

122ND AVENUE:

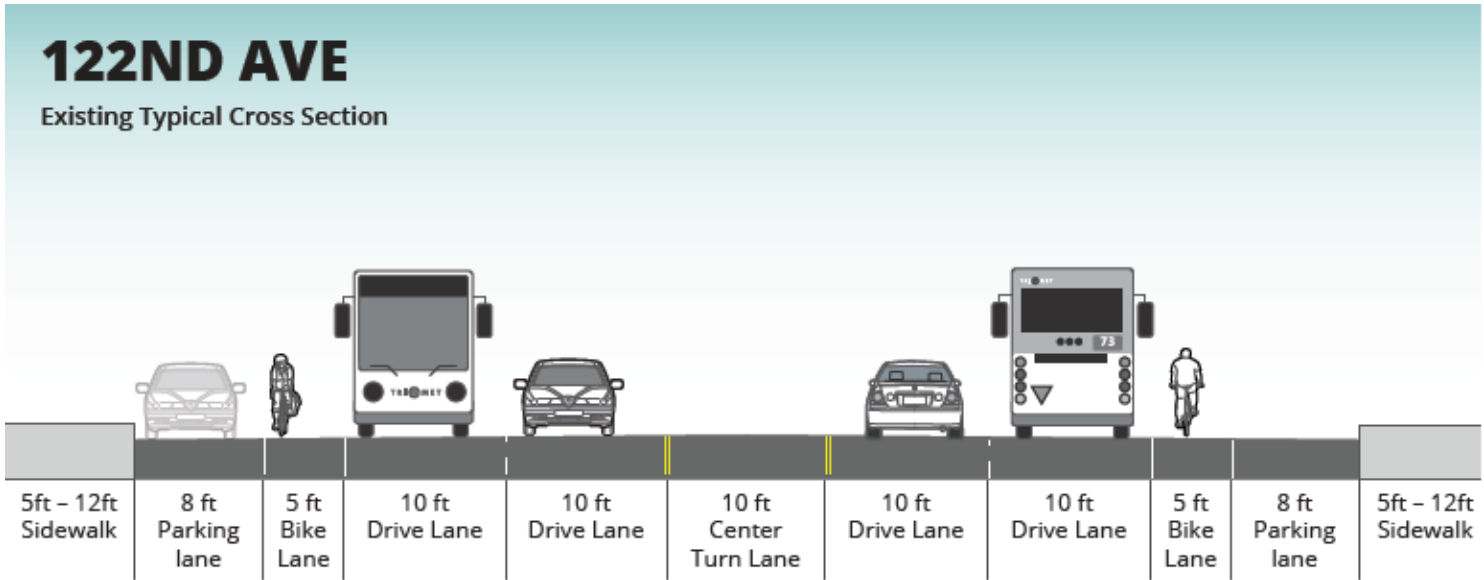
Humanizing an East Portland Arterial Street

