

122nd Ave

T2020 PROJECT CANDIDATE

PROJECT CONTEXT

Today, 122nd Ave is a stressful, unsafe environment to walk, bike, cross the street and access transit. The street is typically a five-lane arterial with on-street parking and narrow bike lanes that becomes turn lanes at major signalized intersection. The sidewalks are often narrow and substandard. Most of 122nd Avenue does not meet the City's new guidelines for marked crosswalk spacing. Buses experience delay, including slow average speeds, high dwell time at stops and significant travel speed variability during peak travel times.

122nd Ave is a High Crash Corridor for people walking, biking, and driving. Five of the City's thirty highest crash intersections are along 122nd Ave. Since 2010, there have been over 400 people injured while traveling on 122nd, including 127 people walking and biking. Nine people have died in the past 8 years.

122ND AVE PLAN & ANTICIPATED OUTCOMES (CURRENTLY UNDERWAY):

PBOT is developing a plan to identify improvements on 122nd Ave, between SE Foster and NE Marine Dr.

PLAN GOALS:

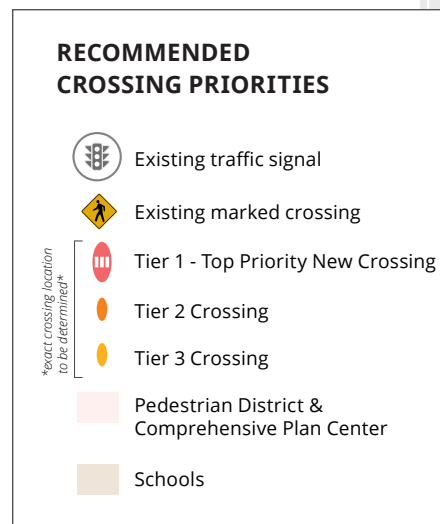
- increase safety for all
- improve access for people walking and biking, and support better transit while balancing needs of freight & other modes
- identify improvements to help eliminate serious injuries and fatalities in order to remove 122nd Ave from the Vision Zero High Crash Corridor network.

ANTICIPATED OUTCOMES:

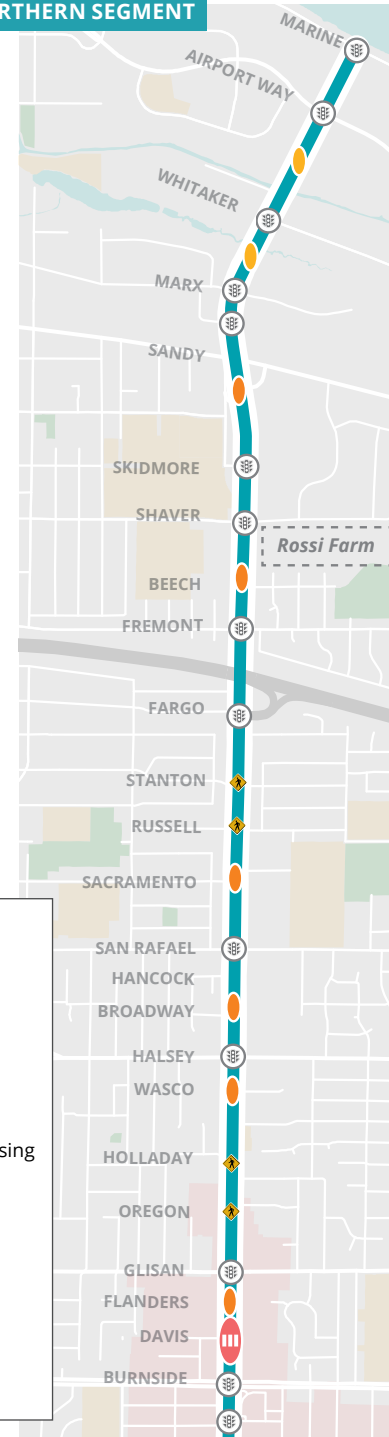
- recommend street cross-section changes
- identify a subset of priority project improvements to build in 2020 with \$3.3M of Fixing Our Streets funding and other sources.
- identify other multimodal improvements in need of funding along 122nd Ave

PBOT
PORTLAND BUREAU OF TRANSPORTATION

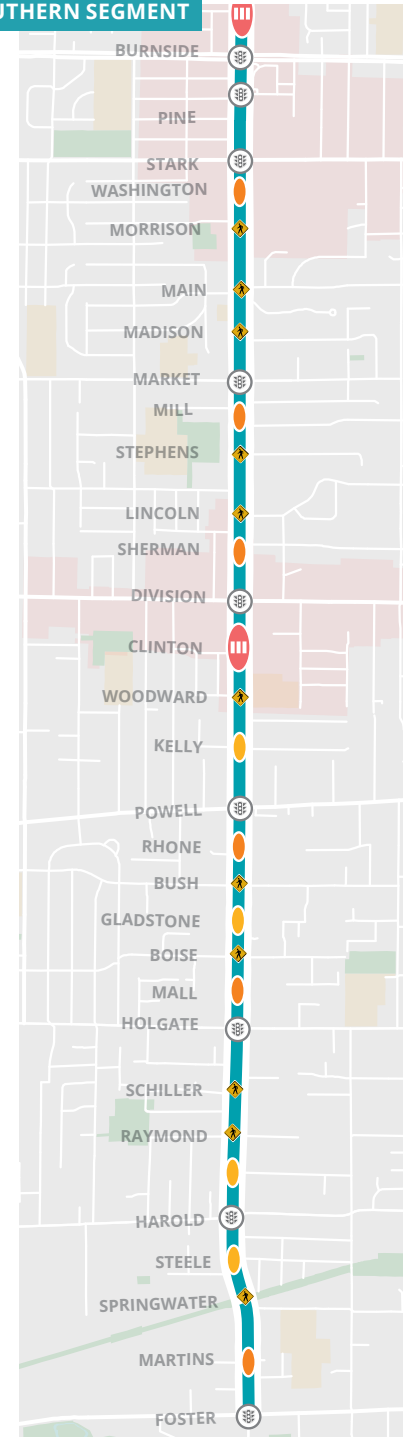
T2020 PROJECT CANDIDATES



NORTHERN SEGMENT



SOUTHERN SEGMENT



122nd Ave

T2020 PROJECT CANDIDATE

CURRENT 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.

