SAFER OUTER STARK

PBOT
PORTLAND BUREAU OF TRANSPORTATION

VISION ZERO

FINAL DRAFT

December 2020

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SAFER OUTER STARK

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A list of future funding opportunities for future investment on SE Stark Street as well as a vision of safer, more multimodal major streets in East Portland

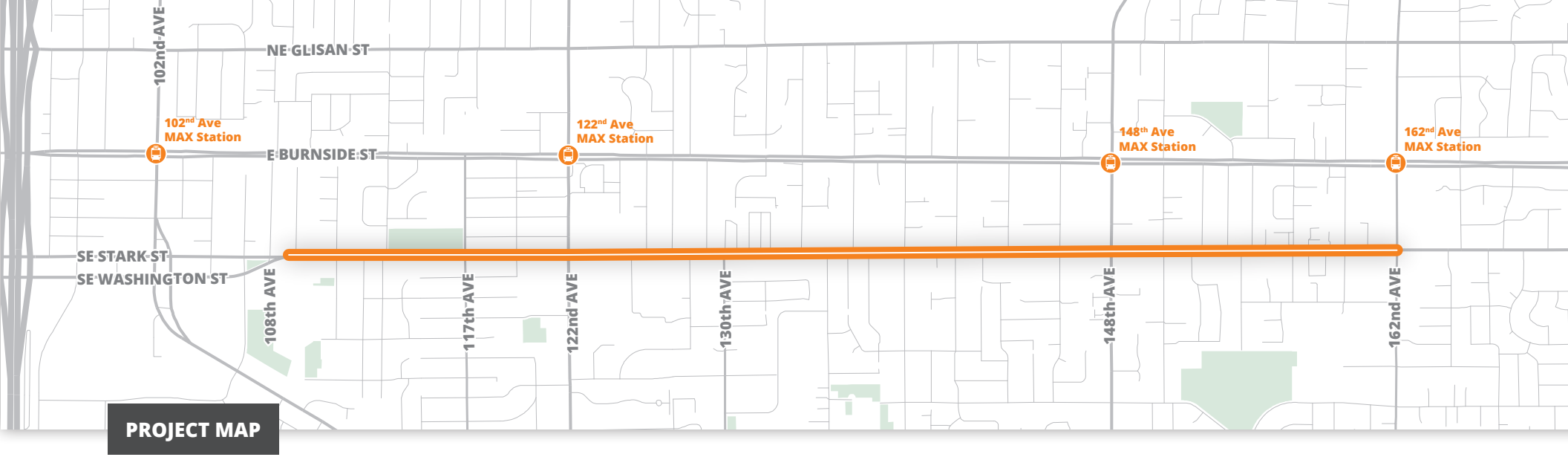
1 | INTRODUCTION

Project Background

The City of Portland's Bureau of Transportation (PBOT) is committed to improving road safety, with a goal to eliminate traffic deaths and serious injuries on city streets. **More than half of deadly crashes occur on just 8% of Portland's streets, and SE Stark Street between SE 108th and SE 162nd Avenues is one of these high crash corridors.** It is one of the top 20 high crash streets for every mode of travel - people driving, pedestrians, and people biking.

WHAT IS THE SAFER OUTER STARK PROJECT?

This project will make safety improvements on SE Stark Street between SE 108th and SE 162nd Avenues. This **report summarizes the planning process** that informed the recommendations that will next move into design and then construction. It outlines the existing conditions, public involvement process, and how these influenced the recommendations. It notes the improvements expected with the funding currently available, and other recommendations to be considered if and when additional funding becomes available.



PROJECT MAP

Project Goals

The primary goal of the Safer Outer Stark is to improve safety along the corridor, especially for vulnerable road users. While there are some general ways to improve safety, each corridor and context is unique, as are the desires of the residents who live near the corridor.

We heard from residents that the corridor improvements should focus on improving lighting, slowing vehicle speeds, improving access to transit, improving walking conditions, and aiding personal safety. Additionally, the project should ensure these road improvements do not lead to further gentrification and displacement.

1. **REDUCE DEADLY AND SERIOUS CRASHES** using tools to lower the crash rate and prioritizing critical crash locations.

2. **REDUCE EXCESSIVE SPEEDING** along the corridor using tools such as street design, signage and automated enforcement.

3. **PROVIDE SAFE ACCESS AND CROSSINGS** for pedestrians, people biking, and people taking transit.

4. **SUPPORT ENHANCED TRANSIT** by developing recommendations that do not impede future enhanced bus service.

5. **IMPROVE STREET CONDITION** by repaving the street to improve the comfort of road users and asset management.

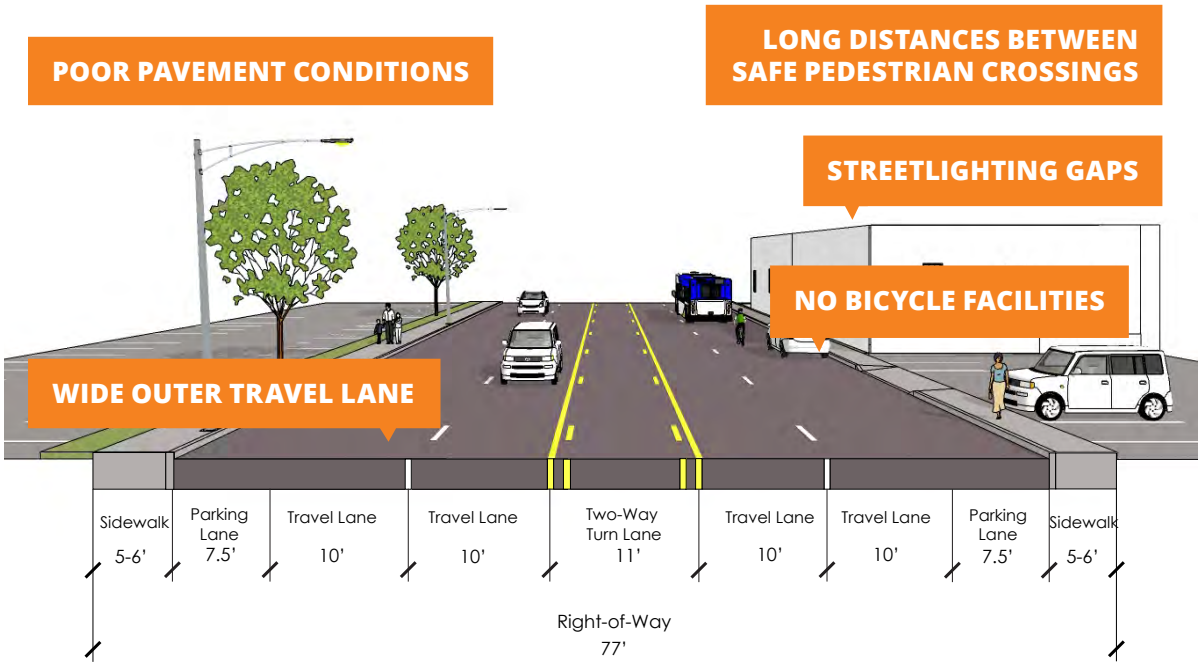
6. **IMPROVE COMFORT AND VISIBILITY** with additional lighting, better sidewalks and redesigned intersections.

