

WELCOME! WE'RE GLAD YOU'RE HERE.

SAFER OUTER STARK OPEN HOUSE

The Safer Outer Stark Project will make it safer to move along and across SE Stark Street between SE 108th and SE 162nd Ave.

We would like your input on:

- **The proposed corridor improvements**
- **Design options at key intersections**
- **Prioritizing intersection crossings**
- **Prioritizing additional safety improvements**

Please sign in, browse our boards, and engage with PBOT staff at your own pace.

THANK YOU FOR YOUR TIME & ENGAGEMENT!

More Questions?

For more information, please reach out to:

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Transportation Planner

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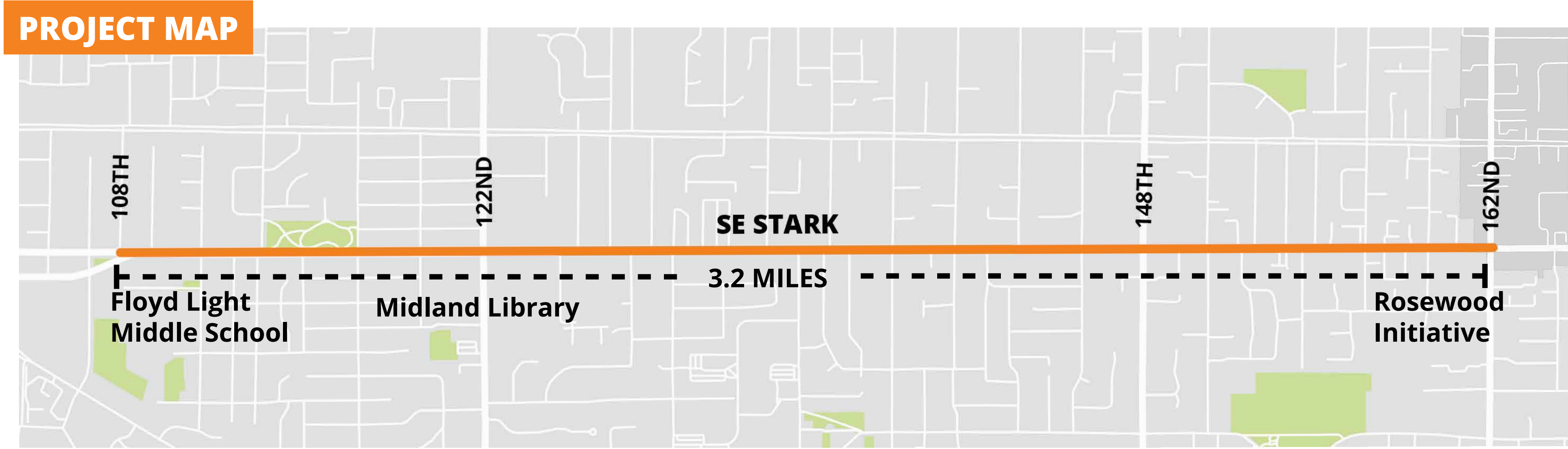
**S A F E R
O U T E R
S T A R K**

PBOT
PORTLAND BUREAU OF TRANSPORTATION



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PROJECT OVERVIEW



The Portland Bureau of Transportation (PBOT) is planning to make improvements to SE Stark Street between SE 102nd Ave. and SE 162nd Ave. The goal of the project is to improve safety on one of the City’s most dangerous corridors.

PROJECT HIGHLIGHTS

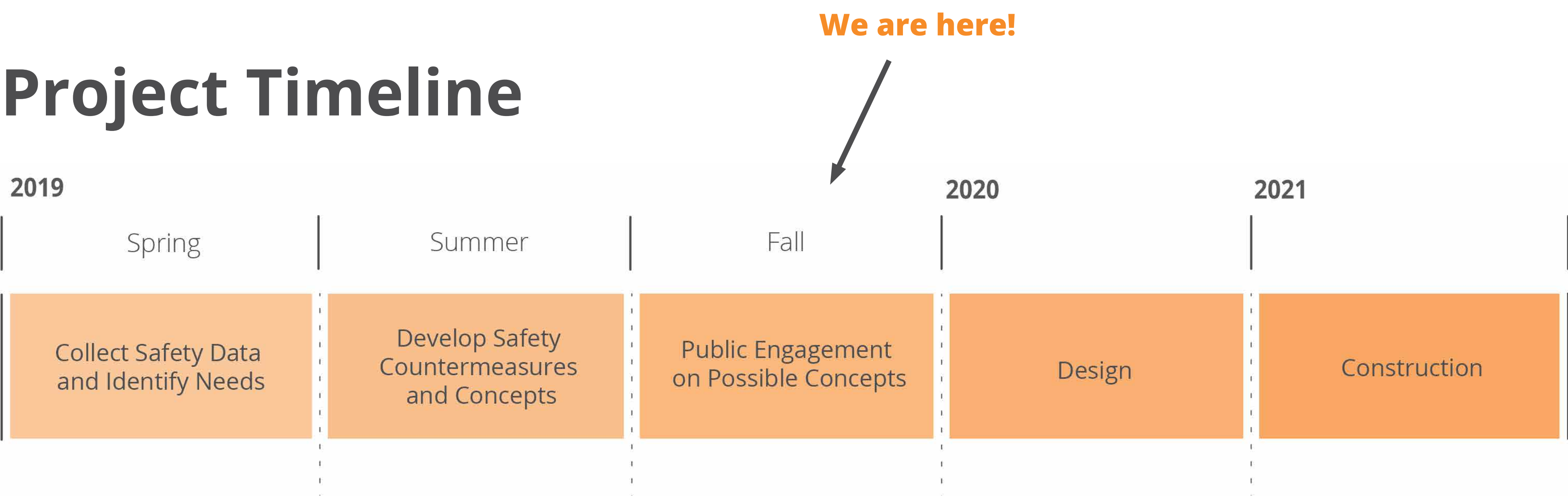
- This corridor plan for SE Stark will identify **short-term safety improvements**, estimated to be constructed in 2021.
- Funding (approximately **\$20 million**) for this project is specifically for **safety improvements (\$10 million) and street resurfacing (\$10 million)**.
- PBOT is committed to both **improving safety and advancing equity**, and your input is valued as we make decisions.