Transit Priority Treatments, to improve bus speed and reliability.

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.
- 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 sidewalks to full standard.

Address multi-modal barriers at underpasses and help fill gap in the I-84 multi-use path.

Roadway reorganization on 122nd Ave

- Range of alternatives under evaluation.
- Recommended changes forthcoming from ongoing planning process.

Additional safety-related investments:

- Access management, to reduce conflicts and improve safety.
- Manage speeding and red light running.
- Pursue speed limit reduction.

ENHANCED CROSSING



TRANSIT PRIORITY



There are multiple, on-going planning efforts to fund improvement projects on 122nd Ave.

EFFORT #1: COMMITTED FUNDING & PROJECT Fixing Our Streets Project in 2020

Project Extent: NE Halsey St to SE Powell Blvd

Proposed Elements:

- **More street lighting**. Prioritize Centers.
- **Additional enhanced and marked crossings**. 1-2 locations (SE Clinton St & NE Davis St)
- **Protected or enhanced lanes** for biking, scooting and skating.
- **Minor signal changes**, to reduce conflicts and improve safety.
- **Transit priority**, bus queue jumps at Burnside and Powell Blvd.

BUDGET: \$3.3M

EFFORT #2: GRANT REQUEST PENDING

2022-2024 Regional Flexible Funds

Project Extent: E Burnside St to NE Sandy Blvd.

Proposed Additional Enhanced Crossings:

- **NE Beech St** or vicinity
- **NE Broadway / NE Hancock** or vicinity
- **NE Wasco/ NE Multnomah** or vicinity
- **NE Sacramento/ NE Brazee** or vicinity*

ESTIMATED COST: \$6.5M

**location under consideration pending surplus funding.*

122ND AVENUE TRANSIT CORRIDOR



NE Prescott St. to SE Foster Rd.

122nd Avenue is served by Line 73 and connects northeast and southeast Portland. PBOT is also pursuing a corridor study on this street.

Project: Implement transit priority at key intersections to improve transit speed and reliability and provide safer access to transit.

Project length: 5.5 Miles

Roadway ownership: City of Portland

Project cost: \$21 Million



4,020 people
travel by transit
through the corridor
each day



Every day, passengers
experience a
combined
210 hours
of delay



From 2011 - 2015,
82 people
walking or
bicycling were
involved in collisions
on 122nd



43% of the
population
within 1/4 mile of
the corridor are
people of color

Challenges

- High-crash corridor
- Moderate traffic volumes:
22,900-25,100 from
Beech to Stephens

Potential Solutions

- Create queue bypass lanes at key intersections and provide a dedicated right turn lane for general purpose traffic
- Add Transit Signal Priority at all existing signals and new pedestrian crossings

Benefits

- Reduces travel time by 8-10%
- Saves passengers a combined 40 hours of delay each day
- Provides safer crossings for people walking