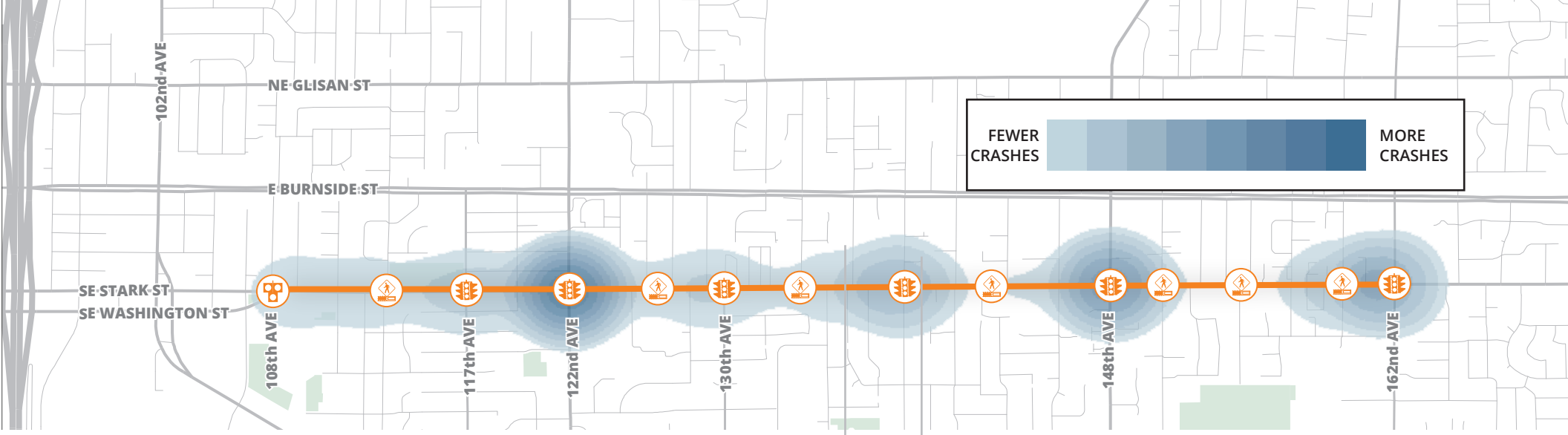
2 | STARK STREET TODAY

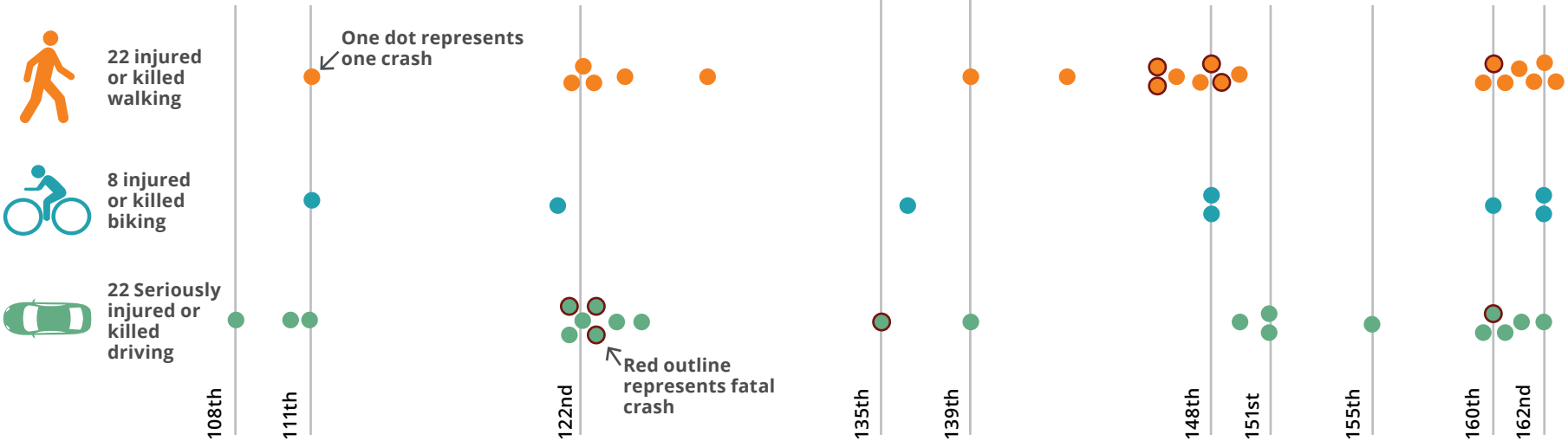
Current Conditions

SE Stark Street between SE 108th and SE 162nd Avenues is currently a five-lane street with intermittent parking on both sides. There are large gaps between crossing opportunities, and lighting exists on only one side of the street. Each day more than 1,000 people get on and off the Line 20 bus along the corridor.

In the City's Transportation System Plan, Stark Street is intended to be an important street for people driving and biking as well as pedestrians, freight, and emergency vehicles. With so many users going different speeds, it is critical to improve separation between modes and better manage conflicts.





