

# 162nd Ave

## T2020 PROJECT CANDIDATE

162nd Ave is an important regional corridor running north-south from Sandy Boulevard to Powell Boulevard, through the cities of Portland and Gresham. It connects two diverse neighborhood centers, a MAX light rail station, natural areas, and many important community institutions like schools and parks. It carries one of TriMet's newest bus lines, the 74, which started in 2018 and runs about every 30 minutes.

Currently, 162nd looks and feels different depending on where you are in the corridor – it ranges from a 2-lane road with no sidewalks and a rural feel to a 5-lane wide arterial with bike lanes and sidewalks.

Throughout the corridor, investments are needed to improve safety for all users and make it easier to comfortably walk, bike and access transit.

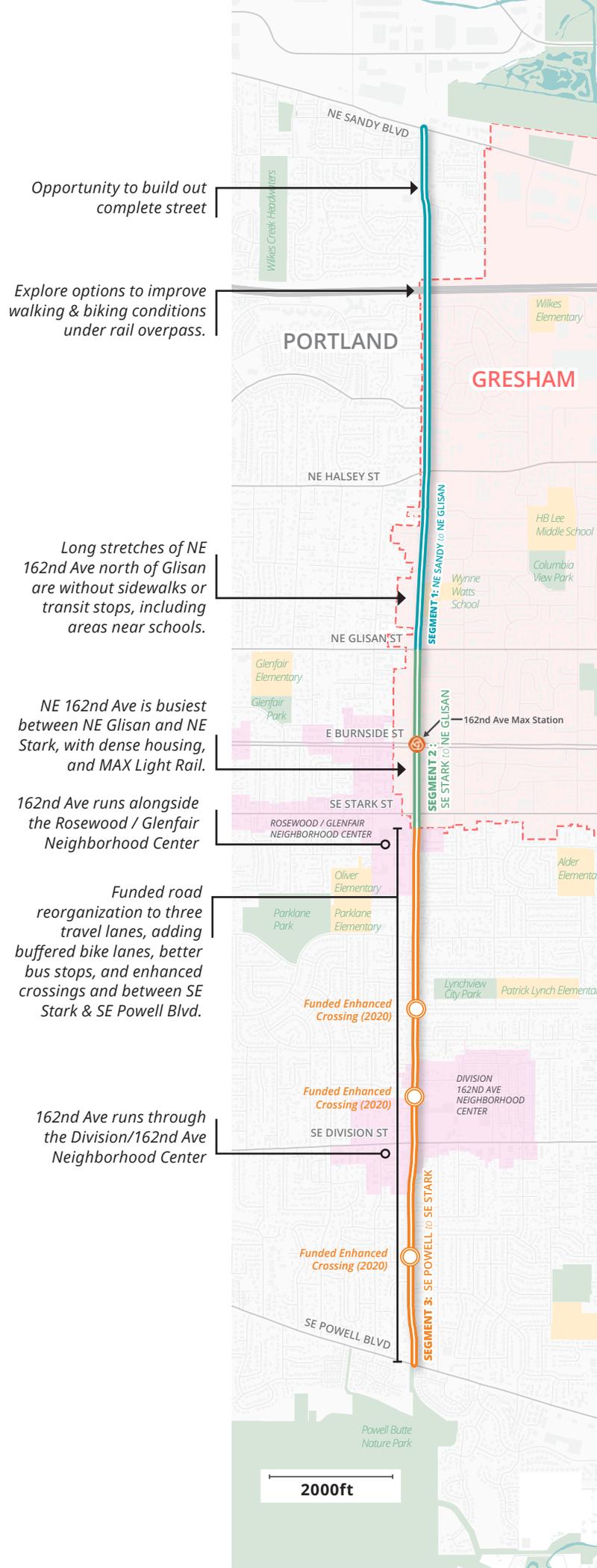
### Opportunity for 162nd

Investments on 162nd will create a **complete, multimodal, safe corridor**, that serves its diverse communities with:

- a complete network of sidewalks
- safe & comfortable bike facilities
- accessible transit stops
- street lighting
- signal enhancements and transit signal priority
- enhanced crossings



Much of 162nd Ave currently does not have adequate lighting.



Opportunity to build out complete street

Explore options to improve walking & biking conditions under rail overpass.

Long stretches of NE 162nd Ave north of Glisan are without sidewalks or transit stops, including areas near schools.

NE 162nd Ave is busiest between NE Glisan and NE Stark, with dense housing, and MAX Light Rail.

162nd Ave runs alongside the Rosewood / Glenfair Neighborhood Center

Funded road reorganization to three travel lanes, adding buffered bike lanes, better bus stops, and enhanced crossings and between SE Stark & SE Powell Blvd.

