

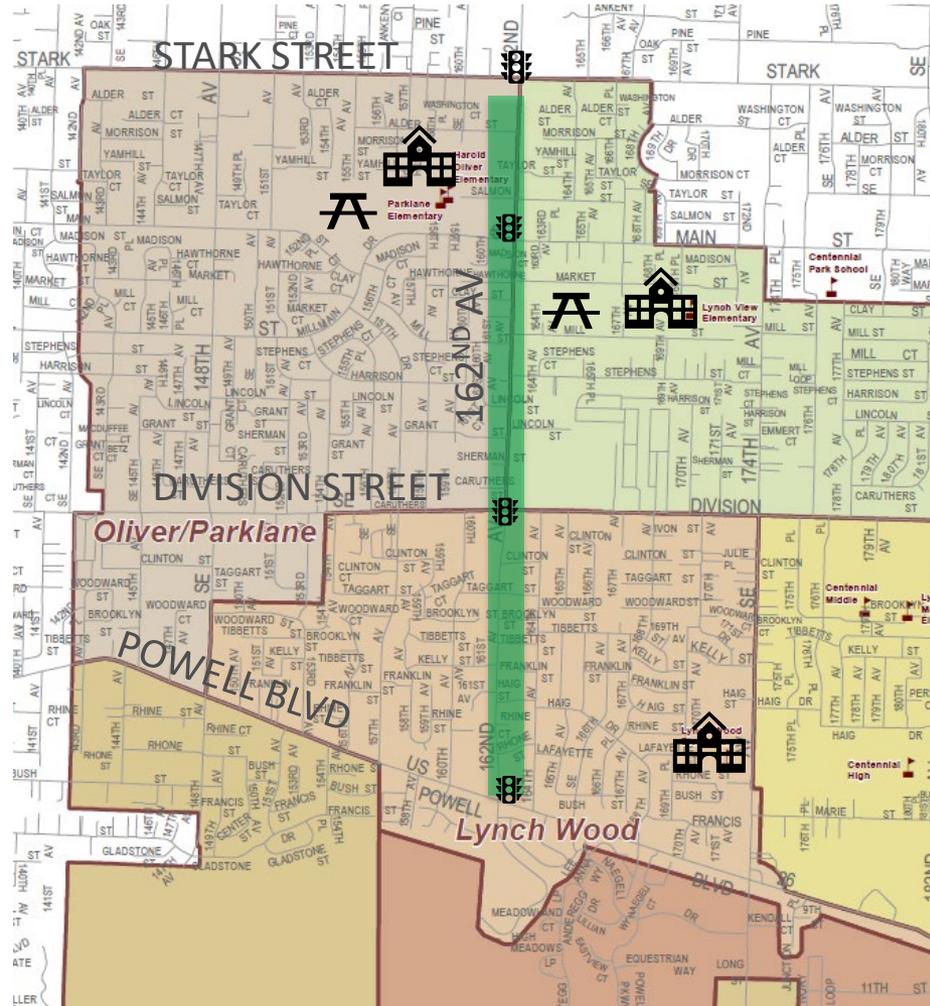
# SE 162<sup>nd</sup> Safety and Access to Transit Project

*SE Stark to SE Powell Blvd*



# Where on 162nd?

1.7  
miles



South of the Stark Street intersection - the Stark Street intersection and the area north of Stark Street is part of the City of Gresham.

This project will not be changing the Stark Street intersection.

# Why a crossing safety project on SE 162<sup>nd</sup>?

## Vision Zero goals



Traffic crashes are preventable. No one should die or be incapacitated in the everyday act of getting where they need to go.

The goal of Vision Zero is to eliminate fatal and serious injury crashes involving people walking, biking and driving.

# Why a crossing safety project on SE 162<sup>nd</sup>?

## City-wide statistics

1. Portland streets are disproportionately dangerous for people **walking**.
2. 23 of the 34 of the deadly crashes in 2018 were **east of 82nd Avenue**.
3. **Speed is a factor in 47% of fatal crashes**. Higher speeds mean more risk and greater damage when people are distracted, drive impaired, or simply make mistakes.