PLAN GOALS

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

YOUR ROLE

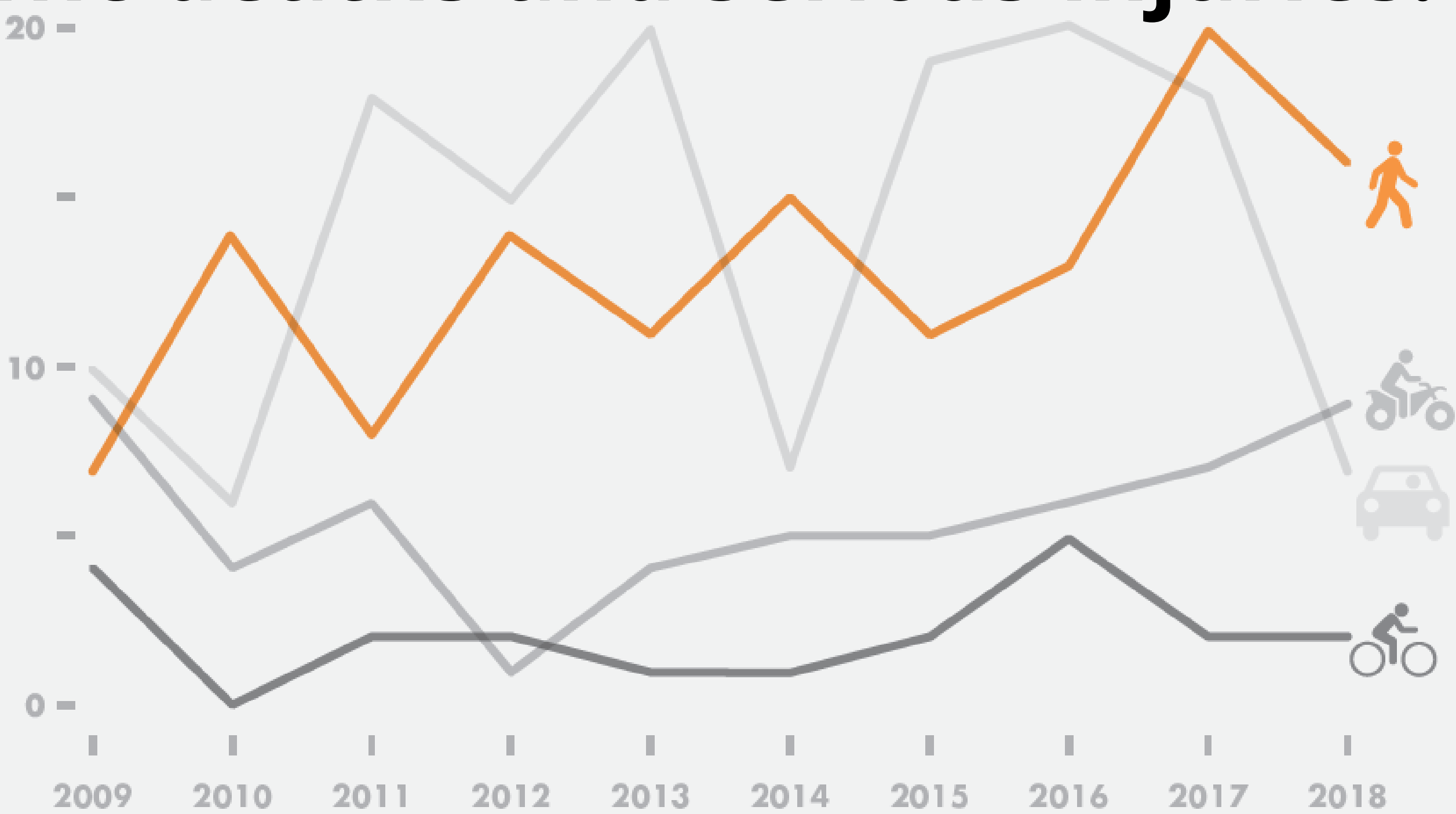
By visiting stations and voting on your preferences, you will help influence how the \$10 million for safety improvements is spent. Don’t forget to fill out the brief survey before you leave!



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VISION ZERO

Vision Zero is Portland’s goal to eliminate all traffic deaths and serious injuries.