162nd Ave runs through the Division/162nd Ave Neighborhood Center

**SEGMENT 1**

## NE Sandy Blvd to NE Glisan St

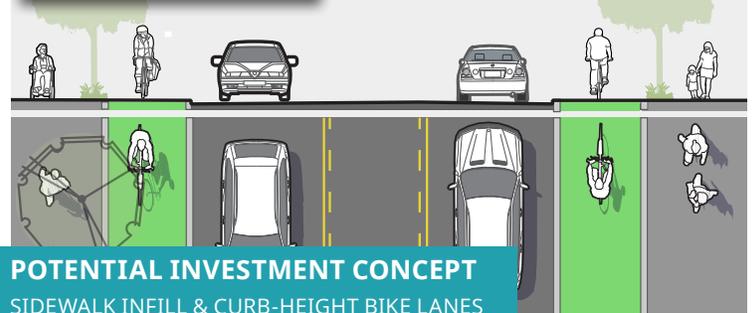
**Current Condition:**

North of NE Glisan St, NE 162nd Ave is a two lane road without continuous sidewalks or bicycle facilities.

**Opportunities:**

- Build out complete street with sidewalks, accessible transit stops, lighting, and bicycle facilities
- Explore options to improve walking and bicycle access where 162nd passes under I-84 and the railroad
- Transit signal priority

**CURRENT CONDITION**



**SEGMENT 2**

## NE Glisan St to SE Stark St

**Current Condition:**

Between NE Glisan and SE Stark, 162nd Ave feels like an urban arterial street with 5 lanes, sidewalks, striped bike lanes and a MAX Station at E Burnside.

**Opportunities:**

- Improve pedestrian crossings and access to transit stops
- Safety enhancements
- Intersection investments at 162nd/Stark
- Transit signal priority

**CURRENT CONDITION**



**SEGMENT 3**

## SE Stark St to SE Powell Blvd

**Current Condition:**

South of SE Stark to SE Powell Blvd, SE 162nd Ave maintains a wide five lane cross section, despite much lower traffic volumes.

*Currently, a funded capital project is planned for 2020, which includes a road reorganization to three lanes, buffered bike lanes, and improved pedestrian crossings.*

**Opportunities:**

- Further enhancements to transit stop locations pedestrian crossings, bicycle facilities, and lighting and transit signal priority.

**CURRENT CONDITION**



# 162ND AVENUE TRANSIT CORRIDOR



NE Sandy Blvd. to SE Powell Blvd.

162nd Avenue is served by Line 74, which debuted in March 2018. TriMet plans to add frequency, later weekday service, and weekend service in Fiscal Year 2020. PBOT is constructing a road diet in Fall 2019.

**Project:** Create generous waiting areas and facilitate transit boardings. Construct fiber for Smart City backbone.

**Project length:** 3.8 Miles

**Roadway ownership:** City of Gresham (I-84 to Stark); City of Portland (Sandy to I-84; Stark to Powell)

**Project cost:** \$12.5 Million



**420 people**  
travel by transit  
through the corridor  
each day



Every day, passengers  
experience a  
combined  
**14 hours**  
of delay



**82% of jobs**  
along 162nd  
Avenue are low to  
moderate wage jobs,  
compared to 53% in  
the Metro region



**44% of the  
population**  
within 1/4 mile of  
the corridor are  
people of color

## Challenges

- Design varies widely in City of Gresham
- North of I-84, street is just one lane per direction

## Solutions

- Add Transit Signal Priority at all existing signals and new pedestrian crossings
- Create generous passenger waiting areas throughout transit corridor

## Benefits

- Reduces travel time by 5-8%
- Saves passengers a combined 4 hours of delay each day
- Provides safer crossings for people walking