# Why a crossing safety project on SE 162<sup>nd</sup>?

## 162<sup>nd</sup> Speed Data (2019)

The posted speed is 35 miles per hour

- But as many as **80% of people** are driving over the posted limit!
- As many as **17% of people are** driving 45 mph or more!
- City and national data shows that higher speeds mean more risk and greater damage when people are distracted, drive impaired, or simply make mistakes.

## Why a crossing safety project on SE 162<sup>nd</sup>?

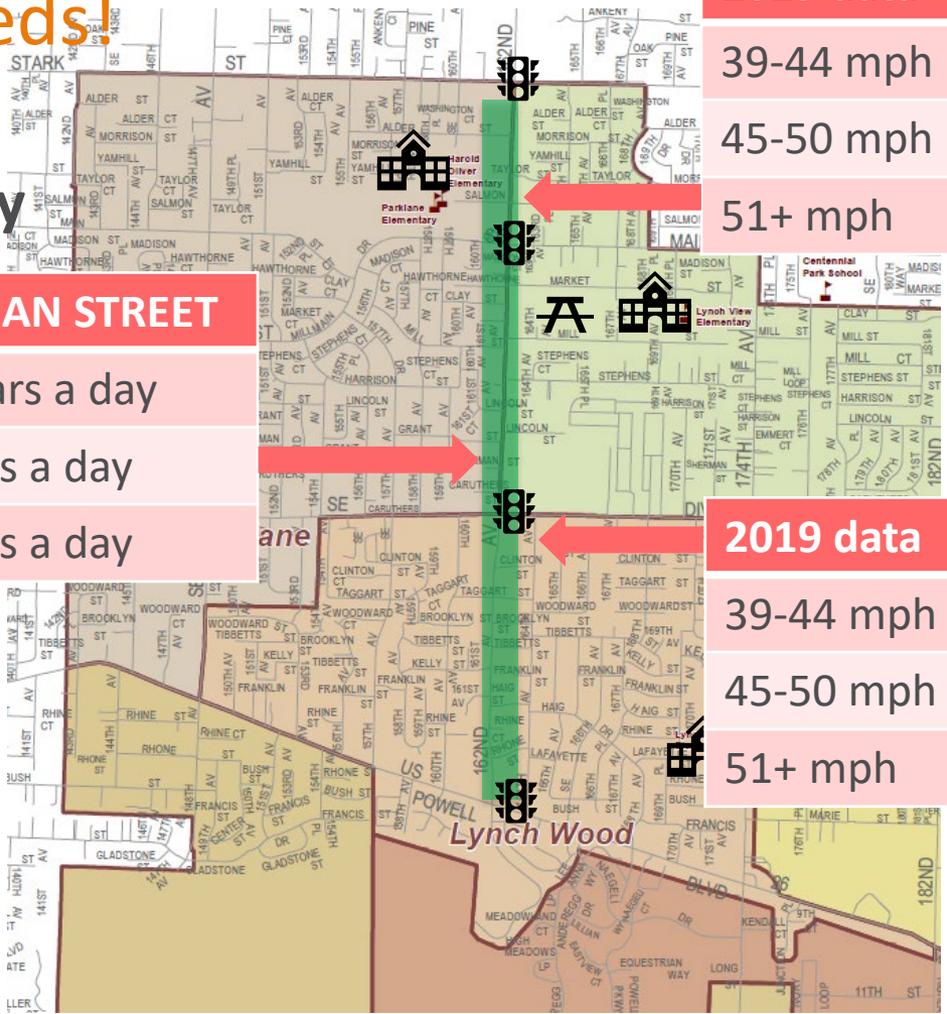
Crash History on SE 162<sup>nd</sup> Alder to Powell  
2007-2016

- 11 people injured while walking
- 5 people injured while biking
- 8 people seriously injured in a vehicle
- 1 person died in a vehicle

# 162<sup>nd</sup> Car Speed Data

## High end speeds!

About 6,500 cars speeding each day



2019 data	TAYLOR STREET
39-44 mph	2269 cars a day
45-50 mph	209 cars a day
51+ mph	32 cars a day

2019 data	SHERMAN STREET
39-44 mph	5517 cars a day
45-50 mph	812 cars a day
51+ mph	148 cars a day

2019 data	TAGGART STREET
39-44 mph	4397 cars a day
45-50 mph	1666 cars a day
51+ mph	454 cars a day

What do those numbers really feel like and look like to the neighborhood? That looks like hundreds of people speeding on this street every day. Hundreds of people going 10 miles over the speed limit or more.