High Crash Network

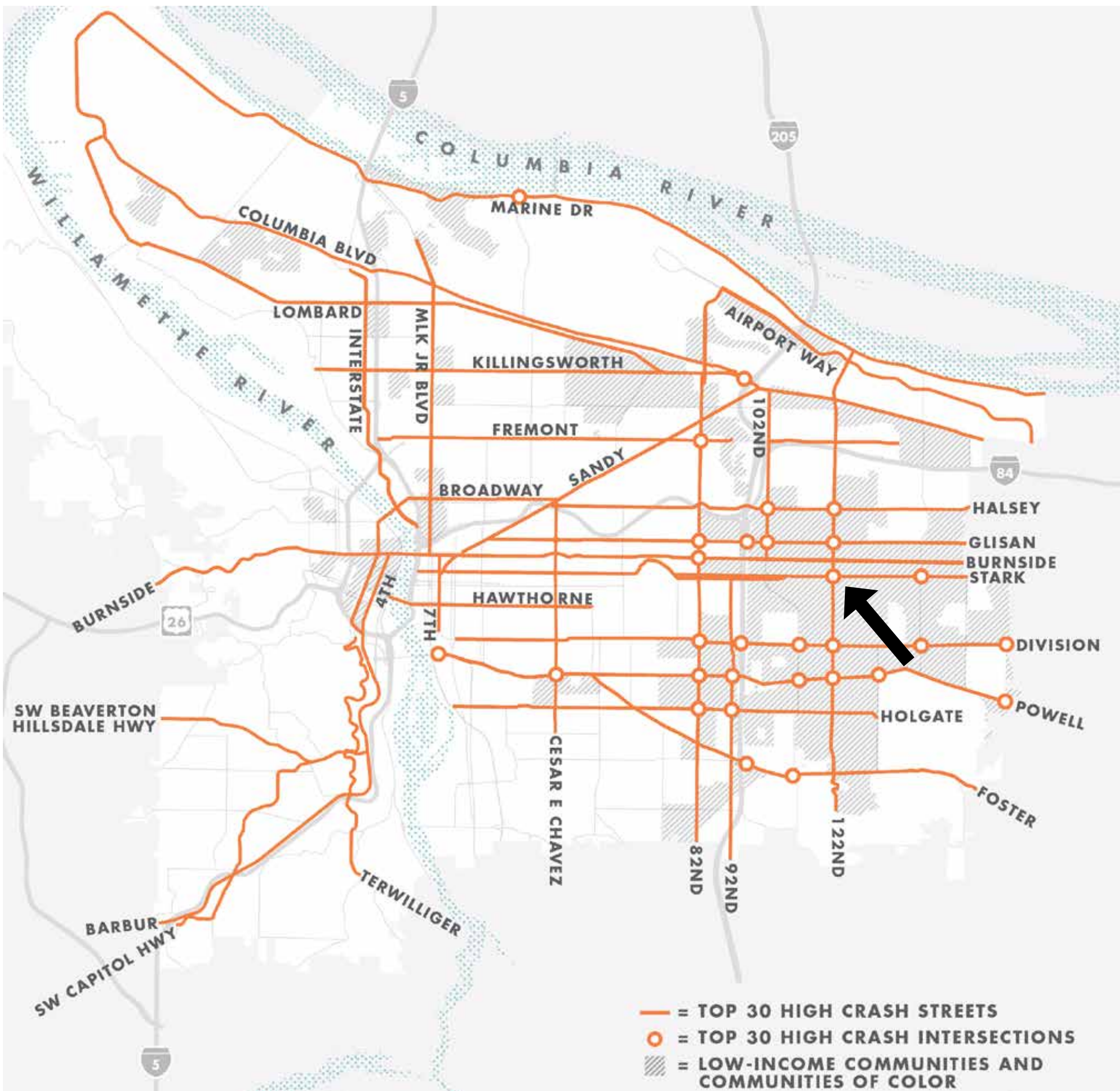
57%

of deadly crashes

-HAPPEN ON JUST-

8%

of Portland streets



Stark Street



#6

High Crash street for people walking



#9

High Crash street for people biking



#6

High Crash street for people in vehicles



4

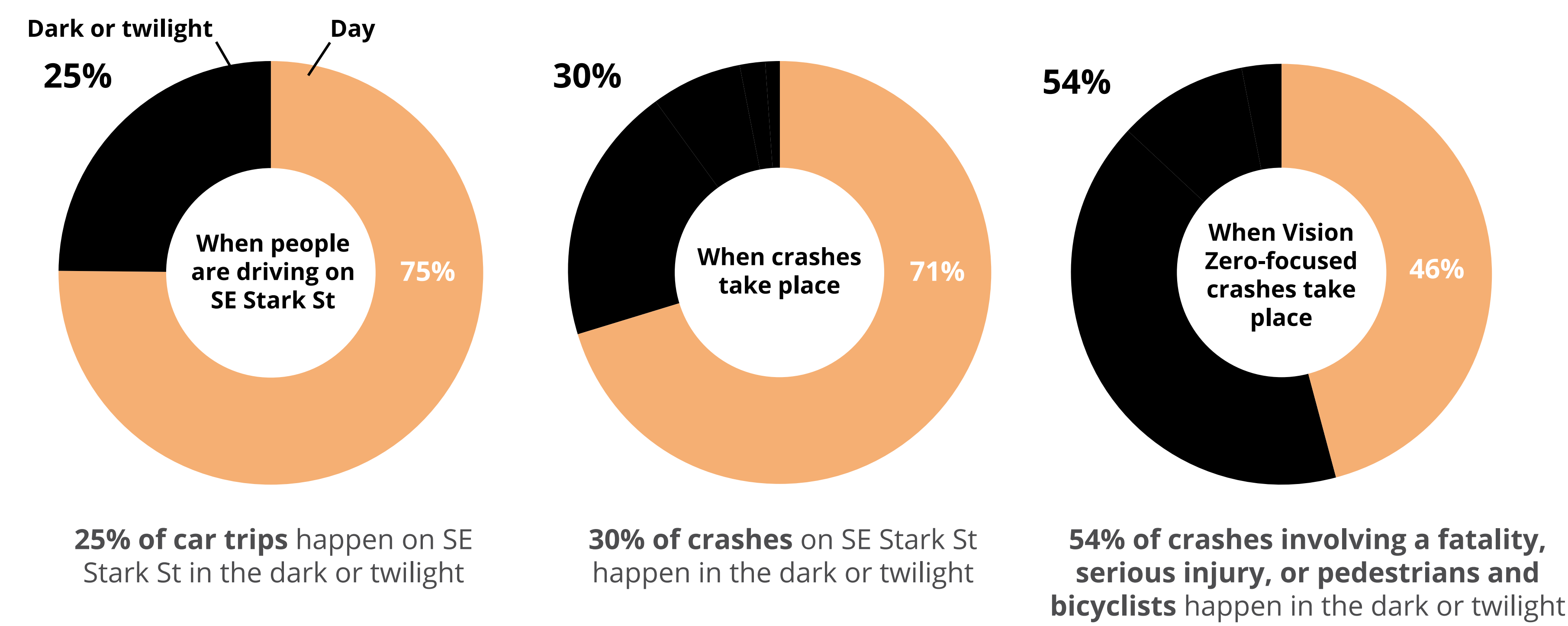
STARK STREET CRASH HISTORY

Between 2013 and 2017 there were...



How does time of day affect crashes?

People driving on SE Stark St at night are **3-4 times more likely** to be involved in a crash resulting in a **death, a serious injury, or with a vulnerable user** than people traveling during the day.



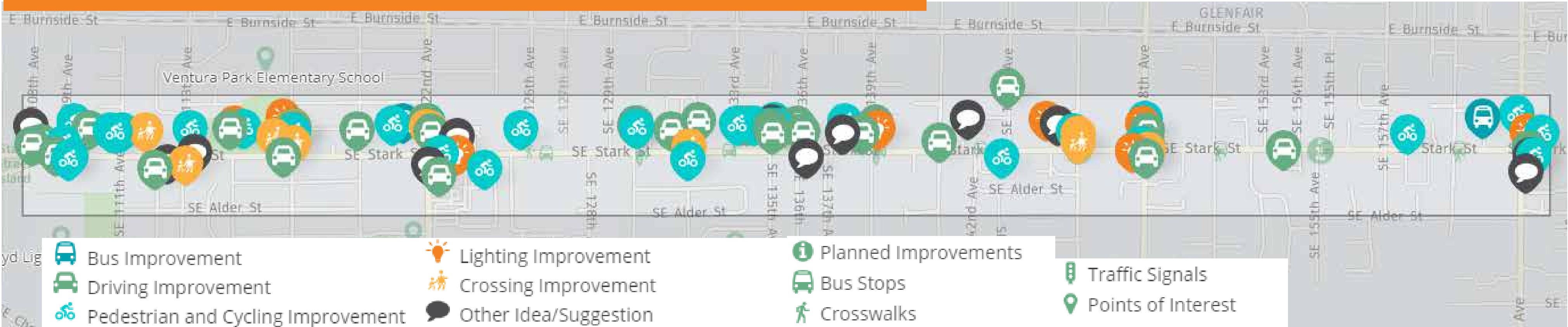
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WHAT WE'VE HEARD

Highlights from Public Involvement Summary

In early 2019, we asked for feedback about needs and issues for those using and crossing the corridor. An online survey asked about respondents’ travel patterns within the project area and an interactive mapping tool to leave comments about experiences within the project area. The survey received 438 responses.

