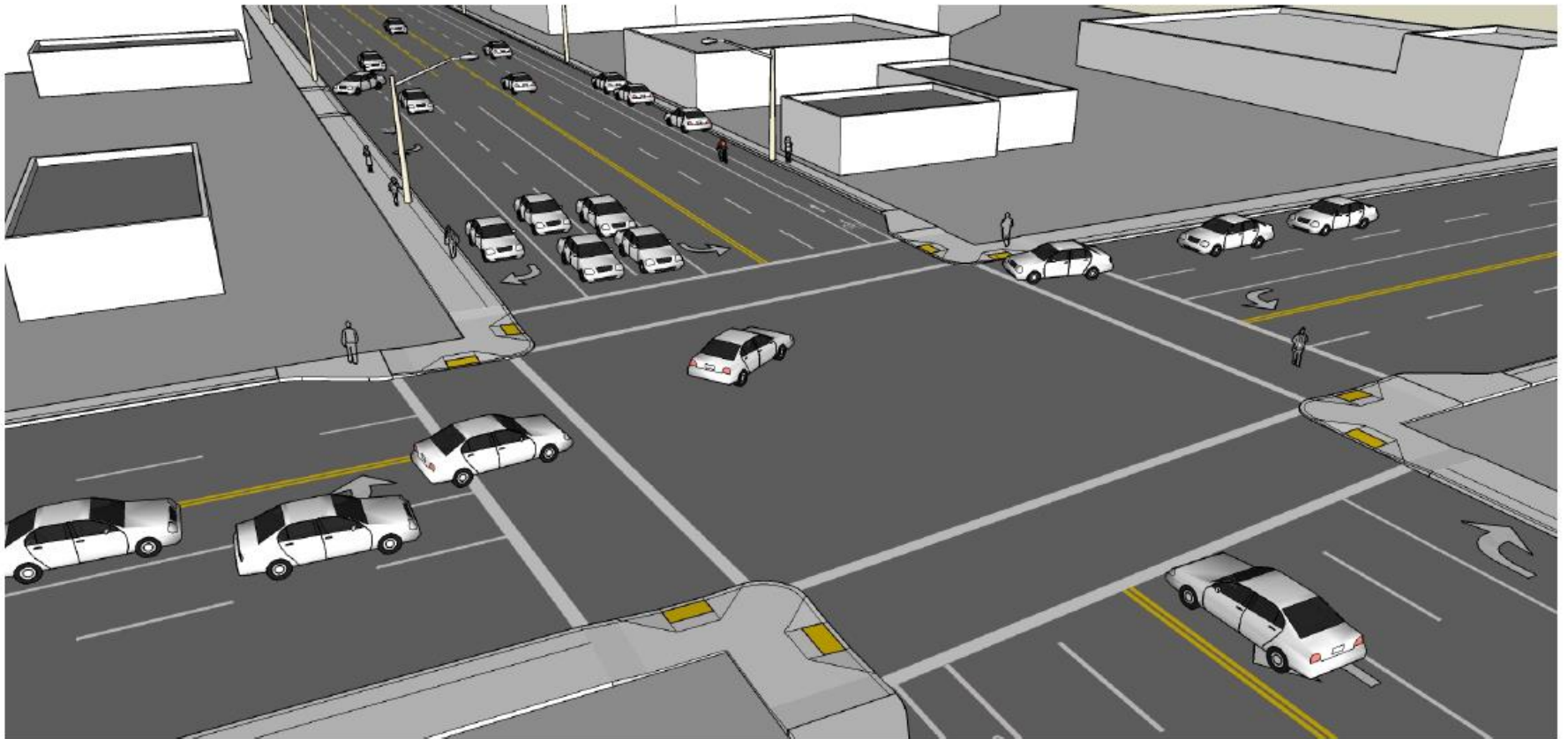


Curb to curb typical: 76' - Range: 65-85'



CURB TO CURB: 65 - 85'; TYPICAL: 75'

