SAFER OUTER STARK CRASH ANALYSIS SUMMARY

JULY 2019

Introduction

The Portland Bureau of Transportation (PBOT) is planning to make improvements along the three-mile section of SE Stark Street between SE 108th Avenue and SE 162nd Avenue.

This corridor has been identified as a **High Crash Corridor for all modes** – people in motor vehicles, people walking, and people bicycling.

Safer Outer Stark Project Goals

- Reduce deadly and serious crashes for all people using all modes.
- Reduce excess motor vehicle speeds.
- Provide safe access and crossings for people walking, riding bicycles, and accessing transit.
- Support future development of enhanced transit along the corridor.

Crash Data

The following document provides key findings from the Safer Outer Stark Crash Analysis. Crash data is provided by the Oregon Department of Transportation. This analysis uses a five year window from 2012-2016, the most recent data available. Some fatal and serious injury crash data is available for 2017 to present.

Portland's Vision Zero Action Plan has a goal of eliminating traffic crashes that result in fatalities and serious injuries. To accomplish this goal, the analysis centers **Vision Zero-Focused Crashes**, those that led to fatalities or serious injuries, as well as other injury crashes involving the most vulnerable road users—people walking and people biking.

For more information visit: www.portlandoregon.gov/transportation/saferstark

Crash Locations

Vision Zero-Focused Crashes happened throughout the SE Stark Street corridor. There are **concentrations of Vision Zero-Focused Crashes at NE 122nd Avenue, NE 148th Avenue, and NE 160th Avenue.** Additionally, four of the seven fatalities since 2016 happened between NE 146th Avenue and NE 148th Avenue, and two happened at NE 122nd Avenue.

There were **seven fatalities since 2017**, more than twice as many as during the 2012-2016 period studied in the report.

Age, Sex, and Error

Three to five times as many people who were hit while walking or biking were men compared with women. By contrast the sex ratio is about equal for all crashes.

A third of people hit while walking were 18-24 years old, about twice the proportion of people 18-24 involved in all crashes.

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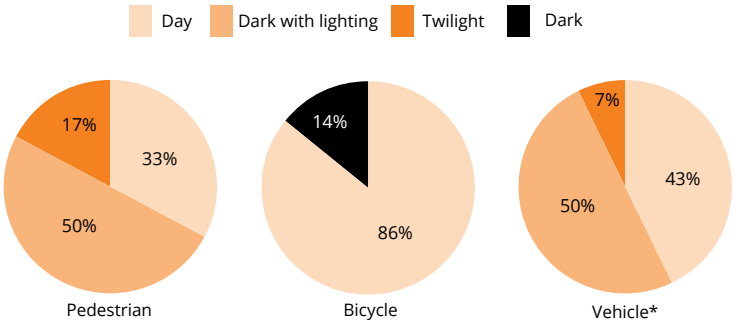
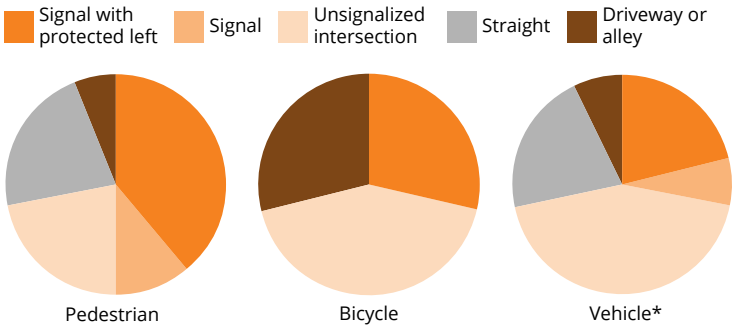
Lighting

Although most crashes happen in the daytime, **two-thirds of crashes where people walking were hit happened in dark or low light conditions.**



Roadway Character

Nearly three-quarters of Vision Zero-Focused Crashes happened at an intersection. Roughly a third of Vision Zero-Focused Crashes happened at an unsignalized intersection.



Left Turns

Left turns account for 20 percent of crashes where people walking were hit citywide and **22 percent of pedestrian crashes on SE Stark Street.** Half of left turn crashes where people walking were hit happened at **a signal with no protected left turns.** Three-fifth of left turn vehicle crashes resulting in fatality or serious injuries happened at an **unsignalized intersections.**

Crash Cause

Alcohol use was about as common in Vision Zero-Focused Crashes on SE Stark Street as it is throughout Portland. **Speed was about three times more common as a factor in a crash** where people walking were hit on SE Stark Street as it is citywide.

Failure to yield was the most common crash cause for Vision Zero-Focused Crashes and played a part in 86 percent of crashes where people biking were hit.

Collision Type

Pedestrian collision were the most common Vision Zero-Focused collision type, followed by turning movements. Left turns were a more common movement type for crashes where people walking were hit and for vehicle only crashes, while right turns were more common for crashes where people biking were hit.

