



# 122ND AVENUE:

## Humanizing an East Portland Arterial Street

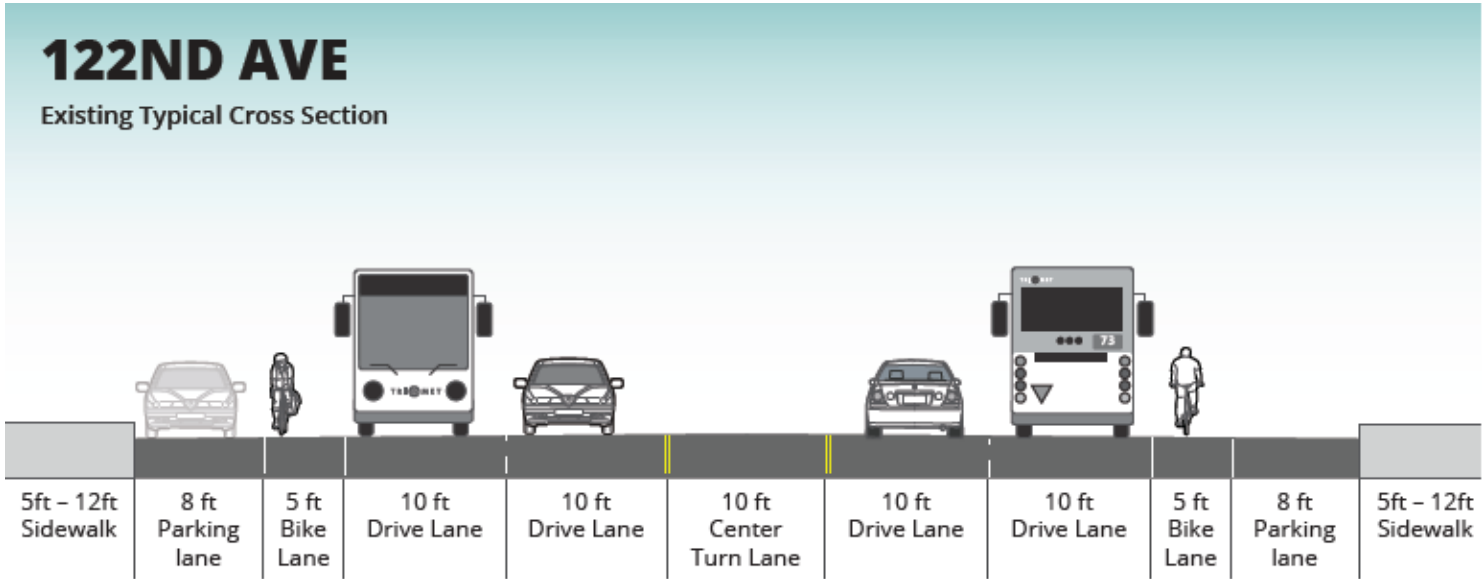
February 2024



**PBOT**  
PORTLAND BUREAU OF TRANSPORTATION



# 122<sup>nd</sup> Today

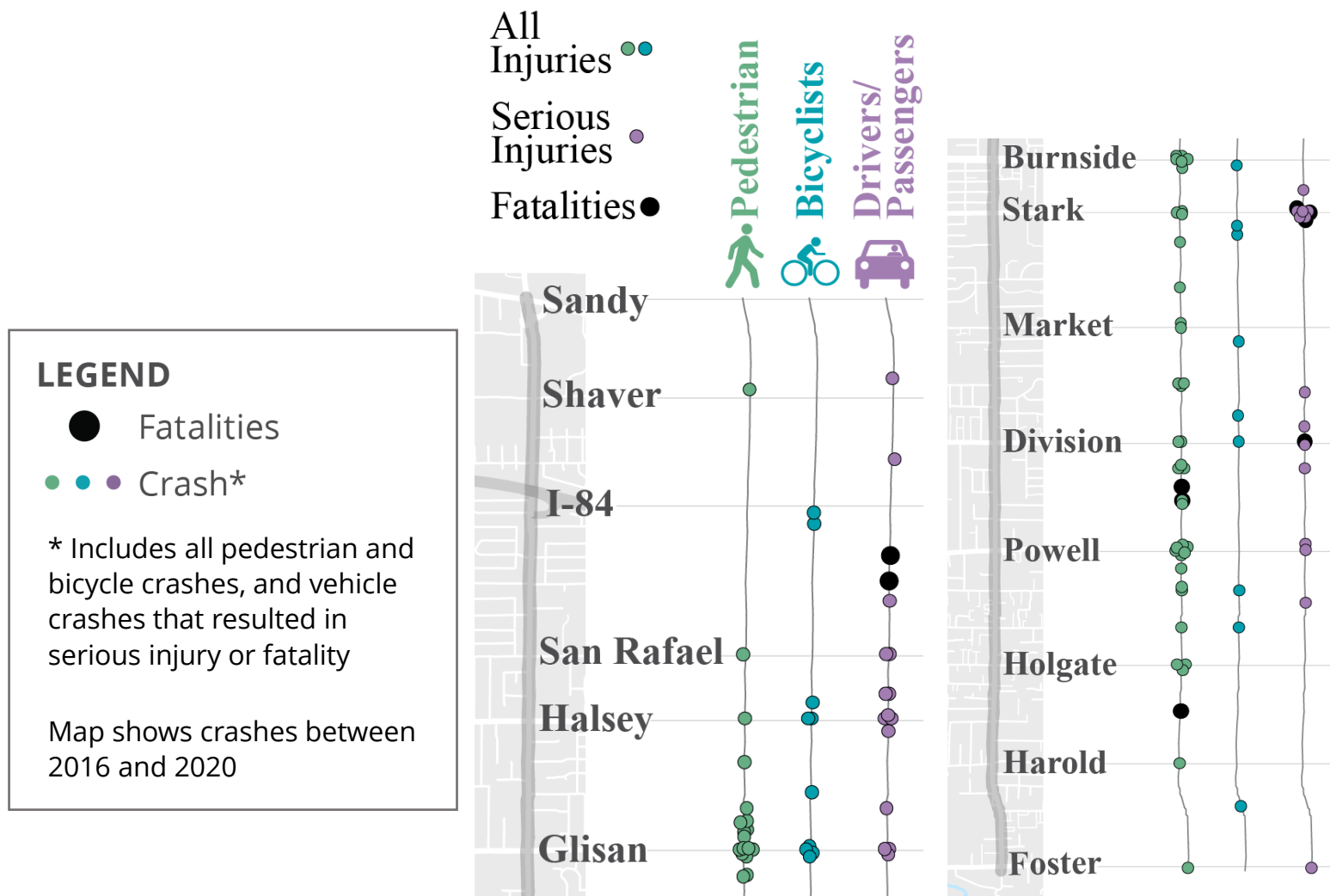