March 2024



PBOT
PORTLAND BUREAU OF TRANSPORTATION

122nd Today

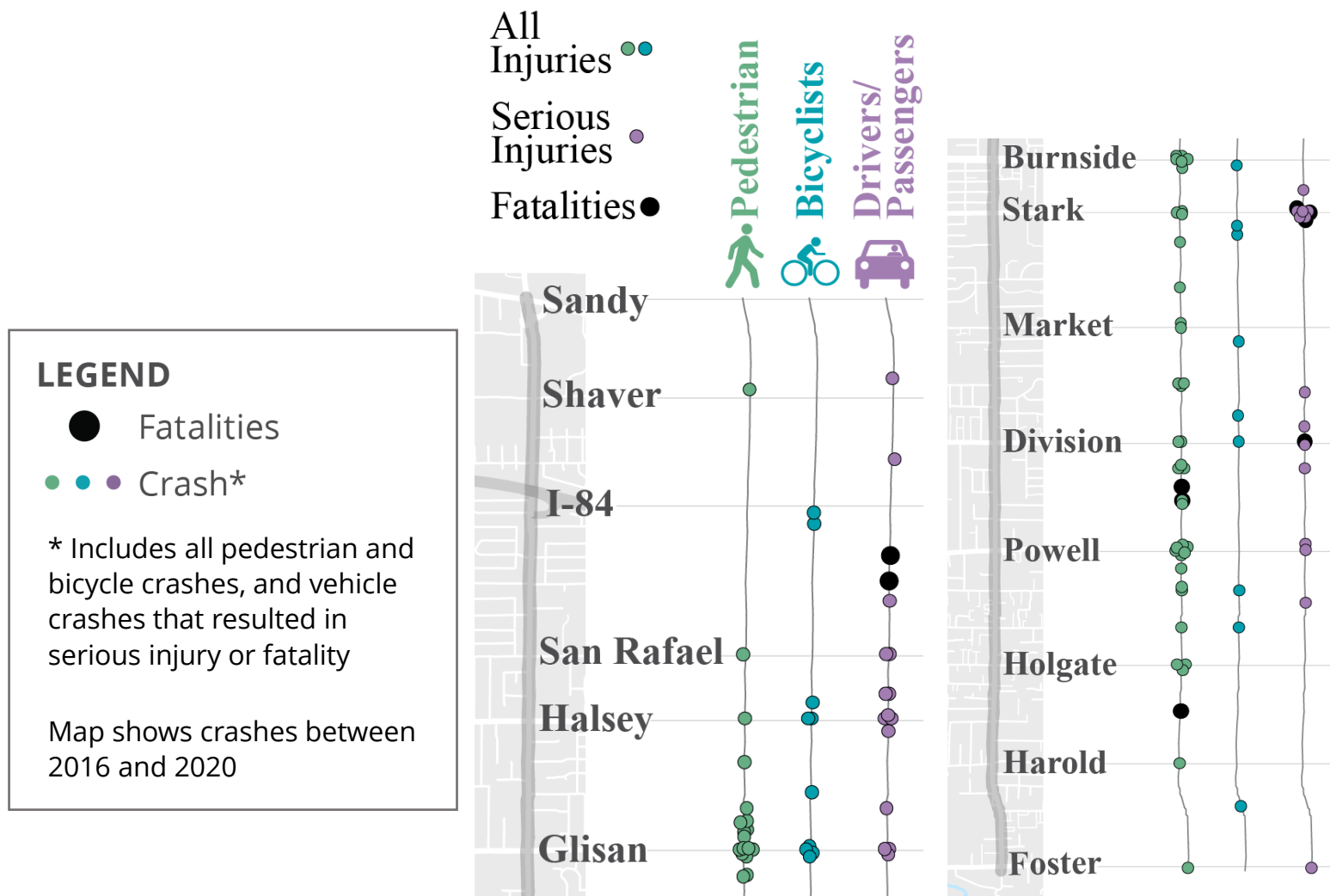


Existing Conditions and Need

21 fatalities in past 7 years, including 10 pedestrians

3 fatalities per year/ average

5 “high-crash” intersections



Background

- **Plan for improvements has been ongoing since 2018**
 - Helped focus attention on the corridor and inform funding decisions
- **Plan Goals**
 - **increase safety, improve pedestrian & bicycle access and support better transit.**
 - Identify incremental improvements to **support the growth and development** of 122nd Avenue as a **Civic Corridor**.