City and national data show that slower driving speeds help prevent crashes, and when crashes occur, reduce the harm that results.

# Why a crossing safety project on SE 162<sup>nd</sup>?

## 162<sup>nd</sup> Car Speed and Volume Data (2019)

- 18,300 cars per day on 162<sup>nd</sup> Street north of Division Street
- 10,000 cars per day on 162<sup>nd</sup> Street south of Division Street
- Highest hourly volume by direction
  - Northbound - 740 cars AM peak hour (at 162<sup>nd</sup> Street and Market Street )
  - Southbound - 910 cars PM peak hour (162<sup>nd</sup> Street and Taylor Street)

For comparison – the highest recent count on Division Street = 35,700 cars per day. The north end of 162<sup>nd</sup> Street gets *half* the number of cars each day as Division Street. The south end of 162<sup>nd</sup> gets *one third* of the cars as Division Street.

There are fewer cars on 162<sup>nd</sup> Street *south* of Division Street. This makes sense with what we know about the high rates of speeding from the last slide. There's so much unused space on the road that it's encouraging faster speeds.

# Why a crossing safety project on SE 162<sup>nd</sup>?

## SE 162<sup>nd</sup> Stark to Powell Challenges

- **High speeds!**
- **Street is 76 feet wide!** Takes over 20 seconds to walk across
- The 6,500 cars going over 40 mph each day + the sprint across 5 lanes of traffic make this a dangerous street to cross