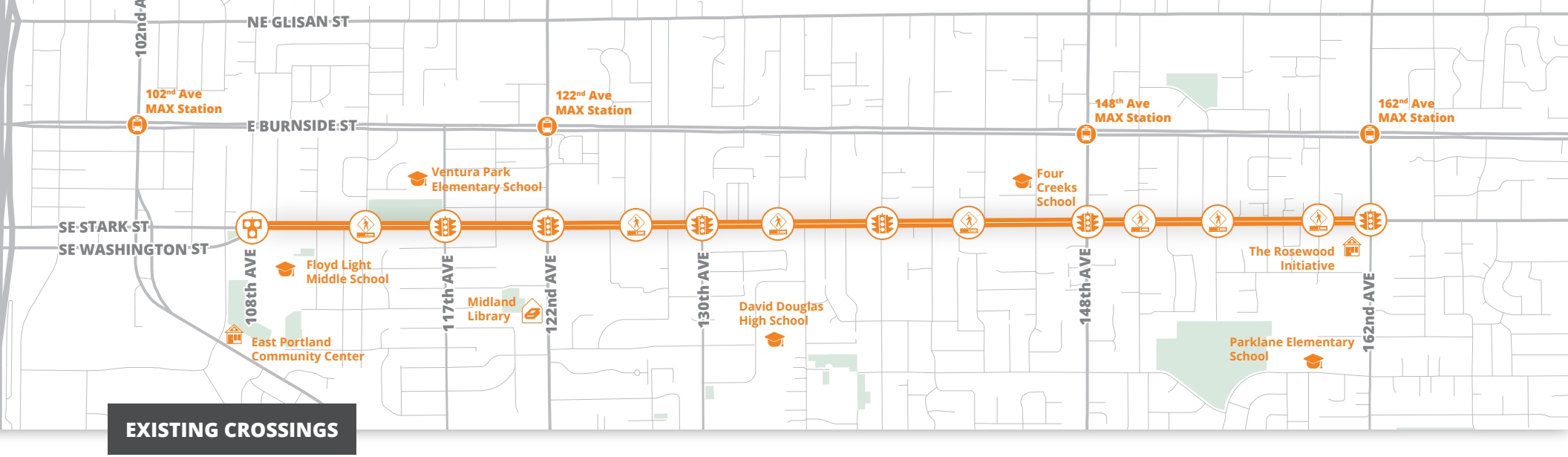


Traffic Crashes

Vision Zero is Portland's goal of eliminating traffic crashes that result in fatalities and serious injuries. To accomplish this goal, PBOT's crash analysis focuses on "Vision Zero Focused Crashes." These are crashes that led to fatalities or serious injuries, as well as other injury crashes involving the most vulnerable road users—pedestrians and people biking. The data currently available cover all crashes from 2013-2017 and fatal crashes from 2013 to present. Ten people died in traffic crashes on this segment of Stark since 2013. While "Vision Zero Focused Crashes" happened throughout the corridor, they were most prevalent at NE 122nd, 148th, 160th, and 162nd Avenues.

WANT TO KNOW MORE?

View the full crash analysis: https://www.portland.gov/sites/default/files/2020-08/saferstarkcrashanalysis.pdf



Crossings

There are fourteen marked crossings on SE Stark Street between SE 108th and SE 162nd avenues, including full signals, rapid rectangular flashing beacons, and a pedestrian hybrid beacon. Most of the crossings are 1,000 feet apart or more, far greater than the crossing spacing recommendations in PedPDX. Current guidelines recommend a signal or hybrid beacon for any new crossing.

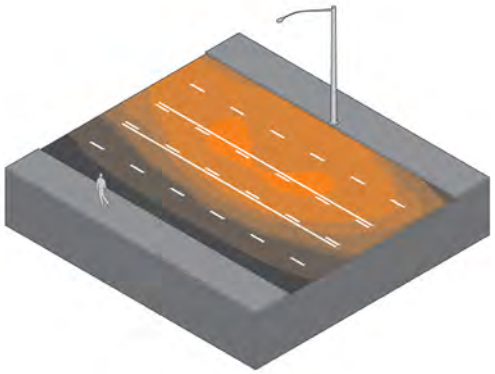
CROSSINGS AND SAFETY

Nearly half of bicycle and pedestrian crashes on SE Stark Street happened at signalized intersections as well as nearly two out of five fatal and serious injury vehicle crashes. This evidences the need to improve safety at signalized crossings, especially NE 122nd and 148th avenues.

Enhanced crossings provide a safe way for people to cross the street and access important places like schools, parks or bus stops.

Lighting

Like many large streets in East Portland, SE Stark Street has lighting on only one side of the street throughout most of the corridor. Older lighting fixtures on one side of the street don't properly illuminate the roadway on streets as wide as Stark, especially when pedestrians are crossing the street at night.



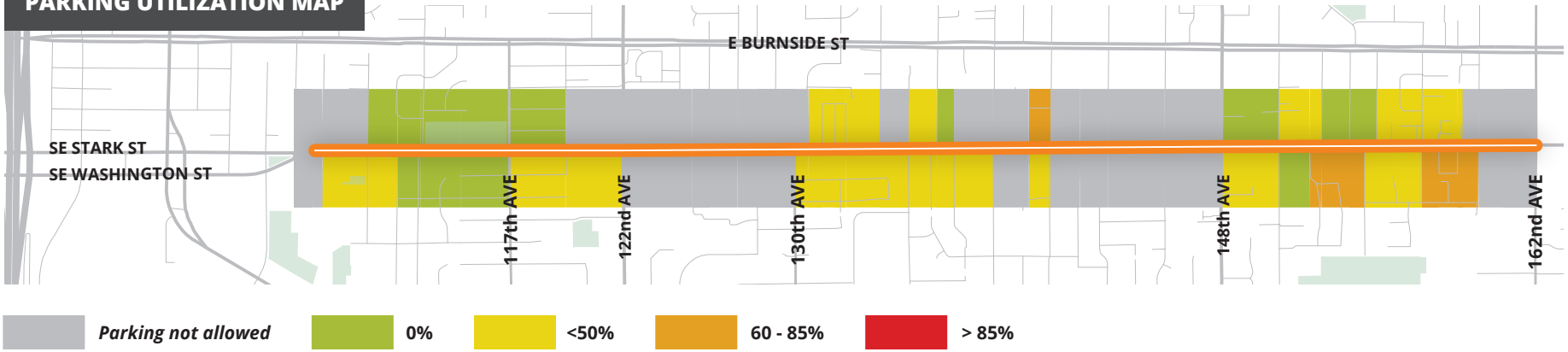
LIGHTING AND SAFETY
Although most crashes happen in the daytime, over two-thirds of pedestrian crashes happened in dark or low light conditions. Fatal and serious injury car crashes were also much more common in dark and low light conditions.