Intersections

Nearly three-quarters of Vision Zero-Focused Crashes happened at an intersection, and two-thirds of all crashes happened at an intersection. There were six intersections where two or more Vision Zero-Focused Crashes occurred.

NE 160th Avenue

In 2012-2016 there were **25 crashes** at the SE Stark Street and SE 160th Avenue intersection.

- **Two fatal crashes** involving a person walking and a person in a vehicle.
- **Two serious injury crashes** involving people in vehicles.
- **Two other injury crashes** involving a person walking and a person biking**.**
- **Thirteen other injury crashes** involving only people in vehicles.
- **Six non-injury crashes.**

NE 148th Avenue

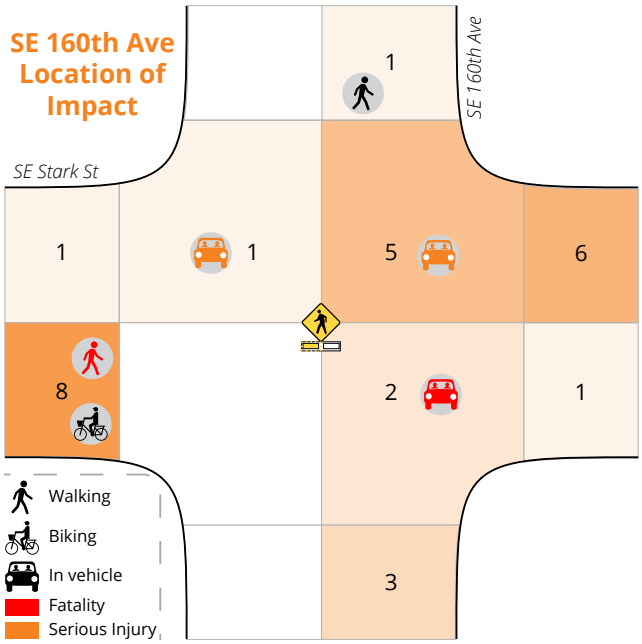
SE Stark Street and SE 148th Avenue is **the fourth most dangerous intersection** in Portland. In 2012-2016 there were **71 crashes** at this intersection. These include:

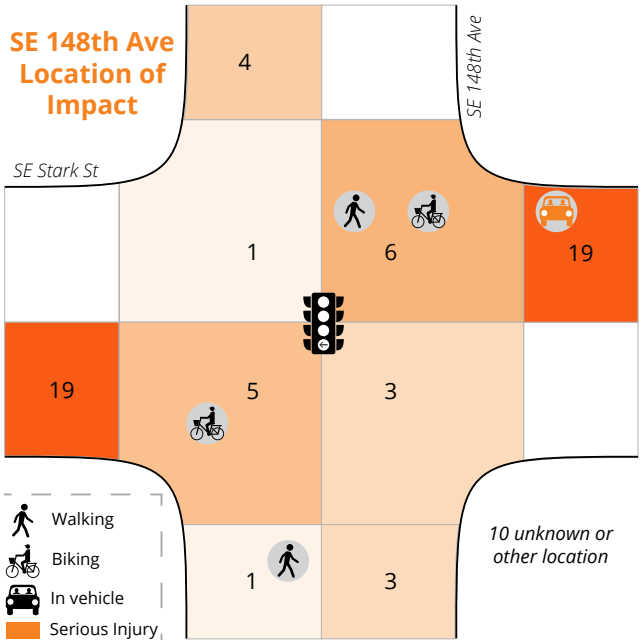
- **One serious injury** involving a person in a vehicle.
- **Two other injury crashes** involving people walking**.**
- **Two other injury crashes** involving people biking**.**
- **Thirty-six other injury crashes** involving only vehicles.
- **Thirty non-injury crashes.**

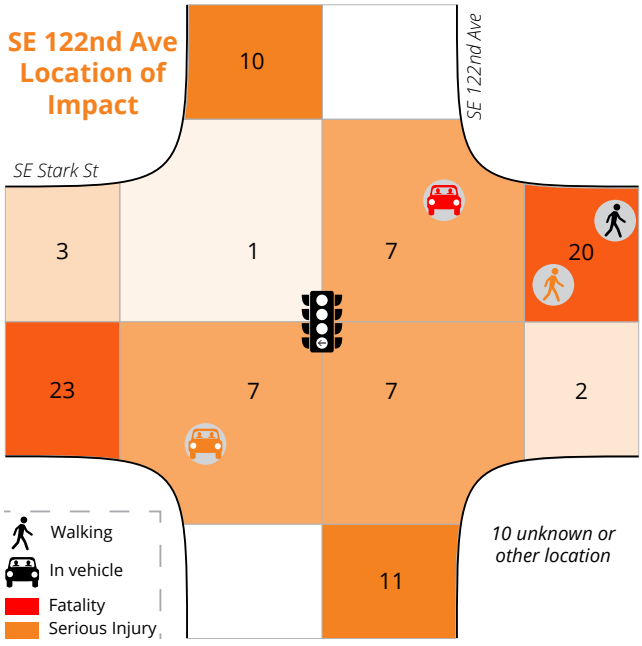
NE 122nd Avenue

SE Stark Street and SE 122nd Avenue is **the most dangerous intersection** in Portland. In 2012-2016 there were **101 crashes** at this intersection. These include:

- **One fatality crash** involving a person in a vehicle.
- **Two serious injury crashes** including a person walking and a person in a vehicle.
- **One other injury crash** involving a person walking**.**
- **Sixty-one other injury crashes** involving only vehicles.
- **Thirty-six non-injury crashes**, including two involving a motorcycle**.**

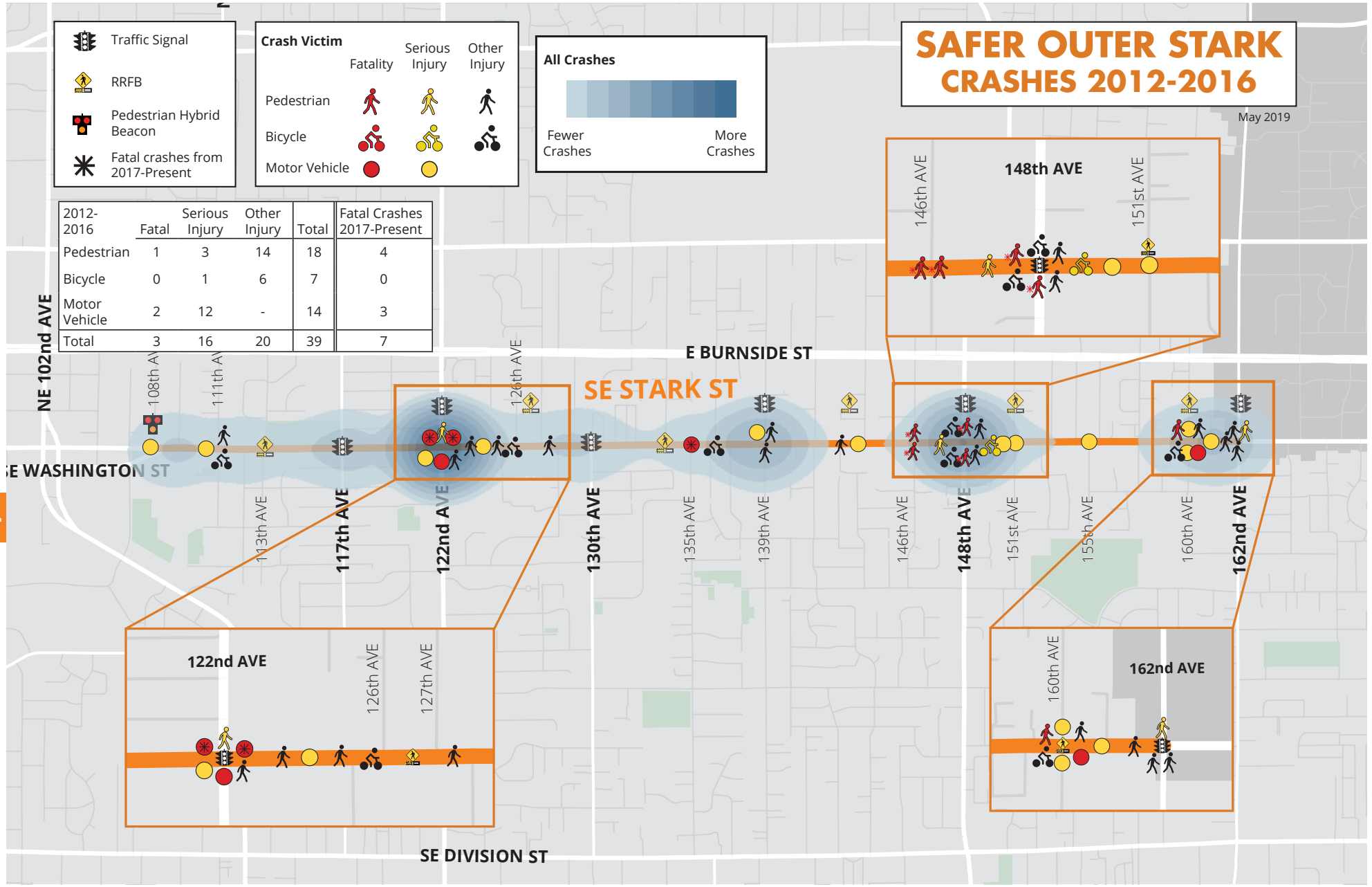






SAFER OUTER STARK
CRASHES 2012-2016

May 2019



2012-2016	Fatal	Serious Injury	Other Injury	Total	Fatal Crashes 2017-Present
Pedestrian	1	3	14	18	4
Bicycle	0	1	6	7	0
Motor Vehicle	2	12	-	14	3
Total	3	16	20	39	7

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