# Existing Conditions and Need

**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**.





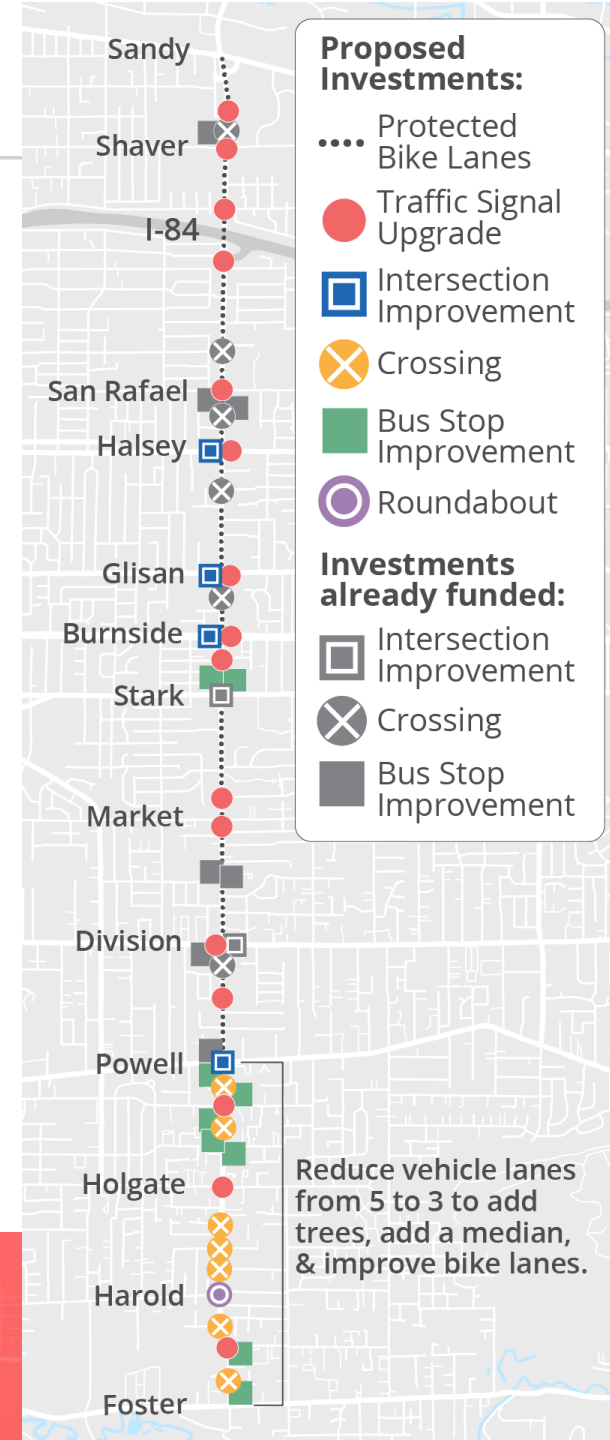
# Safe Streets for All (SS4A) Grant Background