On Street Parking

On street parking is currently prohibited along much of SE Stark Street. In the area where parking is allowed, utilization is very low. Analysis of parking use found that no area along SE Stark Street had a peak utilization rate of more than 85%, and only a few blocks were using more than 50%. This is likely because most businesses have large off-street parking lots.

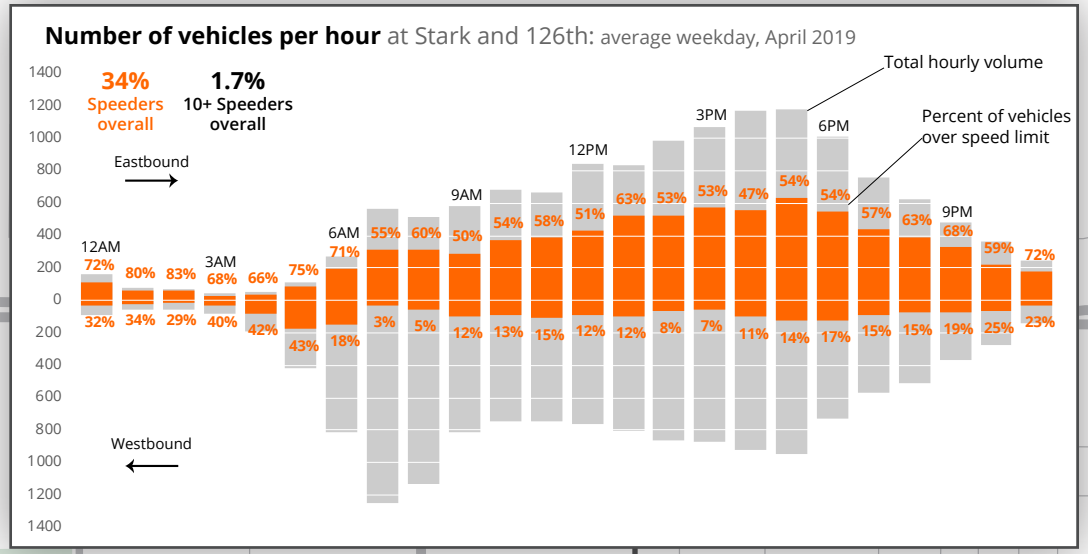
PARKING AND SAFETY
From 2013 to 2017, people driving hit 24 parked vehicles along this segment of SE Stark Street, despite the fact that parking utilization along the street is very low.

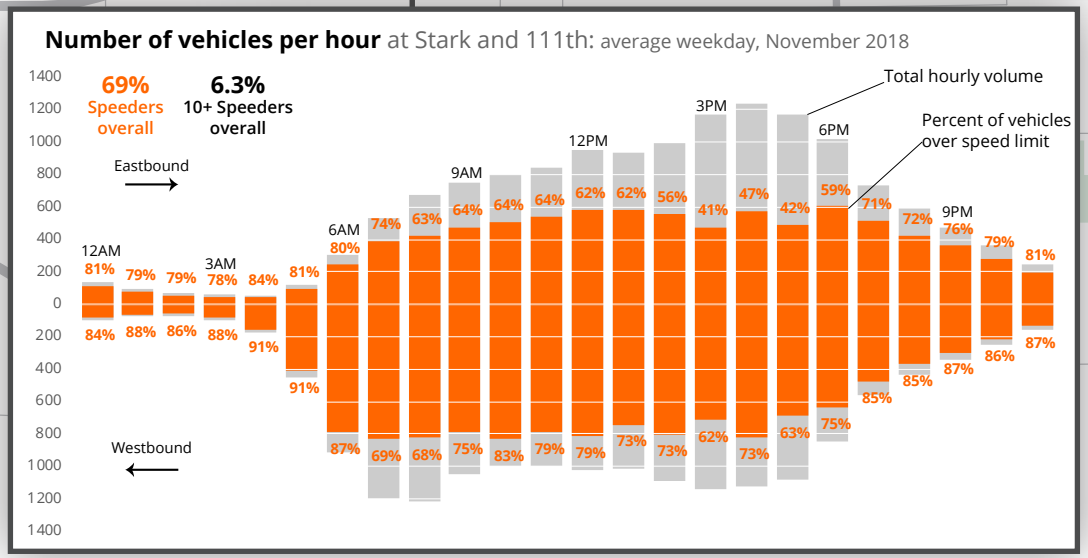
PARKING UTILIZATION MAP



Vehicle Speeds

In April 2018, the speed limit on SE Stark Street was reduced to 30 mph to promote safety. Speeds on the street have decreased somewhat since then but many people continue to drive on Stark at nearly 40 mph. At that speed a driver is twice as likely to kill a pedestrian in a crash when compared to driving at 30 mph.