COMMENTS PLACED ON MAPPING TOOL BY RESPONDENTS



Cross Street	Common recommendations and comments
GENERAL	<ul style="list-style-type: none">Protected bike lanesImproved lightingAdditional pedestrian crossings
108th	<ul style="list-style-type: none">Difficulty merging at the intersection of Stark and Washington
117th	<ul style="list-style-type: none">Left turns are difficult at this intersection. A left turn arrow was suggested.
122nd	<ul style="list-style-type: none">High number of potholes at this intersectionMore bus stops between 103rd and 122nd
133rd/ 135th	<ul style="list-style-type: none">Turning at 135th is difficult. An additional traffic signal was suggested.The location of crosswalks at 133rd and 135th make turning for cars and buses difficult.
148th	<ul style="list-style-type: none">Improved signal timing to make turns safer
162nd	<ul style="list-style-type: none">Location of bus stop causes cars to swerve around the bus and nearly hit other driversCrosswalks with more safety features such as flashing beacons

Other Outreach

The City of Portland is working hard to ensure that as many Portlanders as possible can engage in the planning process.

So far in the Safer Outer Stark project, we have:

- Held a workshop for the Teen Council at Midland Library
- Held a multilingual workshop at Rosewood Initiative
- Canvassed the corridor sharing information about the project
- Tabled at many community events including Gresham’s Juneteenth event, Parks Summer Free for All, and Good in the Hood

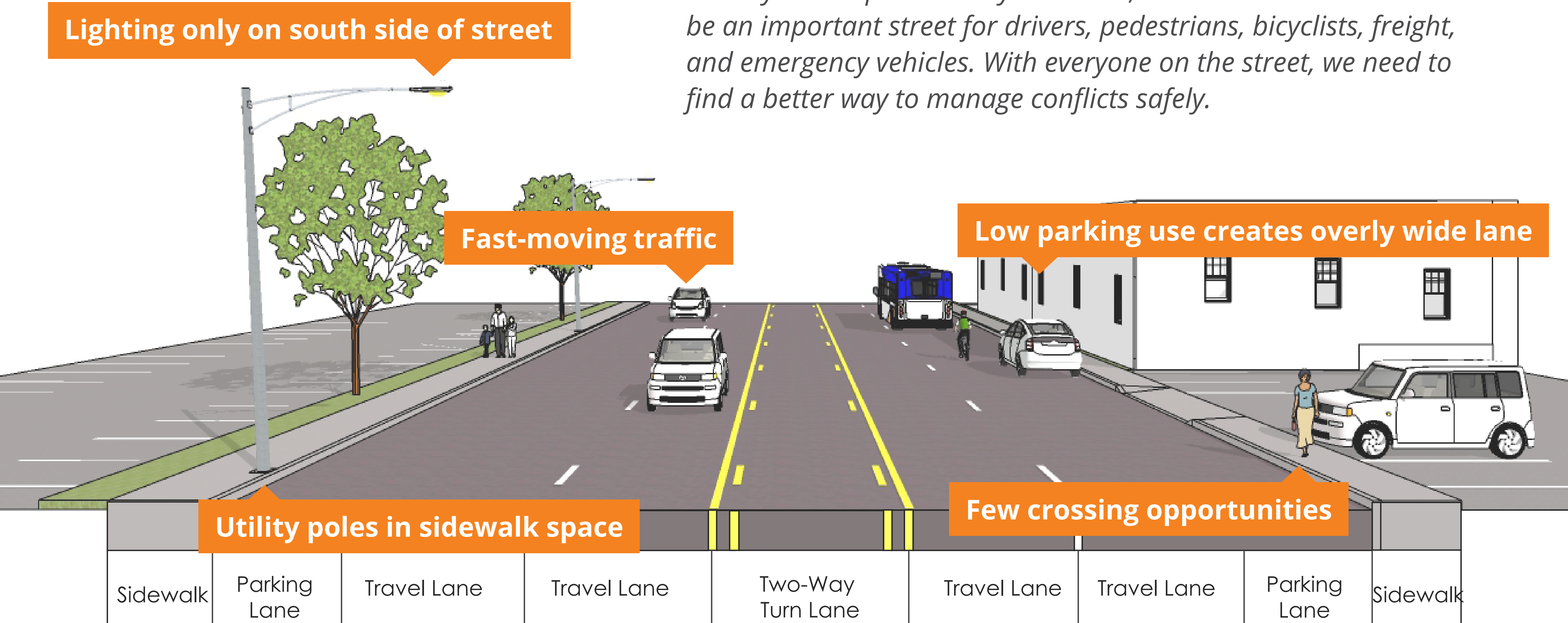
The City of Portland is always looking for new ways to engage with residents in the planning process. Reach out to project staff if you have ideas!



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STARK STREET TODAY

Stark St today is a five-lane street with intermittent parking. In the City’s Transportation System Plan, the corridor is intended to be an important street for drivers, pedestrians, bicyclists, freight, and emergency vehicles. With everyone on the street, we need to find a better way to manage conflicts safely.