- Bipartisan Infrastructure Law (2021) allocated **\$5 billion of federal safety fund grants** available over 5 years.
- **122<sup>nd</sup> 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 nationwide 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

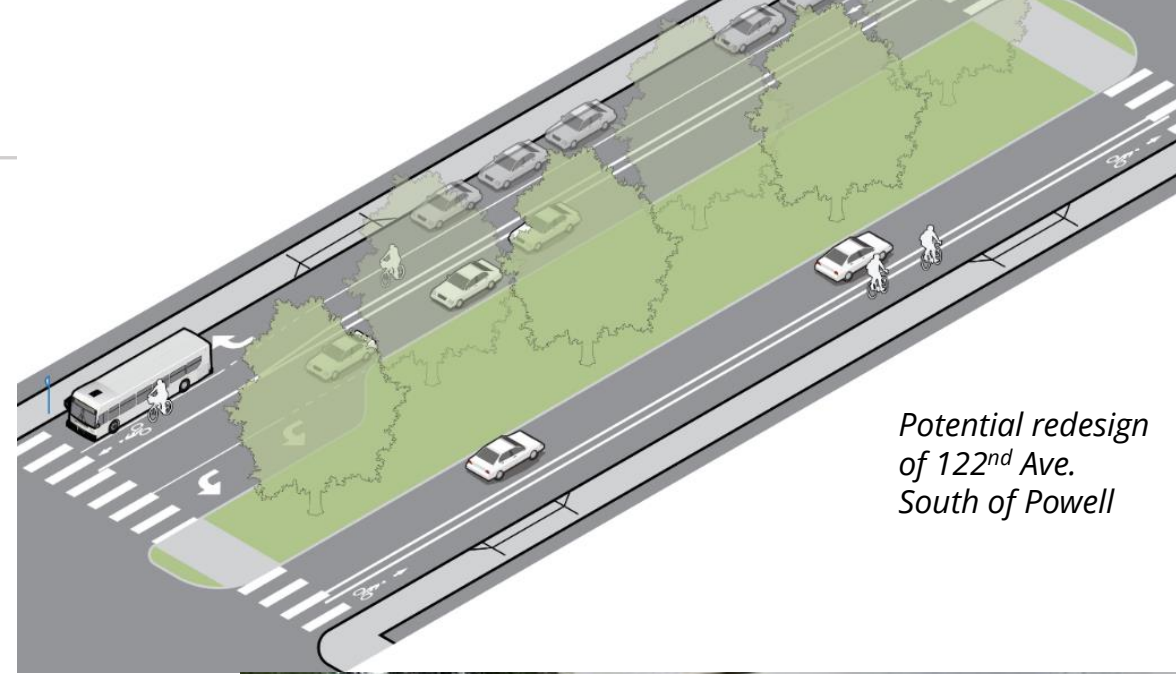
- Cross-section(s) south of Powell Boulevard
- Additional locations for trees
- Exact location of medians and bus stop curb extensions
- Type and location of intersection improvements
- Crossing locations
- Amount of additional lighting needed