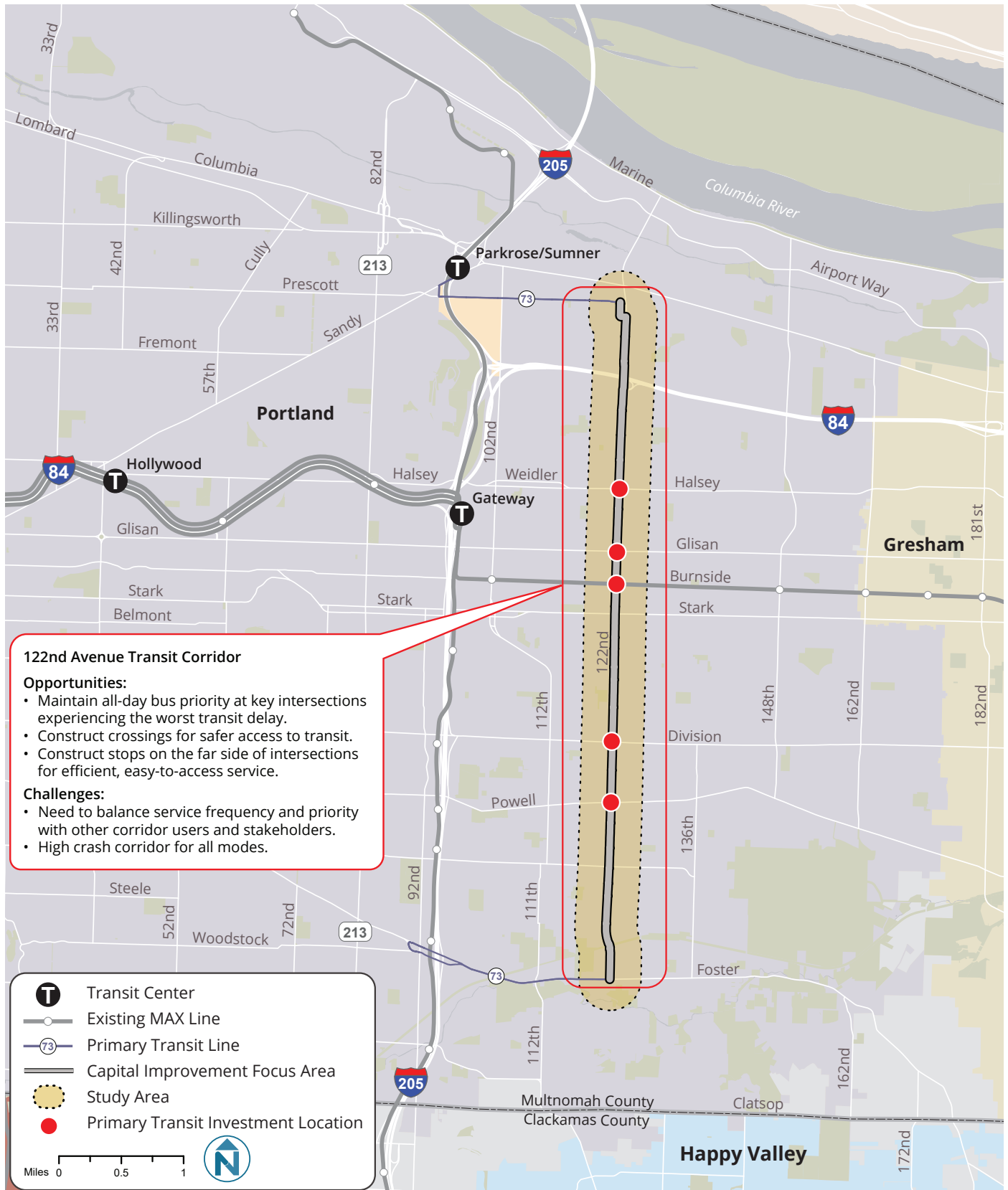
Risks

- Community survey placed high priority on maintaining vehicle capacity

An alternative scenario repurposing travel lanes on 122nd to provide continuous exclusive transit lanes (Rose Lanes) would reduce travel times by 25% - 30%. Traffic diversion is expected in this scenario.

122ND AVENUE TRANSIT CORRIDOR

NE Prescott St. to SE Foster Rd.



SURVEY FINDINGS: OVERVIEW

NOTE: Participants in this survey were self-selected and the results are not statistically valid. Instead, the survey responses offer qualitative insights into lived experiences on corridors, and their responses to and suggestions about possible regionwide programs.

The 2020 Transportation Investment Measure Survey was made public on May 6 and closed on July 8, 2019. 3,458 responses were collected.

Overall, survey responses highlighted strong support for transportation improvements and investments that prioritize pedestrian and bicycle safety, as well as improvements that aim to mitigate and decrease greenhouse gas emissions and to support safe traffic flow with strong support for prioritizing transit during peak travel times.

The summary below includes highlights from each of the main sections of the survey – providing a snapshot of the key learnings, emerging themes, and responses from survey participants. The summary is split into three core sections: Demographics, Corridors, and Transportation Improvements.

Survey participants were invited to respond to a series of optional demographic questions, including the zip code of their home address; information about their gender and racial/ethnic identity, as well as information pertaining to any experience or identity of living with a disability, age, and household income.

Most questions provided a variety of drop-down options, responses were optional, and provided room to write in additional answers or responses they felt were not provided within the menu of choices built into the survey.

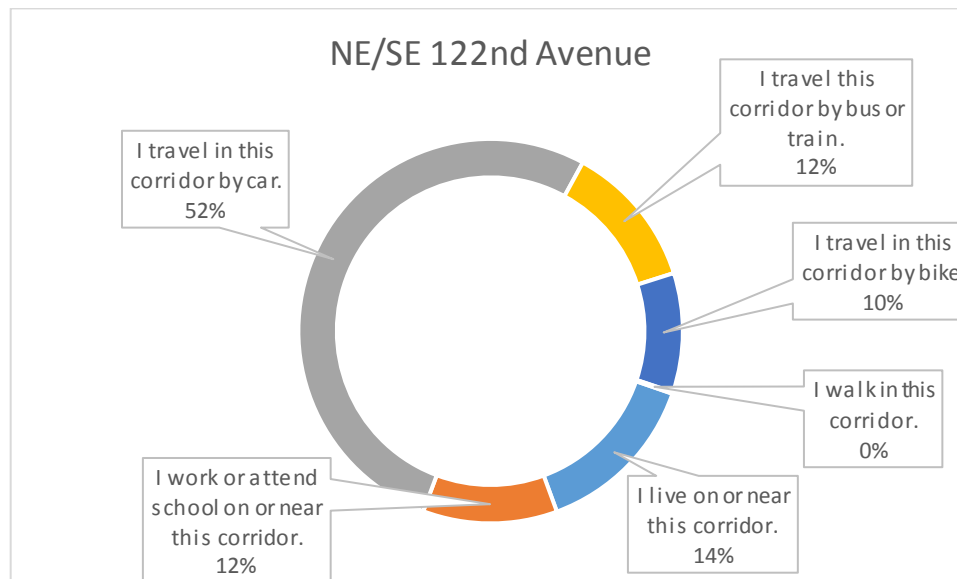
Out of those who completed the optional demographic question, responses highlighted the following trends:

- Most respondents (55%) lived within a Multnomah County Zip Code
- 11% of survey participants self-identified with a racial and/or ethnic identity other than white, with 89% of respondents identifying as white.
- 53% of respondents identified as Woman, 44% as Man, 2% identified as Gender Non-Conforming and 1% self-identified as Transgender
- 46% of respondents were under the age of 44
- 15% of respondents identified as living with a disability, with 5% of those defining their disability as Ambulatory (*which was defined as ‘unable or having serious difficulty walking or climbing stairs’*)
- 61% of survey respondents had a household income (pre-tax) over \$74,999

These findings when presented in comparison to demographics for the region showed the survey respondents to be mostly representative of the demographics of the Metro region as a whole, with the exception of age and household income (in which survey participants presented as older than the median age, and experienced a household income higher than the median household income for the Metro region).

A full summary of these demographic findings has been included in Appendix A.