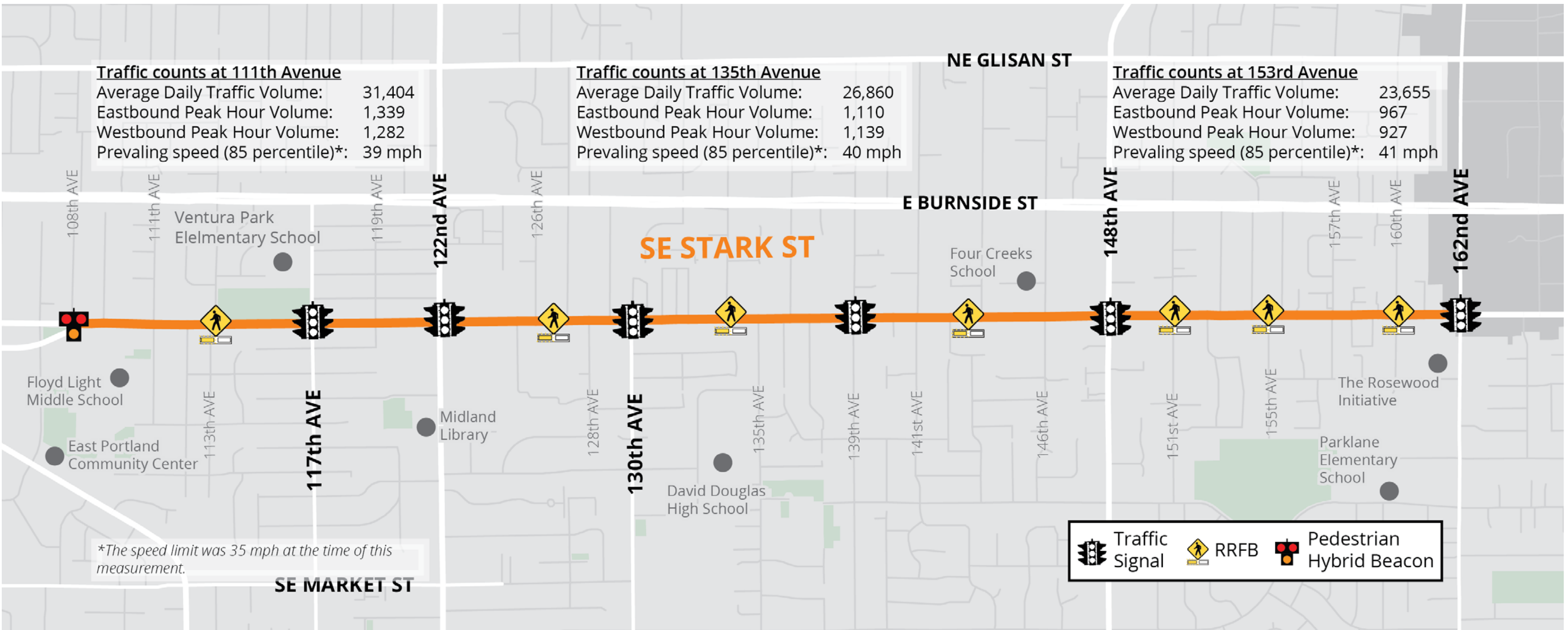


Crossings, Traffic and Speed

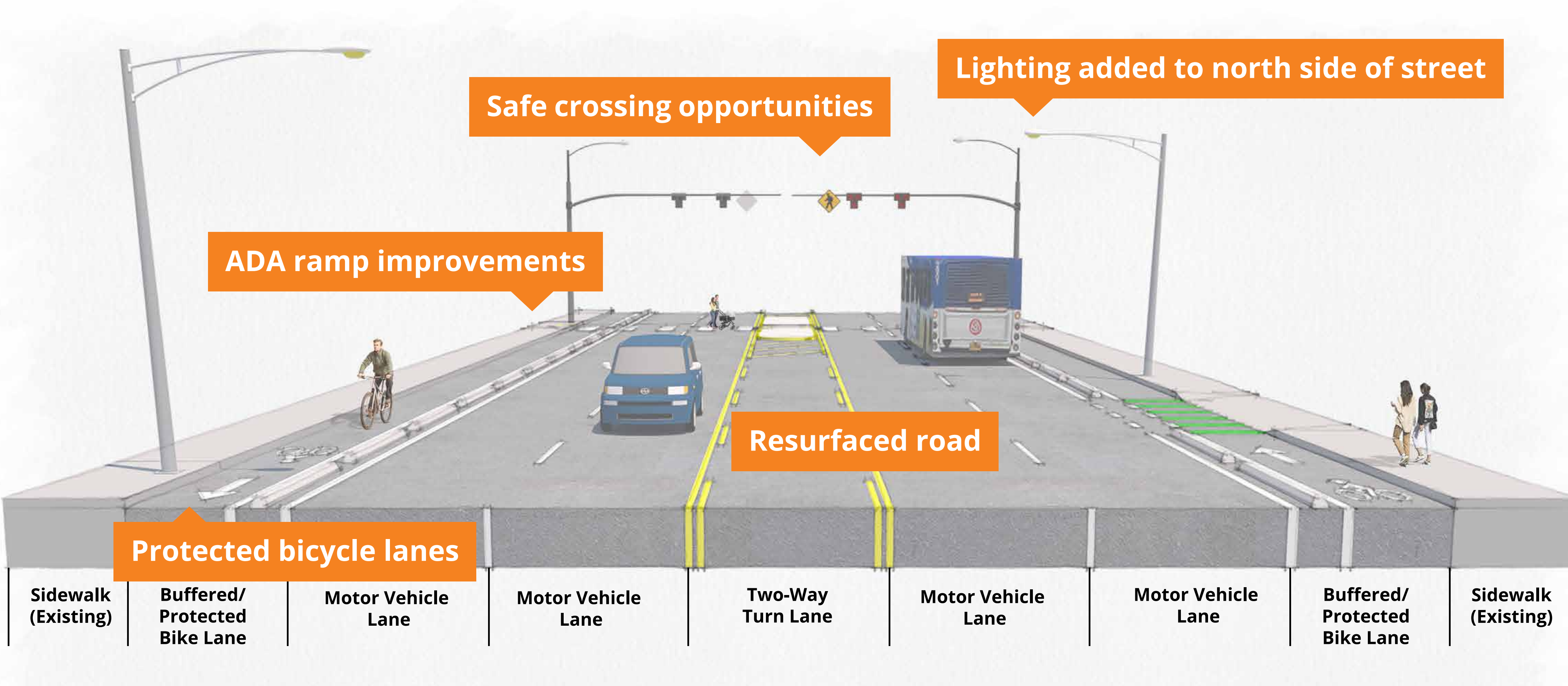
- In some places the gap between crossings is ~1,500 feet, or almost a third of a mile, 2-3 times the recommended distance.
- The busiest part of the corridor sees over 31,000 vehicles per day (between SE 108th and SE 122nd).
- More than 1,300 people get on and off the Line 20 bus along the corridor during a typical day.

Parking Analysis

- A few locations had higher than 50% utilization (near SE 141st on the north side, and between 153rd-160th on the south side)
 - Many locations had 0-30% utilization
 - Analysis of side streets found ample parking as an alternative
- [During the design phase, PBOT will work with residents and business owners to minimize impacts]