# 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 122<sup>nd</sup> Ave.  
South of Powell*

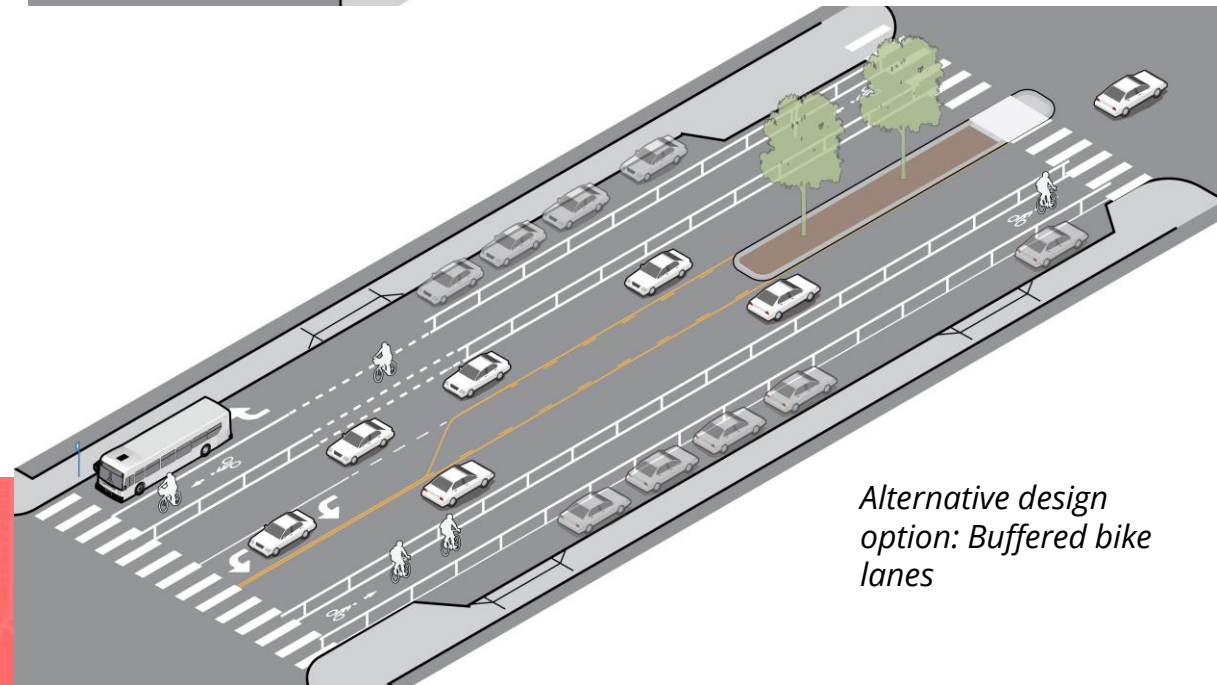
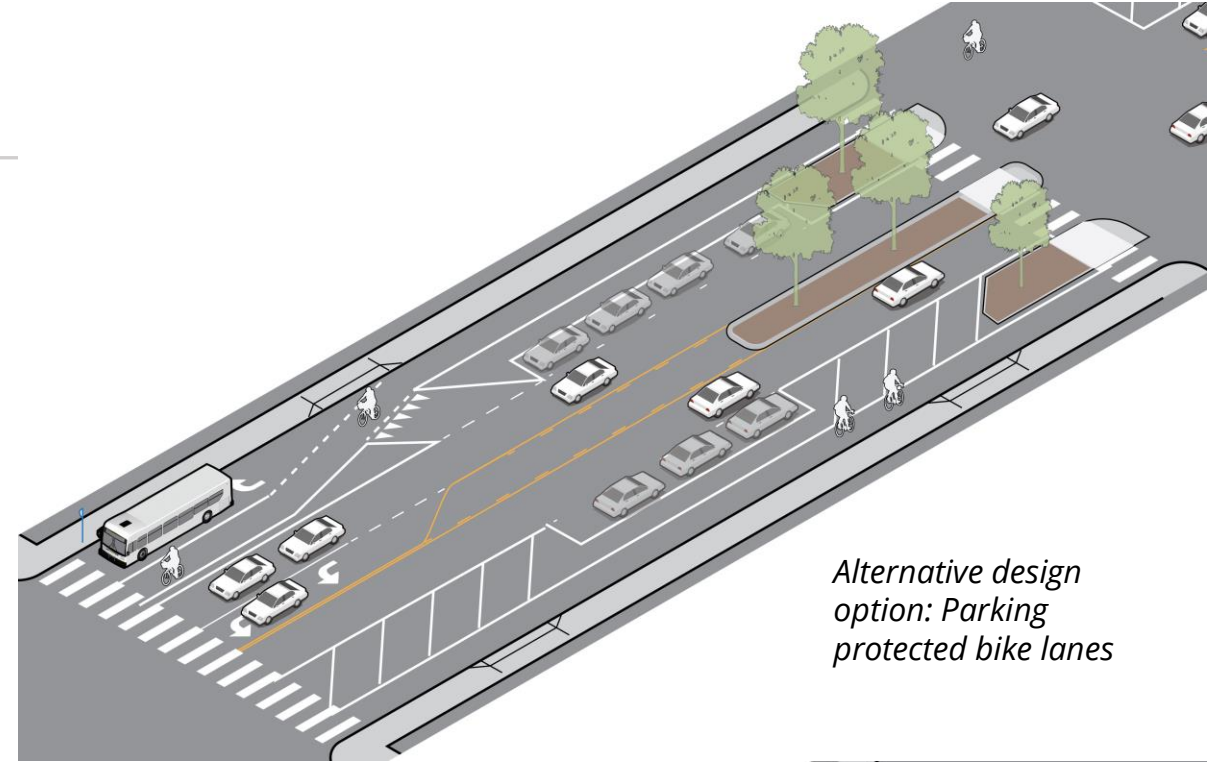