EXPERIENCES ON NE/SE 122ND AVENUE



NE/SE 122ND AVENUE: COMMENTS FOR DECISION MAKERS

The highest number of comments were about multi-modal transportation access, with many describing unsafe biking and walking conditions. Many described the bike lanes and sidewalks as being especially narrow. Cars driving in excess speeds lead to an unsafe environment for walking and biking. Some respondents feel that the roads should be kept wide and car-friendly. Also, some think that the MAX lines, bike lanes and crosswalks cause back-ups and accidents, especially around commuting times.

Speed and Safety

- “The intersection with 122nd is busy and dangerous, especially at rush hour when people are turning onto 122nd.”
- “The spine of outer East Portland is dangerous, difficult to cross, poorly lighted.”
- “It feels sketchy and not like a respected part of the city.”
- “People drive way above the speed limit on this road with no consequences to them. The road feels like a highway.”
- “Speeding / reckless drivers are a huge problem.”
- “When driving near school let-out times traffic needs to slow down!”

Cyclists and Pedestrians

- “Better bus access including nights and weekends. Beautify spaces (more trees). Make it safer for pedestrians.”
- “Dangerous speeding, aggressive driving, disregard of pedestrians trying to cross, too few intersections, and some of the most dangerously narrow bike lanes in all of the Portland area.”
- “I hate biking down this thing. So stressful and terrifying.”
- “Feels so dangerous walking across the street and biking at 122nd and Halsey. Cars do the obey traffic laws here”

Infrastructure and Design:

- “The improvements in NE on this road are nice. I would like to see them extended deeper into the SE side of it.”
- “2 lanes in each direction is perfect and should NOT be reduced.”
- “A major N/S corridor for outer East Portland feels unsafe and neglected. Should be a boulevard.”
- “Coordinate lights for better flow”

Congestion and Traffic

- “Backed up every day for the PM rush hour.”
- “The signals at the MAX stop often back up traffic to Halsey on the North and Main St to the South, making the congestion worse because the signals do not sequence correctly.”
- “It moves way too slow. All of the pedestrian crossing “bump outs” cause backup in the lane closest to the middle. Not letting cars go into the middle turn lane causes Tons of backups and accidents.”

Transit

- “Better bus access including nights and weekends. Beautify spaces (more trees). Make it safer for pedestrians. “
- “Dedicated bus lanes would help employees in Clackamas County reach employment centers on NE Airport Way and the Gateway Regional Center.”
- “Despite how much traffic there is in the area, it flows pretty smoothly. The max station at 122nd is pretty scary, especially at night and early in the morning.”
-

RESPONDENT COMMENTS

Speed & Safety

1. A horrible, dangerous corridor with good destinations.
2. A major N/S corridor for outer East Portland feels unsafe and neglected. Should be a boulevard
3. car traffic is fast and aggressive in this corridor, if I want to make a turn onto a side street (a street that doesn't have a traffic lighted intersection) I feel like I might get hit from behind. I like the turning lane in the middle, but this traffic is crazy, especially at the lights there's long lines of waiting. I wish public transport was better out here
4. Cars speed a lot.
5. City's worst parking lane. No one uses it. Only serves to invite speeding. Extremely important n/s bike route connecting to frequent e/w buses. Replace with bus or protected bike lanes.
6. Dangerous
7. Dangerous
8. Dangerous by every metric.
9. Dangerous corridor due to high travel speeds. Center refuge lane should have restricted access and be landscaped.
10. dangerous for bikes, undivided bike lanes with fast traffic
11. Dangerous speeding, aggressive driving, disregard of pedestrians trying to cross, too few intersections, and some of the most dangerously narrow bike lanes in all of the Portland area.

12. Dangerous speeds, and few protections for pedestrians and cyclists
13. Dangerous, sometimes uninsured and unlicensed drivers. Police traffic enforcement needed. Please do not cut this major artery to one lane each direction!
14. Dangerous, the pedestrians ignore the provided crosswalks and enter traffic unpredictably.
15. Dangerous! Crossing are few and far. Transit and biking options have much room for improvement and are needed as many folks along this corridor use transit and non car options as a primary way to get around.
16. Dangerous. Too fast for just a painted bike lane.
17. Deadly, too fast, car centric
18. decrease SOV mode split
19. Do not lower to 2 lanes that will be horrific for terrific
20. Does not need lower speed, needs better lighting, flashing crosswalks!!
21. fast, lots of people midblock crossing
22. Fast, unsafe driving.
23. Generally favorable. I avoid this area at night because of police activity.
24. Heavy traffic near schools
25. High risk of accidents.
26. horrible walking experience - dangerous intersections, mediocre crossings, no speeding enforcement

Cyclists and Pedestrians

1. A bike lane that is safer than a simple white line to separate bike/ cars.
2. Better crossing needed for pedestrians and bikers
3. Bike lanes are too narrow on most of it, the hybrid bike/right turn lanes are not good, the whole part with the ramps to get on or off Sandy Blvd is a disaster for anyone not in a car
4. Bike lanes not wide enough. Needs traffic enforcement of speeders and coal rollers.
5. Biking on it is a nightmare.
6. biking on sidewalk here but leave as is
7. can't bike here
8. Could either use bollards for the bike lanes or a reduction in speed limit, it does not feel safe to bike here
9. crossing street
10. Cycling on this corridor is uncomfortable
11. Difficult for pedestrians - same as 82nd
12. Difficult pedestrian crossing
13. difficult to bike
14. does not seem safe on a bike
15. Extend bike pathways from 205 to blue lake off marine drive.

16. Feels so dangerous walking across the street and biking at 122nd and Halsey. Cars do the obey traffic laws here
17. Feels unsafe biking
18. Feels way too big and dangerous for bikes and pedestrians. Haven't there been a lot of traffic deaths on this street?
19. Forget being a pedestrian here.
20. Hard for pedestrians to cross. They leapfrog across the street. Not always easy to see.
21. heavily accessed by transit users i.e. pedestrians but with too many dangerous multi-lane crossings unaided by signals
22. I actually find this street to be fine for driving and rarely backed up. Walking along it with sidewalks directly along the roadside is a little stressful though and biking feels dangerous at times because there is little signage or protection.
23. I am a delivery driver for local businesses and travel all of these. The focus on bicycles having the right of way has made my job unsafe and unsafe for others.