7 PROPOSED IMPROVEMENTS



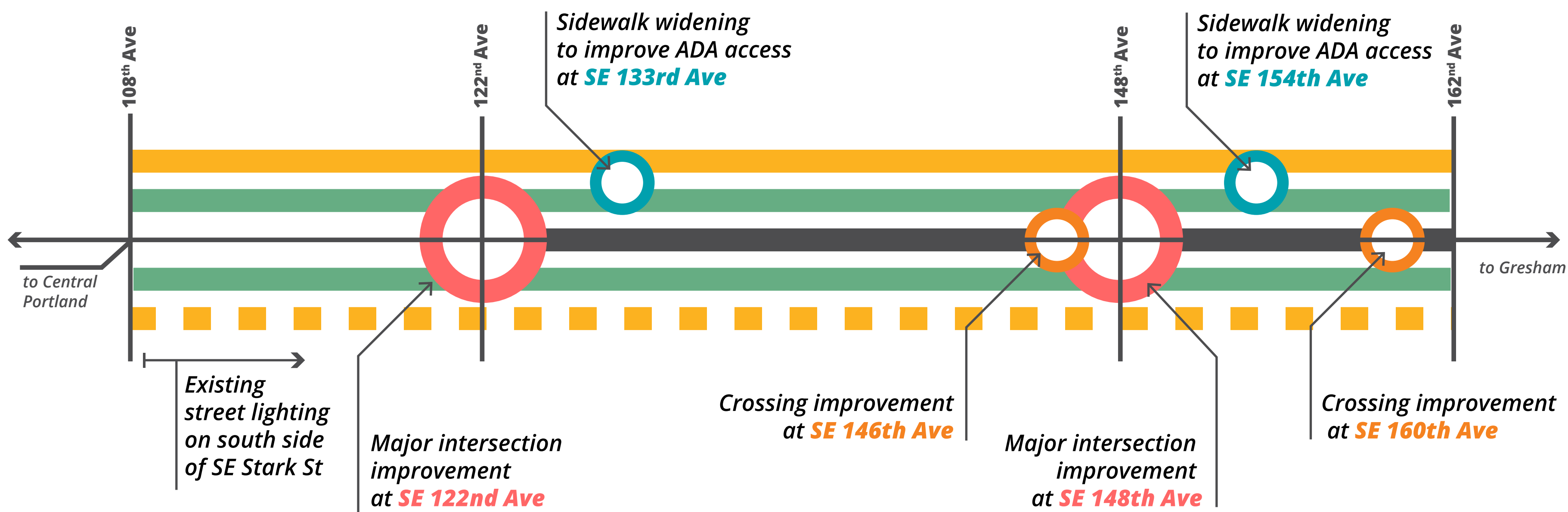
Proposed cross-section

Based on feedback, as well as technical analysis of safety and traffic operations, the following improvements are proposed:

- **Lighting** on the north side of the street (so that lighting will exist on both sides)
- Replacing the parking with **bicycle facilities with protection** where possible
- **Crossing improvements** at SE 122nd, SE 146th, SE 148th, and SE 160th
- Repaving, ADA ramp improvements, signal improvements and timing adjustments
- **Additional crossing improvements** based on public feedback and funding availability

Concept map of proposed improvements

The map below highlights the improvements being proposed, including road resurfacing, lighting, and crossing improvements to the intersections of SE 122nd, SE 146th, SE 148th, and SE 160th. These recommendations address the most serious safety issues on the corridor and respond to feedback received from the public during the spring.



- CORRIDOR WIDE IMPROVEMENTS:**
- Street Lighting Infill on North Side of Street | SE 108th Ave to 162nd Ave
 - Roadway Repaving | SE 122nd Ave to 162nd Ave
 - Buffered / Protected Bike Lanes | SE 108th Ave to 162nd Ave

MAJOR INTERSECTION CONCEPTS

SE 122ND AND SE 148TH

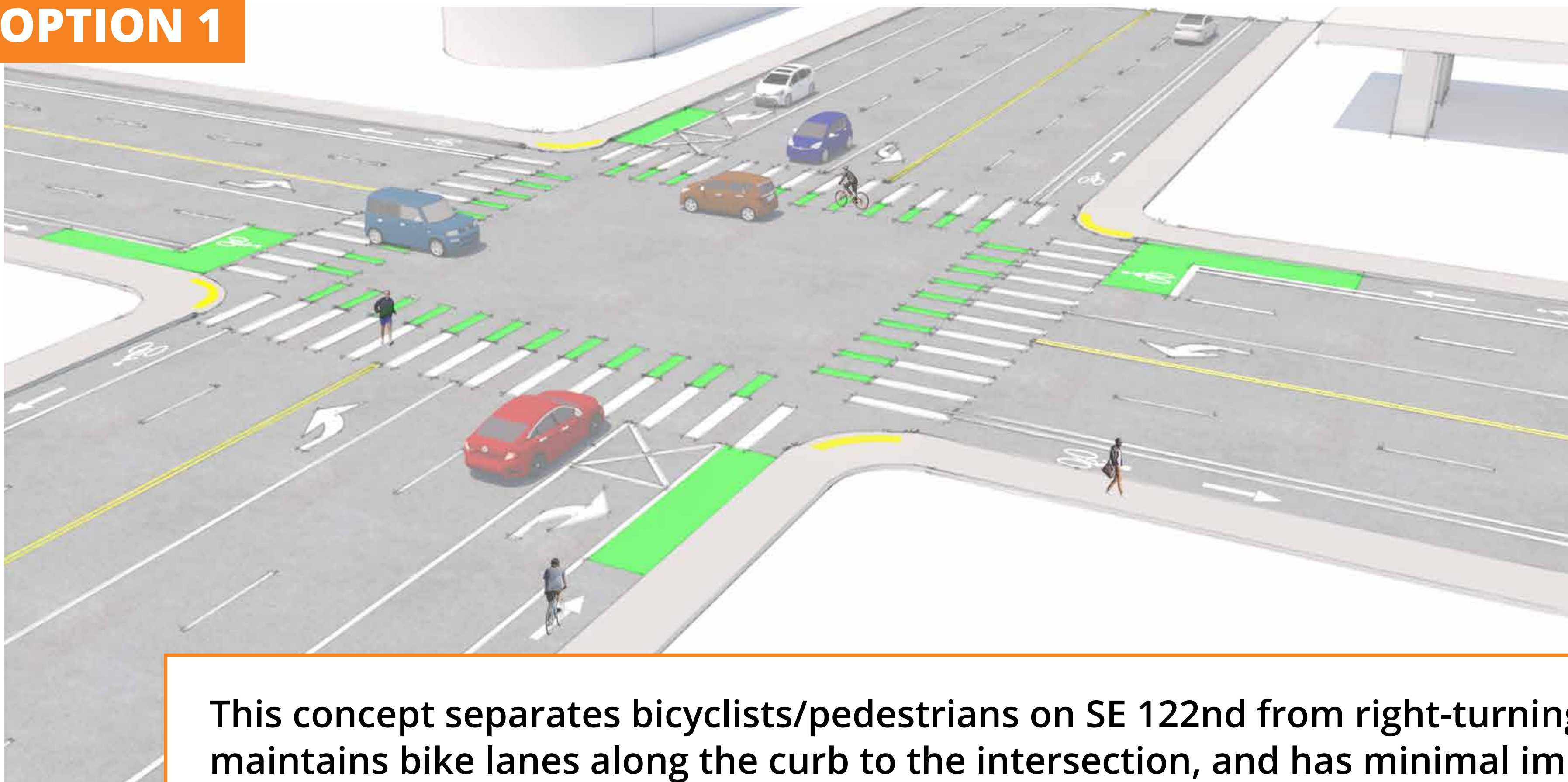
There are two possible designs for the intersections at SE 122nd and SE 148th

Each of these designs improves safety at the most dangerous corridor intersections. They will both:

- **Restrict right turns on red** from SE 122nd/SE 148th onto SE Stark St
- **Add Leading Pedestrian Intervals**, providing pedestrians (and bicyclists) time to move into the crosswalk
- **Adjust signal timing to improve pedestrian safety** while minimizing motor vehicle delay