Existing Conditions: 122nd Ave at Typical Major E-W Intersections



Presentation Outline

- Corridor overview
 - Regional, local, safety
- **Projects/opportunities**
- Tour follow-up

Regional Transportation Plan Projects:

- 122nd Ave, NE/SE (Airport Way - Powell): Install needed ITS infrastructure
- 122nd Ave, NE/SE (Sandy - Foster): Design and implement multimodal improvements to sidewalks, crossings, bicycle facilities, transit stops, striping, and signals to enhance ped/bike safety, access to transit, and transit operations.
- 122nd Ave (Lents Town Center- Parkrose Sumner Transit Center): Enhanced Transit Corridor treatments

Current Local Opportunities:

- Safety Improvements
 - Systemic safety improvements **\$50M-\$100M**
 - Roadway reorganization
- Address multi-modal barriers at underpasses and help fill gap in the I-84 multi-use path **\$1M-\$2M**
- Intersection reconfiguration at Sandy **\$5M-\$20M**
- Enhanced Transit Corridor treatments (handout) **\$21M**

Safety Improvements: Current Planning Process for 122nd Avenue Plan

- 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 Ave from the Vision Zero High Crash Corridor network.



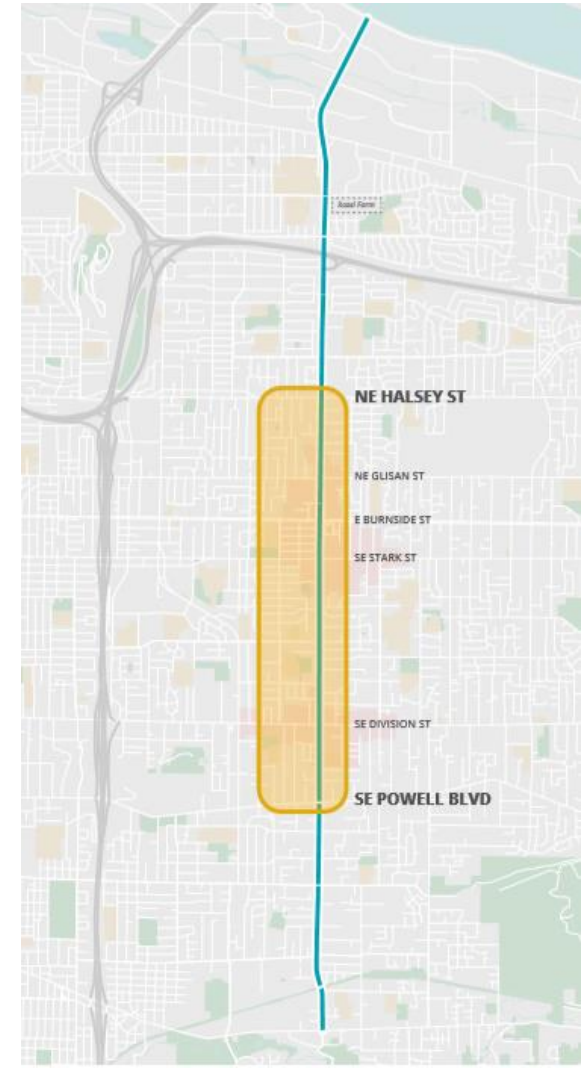
2020 Project: Proposed Improvements (\$3.3M PBOT Fixing Our Streets project)

Project Extent:

Roughly NE Halsey – SE Powell (2.5 miles). Encompasses both Centers.

Proposed Elements:

1. **Street lighting** – prioritize crossings and centers (up to \$1M)
2. **Additional enhanced and marked crossings**. 1-2 locations.
 - SE Clinton
 - NE Davis
3. **Protected or enhanced lanes for biking, scooting and skating.**
4. **Minor signal changes**, to reduce conflicts and improve safety.
5. **Transit priority**, bus queue jumps at Burnside and Powell Blvd.