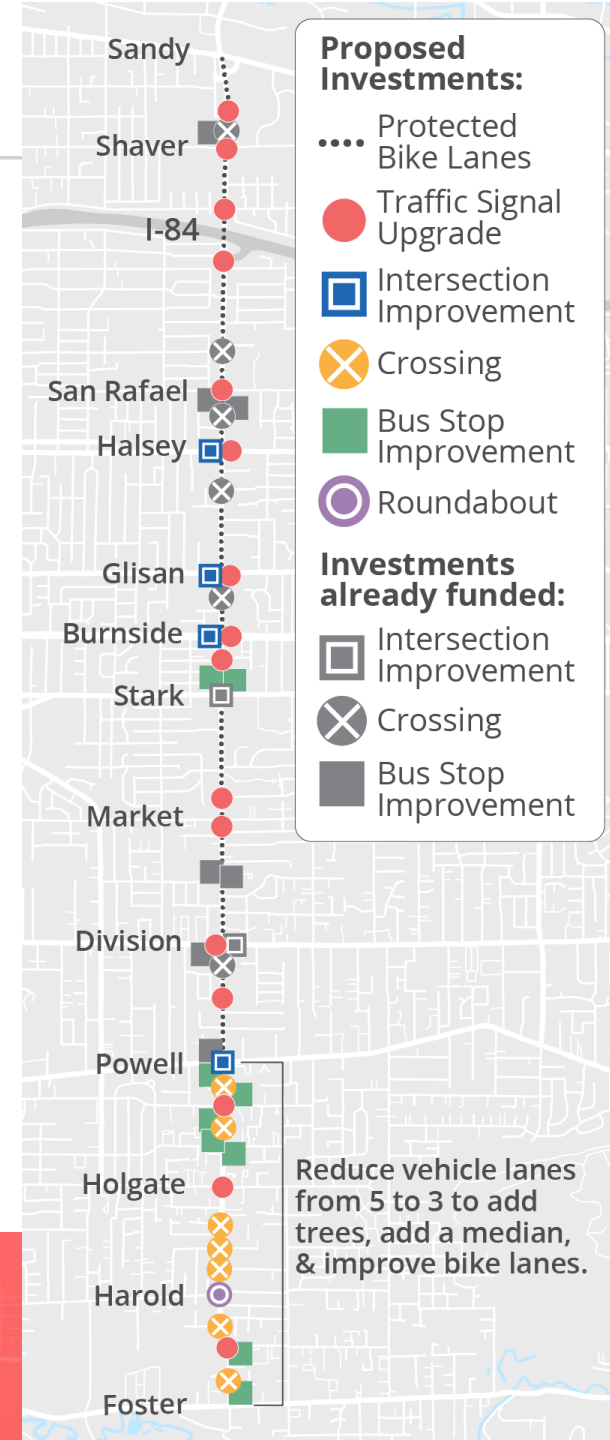
Safe Streets for All (SS4A) Grant Background

- Bipartisan Infrastructure Law (2021) allocated **\$5 billion of federal safety fund grants** available over 5 years.
- **122nd Avenue** was the corridor recommended by PBOT staff based on recent planning work and how the project would best respond to grant criteria.
- **37 Implementation grants** awarded in 2022 cycle, with **122nd Avenue the only one in Oregon**.
- **Grant provides \$25 million** (including \$5 million local match) focused on safety improvements along the corridor.



Proposed Projects w/ SS4A Grant on 122nd

- **Street lighting** where gaps exist
- **Pedestrian crossings**
- **Speed reader boards**
- **Signal upgrades to manage speed & safety**
- **Intersection improvements** at high crash locations
- **Bus stop curb extensions** at high-use locations
- **Protected bicycle/scooter lanes**
- **Trees**
- **Repaving/reduction of travel lanes (from 5 to 3) south of Powell**
- **Roundabout** at SE Harold



