

# Street Safety Enhancements to SE 162<sup>nd</sup> Ave: Stark Street to Powell Boulevard



View complete project information at [www.portland.gov/transportation/162nd-Safety](http://www.portland.gov/transportation/162nd-Safety)

## Responses to main project design public feedback

Collected December 2020 through February 2021 via online survey, email, and phone calls following a project postcard that was mailed to over 10,000 households in the project area.

Category	What we heard	Response
Changes to the number of vehicle travel lanes	Will motor vehicle travel times be affected? How?	<p>Yes, it is possible that motor vehicle travel times will be affected. The project team's traffic modeling anticipates that the project may lead to a roughly 1-minute increase in travel time between SE Stark St and SE Powell Blvd, and only during peak hour travel. At peak travel times it may take additional seconds to enter SE 162nd Ave.</p> <p>We have found the same results on similar projects we have implemented in East Portland. Although these changes will create a small increase in travel time, the trade-off is significant safety and accessibility improvements.</p> <p>We understand that a slightly more crowded road and an extra minute of travel time can be very frustrating. East Portland's wide streets have historically prioritized motor vehicle speed above everything else, including safety. This project aims to slow down vehicle speeds on SE 162<sup>nd</sup> Ave and provide highly visible places to cross the street. PBOT is committed to policies on safety, climate, and mobility, and repeated calls from East Portland residents for safety improvements and better facilities for people who bike, walk, and ride transit.</p>
	Can the project extend farther north to NE Glisan St to improve more intersections?	No, the area north of SE Stark St is managed by the City of Gresham. The City of Portland cannot construct projects in Gresham.

	<p>Why not maintain the 5-lane cross section on SE 162<sup>nd</sup> Ave?</p>	<p>Most drivers base their travel speed on what feels comfortable given the street design. The wider the road, the faster people tend to drive and, the faster the car, the more difficult it is to cross the street and the more severe the injuries resulting from a crash.</p> <p>Speed kills. The faster drivers involved in a crash are going, the higher the likelihood of fatalities and serious injuries in a crash. For this reason, PBOT focuses on reducing illegal speeding on Portland streets. The speed limit is 35 mph on SE 162<sup>nd</sup> Ave, but the design of the street is encouraging people to drive much faster.</p> <p>Additionally, creating a safe crossing on a 5-lane street requires beacons or traffic signals, which are expensive and can disrupt traffic flow. The 3-lane street allows for more safe crossing opportunities <i>and</i> more amenities for the neighborhood like street lighting and sidewalks.</p>
	<p>Why aren't people driving vehicles more important than people biking and walking?</p>	<p>Pedestrians and bicyclists are the most vulnerable people on our roads. Feeling safe inspires more active travel choices. There is a strong correlation between safe conditions on the street and the ability of residents to choose biking, walking and transit on our streets.</p>
	<p>Why not have a higher police presence on SE 162<sup>nd</sup> Ave or speed cameras instead?</p>	<p>About 6,500 cars speed illegally on SE 162<sup>nd</sup> Ave each day. The city does not have the resources for a significant police presence on SE 162<sup>nd</sup> Ave to deter this level of illegal speeding.</p> <p>State legislation only allows Portland to place speed safety cameras on the 30 streets that are part of Portland's High Crash Network.</p>
<p>Crosswalks and sidewalks</p>	<p>Will the project include new street trees?</p>	<p>Yes, new street trees will be planted alongside the new sidewalk on SE Main St at SE 162<sup>nd</sup> Ave. We are planting street trees everywhere the project could financially and technically include them.</p>
	<p>Will the crosswalks be accessible to people with disabilities?</p>	<p>Yes, the crosswalks and new bus stop platforms are designed to accommodate people with disabilities and mobility devices.</p>
	<p>Will the SE Tibbets crossing consider that SE Tibbets is at the crest of a hill?</p>	<p>Yes, the design of the SE Tibbets crossing takes into account that SE Tibbets is at the crest of a hill.</p>

	Will the crosswalks have flashing beacons?	<p>The City of Portland uses national standards to decide what type of crossing design is appropriate for an intersection. It's based on the speed, number of cars during peak travel times, and the width of the road to be crossed. When SE 162<sup>nd</sup> Ave is reorganized from 5 lanes for vehicle travel to 3 lanes, the crosswalks will warrant a design that uses raised concrete median islands instead of a push-button activated beacon.</p> <p>By installing median island crossings, which are less expensive than flashing beacons, we also have more budget available to construct other street elements that the neighborhood has requested, like lighting and sidewalks.</p>
Bus stops	Will the new bus stops have bus shelters?	This project will not include bus shelters, but TriMet can install them in the future.
Bike lanes	Why can't the bike lanes be parking protected?	PBOT evaluated a parking protected bike lane design on SE 162 <sup>nd</sup> Ave. Because of the volume of driveways, very few parked cars remained in the parking protected option and it resulted in many single 'floating cars'. The chosen bike lane design is a wide buffered bike lane with plastic bollard protection at intersections to reduce the ability of vehicles to use the bike lane as a right turn lane.
	Why maintain bike lanes on SE 162 <sup>nd</sup> Ave?	<p>This project began as a safe vehicle speed and safe pedestrian crossing project, but it will also make it more comfortable to bike on SE 162<sup>nd</sup> Ave.</p> <p>We know East Portland can be hard to navigate by bicycle. Features that make active transportation attractive in other areas of Portland, like low-stress bikeways, are harder to find east of 82nd Avenue. Not surprisingly, rates of biking to work or school are currently lower in East Portland than in the city as a whole. Still, many people who depend on active transportation choose to live in East Portland for its lower housing costs, and often must bike in substandard conditions. Despite these challenges, East Portland has an active transportation framework that is well positioned for enhancement.</p>
	How can leaf debris be kept out of the bike lanes?	You can call PBOT's 24/7 maintenance hotline at any time- 503-823-1700 - to report debris in the right-of-way, clogged storm-drains or other hazards.
	How will on-street parking on SE 162 <sup>nd</sup> Ave change?	The on-street parking supply will not change significantly from what is available today. On-street parking spaces will be removed from crosswalks, bus stops, and approaches to streets that intersect SE 162 <sup>nd</sup> Ave in order to improve visibility.

Road paving	Why is SE Division St to SE Powell Blvd being paved, but not Division to SE Stark St?	We know that SE 162nd Ave needs paving on both the section between SE Stark and SE Division, <i>and</i> between SE Division to SE Powell. The cost to pave the section south of SE Division St (about \$5 million) is what fits the currently available budget from the Fixing our Streets 10-cent gas tax. PBOT is aware of the condition of SE Stark to SE Division and is looking for funding sources for that project in the future.
Construction	What hours will construction be allowed?	This information is not available yet because the project's construction contractor has not been selected, however, typically construction hours are 7am – 4pm.
	Will on-street parking be available during construction?	Most of the time, yes. When the contractor is constructing new pavement or new concrete elements, on-street parking may need to be removed temporarily. Residents will receive advance notice from the contractor when temporary on-street parking removal will take place.



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