## Risks

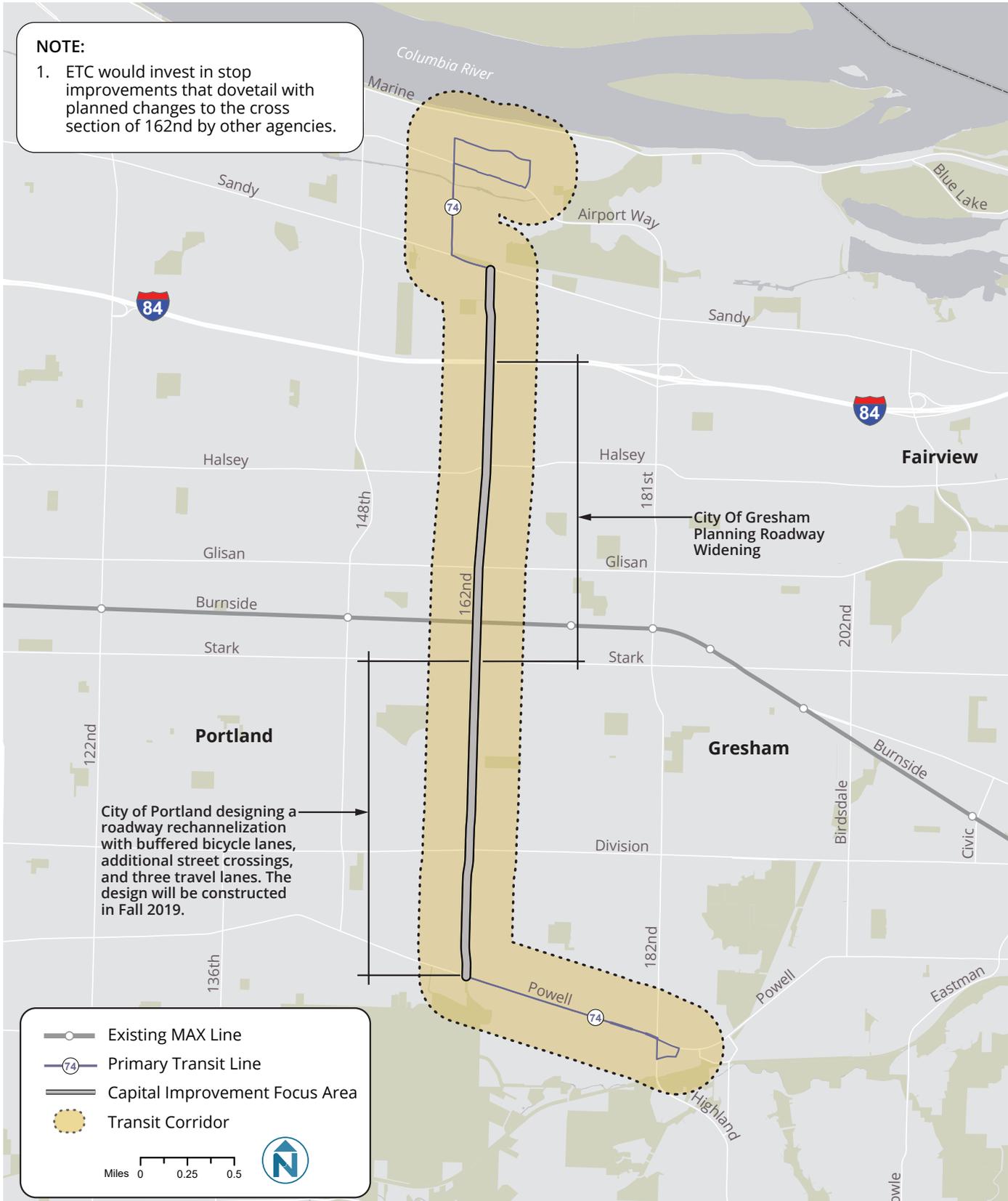
- Inconsistent cross section between Portland and Gresham

# 162ND AVENUE TRANSIT CORRIDOR



NE Sandy Blvd. to SE Powell Blvd.

**NOTE:**  
 1. ETC would invest in stop improvements that dovetail with planned changes to the cross section of 162nd by other agencies.



## SURVEY FINDINGS: OVERVIEW

The 2020 Transportation Investment Measure Survey was available in the spring of 2019 to all interested residents. **Survey participants were not randomly selected to participate, and any interested resident could provide a response. As such, responses are not representative of the region.**

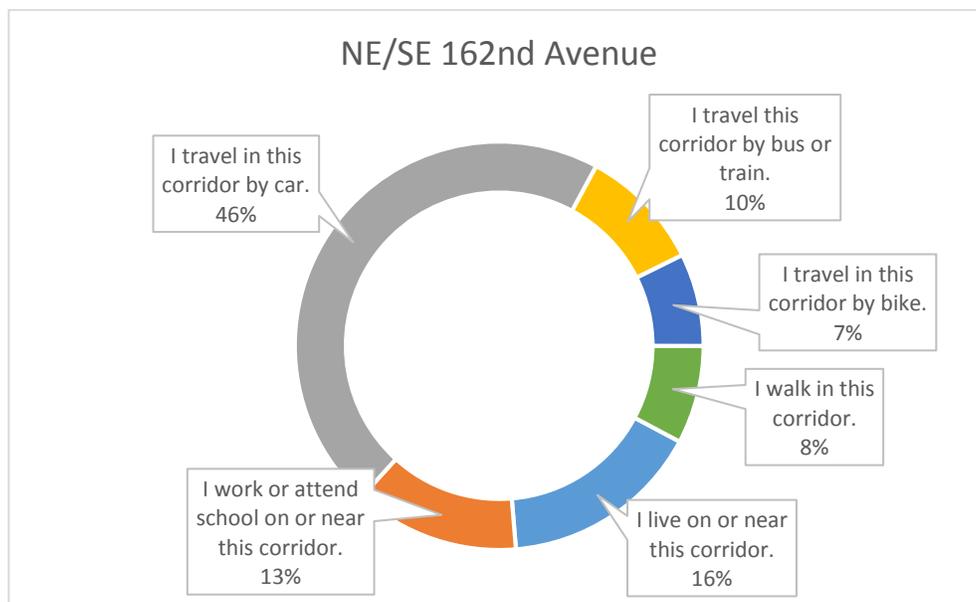
Respondents were invited to respond to a series of optional demographic questions, including the zip code of their home address; information about their gender and racial/ethnic identity, as well as information pertaining to any experience or identity of living with a disability, age, and household income.

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

- Most respondents (58%) lived within a Multnomah County Zip Code
- 86% of respondents identified as white and 14% self-identified with a racial and/or ethnic identity other than white
- 51% of respondents identified as Woman, 46% as Man, 2% identified as Gender Non-Conforming and 1% self-identified as Transgendered
- 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'*)
- 64% of survey respondents had a household income (pre-tax) over \$74,999

A full summary of demographics is included in Appendix A.