Infrastructure & Design

1. 122nd is like the 82nd Ave. of 10 years ago. Anything that would make 82nd better will make 122nd better, and it will be easier to implement now than in 10 years.
2. 122nd would benefit by a reduction in traffic lanes and other traffic calming measures.
3. 2 lanes in each direction is perfect and should NOT be reduced.
4. A critical artery for East Portland that is only likely to grow more vital with time. TriMet's frequent bus service is a start, but this street is still too hostile for humans, and its design is still a major hazard and planning failure in this region.
5. Again bus turnouts would improve traffic flow. Also better times lights.
6. All need improvement whether street light timing, widening or better surfaces
7. all those parking lots and mini-malls should be replaced by dense (5+ stories) and pedestrian friendly development. Let's get enough density for BRT through here.
8. Better than it used to be except during evening rush hour - this is the major thruway south to north for us; improvements in cross walks, could use a few more feet between cars and sidewalks in places - I'd walk this but never bike
9. Coordinate lights for better flow
10. East Portland has been neglected for decades. Only in recent years have minor updates and improvements begun to be made. Please invest in this heavily populated area of the city.
11. FILL THE POT HOLES
12. Generally easy to get around
13. Generally smooth in the Gateway area.
14. good timing

Congestion

1. Backed up every day for the PM rush hour.
2. Better bicycle facilities
3. Busy
4. Congested and not a corridor you can walk comfortably
5. Congested at Stark St. In the afternoon. Takes several light changes to make it across.
6. congested many times during day between Halsey and Burnside
7. Congestion
8. crowded

Transit

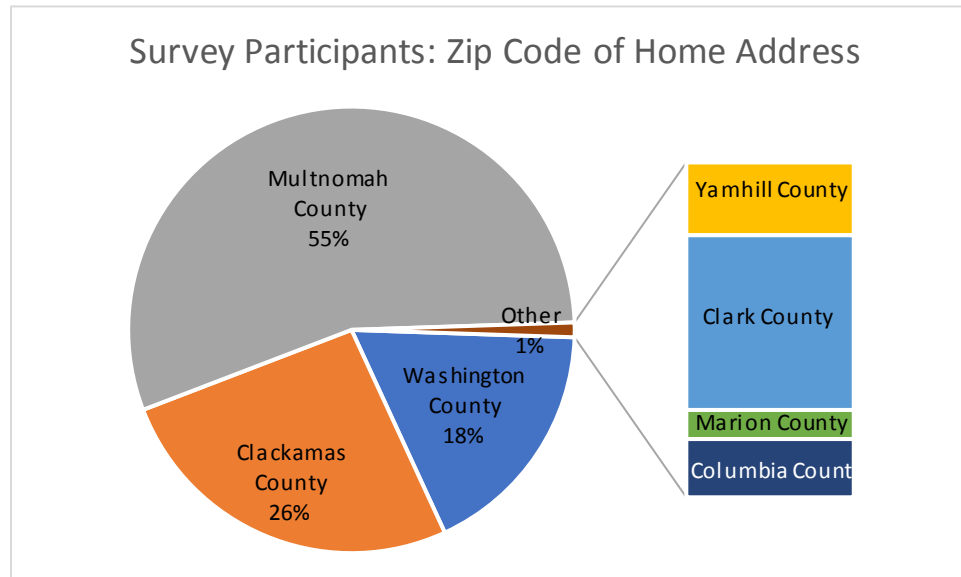
1. Better bus access including nights and weekends. Beautify spaces (more trees). Make it safer for pedestrians.
2. Better bus frequency would be great.
3. Better bus service
4. better signal timing. better safety at intersections. more bus service.
5. buses don't run at night and that restricts overtime for ladies working and taking the bus.
6. Dedicated bus lanes would help employees in Clackamas County reach employment centers on NE Airport Way and the Gateway Regional Center.
7. Despite how much traffic there is in the area, it flows pretty smoothly. the max station at 122nd is pretty scary, especially at night and early in the morning.

APPENDIX A:

SURVEY PARTICIPANT DEMOGRAPHICS

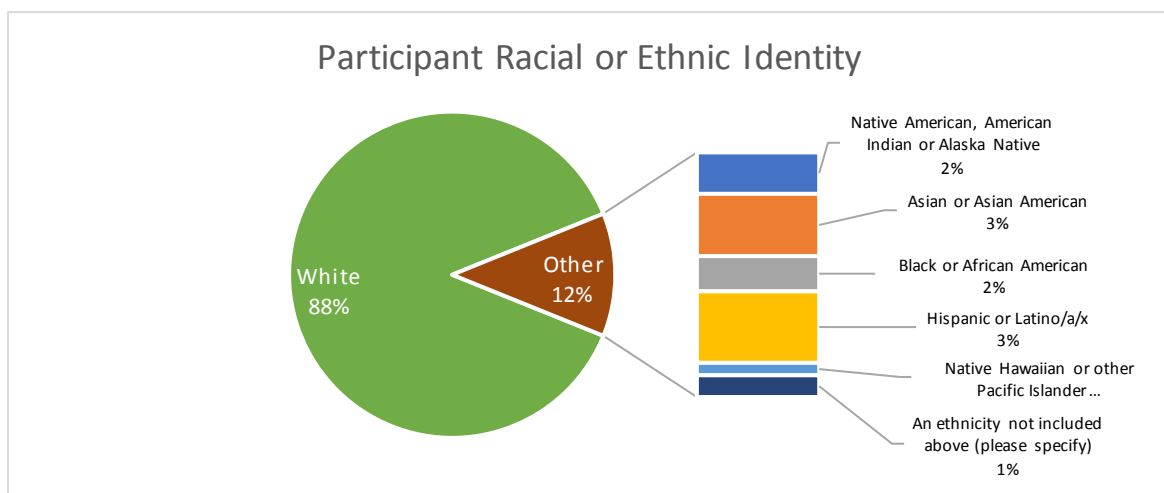
ZIP CODE OF HOME ADDRESS:

Out of the total number of respondents, 55% lived within Multnomah County, with the majority living within Portland city limits.