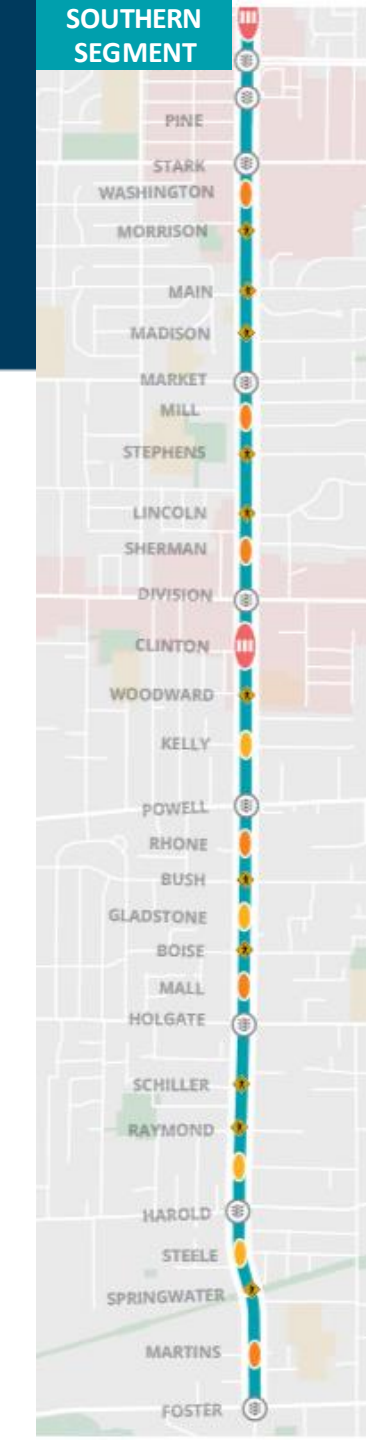


Potential Enhanced Crossing locations

- Crosswalk locations identified in 122nd Avenue Plan, East Portland in Motion
- Placed to help meet new PBOT PedPDX pedestrian crosswalk spacing guidelines
- Up to 20 new crosswalks compared to today

RECOMMENDED CROSSING PRIORITIES

-  Existing traffic signal
 -  Existing marked crossing
 -  Tier 1 - Top Priority New Crossing
 -  Tier 2 Crossing
 -  Tier 3 Crossing
 -  Pedestrian District & Comprehensive Plan Center
 -  Schools
- *EXACT CROSSING LOCATION TO BE DETERMINED*



122nd Safety Investment Opportunities

- More **street lighting**, to improve **safety** and personal **security**
- Additional pedestrian & bike enhanced **crossings**, to improve safety and access
- **Signal changes**, to reduce conflicts and improve safety
- Access management, traffic separators, medians, and other **treatments to manage speed**

122nd safety investments (continued)

- **Protected or enhanced bike lanes**, to improve safety and comfort for people of all ages and abilities
 - **Upgrade existing narrow bike lanes** between major signals, in remaining segments.
 - **Infill bike facility gaps**, at major signals where the bike lanes end.
- **Sidewalks**, to improve pedestrian access and comfort for people of all ages and abilities:
 - **Infill sidewalk gaps** near NE Sandy Blvd underpass.
 - **Address narrow passage around utility poles.**
 - **Bus stop improvements.**
 - **Strategic widening of sidewalks to full standard**

Pedestrian Crossing Treatments

- Rectangular rapid-flash beacon (RRFB)



Potential Pedestrian Crossing Treatments

- Pedestrian hybrid beacon (PHB)