## EXPERIENCES ON NE/SE 162<sup>ND</sup> AVENUE



## NE/SE 162ND AVENUE: COMMENTS FOR DECISION MAKERS

Many respondents expressed an optimism about the future and potential of this corridor, especially within its role as a main neighborhood connector. Some see the road as auto-centric and would like increased multi-modal transportation infrastructure. Suggested improvements include: street scaping, curb and sidewalk repair, pedestrian crosswalks and protected bike lanes. Many commented on excess speeds that cause unsafe conditions for bicyclists and pedestrians. Some see current traffic as flowing well and would like to increase speeds, to make auto traffic smoother. People like the new transit line but prefer a higher frequency of service.

### Transit, Cyclists and Pedestrians

- “I love the new bus line out here; just needs more frequency.”
- “Keep pedestrians out of the road. Fine phone users heavily.”
- “This has possibilities for being a good option for bikes and peds but is currently built for fast moving private vehicles.”
- “This corridor should be safer for walking, biking, and riding transit. The northern section also needs curbs and sidewalks, and the railroad bridge should be replaced since it's a pinch point.”

### Connectivity and Infrastructure

- “Needs repaving between Stark and Division.”  
“Keep it moving - great connector for NE/SE.”
- “I think this street is underrated as for as potential for a beautiful boulevard style design as there are soooo many people walking and bicycling to either transit or many schools. This road connects to Powell Butte in the south to Glendoveer further north. There are some great local businesses as well as entry points to some established neighborhoods. With the new transit on this road, 162nd Ave could be an incredible public space.”

### Speed

- “Dangerous drivers, too fast, I nearly got run over walking.”
- “Dangerous. Too fast for just a painted bike lane.”

### Safety

- “Safety when crossing the intersections. There is not enough time for a person walking to cross the street confidently.”
- “Feels way too big and dangerous for bikes and pedestrians. Haven't there been a lot of traffic deaths on this street?”

### Congestion and Traffic

- “Traffic at Powell is bad. This road did not need the speed lowered. Traffic was better before and flowed better.”
- “Traffic seems to flow well.”

## RESPONDENT COMMENTS

### Connectivity and Infrastructure

1. All need improvement whether street light timing, widening or better surfaces
2. And then it is down to one lane each way.

3. Appreciate what you guys have planned here. A little nervous about the road diet, but it shouldn't be too big and issue because it's rarely congested as is!
4. CENTER TURN LANE NEEDED BETWEEN SE FOSTER AND SE CLATSOP - FILL THE POT HOLES
5. I think this street is underrated as for as potential for a beautiful boulevard style design as there are soooo many people walking and bicycling to either transit or many schools. This road connects to Powell Butte in the south to Glendoveer further north. There are some great local businesses as well as entry points to some established neighborhoods. With the new transit on this road, 162nd Ave could be an incredible public space.
6. Keep it moving - great connector for NE/SE
7. Make it four lanes for longer as you progress south.
8. Make this a corridor from Clackamas to Powell.
9. Need to sync stop lights
10. Needs nothing. Do not reduce lanes or speed limit. Narrowing this road is a very bad decision. Shame on you PBOT!
11. Needs repaving between Stark and Division
12. No good connection to Clackamas County
13. Not used often because of lack of lights; also lacks services needed (meals, gas)
14. Often a route from Gresham area to Clackamas when traffic is heavier
15. Please make it car friendly.
16. Powell Butte to the Columbia River
17. The intersection of 162nd and Glisan is continually "repaired" and then rain occurs and the potholes are back
18. The stop lights are poorly timed and create significant traffic due to the start/stop as well as the delay from this action
19. Use this street often. Wish it could be widened.
<b>Bicycle, pedestrian, and transit</b>
20. Better bicycle facilities
21. Better bus service
22. Bike lanes
23. Crosswalks with the beacon light.
24. Cycling on this corridor is uncomfortable
25. Dirty, bike lane covered in gravel hard to ride in
26. Extend bike pathways from 205 to Blue Lake off Marine Dr
27. Feels way too big and dangerous for bikes and pedestrians. Haven't there been a lot of traffic deaths on this street?
28. Few sidewalks, speeding
29. Have the bus run more often than once per hour.
30. I appreciate how the street configuration slowed traffic a little, but the bike lanes feel really unsafe and it's hard to walk across the street because drivers go too fast, and turn left and right without looking
31. I love the new bus line out here; just needs more frequency.
32. I love the proposed changes to narrow street and slow speeds to make it more pedestrian friendly. It would be great if there were some trees or bioswales incorporated though to break up the expanse of concrete.
33. I would frequent this area for shopping and restaurants if there was a dedicated and separated lane for bus, biking, and walking