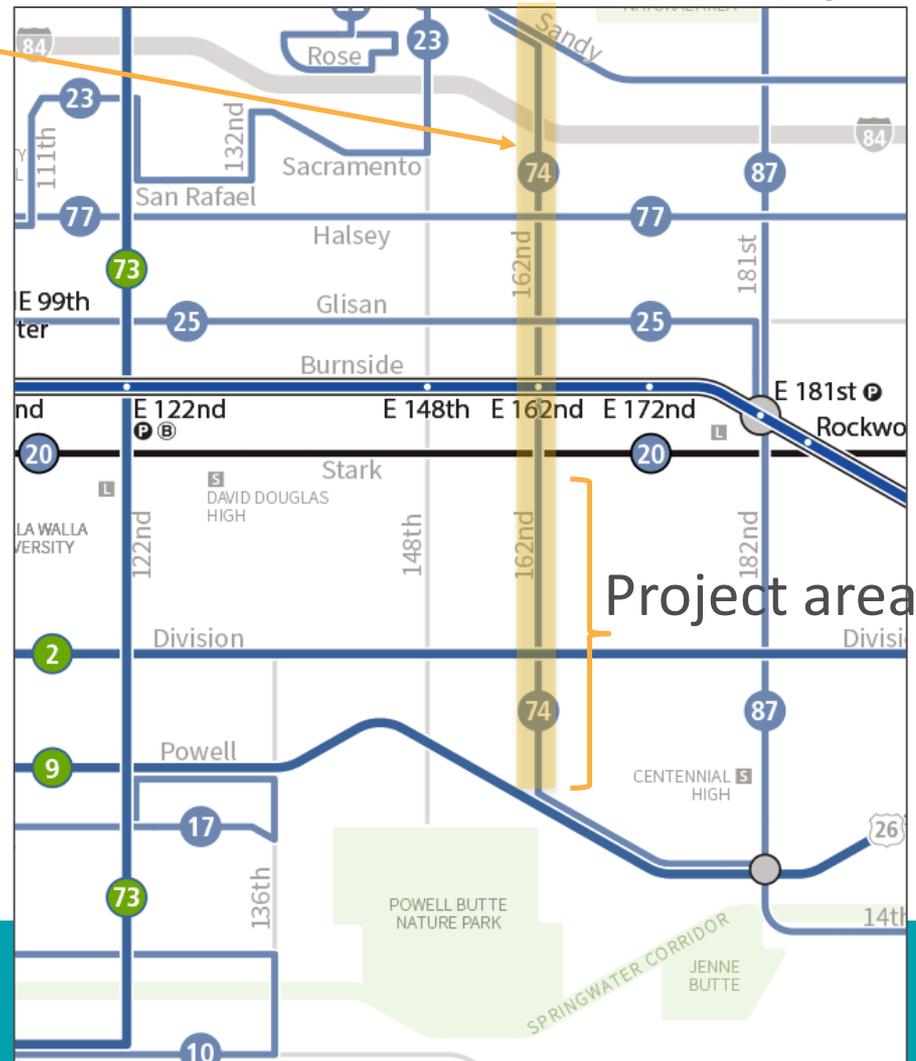
Bus stop at Mill

# Why a crossing safety project on SE 162<sup>nd</sup>?

## TriMet Bus Line 74

- Launched line 74 in 2018
- Expanded service in September 2019
  - More buses during peak commuting times
  - Later trips
  - Weekend service

## TriMet Area Network Map



## About the project

### Project Goals

- **Build safer crossings near transit stops**
- **Increase safety through street design and reduce speeding**
- **Improve existing bicycle lanes**

## About the project: Project Elements

- Convert 5 lane road way to 3 lane by removing the current striping and painting new striping
- New safer crossings with lighting at Mill, Lincoln and Tibbets
- New sidewalk on Main west of 162<sup>nd</sup> and 162<sup>nd</sup> north of Taylor
- Buffered bike lanes

# About the project

## Project Elements

- Convert 5 lane road way to 3 lane by removing the current striping and painting new striping
- This design reduces high end speeding
- Wide buffered bike lanes – more comfortable to ride

Between signals and bus stops



# About the project

## Project Elements



# Modeling of Travel Time Impacts

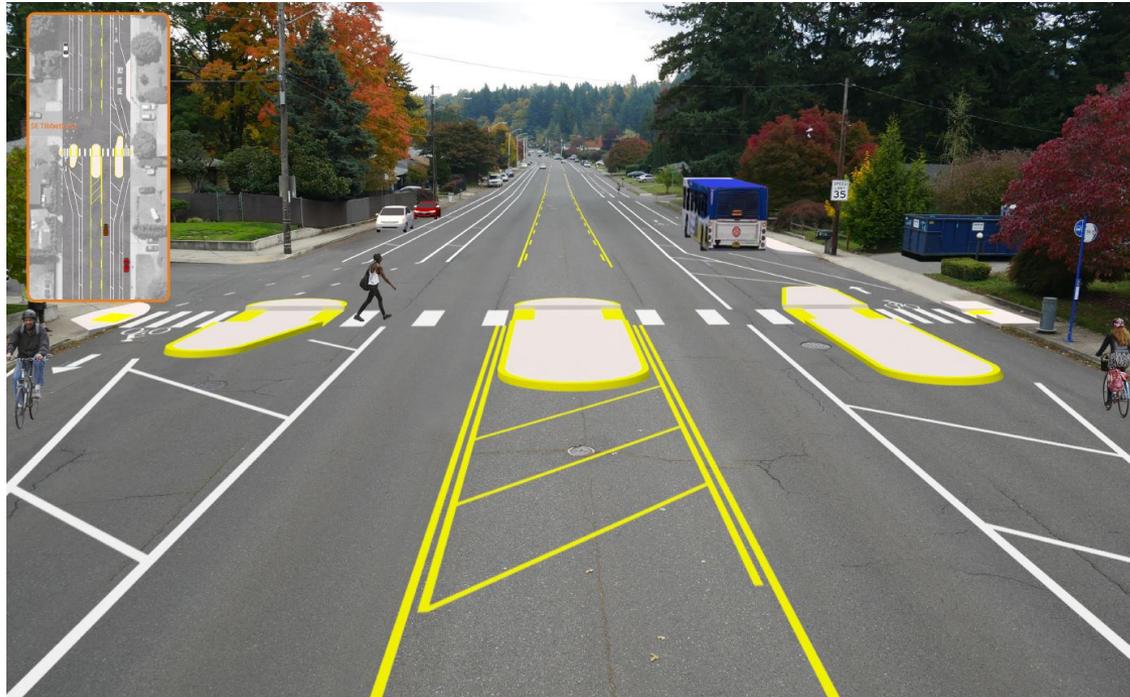
	Existing 162 <sup>nd</sup> (two lanes in each direction + center turn lane)	Reorganized 162 <sup>nd</sup> (1 lane in each direction plus a center turn lane)
Southbound peak hour travel time SE Alder (just south of Stark) to SE Rhone (just north of Powell)	3 minutes	4 minutes and 8 seconds
Northbound peak hour travel time SE Alder to SE Rhone	2 minutes 55 seconds	3 minutes and 32 seconds