Potential Pedestrian Crossing Treatments

- Half-signal or midblock signal



Railroad Undercrossing Barriers

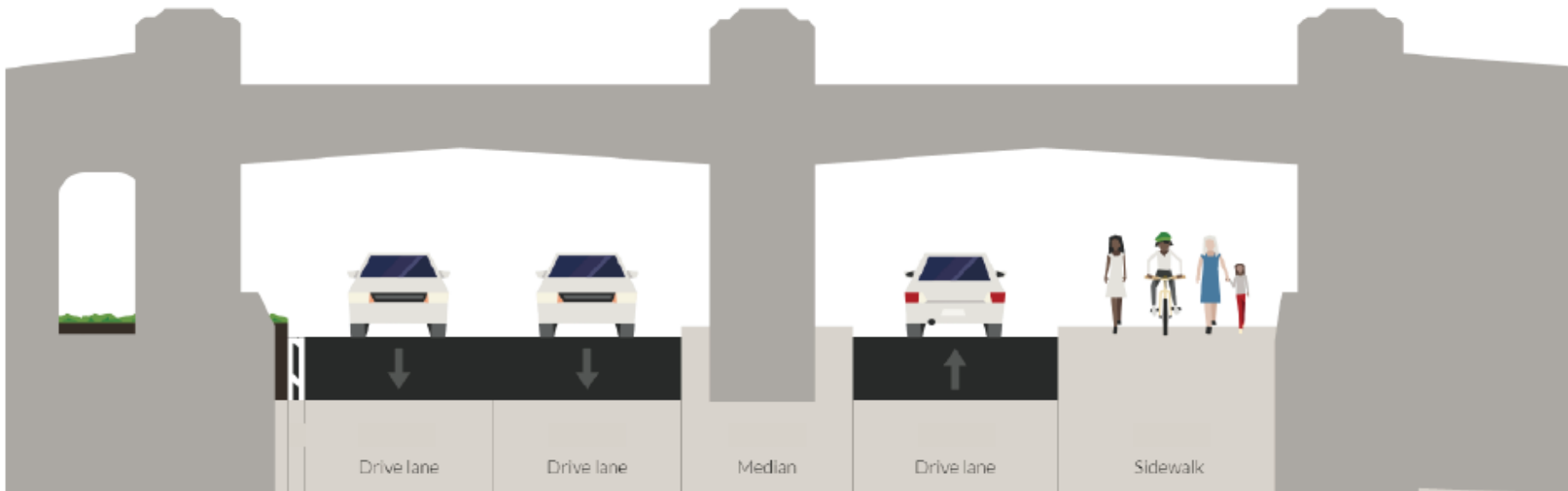
- Rail undercrossing at NE Sandy & Railroad Underpass
- Undercrossing at I-84 & Railroad Underpass



Alternatives to bridge replacement

Option 1:

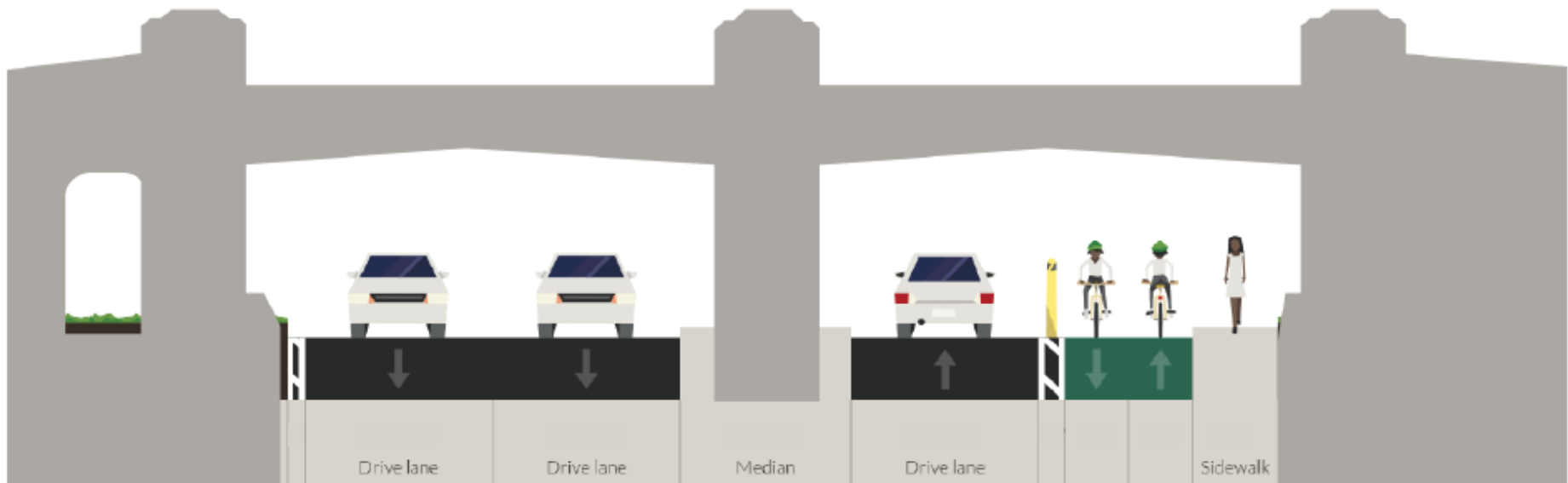
Remove northbound lane and re-allocate space to elevated 2-way multi-use path on eastside of street