34. Is good as is, maybe add 1 or 2 crosswalks
35. Keep pedestrians out of the road. Fine phone users heavily
36. Lacking sidewalks and bike lanes in many areas
37. Lots of pedestrian accidents out here. Lots of peds at night walking in black jumping across lanes of traffic. See it multiple times a week. What do you propose the city does to fix this? Vision Zero is a joke.
38. Make it safer for all users especially protest trans and people using Transit.
39. Make sure all of the crosswalks are working (because right now one of them is broken) and maybe for the 74 to run a little longer into the night.
40. Make them safer for pedestrians and transit riders. Slow down the cars and create environments where people want to use other modes than driving
41. Max line could be more frequent.
42. Needs more crossings and lower speeds.
43. Needs more stop lights and walking safety
44. Needs ped/bike gaps filled
45. New bus service is a great improvement for the many transit dependent residents in this area.
46. Not enough crosswalks and cars drive fast
47. Not pedestrian friendly. Sidewalks too narrow. No street trees.
48. Not safe for peds. Missing sidewalks. Lighting is terrible. Crossing on foot is dangerous. Road needs a complete redesign.
49. Safer for walkers and TriMet riders
50. Safety when crossing the intersections. There is not enough time for a person walking to cross the street confidently
51. Sidewalks
52. Sidewalks in this area are in very bad condition and have obstacles that make wheelchair passage difficult to impossible.
53. Slow speeds, prioritize walking, biking and transit
54. Some areas allow space between the road edges and the sidewalk, but further north it gets narrow and seems like it doesn't serve those who have to walk south from Glisan to the Burnside max station. Could use some more cross walks in those long stretches between Stark, Division and Burnside. The stretch between Powell and Division has enough room for a dedicated bike lane separated by a parking lane.
55. The door zone bike lanes are dangerous. Either remove the bike lanes or remove the parking!
56. This corridor should be safer for walking, biking, and riding transit. The northern section also needs curbs and sidewalks, and the railroad bridge should be replaced since it's a pinch point.
57. This has possibilities for being a good option for bikes and peds, but is currently built for fast moving private vehicles.
58. This line should be connected with 148th Avenue. Add a few more buses and you'll kill two birds with one stone.
59. Thoroughfare without frequent stoplights and without pedestrian walkways
60. Too much auto capacity, not enough safe bicycle capacity
61. Very busy area, could use more trains especially during rush hours
62. Very dangerous crossways, even at marked intersections. I once crossed the street at 162nd and Stark, a woman in a wheelchair was crossing at the same time. When I was

<p>halfway across, I realized she wasn't right behind me anymore. She was getting stuck on the divots and cracks in the crosswalk, which is not leveled in the first place. I ran back to help her, and pushed her the rest of the way across. If no one was there, she would have been stuck in the crosswalk when the lights changed.</p>
63. Walking -- dangerous. Crime.
64. We need a "scramble crosswalk." Even when I'm crossing at a sidewalk and on my turn, cars frequently are very close to running me over. Cars go very fast and more crosswalks in the middle by Main St on 162nd. We need more frequent bus service here.
65. We need frequent transit service here
66. We need more/better sidewalks, more transit, and lower speed limit (in the places it is 40 mph).
67. Would love more mass transit options
<b>Congestion and Traffic</b>
68. Congestion
69. Good traffic flow now
70. Make auto traffic move faster and smoother
71. Overly congested
72. Solid street, congestion is decent for the area, road in decent repair
73. This street has a good traffic flow. People who live between Powell and Division know the right way to cross the street walking and on bikes.
74. Traffic at Powell is bad. This road did not need the speed lowered. Traffic was better before and flowed better.
75. Traffic seems to flow well
<b>Speed</b>
76. Another extremely wide road not being used to capacity, it is often dangerous to cross even at crosswalks. I've seen too many accidents on this road due to the high travel speed.
77. Cars drive too fast near the schools.
78. Cars speed through this corridor at any time of the day. I have on multiple occasions see folks almost get hurt by cars not seeing or not stopping for them
79. Dangerous drivers, too fast, I nearly got run over walking
80. Deadly, too fast, car centric
81. Driving too fast
82. Feels too wide and dangerously fast. Could be a great street!
83. Happy to hear about the planned lane reductions on this avenue. Glad to see the speed lowered to 35.
84. I liked the 40 mph speed
85. Scary fast traffic makes biking uninviting even though there are lanes. Hard to cross. Critical to focus on safety for marginalized road users.
86. Speed
87. Speeding
88. This street seems designed to make me and other drivers go fast. It is so wide and seems impenetrable to those on foot or bike.
89. Way too wide and too fast.