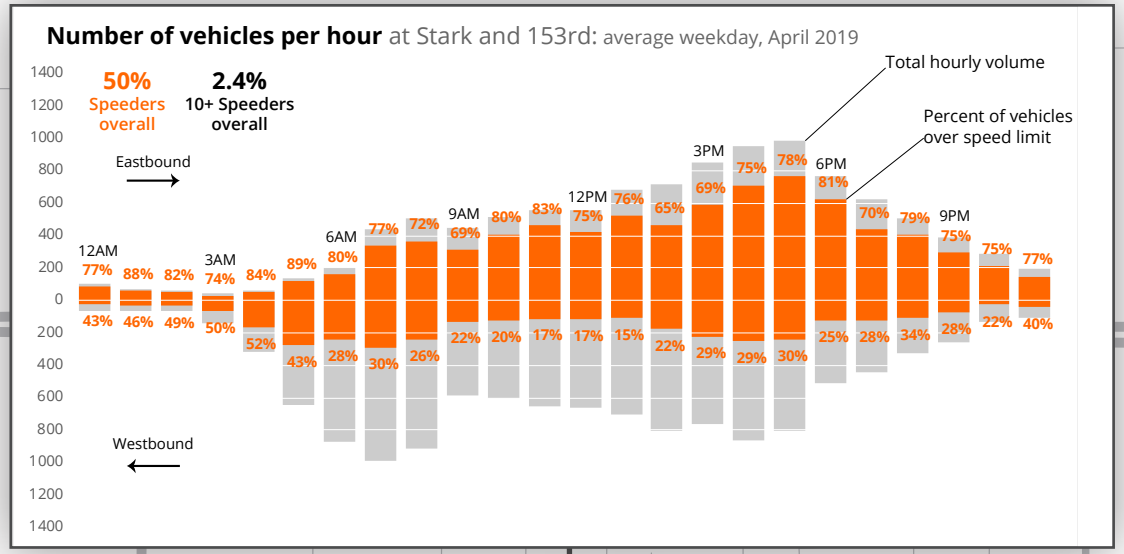


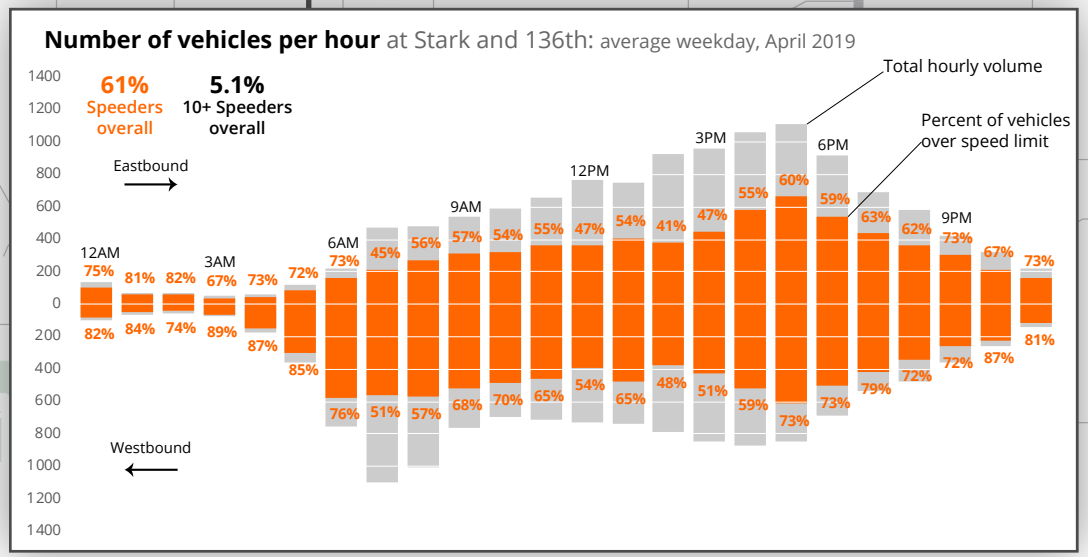
SPEED AND SAFETY

Speed was about three times more common a factor in pedestrian crashes on SE Stark Street as it is citywide. A pedestrian is twice as likely to be killed if hit by a driver going 40 mph versus 30 mph. A driver going 40 mph needs more time to see a pedestrian and to stop for them.

Traffic Volumes

Between 22,000 and 27,000 vehicles drive on SE Stark Street everyday, more on the west side of the street near 122nd Avenue than on the east side near the city limit. Peak hour volumes are over 1,000 vehicles per hour in the peak direction in the western part of SE Stark Street. Stark is one of the major east-west routes running through East Portland.





TRAFFIC VOLUMES & CROSSING GAPS

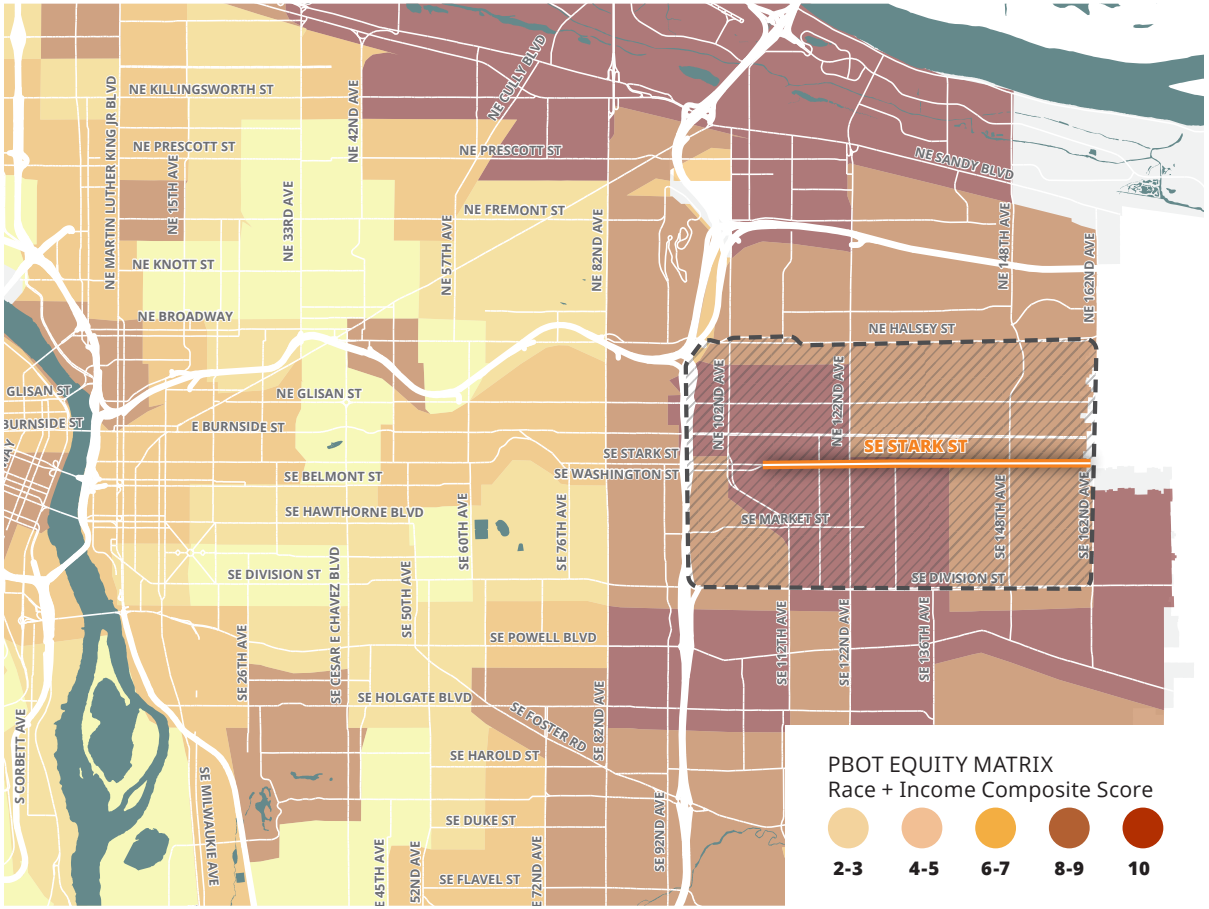
When volumes are high, people often have to wait long amount of time to cross the street if they are not at a signalized intersection. Crossing gaps are one of the factors PBOT considers when making street design decisions. **CROSSING GAPS** When volumes are high, people often have to wait long amount of time to cross the street if they are not at a signalized intersection. Crossing gaps are one of the factors PBOT considers when making street design decisions.