**68 additional seconds of  
travel driving from Stark  
Street to Powell Blvd**

## About the project: Project Elements

New crossings with lights at Mill Street, Lincoln Street and Tibbets Street

At Tibbets Street, the speeds are slower, there's lighting, there's a shorter distance to cross exposed to cars.



# About the project: Project Elements

New crossings with lights at Mill Street, Lincoln Street and Tibbets Street

At Lincoln Street, the speeds are slower, there's lighting, there's a shorter distance to cross exposed to cars.



## About the project: Project Elements

### New crossings with lights at Mill Street, Lincoln Street and Tibbets Street

At Mill Street, which has the highest ridership, the plan includes a island bus stop design which speeds up the bus and cuts down on waiting time when you're riding the bus. Our budget is only large enough to do this design at one location.



# Project Recommendation

## 5→3 lanes: Why ?

- Reduce fatal and serious crashes
- Reduce top-end speeding and average speeds
- Make pedestrian crossings safer
- Provide room for better bike & bus lanes
- Right-size roads to actual travel demand
- Create safe crossings at **more locations** for our budget

**68 additional  
seconds of travel  
driving from Stark  
to Powell in peak  
hour**

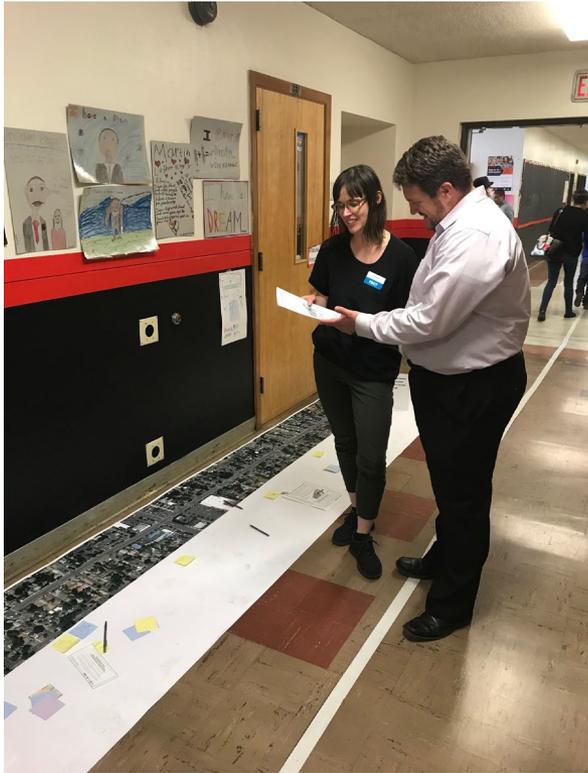
## What we heard and where we heard it

- Many parents and educators: envision a SE 162<sup>nd</sup> Avenue that is more comfortable for pedestrians and people biking
- People with physical disabilities: challenges crossing the street
- People are concerned about the road reorganization's impact on vehicle travel times.
- Some don't feel that SE 162<sup>nd</sup> Avenue is unsafe.

## What we heard and where we heard it

- In early April 2019: mailed both a project newsletter and open house invitation to 10,000 homes and businesses in the project area.
- Held a community Open House in late April to receive feedback about the proposed changes.
- Attended events at area schools and Rosewood Night Out
- Connected with people via the feedback form on the project's website, email, and phone calls.

## What we heard and where we heard it



“Student safety is always our number one priority. Many of our Powell Butte Students use 162nd on a daily basis. Any project that increases our student's safety is important for our school community.”

*Principal Marin, Powell Butte Elementary School STEM night event*

# Lynchview Park



Two incredible parks are coming to this neighborhood that will attract kids from both sides of 162nd Ave.



# Questions and more information:

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