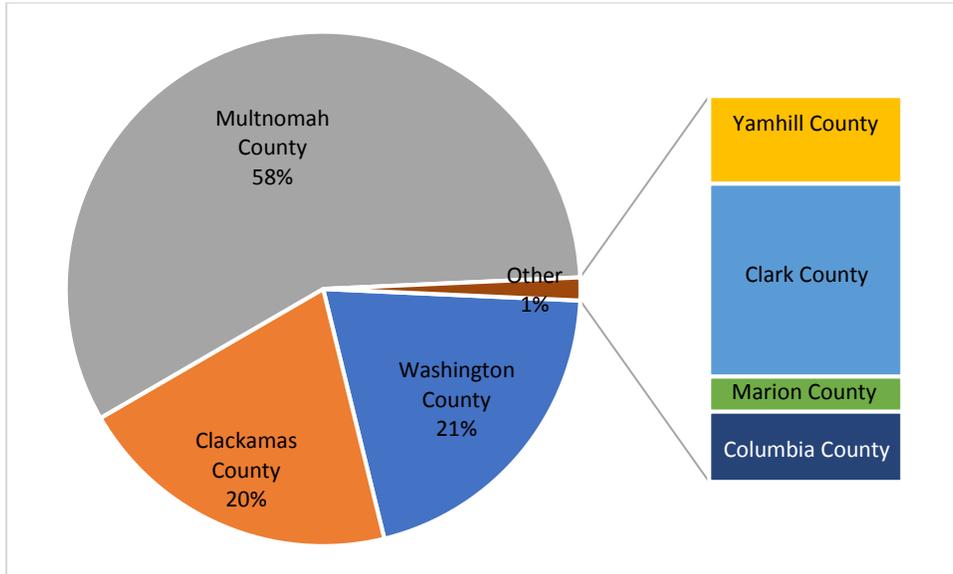
<b>Safety</b>
90. A horrible, dangerous corridor with good destinations.
91. Dangerous speeding, aggressive driving, disregard of pedestrians trying to cross, too few intersections, and some of the most dangerously narrow bike lanes in all of the Portland area.
92. Dangerous! Crossing are few and far. Not inviting to walk or bike but folks have to anyway and put themselves at risk. Safety should be a priority.
93. Dangerous. Too fast for just a painted bike lane.
94. 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.
<b>Other</b>
95. Ditto from 122nd.
96. Ditto
97. 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.
98. High drug activity
99. I own property along this corridor. It also is of little use to the region and should be way down the list.
100. Mostly ok
101. Not too bad
102. Nothing
103. Overall ok.
104. PBOT's heavy hand is already changing this.
105. This area doesn't need any more "improvements" so stop messing with the traffic.
106. Usually I shop on the corner of Glisan and 162nd. There are often 911 calls or police actions here.
107. Usually pretty good.

# APPENDIX A:

## SURVEY PARTICIPANT DEMOGRAPHICS

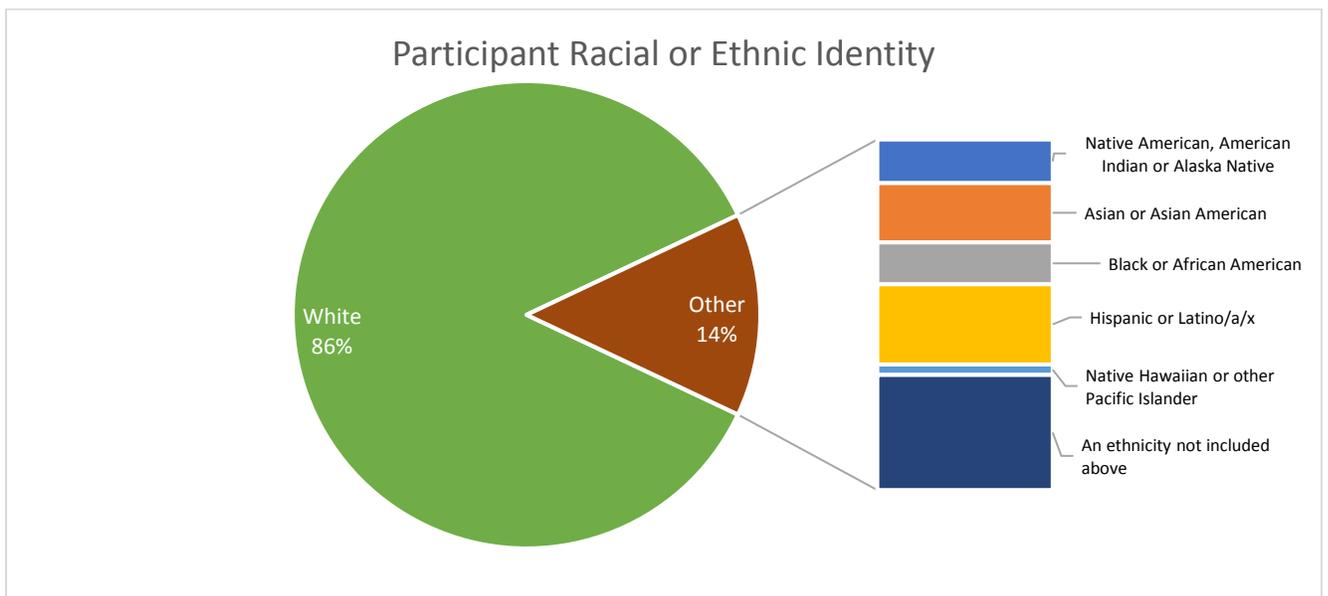
### ZIP CODE OF HOME ADDRESS:

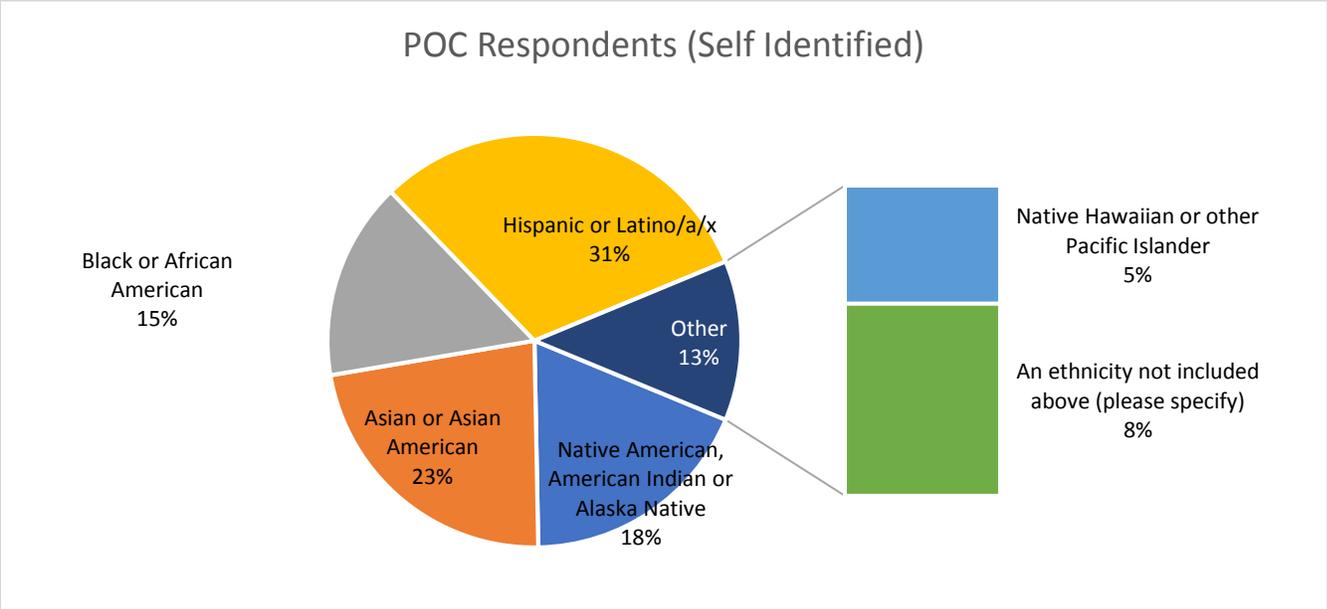
Out of the total number of respondents, 58% lived within Multnomah County, with the majority living within the City of Portland.



### RACIAL AND/OR ETHNIC IDENTITY:

Out of those survey participants (1431 total) who responded to this question, the majority self-identified as white, with 14% of respondents identifying with a racial and/or ethnic identity other than white. Highlighted in the graphic below, this 14% (or 168 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.

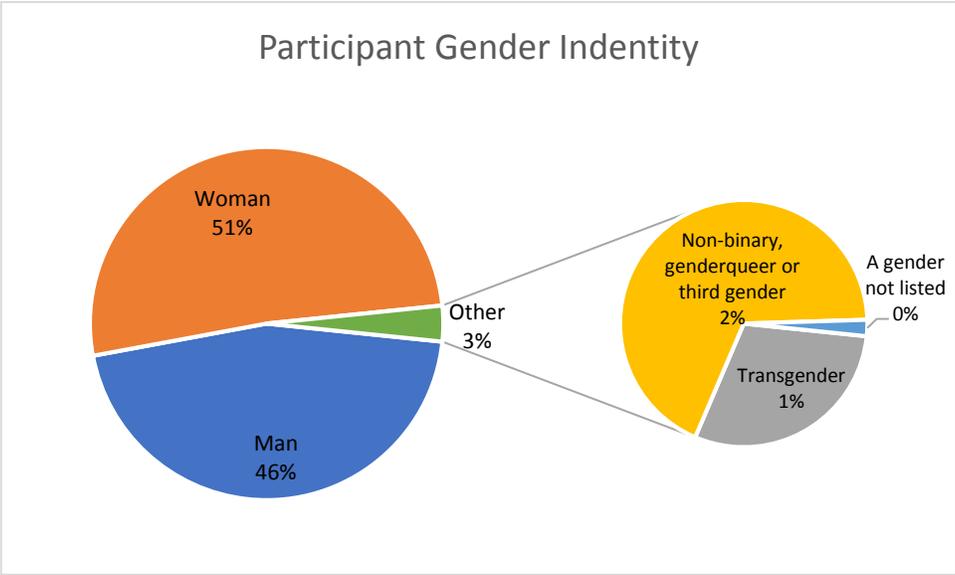




Participants were also invited to select (and to specify) if they identified with an ethnicity that was not included in the list of provided options. Out of those who selected 'ethnicities not included', responses included Middle Eastern, Mixed Race, and Jewish. A large number of comments written into 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.