Alternatives to bridge replacement

Option 2:

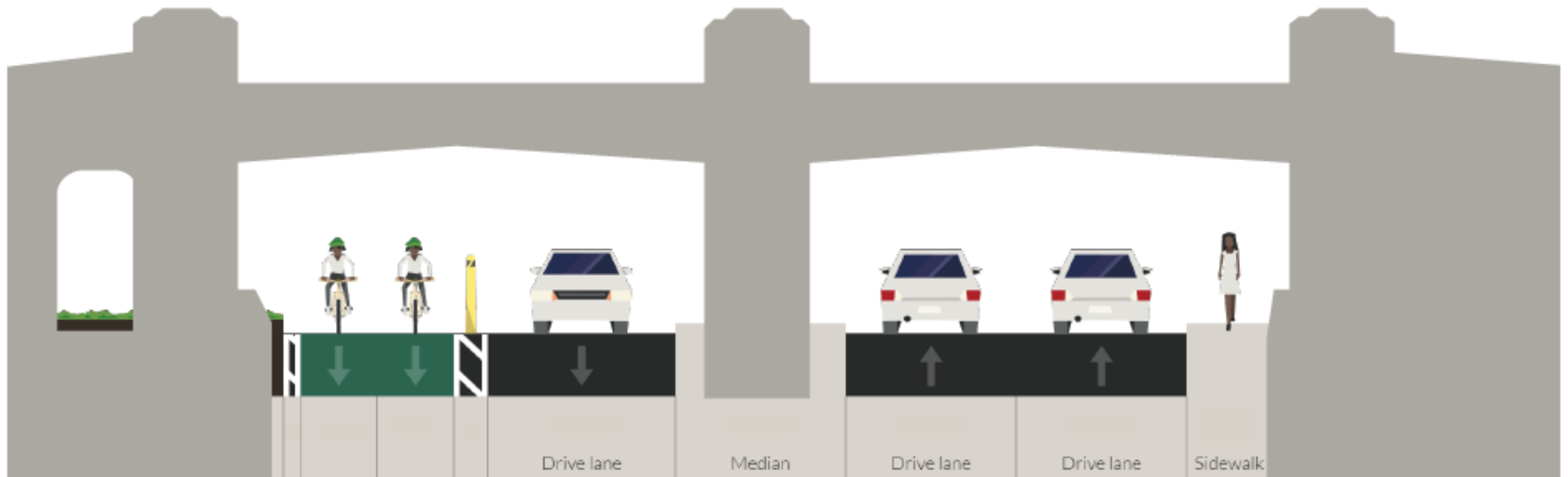
Remove northbound lane and re-allocate space to 2-way bike path and separate sidewalk on eastside of street



Alternatives to bridge replacement

Option 3:

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.