How Does This Plan Support Equity?

PBOT is focused on making investments in areas of the City with high needs to ensure all Portlanders have a variety of safe transportation options. To aide this work, PBOT has created an Equity Matrix that combines key demographic indicators such as race and income to develop a combined score between 1-10. Higher scores indicate a higher share of low income and people of color.

The area around this section of SE Stark Street scores highly (9-10), indicating pronounced equity needs.

The percent of the population in the area with limited English proficiency is also higher than the city average. The most common non-English languages spoken in the neighborhoods surrounding SE Stark Street are Spanish, Russian, Vietnamese, and Chinese. Approximately 40% of the population identifies as people of color, or as Latino or Hispanic.



ABOUT THIS DATA SOURCE
Using key demographic indicators such as race and household income, the PBOT Equity Matrix focuses on breaking points above and below the citywide averages. More points are assigned to a census block that has a higher than citywide average concentration of people of color and/or people below the average for total household income. To learn more about this tool and how it guides PBOT's investments, visit:
www.portlandoregon.gov/transportation/74236

Elevating Black Voices | A Call for Better Street Lighting

One of the most critical safety issues along SE Stark Street is the lack of street lighting. The most current and complete crash data from 2013-2017 show trends based on time of day, location of crashes, and road condition. **Two-thirds of crashes involving pedestrians happened in the dark or in low light conditions.** Nearly three-quarters of Vision Zero-focused crashes occurred at an intersection.

Over the past ten years, PBOT has conducted outreach for several planning, design, and construction projects. Past feedback from community members in East Portland has informed and shaped the Safer Outer Stark project. Street lighting repeatedly emerged as a theme for East Portland and SE Stark Street.

The call for street lighting was especially salient among Black Portlanders. **A 2017 PBOT study, "Walking While Black," found that poor lighting was the biggest barrier to walking for Black Portlanders.** Participants shared drivers often don't yield at crossing, feeling exposed and vulnerable to threats and prejudices, and anxiety over police enforcement. This study highlighted the urgent need for lighting to increase both traffic safety and personal security.

"Walking While Black" participants elevated the need for lighting, which is a priority for the Safer Outer Stark project and will be constructed ahead of other improvements. Lighting will be installed at key locations such as near crosswalks in late 2020/early 2021.

It is imperative that the streets of our city feel safe for all residents, regardless of travel mode. **PBOT is focused on becoming an anti-racist organization and understands that road infrastructure and traffic safety concerns disproportionately impact low-income communities and people of color.** With this understanding, the Safer Outer Stark project built upon past feedback and sought more public input to create community-centered solutions.

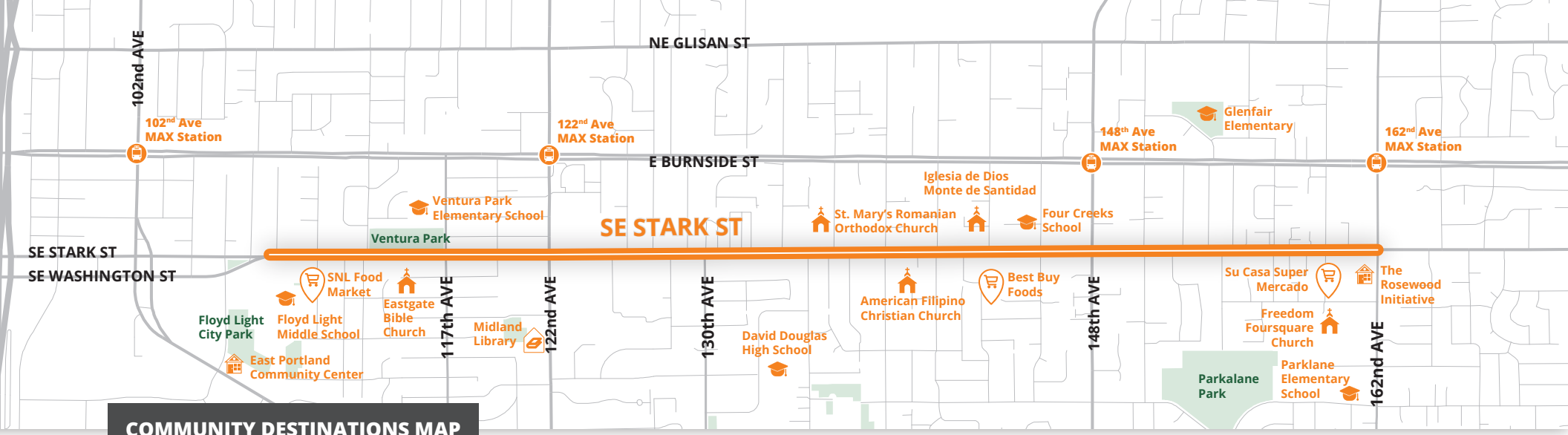
"Lighting is very important if we really want to protect Black lives... Proper lighting especially helps people with dark skin. If we had enough light everywhere, it would be safer citywide to walk while Black. White drivers don't see Black people, even in daytime."