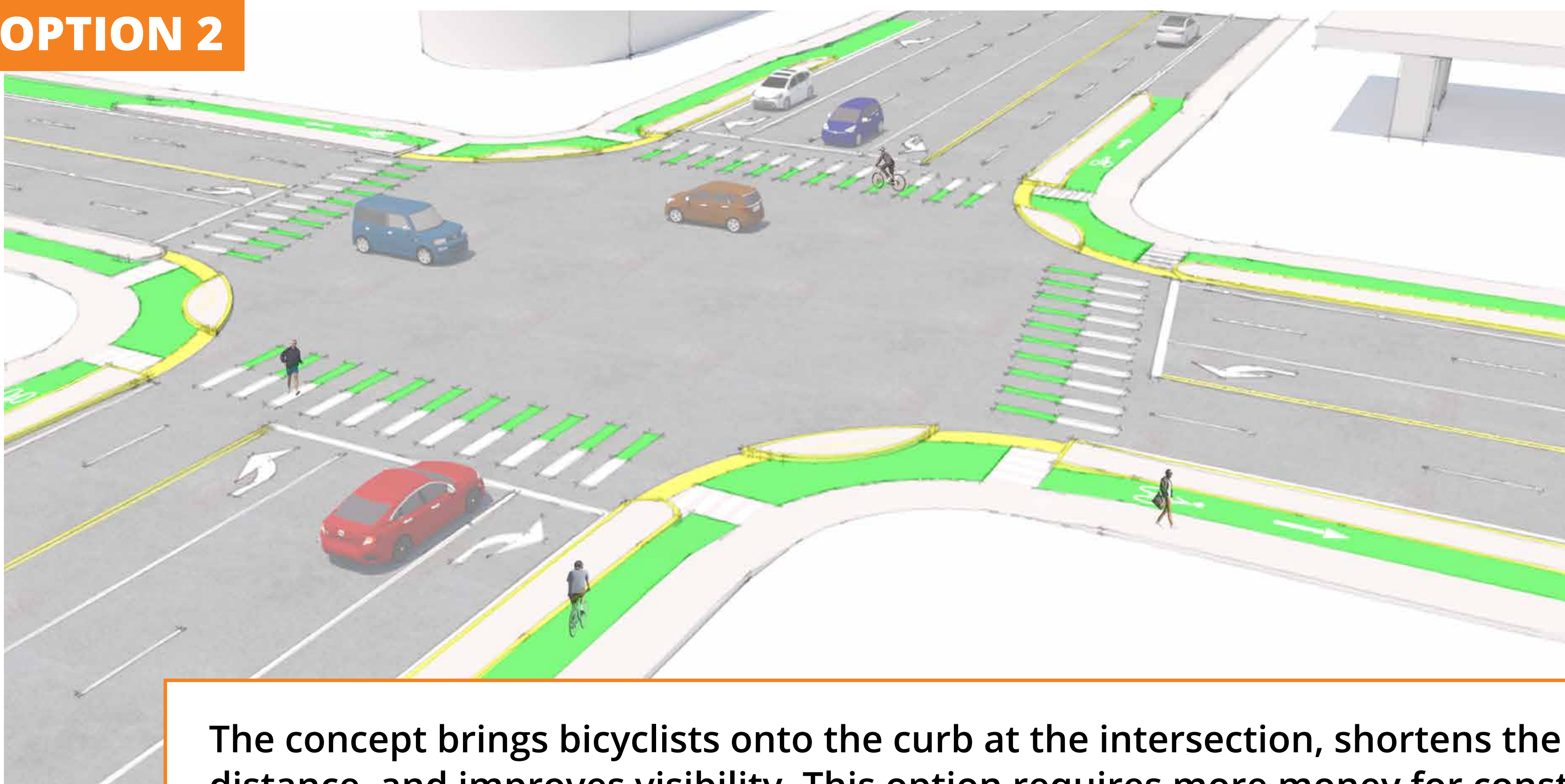
The main difference between the two options is cost and potential impacts to property owners. Both options will be considered at each location during the next stage of project design.

OPTION 1



This concept separates bicyclists/pedestrians on SE 122nd from right-turning drivers, maintains bike lanes along the curb to the intersection, and has minimal impacts to the existing curbs/utilities. The reduced cost of this option would provide additional funding for improvements elsewhere along the corridor.

OPTION 2

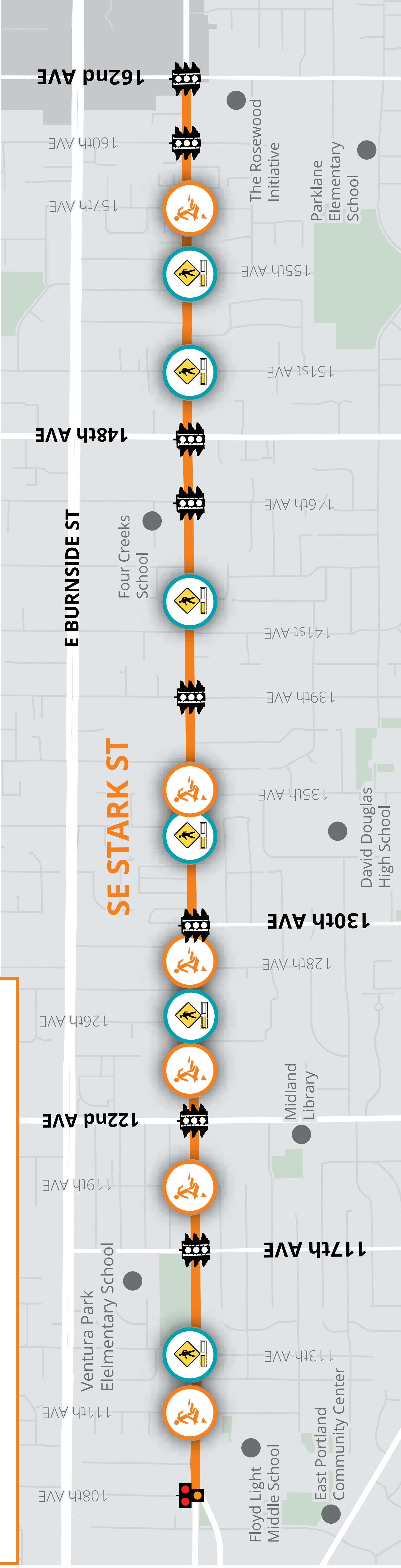


The concept brings bicyclists onto the curb at the intersection, shortens the crossing distance, and improves visibility. This option requires more money for construction, meaning less money for other corridor improvements.