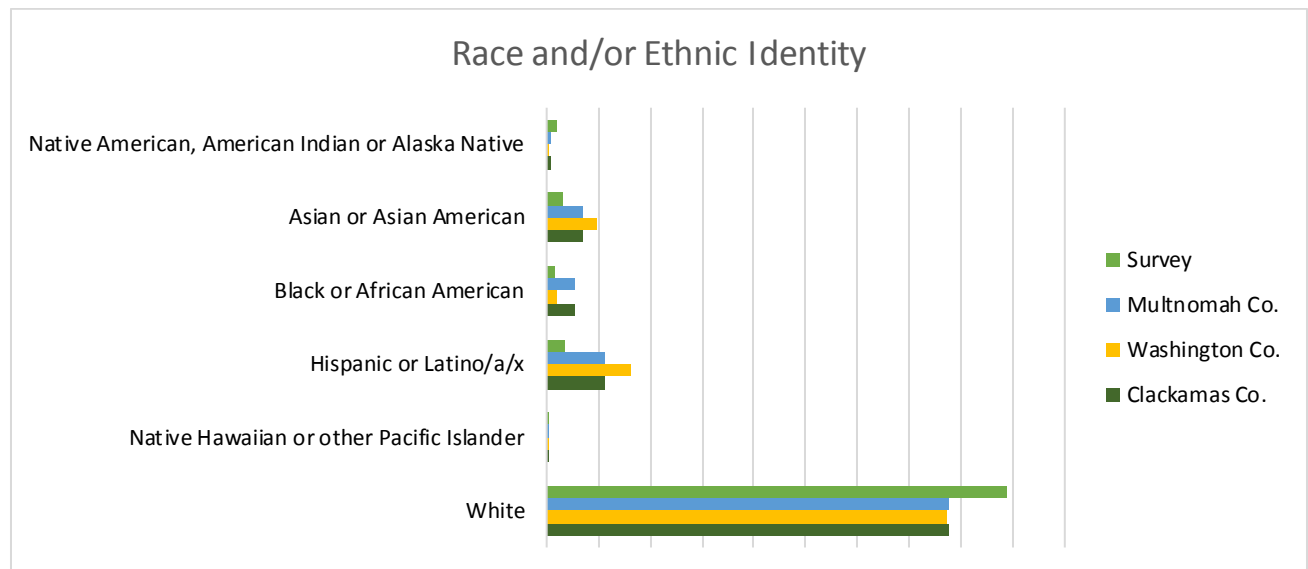
RACIAL AND/OR ETHNIC IDENTITY:

Out of those survey participants (1930 total) who responded to this question, the majority self-identified as white, with 12% of respondents identifying with a racial and/or ethnic identity other than white. Highlighted in the graphic below, this 12% (or 215 total participants) was comprised of individuals who identified as Hispanic or Latino/a/x, Black or African American, Asian or Asian American, Native American or Alaska Native, and Native Hawaiian or Other Pacific Islander.



Participants were also invited to select (and to specify) if they identified with an ethnicity that was not included in the list of provided options. Out of those who selected ‘ethnicities not included’, responses included Middle Eastern, Mixed Race, and Jewish. A large number of comments written into the selection ‘ethnicity/race not included’ either rejected the question all together (i.e: ‘none of your business,’ or ‘what difference does it make?’) or wrote in ‘human’ as a response.

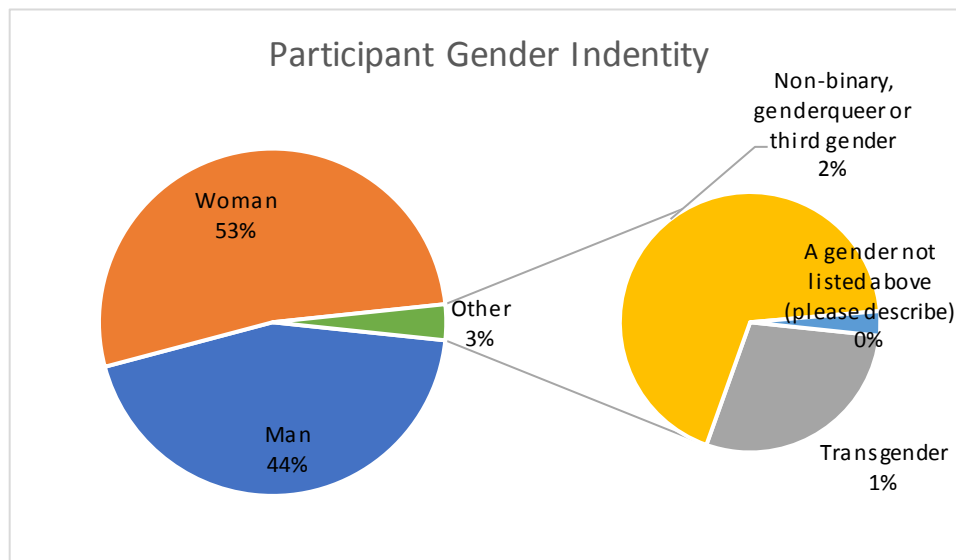
When compared to regional findings in regard to population race and/or ethnicity¹, survey findings suggest a slight over-representation of participants who self-identified as white (outlined in the graphic below).



