

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:

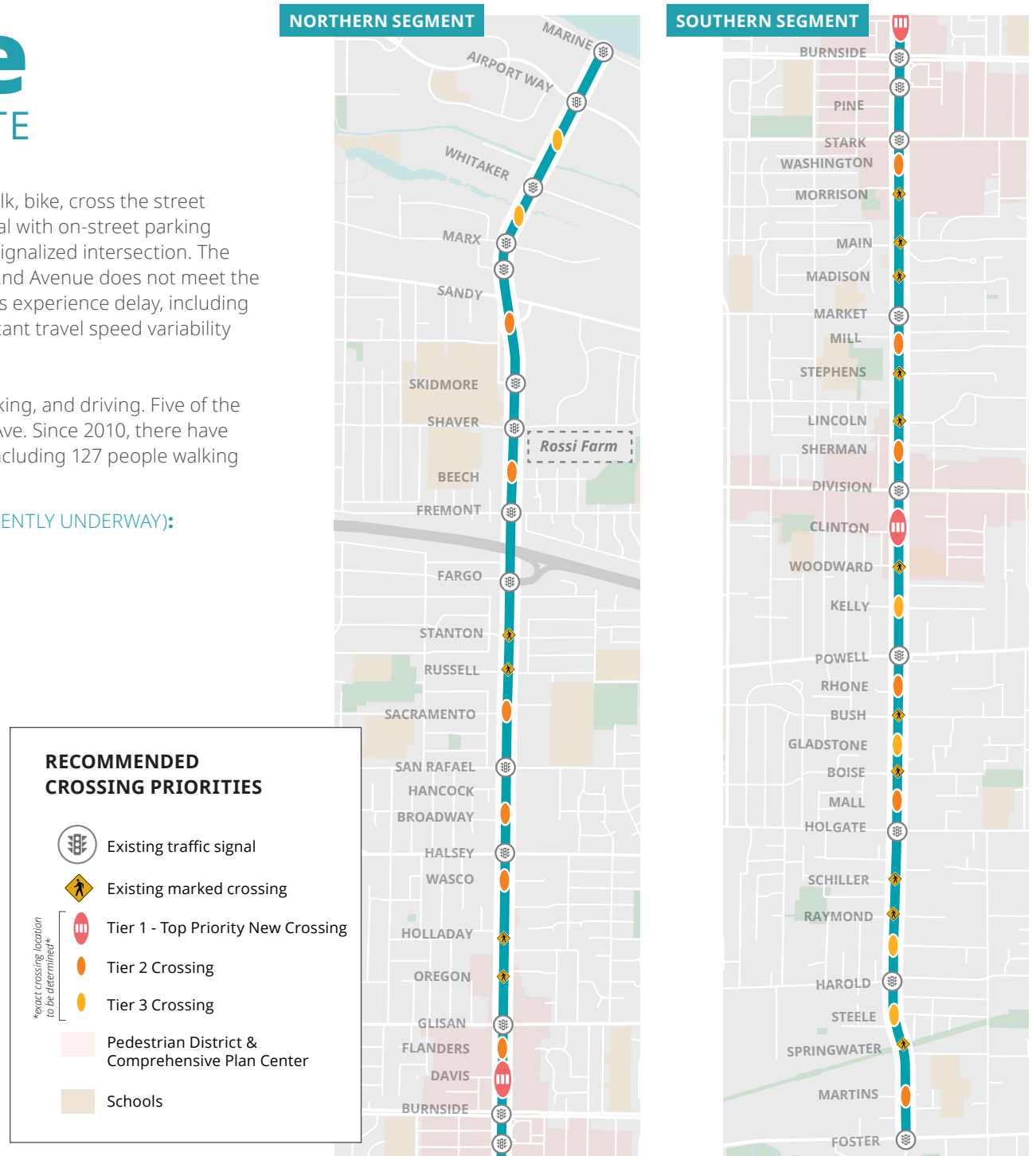
- increase safety for all
- improve access for people walking and biking, and support better transit while balancing needs of freight & other modes
- identify improvements to help eliminate serious injuries and fatalities in order to remove 122nd Ave from the Vision Zero High Crash Corridor network.

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



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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.*