This map shows possible locations for new pedestrian crossings, or existing pedestrian crossings that could be enhanced. With limited funding, we would like your help in how these are prioritized.

What intersections should have a new or enhanced crossing?

Place three dots where you think PBOT should prioritize intersection improvements.



111th Add New Crossing	
113th Improve Existing Crossing	
119th Add New Crossing	
122nd-126th Add New Crossing	
126th-127th Improve Existing Crossing	
128th Add New Crossing	
133rd Improve Existing Crossing	
135th Add New Crossing	
142nd-143rd Improve Existing Crossing	
151st Improve Existing Crossing	
155th Improve Existing Crossing	
157th Add New Crossing	

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PRIORITIZING IMPROVEMENTS

The Safer Outer Stark project will add lighting on the north side of the corridor, add a new signal at SE 146th, improve the intersections of SE 122nd and SE 148th, and enhance the pedestrian crossing at SE 160th. **Following these improvements, there will be approximately \$2-5 million to further improve safety along the corridor. Your input will help us decide how to spend the rest of the project money.**

Which improvements are most important to include in the 2020 construction project?

Place three dots next to your highest priority improvements.

IMPROVE SIDEWALKS

The project should focus on widening sidewalks in constrained areas and where there are conflicts with utility poles, signal poles, or other impediments.

(place dots here)



ADD MORE STREET LIGHTING

In addition to the lighting that will be added, the project should identify ways to further enhance lighting on the corridor to make the lighting more consistent and brighter.

(place dots here)



ADD MEDIANS OR TRAFFIC SEPARATORS

The project should try to manage access by adding a median in the middle of the road and better channeling left-turning movements.

(place dots here)



ADD TREES & VEGETATION

The project should attempt to improve the aesthetics along the corridor, adding street trees and vegetation.

(place dots here)



PRIORITIZE MAJOR INTERSECTION IMPROVEMENTS

The project should focus on safety and separation of travel modes at the major intersections (122nd Ave. and SE 148th Ave.)

(place dots here)



ADD OR IMPROVE CROSSINGS

The project should focus on adding or improving pedestrian crossings

(place dots here)



FURTHER ENHANCE BIKE LANES

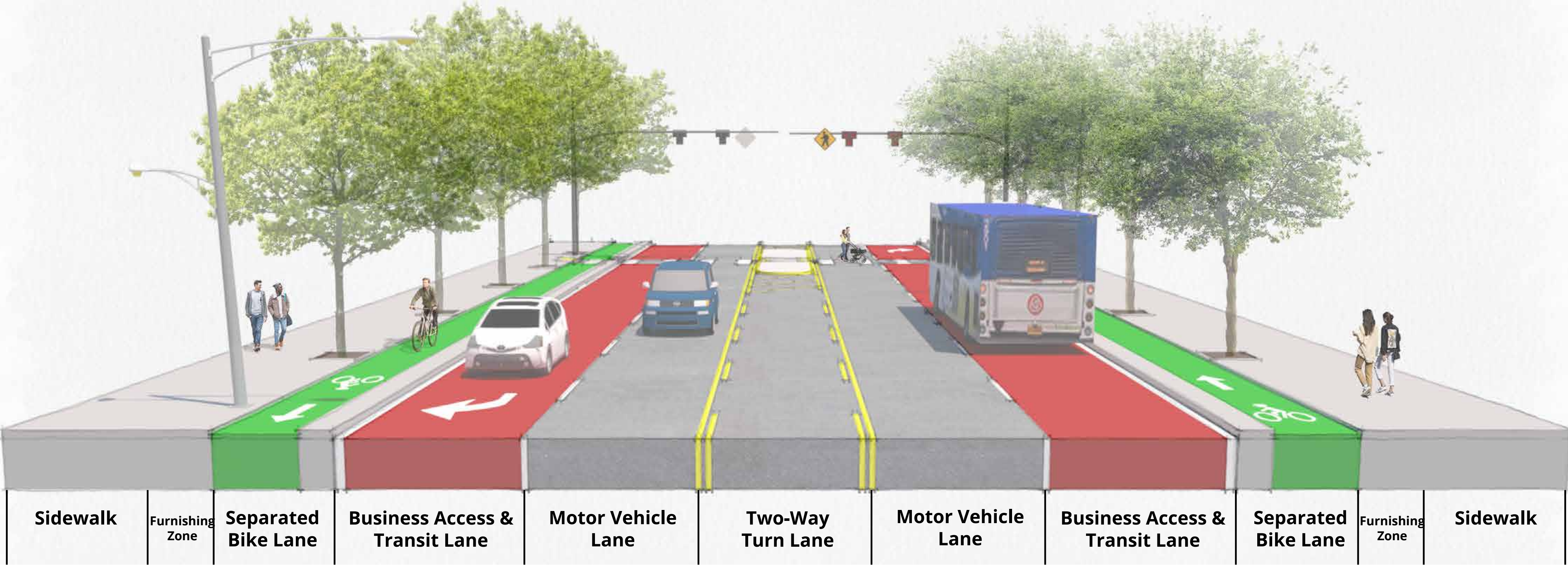
The project should focus on making the bike lanes as safe as possible.

(place dots here)



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THE FUTURE OF MAJOR STREETS



The Safer Outer Stark project will significantly improve the safety of the road for all users, maximizing available funding to meet the current needs of the road. However, PBOT is also planning for more residents and development both along SE Stark Street and throughout the City of Portland.

Along SE Stark Street, the **City’s Comprehensive Plan** has zoned much of the land along the corridor as **High Density Residential or Commercial Mixed Use**, and more multi-dwelling units are expected. As corridors like SE Stark St become denser through redevelopment, and **more people need to use the corridor**, the carrying capacity of these roads will need to increase.

This cross-section is a vision of what the future of corridors like Stark Street could look like. This will not happen immediately, but as parcels redevelop and transit service improves.

PROJECT NEXT STEPS

The feedback received tonight will help prioritize what project elements move into the design phase. **A more refined project will be shared with the public in mid-2020.** Construction is anticipated in 2021.

However, **lighting upgrades and the signal at SE 146th should be constructed in 2020.**

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YOUR STREET, YOUR HOME

The focus of the Safer Outer Stark project is safety, but we also want to make SE Stark Street feel like more of a “place.”

What are your ideas on how to further enhance this corridor? Better bus stops? Public Art? Colorful crosswalks? More Community Events?



SHARE YOUR IDEAS HERE!

THANK YOU FOR COMING

Don't forget to fill out a survey before you leave!

PBOT IN EAST PORTLAND

PBOT is working hard to improve safety for all road users throughout East Portland. The map below highlights funded projects. In addition, the East Portland Arterial Streets Strategy (EPASS) is studying all major streets to understand how to improve safety and **still ensure people can get where they need to**, regardless of transportation mode.

