122nd Avenue Plan: Safety, Access and Transit

April Bertelsen

May 8, 2018
Overarching goal of the 122nd Ave Plan

Increase safety for all, improve pedestrian & bicycle access and support better transit while balancing needs of freight & other modes.

Identify improvements to help remove 122nd Ave from the High Crash Corridor network.
122nd Ave Plan
What will the 122nd Ave planning process do?

• Develop a multi-modal conceptual investment plan.
• Identify any cross-section changes.
• Apply the Enhanced Transit Toolbox where feasible.
• Identify a subset of priority project improvements to build with the remaining FOS funds for 122nd Ave and any additional funding secured.
• Identify other recommended improvements for future projects to seek funding.
What is the Fixing Our Streets 122nd Avenue project?

**Project Description:** Continue with safety, access and transit improvements to the 122nd Ave corridor and partnership with TriMet to increase bus service.

**FOS Budget:** roughly $2 Million

**Timeline:**
- Planning and scoping proposed in 2017-2018
- Design: 2018-2019
- Construction: 2019-2020
122nd Ave TriMet Partnership

- TriMet commitment to provide Frequent Service along 122nd Ave, Bus line 73.
- City of Portland commitment to fund and build $8 Million of safety and access to transit improvements.
### 122nd Ave Plan Tasks & Timeline

<table>
<thead>
<tr>
<th>Task</th>
<th>Description</th>
<th>Timeline</th>
</tr>
</thead>
<tbody>
<tr>
<td>1&amp;2</td>
<td>Project Management and Agency and Public Involvement</td>
<td>On-going</td>
</tr>
<tr>
<td>3</td>
<td>Baseline Conditions and Existing Policies, Plans and Projects</td>
<td>Fall 2017-Winter 2018</td>
</tr>
<tr>
<td>4</td>
<td>Development of Potential Cross-sections and Modeling Analysis</td>
<td>Spring-Summer 2018</td>
</tr>
<tr>
<td>5</td>
<td>Full Cross-section Analysis and Recommendations</td>
<td>Summer-Fall 2018</td>
</tr>
<tr>
<td>6</td>
<td>Identify Priority Improvements in Tiers (Esp. FOS-funded project)</td>
<td>Summer-Fall 2018</td>
</tr>
<tr>
<td>7</td>
<td>Recommended Plan</td>
<td>Fall 2018</td>
</tr>
<tr>
<td></td>
<td>Adoption Process (if deemed necessary)</td>
<td>Fall 2018 – Winter 2019</td>
</tr>
</tbody>
</table>
TWO OPEN HOUSES  East Portland Transportation and Safety

May 16, 2018
4:30p-7:30p
Midland Library
805 SE 122nd Ave.

June 5, 2018
6:00pm-8:00pm
Rosewood Initiative
16126 SE Stark St.

Come share your input to shape projects in your neighborhood! PBOT invites you to two upcoming open houses relating safety improvements throughout East Portland. Staff will be available to share plans on upcoming projects aimed at improving safety & mobility.

PBOT will have snacks and childcare available.

If you have questions or would like to request translation services, please contact Timur Ender at: timur.ender@portlandoregon.gov

Want to learn more about upcoming projects?
Visit: www.portlandoregon.gov/transportation/eastPDX

@PBOTinfo

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TYPICAL CROSS SECTION - NORTH OF NE SHAVER ST

Curb to curb: 56 - 85'; Typical: 65'
SOUTH OF NE SHAVER ST

Curb to Curb: 65 - 85'; Typical: 75'
TYPICAL INTERSECTION OF 122ND AND MAJOR EAST-WEST ARTERIAL
40% (7,162 of 17,659) of residents in census tracts adjacent to 122nd are persons of color compared to 28% city-wide average.

10% (3,902 of 37,485) of households in census tracts adjacent to 122nd are occupied by Low English Proficient people compared to the 4.1% city-wide average.

$42,799

the Average of the median household incomes in census tracts adjacent to the 122nd Ave project compared to the citywide average of $55,000.
HIGH CRASH NETWORK
Vision Zero

![Map showing high crash corridors and intersections.]

- **Deaths**: 7, 4, 1
- **Injuries**: 26, 12, 4, 1

*Includes only serious injuries to people in vehicles, and all injuries to people walking or bicycling. Injury data for 2016-2018 is not yet available.*
2035 Comprehensive Plan Update
Urban Design Framework
2035 Comprehensive Plan Update
Urban Design Framework

- 122nd Civic Corridor
- Gateway Regional Center nearby
- Town Center: Division-Powell
- Neighborhood Center: MAX station
Segments of 122nd Ave were identified as Enhanced Transit candidates for improving transit capacity, reliability and speed along TriMet bus line 73.
PROJECTS

PEDESTRIAN CROSSINGS

PEDESTRIAN CROSSING SPACING STANDARDS generally no more than 800’ between pedestrian crossings except in areas designated as Pedestrian Districts and Centers where the standard is 530’ between crossings.

EXISTING

- SIGNAL
- ENHANCED AND MARKED PEDESTRIAN CROSSING

DISTANCE BETWEEN CROSSINGS EXCEEDS CITY GUIDELINES (530’ OR 800’)

DRAFT
NE 122\textsuperscript{nd} at NE Sandy & Railroad Underpass: Eastside
NE 122nd at NE Sandy & Railroad Underpass: Eastside
NE 122nd at I-84/UP Railroad Underpass: Eastside
NE 122\textsuperscript{nd} at I-84/UP Railroad Underpass: Westside
Underpass Multi-modal Barriers

- Need strategic tailored design solution
- Evaluate raised eastside bike lane to sidewalk level and providing combined facility
- Evaluate lane removal in one direction and allocating to a two-way ped/bike facility.
1. **Safety.** Reduce the numbers of crash related deaths and serious injuries.

2. **Equity.** Improve travel access and conditions for people of color, low income households and households with limited English proficiency.

3. **Pedestrian Access and Comfort.** Increase pedestrian access and comfort for people of all ages and abilities.

4. **Bicycle Access and Comfort.** Increase bicycling access and comfort for people of all ages and abilities.

5. **Transit performance.** Increase transit reliability and/or travel times along the corridor.

6. **Freight Access.** Maintain or improve freight access for delivering goods to market.

7. **Traffic Impacts.** Do not severely increase congestion, nor result in severe diversion to other streets, particularly local streets, Neighborhood Greenways and SR2S routes.

8. **Potential for Placemaking, Livability and Healthy Connected Neighborhoods.** Increase opportunities for public spaces, placemaking, green infrastructure, trees and better facilitate the creation of Healthy Connected Neighborhoods.
PRESERVE what we have built and OPERATE it well

Embrace VISION ZERO

BUILD A FUTURE where all can grow and thrive

Effectively MANAGE CITY ASSETS

Contribute to the HEALTH AND VITALITY of our people and our planet

Learn more.
www.portlandoregon.gov/transportation/122ndAve
Recommended Corridors: Analysis with ETC Toolbox

- Closer look with ETC Consultant Team (up to 3 segments)
- Closer look through other upcoming plans/projects