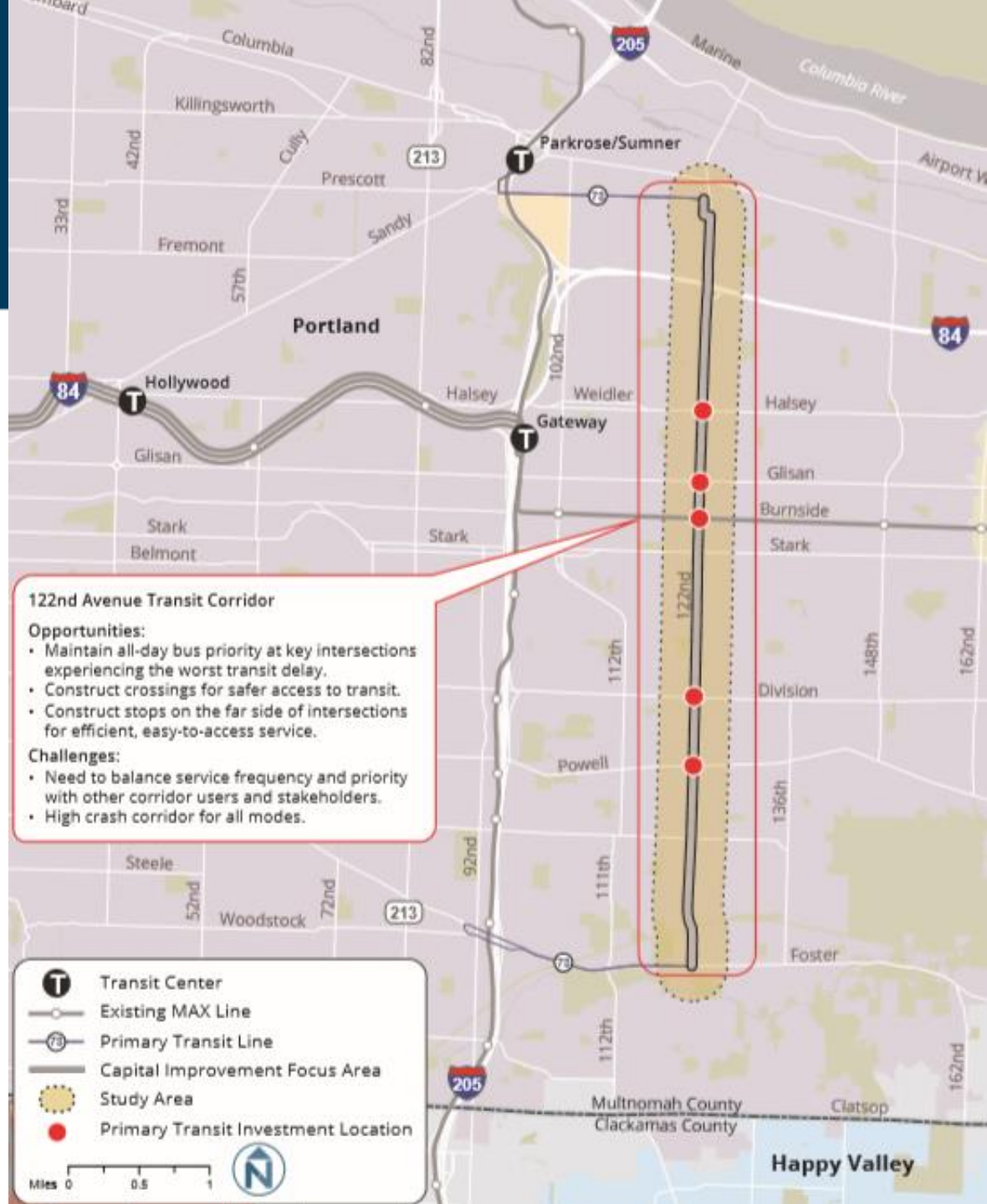
122nd Safety investments

Reconfigure intersection south of Sandy



Enhanced Transit Corridor

- See handout
- Add bus priority at key intersections experiencing delay
- Move stops to far side of intersections
- Add transit signal priority