**GENDER IDENTITY:**

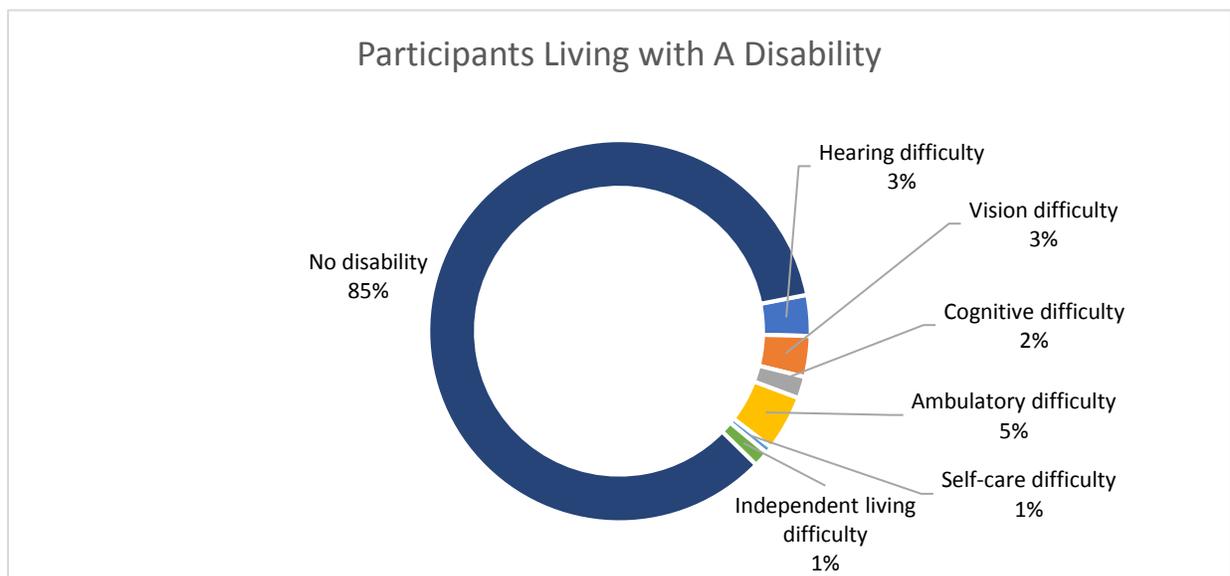
Out of those 1437 participants who selected to respond to this question - 51% identified as Woman, 46% as Man, 2% identified as Gender Non-Conforming and 1% self-identified as Transgendered. The graphic below presents these findings from the results in the form of a pie chart.



## LIVING WITH A DISABILITY:

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'). Other disabilities were listed and described using the following terms:

- Hearing difficulty (deaf or having serious difficulty hearing)
- 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)



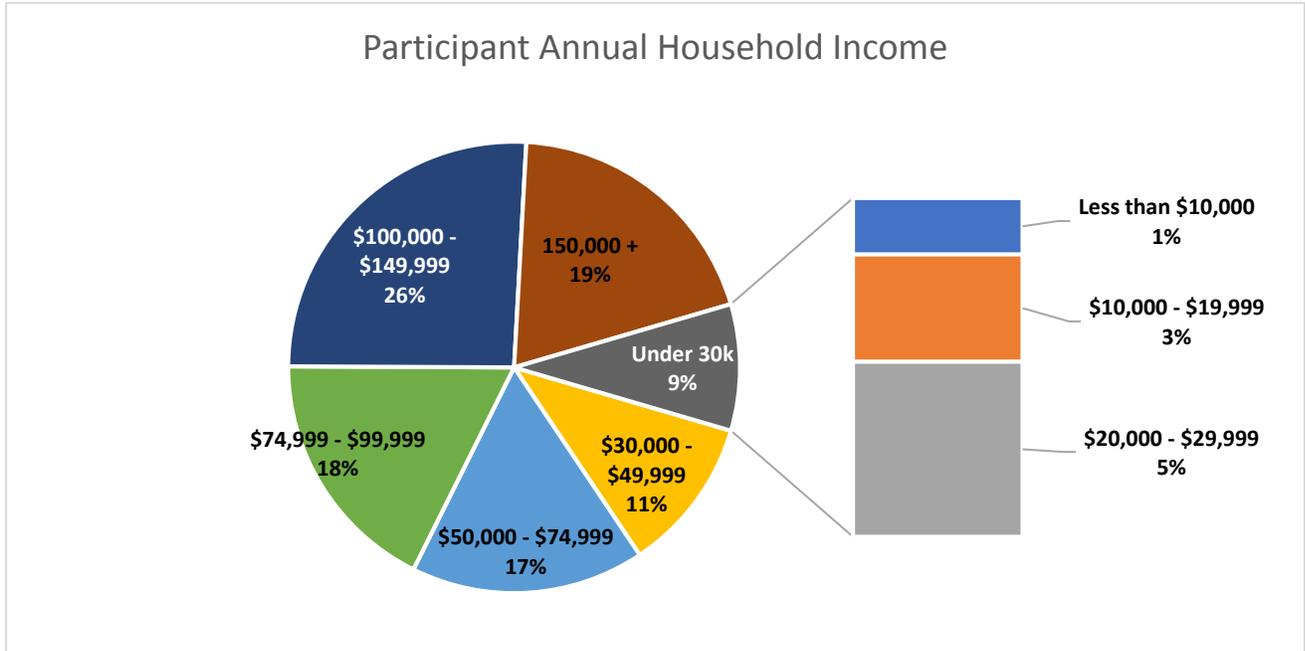
Participants were also given the option to write in a disability that they felt was not represented in the options listed.

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:

64% of survey respondents identified as having a household income (pre-tax) over \$74,999



### AGE:

Over 1500 participants selected to complete this question, with 46% of those respondents identifying as under the age of 44. Twenty one percent identified as between the ages of 45 and 54, 16% 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. Three percent of respondents identified as over 75.