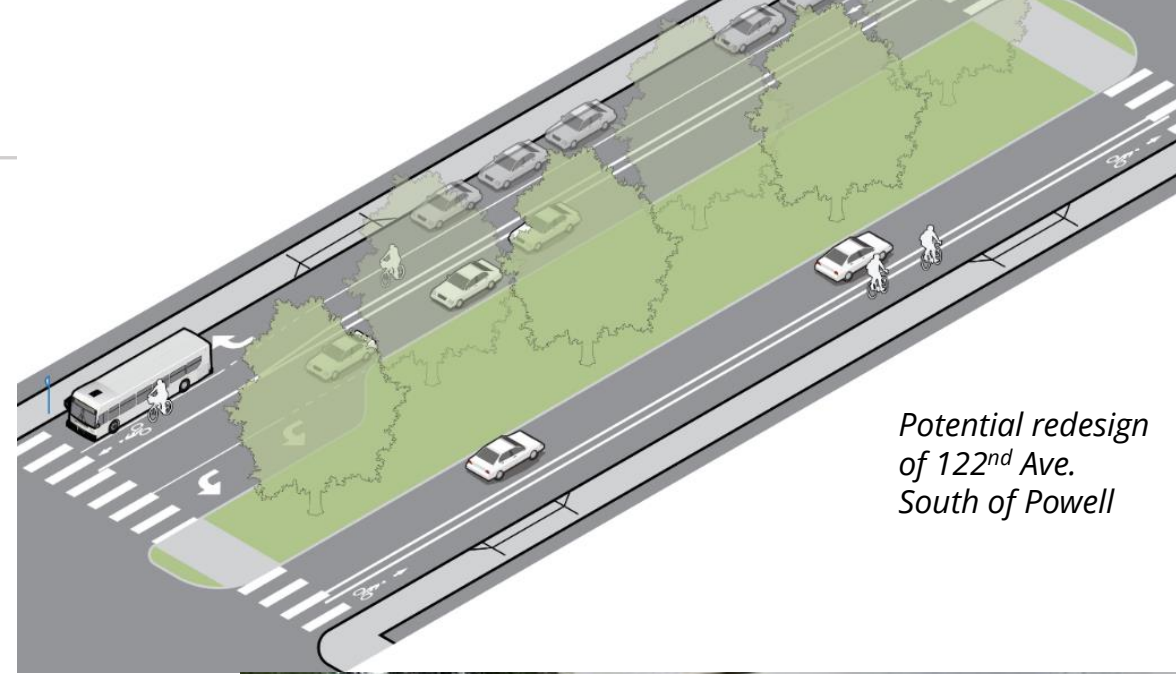
Items to Be Refined

- Cross-section(s) south of Powell Boulevard
- Additional locations for trees
- Exact location of medians and bus stop curb extensions
- Type and location of intersection improvements
- Crossing locations
- Amount of additional lighting needed



Cross-Section Options

- **South of Powell** a potential design option could create a boulevard-type street with space for large trees
- **Potential issues/trade-offs:** Cost, community support, parking and bike facility trade-offs, transit accommodation, access management, maintenance and liability



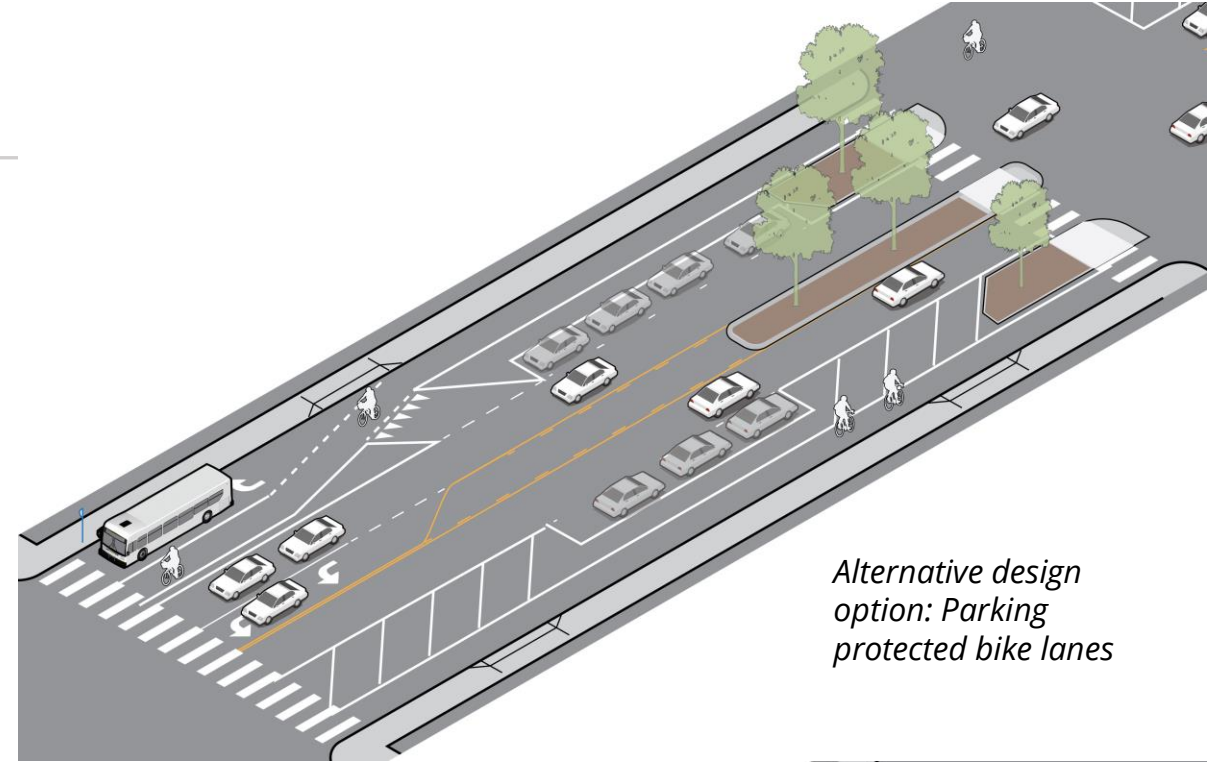
*Potential redesign
of 122nd Ave.
South of Powell*