*Precedent street:  
NE Ainsworth*



# 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



# 122<sup>nd</sup>: 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:

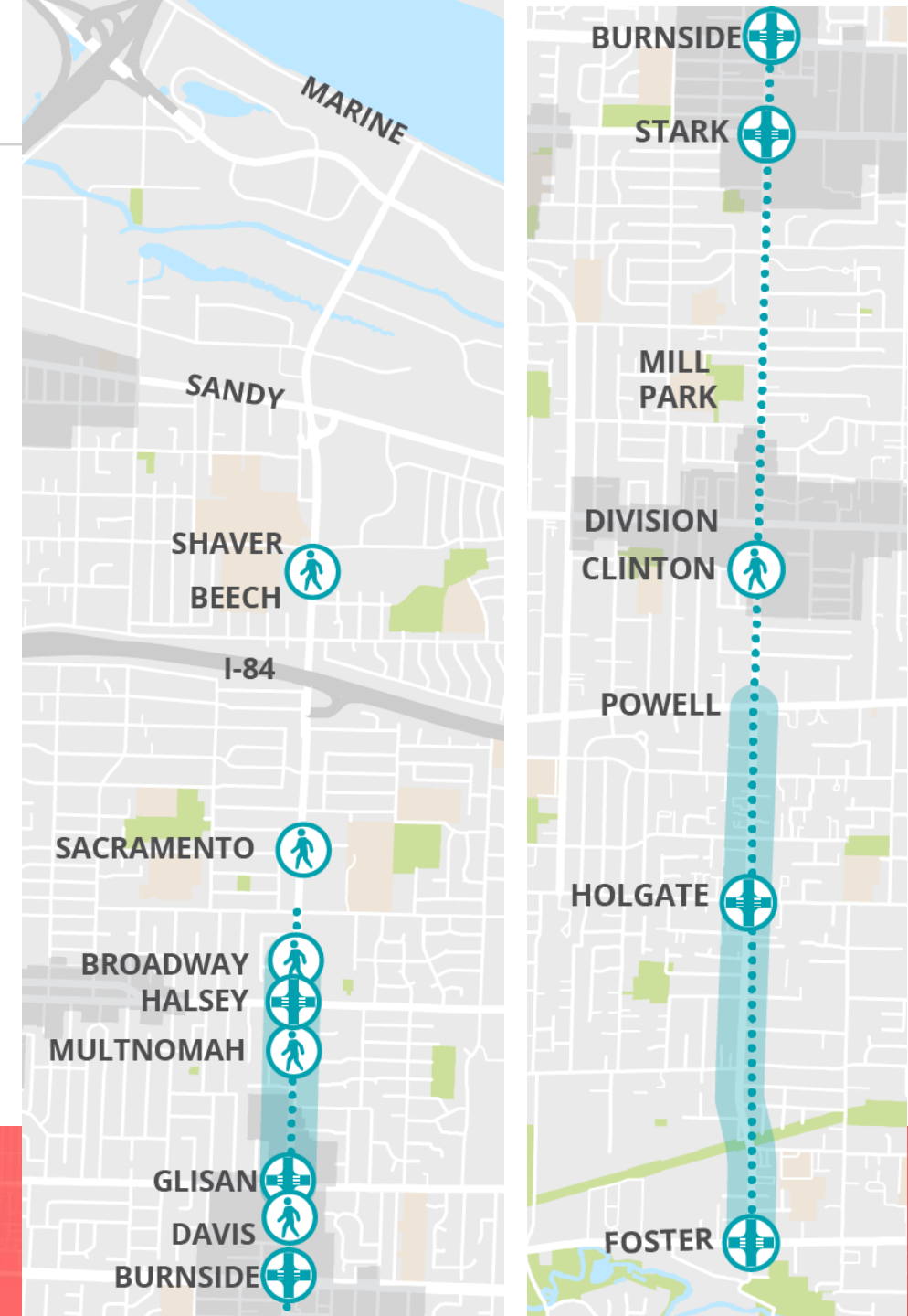
- Stark (2026)
- Halsey (2024)