¹ Regional data was pulled from the 2018 American Community Survey Population Key Findings data, available through the U.S census.

GENDER IDENTITY:

Out of those 1986 participants who selected to respond to this question - 53% identified as Woman, 44% as Man, 2% identified as Gender Non-Conforming and 1% self-identified as Transgendered. The graphic below presents these findings from the results in the form of a pie chart.

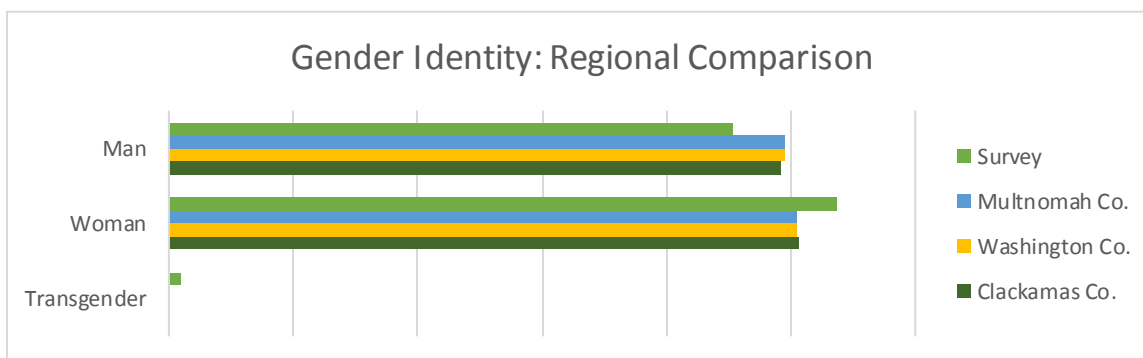


Participants were offered the option to select 'a gender not listed above', and to write in a response they felt was not presented within the drop-down menu. The large majority of these written responses showed strong resistance to the question itself, with one or three responses expressing a gender identity self-described as:

- Bi-gender.
- Present female but am half female and half male.
- Gender Negative, Gendermodal.

Several comments expressed gratitude and recognition for including this question in the survey.

Looking to regional demographics as a baseline comparison, survey findings showed that a higher number of women responded to the survey than the population estimate for the Metro region. It is important to note that the demographic offerings presented in the survey do not match the categories or classifications of the American Community Survey (Census) in regard to gender identity.



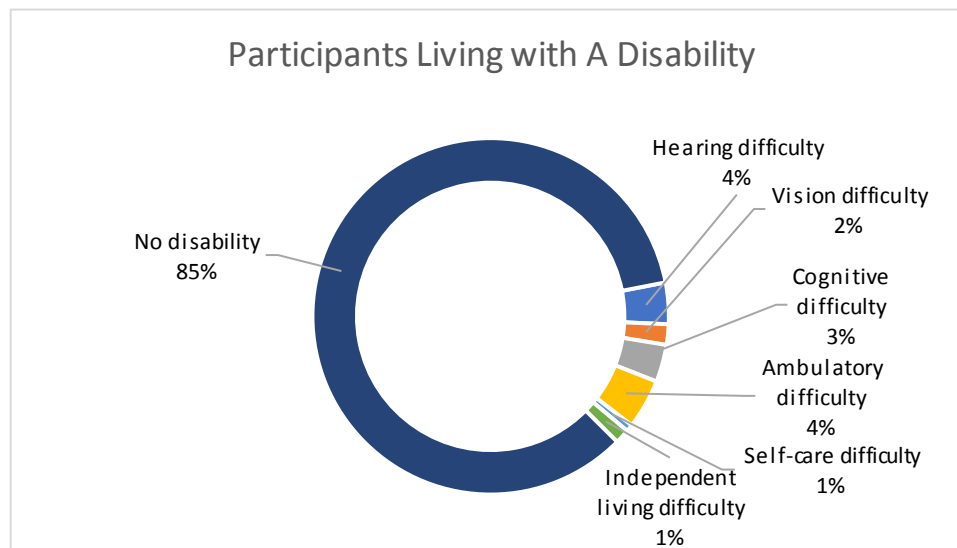
*COMPARISON DATA FOR THOSE INDIVIDUALS IDENTIFYING AS TRANSGENDERED AND/OR GENDER NON-CONFORMING NOT AVAILABLE THROUGH THE AMERICAN COMMUNITY SURVEY

LIVING WITH A DISABILITY:

15% of respondents identified as living with a disability, with 4% of those defining their disability as Ambulatory (which was defined as 'unable or having serious difficulty walking or climbing stairs'), and another 4% who defined their disability as associated with Hearing (deaf or having serious difficulty hearing).

Other disabilities were listed and described using the following terms:

- Vision difficulty (blind or having serious difficulty seeing, even when wearing glasses)
- Cognitive difficulty (because of a physical, mental or emotional problem, having difficulty remembering, concentrating or making decisions)
- Self-care difficulty (unable or having difficulty bathing or dressing)
- Independent living difficulty (because of a physical, mental or emotional problem, unable or having difficulty doing errands alone)