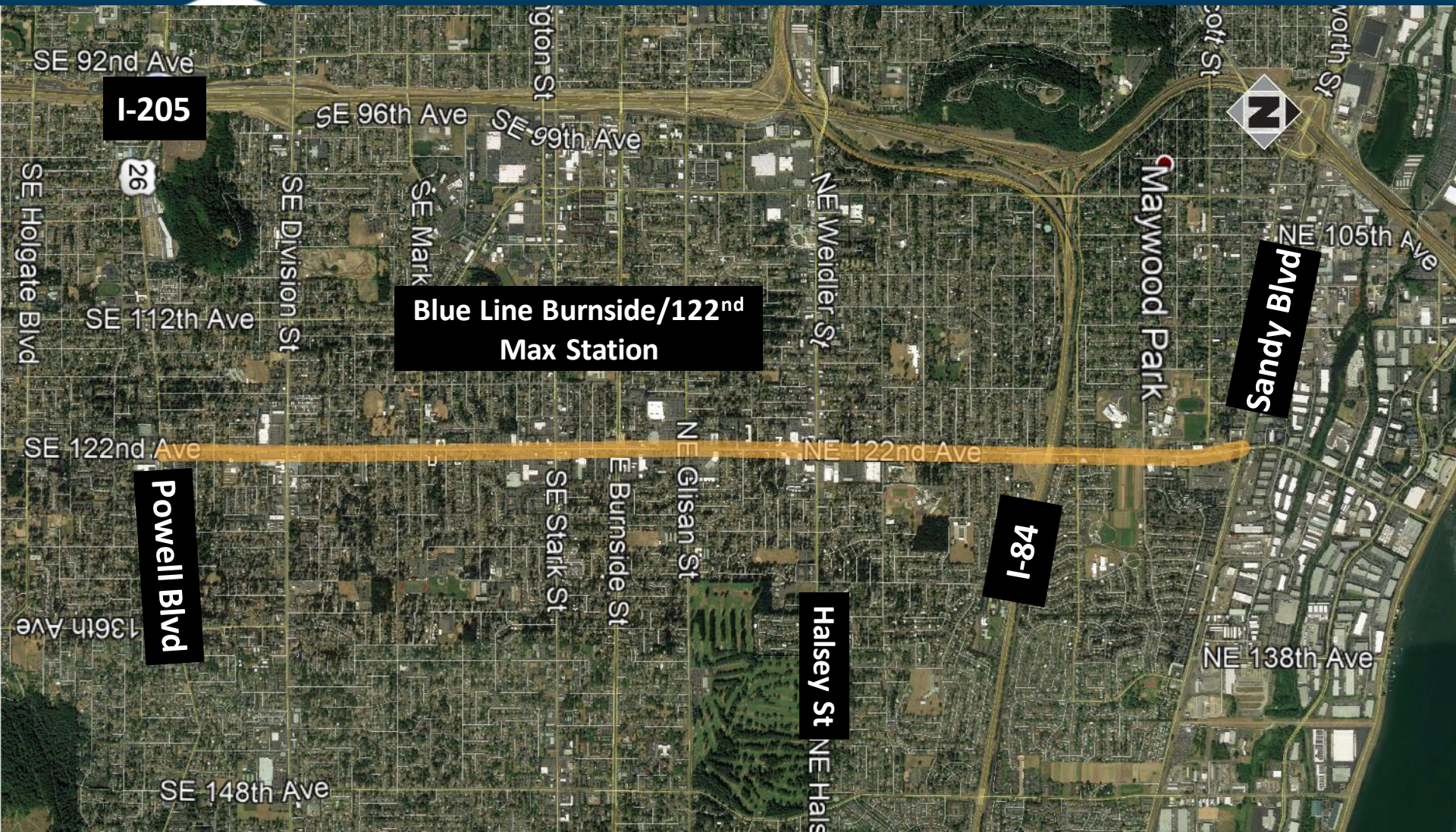


Other projects or opportunities?

Identified Issues and Opportunities:

- High need for safety improvements throughout the corridor
- Sidewalks are often narrow and substandard
- Buses experience delay, including slow average speeds, high dwell times and travel speed variability
- Several phased projects in the works to help address safety and access issues
- There is much remaining need beyond what is currently funded - opportunity!

What else did you notice on the tour?



Key Questions and Considerations

- What are your priorities for 122nd?
- Are safety and transit the right priorities?
- Are there key locations that warrant extra focus or investment?
- Are we missing anything?

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