## 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





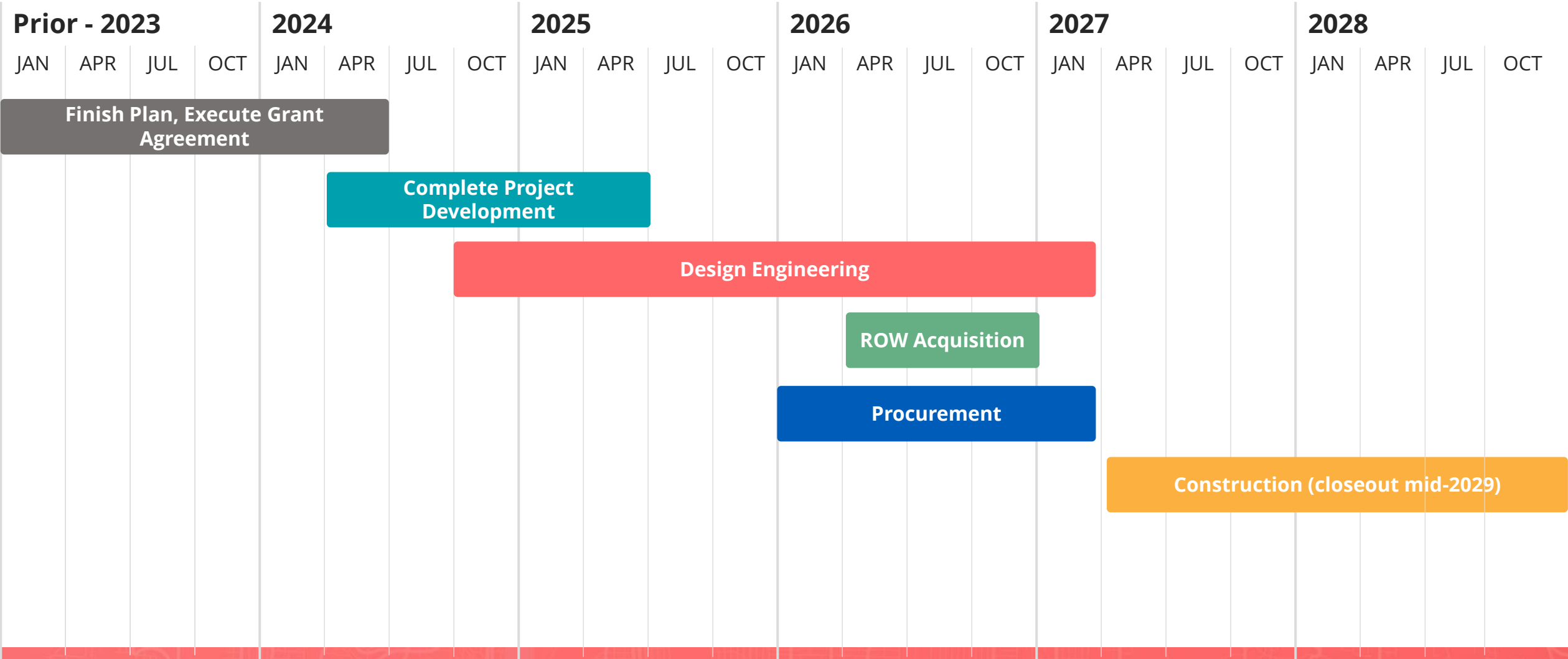
# Additional Needs

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

- Improving **Sandy/122<sup>nd</sup> 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 122<sup>nd</sup> Avenue Safe Streets for All project **is improving safety**, but aim 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](http://portland.gov/ss4a)



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