"I'm offended, saddened, and disappointed being a Black person walking in Portland."

Less infrastructure and lack of investment is apparent in East Portland and East Multnomah County where there are now higher populations of Black people"

"We need infrastructure and facilities that protect our most vulnerable community members and make them feel both safe and personally secure"

-Comments from "Walking While Black"



COMMUNITY DESTINATIONS MAP

Access to Community Destinations

SE Stark Street provides access to a number of key community destinations. Two elementary schools, a middle school, a high school, and a specific needs school all use SE Stark Street as a main transportation route. SE Stark Street also borders Ventura Park and is used to access Midland Library on SE 122nd Avenue. Other community destinations along SE Stark Street include The East Portland Community Center and The Rosewood Initiative.

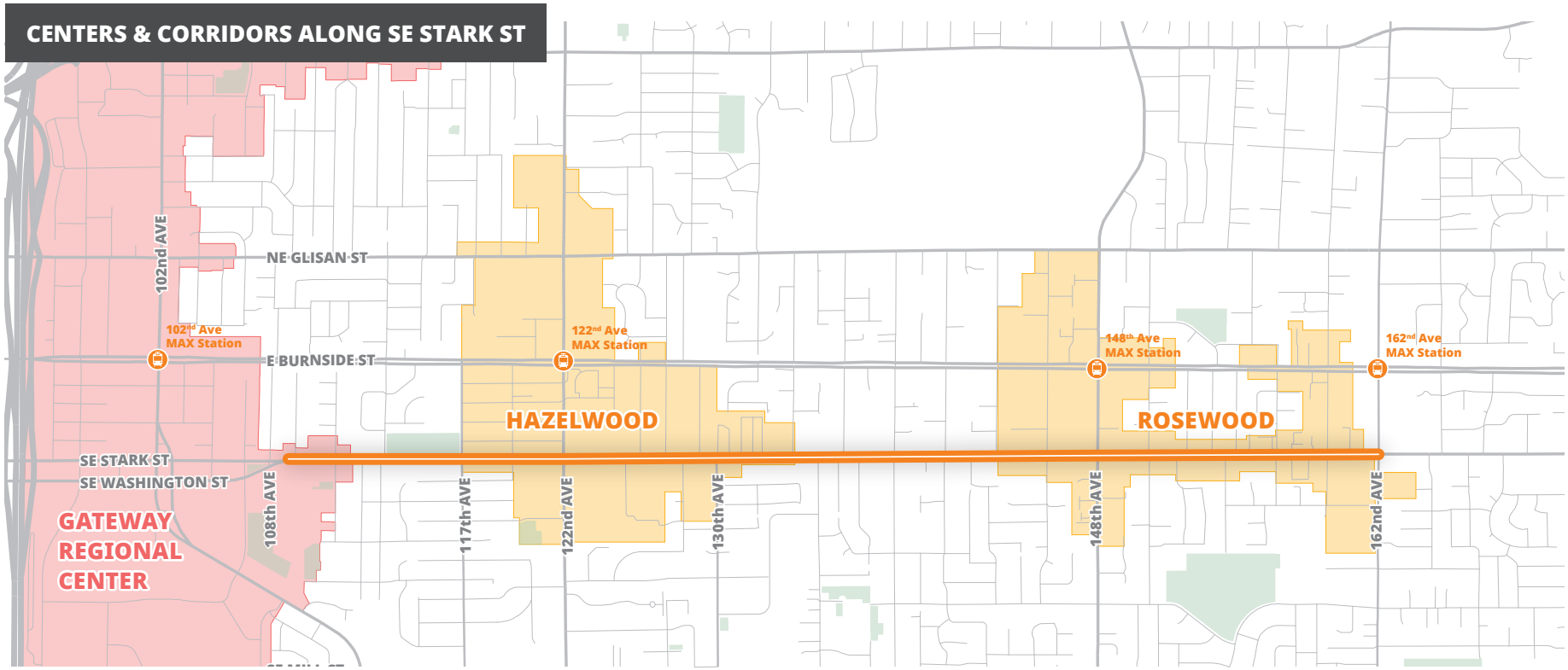
Ventura Park and Ventura Park Elementary School are important community stations near SE Stark St

Connecting a Growing East Portland

East of I-205, SE Stark Street plays an essential role connecting people between growing areas of the city. **This corridor links the Gateway Regional Center to multiple Comprehensive Plan designed centers including Hazelwood (between SE 117th-133rd Avenues) and Rosewood (between SE 143rd-162nd Avenues)**. These "centers" are the places where most future growth is expected to occur and where pedestrian and commercial activity is concentrated in East Portland. Investments in ADA accessibility, street lighting and better crossings will make these pedestrian districts better and safer places for walking. Transit and bike lane improvements will give people more mobility options to meet their daily needs without having to rely on a private automobile. Hand in hand, **investments in transportation and supportive land uses will help better connect these growing neighborhoods**.

DID YOU KNOW?
Most of SE Stark Street in the Safer Outer Stark project is designated a **Pedestrian District** in the City's Transportation System Plan. This means they are areas with high planned pedestrian activity and should be designed to provide a safe and comfortable walking environment.