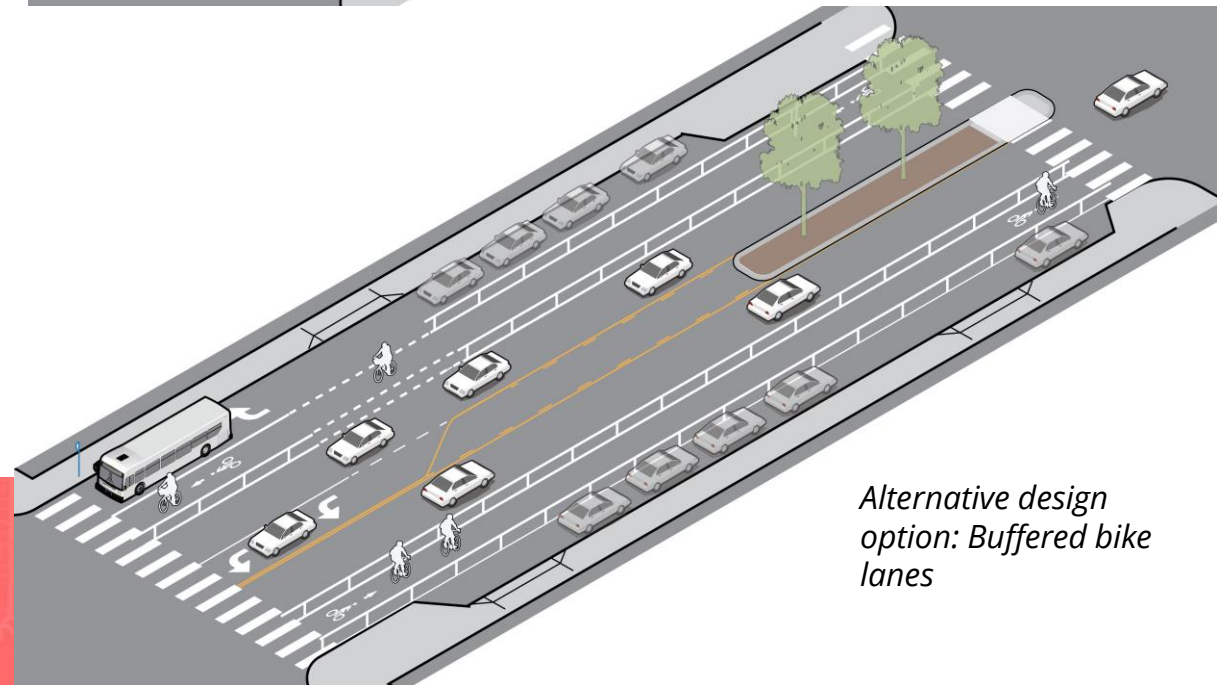
*Precedent street:
NE Ainsworth*

Cross-Section Options

- Other design options being explored:
 - parking protected bike lane
 - buffered bike lane with parking along the curb
- Grant also includes funding for equity-focused outreach and research
- Design refinement and public engagement will occur in summer 2024 before entering final design



Alternative design option: Parking protected bike lanes



Alternative design option: Buffered bike lanes

122nd: Funded Projects

New crossings at/near (est. construction year):

- Davis (2024)
- Clinton (2024)
- Beech (2026)
- Wasco/Multnomah (2026)
- Russell/Sacramento (2026)
- Hancock/Broadway (2026)

Lighting upgrades:

- San Rafael to Foster (2024)

Road resurfacing/restriping:

- Broadway to Glisan (2024)

Intersection upgrades:

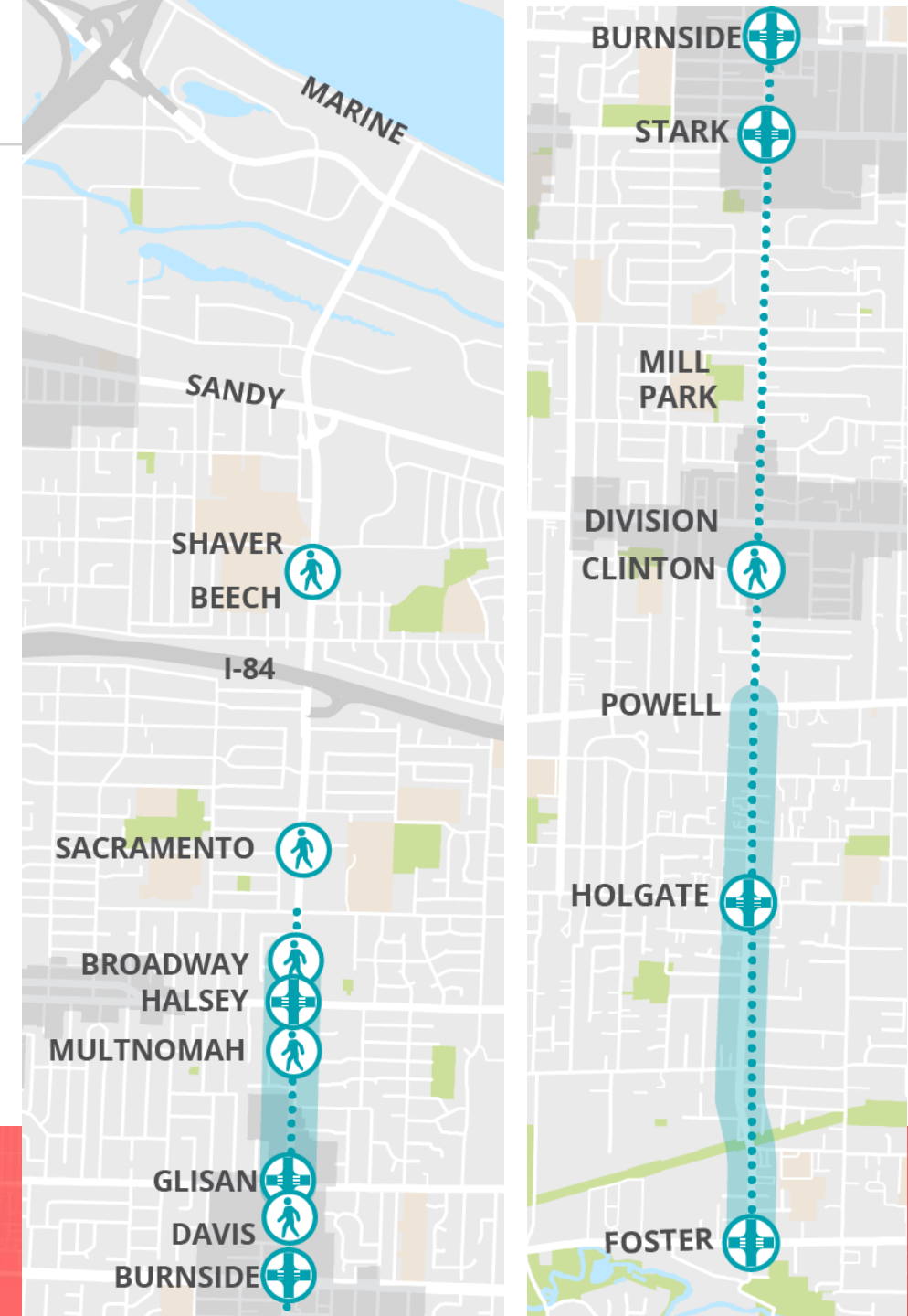
- Stark (2026)
- Halsey (2024)

Transit improvement/island:

- Mill Park (2024)

LEGEND

-  Intersection Improvement
-  New/Improved Pedestrian Crossing
-  Roadway Modification Improvement
-  Safety Improvement
-  Transit Improvement
-  Lighting Upgrades
-  Road repaving/restriping
-  Pedestrian District