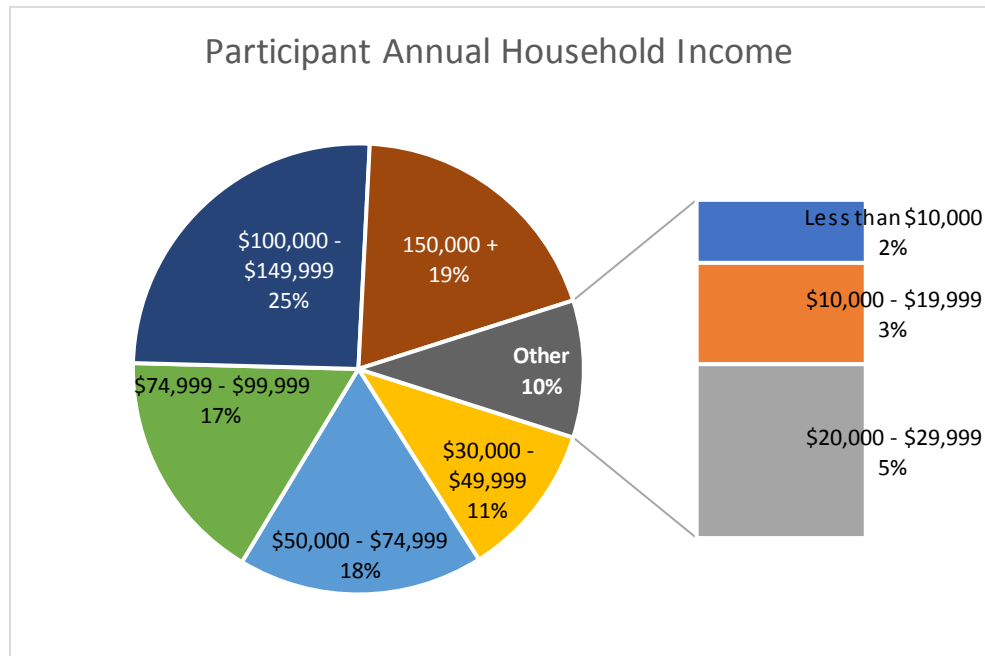
Participants were also given the option to write in a disability that they felt was not represented in the options listed.

These submitted responses included:

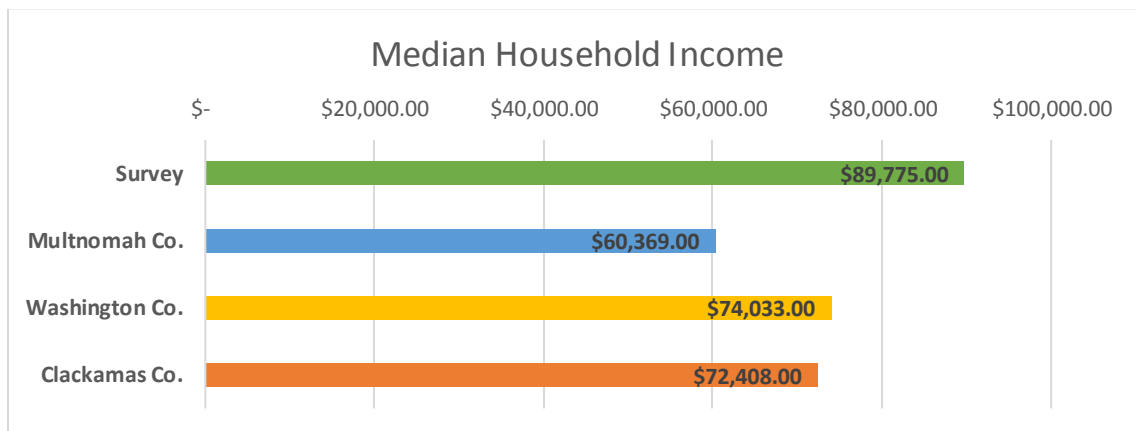
- Spouse and/or child with a disability:
- Mental Health, including PTSD and Anxiety
- Mild Hearing/Vision
- Chronic Pain
- Learning disability that makes planning and sticking to a time table difficult.
- Age
- Asthma
- Temporarily disabled due to Cancer
- Communication disability/speech disorder
- Epilepsy, and seizures
- HIV

HOUSEHOLD INCOME:

61% of survey respondents identified as having a household income (pre-tax) over \$74,999.

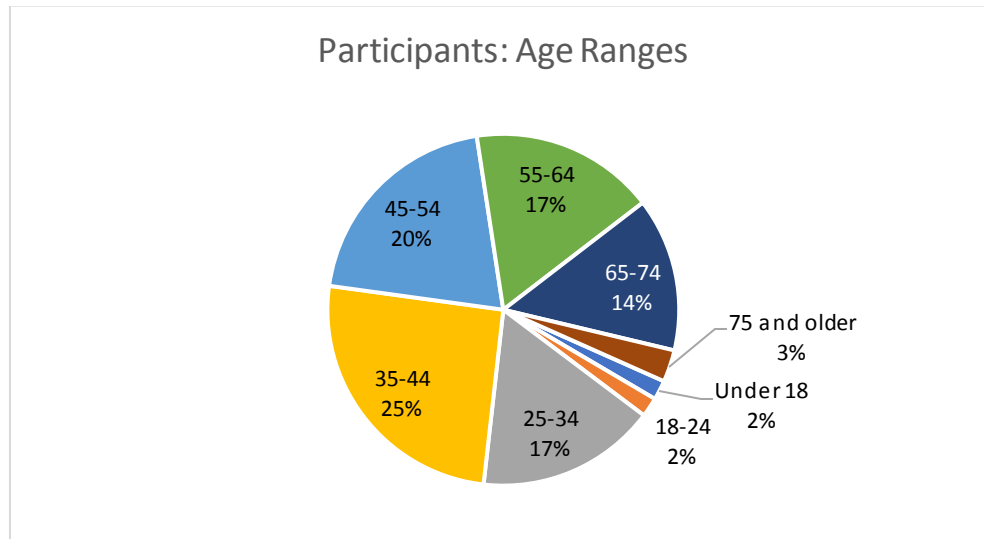


Survey respondents showed a higher median income than that of the region (represented in the graphic below):



AGE:

Over 2171 participants selected to complete this question, with 46% of those respondents identifying as under the age of 44. Twenty percent identified as between the ages of 45 and 54, 17% identified as between 55 and 64, and 14% identified as between the age of 65 and 74. Three percent of respondents identified as over 75.



In comparison to regional demographics, survey respondents were older than the median age.