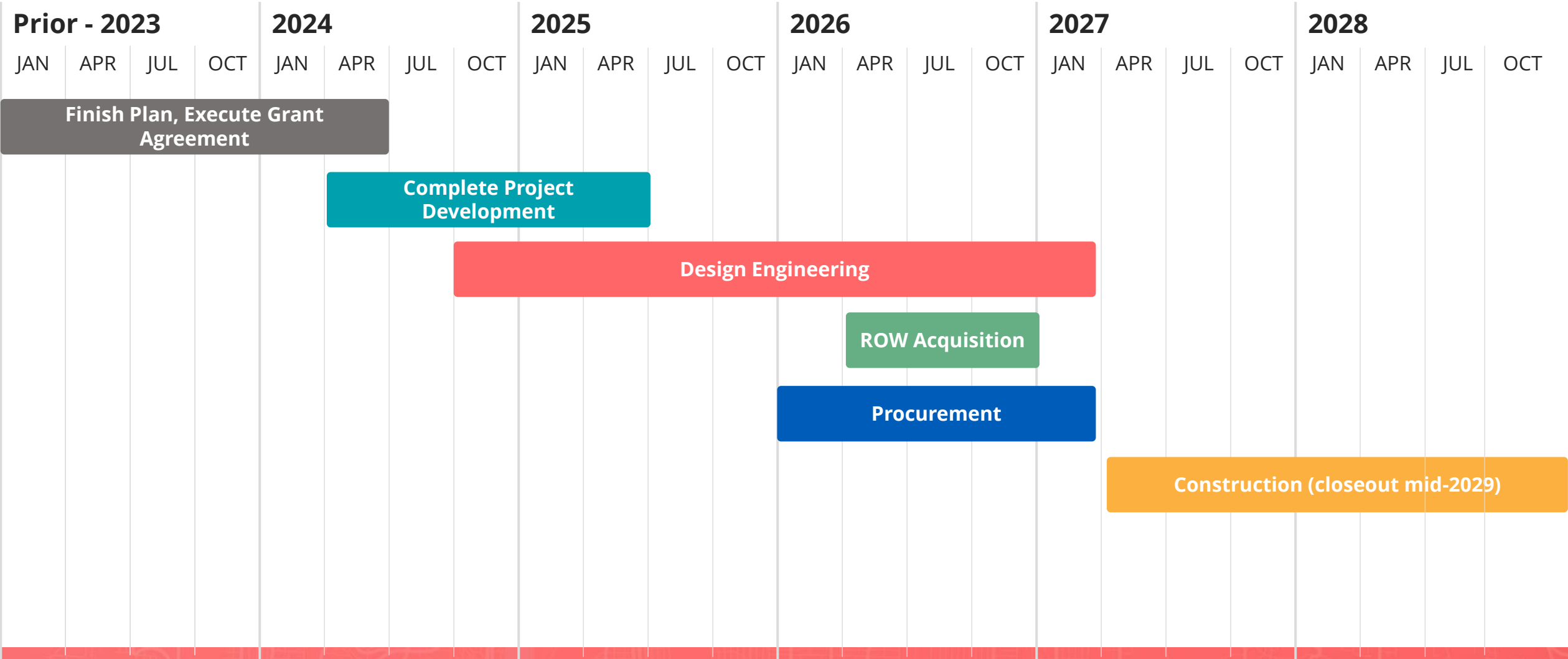
Additional Needs

The SS4A and other funded projects won't address all needs on the corridor. Future funding will be sought to address other 122nd Avenue Plan recommendations such as:

- Improving **Sandy/122nd Avenue interchange**
- **Improving biking/walking conditions** under I-84, Union Pacific Railroad, and Sandy Boulevard
- Filling additional **crossing gaps**
- Working to **increase tree density**
- **Increasing sidewalk** width (likely through redevelopment)
- **Improving transit** access and reliability



122nd Avenue Safe Streets and Roads for All (SS4A) Grant: Estimated Timeline



Final Summary

- **Primary focus** of the project **is improving safety**, but hope to use project to leverage additional benefits to the community and environment
- **Design beginning in 2024, and construction in ~2027**
- Opportunity for project refinement and **public involvement in 2024**
- Project won't **address all the needs** of the corridor (safety and otherwise), but aims to jumpstart the transformation of the corridor
- Learn more at [Portland.gov/ss4a](https://portland.gov/ss4a)



Thank you!

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Learn more:

portland.gov/ss4a



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