CENTERS & CORRIDORS ALONG SE STARK ST



3 | PLANNING PROCESS

Public Engagement Overview

To ensure the Safer Outer Stark project recommendations were informed by a representative group of road users, the planning process included two separate outreach phases. During the spring of 2019, PBOT staff gathered feedback on safety needs and issues from people who live near or travel along SE Stark Street. **Over 450 people provided their comments** online or through in-person events.

This feedback and analysis of existing conditions helped inform the project recommendations. In late 2019/ early 2020, PBOT staff shared these recommendations with the community to get feedback and help prioritize funding. **Over 700 people provided input on the project recommendations**.

The following pages outline how the plan was made, who was consulted, and how community input helped shape the recommendations.

LEARN MORE

Check out the Public Involvement Summary reports for Spring 2019 and Fall 2019 at www.portland.gov/transportation/planning/safer-outer-stark

PBOT staff at a community workshop at The Rosewood Initiative.

Outreach Methods

Gathering input from a representative sample of the variety of people that use a corridor like SE Stark Street is challenging. The Safer Outer Stark project used a variety of methods and tools to ensure a diversity of responses. This involved doing workshops with youth and non-English speakers, using community engagement liaisons to get feedback from non-English speakers, using both general targeted social media advertising, flyering at community organizations, advertising the plan in the City of Gresham, and using community partners like The Rosewood Initiative to help spread the word and get feedback.

The Midland Library Teen Council viewing a map of the corridor

ENGAGEMENT SNAPSHOT

2 **Public Open Houses**

40+ **attended in-person open houses**

2 **Community Workshops**

2 **Online Surveys**

644 **participated in online survey**

19 **languages spoken at home by participants,** including Chinese, English, French, German, Hindi, Ifugao, Italian, Japanese, Korean, Latvian, Moldovan, Portuguese, Romanian, Russian, Somali, Spanish, Tagalog, Ukrainian, Vietnamese

Public Outreach Phase 1:

Listening and Learning

GOAL: Gather public input on safety needs and issues

OUTREACH ACTIVITIES:

- Open house at The Rosewood Initiative
- Door-to-door canvassing at residences and businesses
- Youth workshop with Midland Library Teen Council
- Community workshop at The Rosewood Initiative
- Online survey

KEY TAKEAWAYS:

- Street lighting was the top concern addressed during all outreach activities.
- Participants also discussed unsafe driver behavior, the need for education and enforcement for all road users, the need for safer facilities for cyclists and safer crossings for pedestrians, and concerns about personal security and neighborhood safety—especially at night and while waiting for transit.

Discussing possible improvements with the Midland Teen Council

Learning about needs at a workshop at The Rosewood Initiative

2019	Spring	Summer	Fall/Winter
	PUBLIC OUTREACH PHASE 1 Hear about needs and issues	Develop design and treatment options	**PUBLIC OUTREACH PHASE 2** Receive feedback on proposed improvements

Public Outreach Phase 2:

Proposed Improvements

GOAL: Gather public input on proposed corridor improvements and priorities for additional improvements

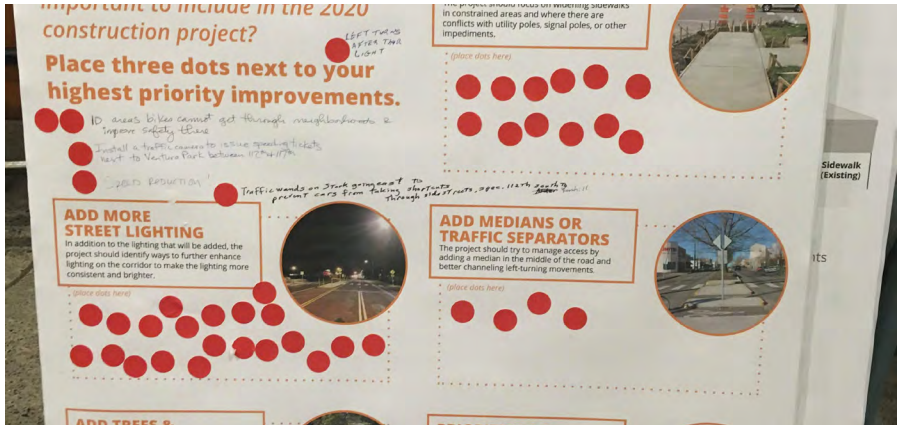
OUTREACH ACTIVITIES:

- Open house at Floyd Light Middle School
- Open house at The Rosewood Initiative
- Online survey
- Community Engagement Liaison (CEL) survey outreach in four languages: Chinese, Russian, Spanish, and Vietnamese

KEY TAKEAWAYS:

- Again street lighting emerged as the top priority.
- Participants named crossing improvements as the second highest priority during all outreach events.
- Online survey participants selected SE 113th and SE 126th-127th avenues as the top priority locations for improved crossings. During the in-person open houses, SE 157th and 135th avenues were selected as top priority locations for new crossings.
- There was concern about reducing the number of travel lanes and reallocating the parking space to provide bike lanes.

Discussing improvements during the open house at Floyd Light Middle School



Open house participants could vote for their highest priorities

2020

DEVELOP PLAN

Use community feedback to make recommendations

2021

BEGIN DESIGN

Provide updates on progress

2022

CONSTRUCTION

Begin in 2022 through 2023

2023

4 PLAN RECOMMENDATIONS IMPLEMENTATION STRATEGY

Priority Recommendations

The City of Portland has allocated a significant amount of funding for safety and maintenance investments along this corridor. This plan recommends that funding be prioritized for the following improvements:

- Add **new street lighting** to provide lighting on **both sides of the street**
- Replace on-street parking with **protected bike lanes**
- Improve the intersections of **SE 122nd and 148th avenues** to better protect vulnerable road users
- **Repave the street** between SE 122nd and 162nd avenues
- **Improve/add signals** at SE 117th, 139th, 146th, and 160th avenues
- Make **ADA accessibility upgrades** to the curb ramps at corners throughout the corridor

COST OF PRIORITY RECOMMENDATIONS = ~$20M

17 RECOMMENDATIONS

HOW ARE PROJECT RECOMMENDATIONS ORGANIZED?

There is a great need for investments in to improve the safety of people traveling along SE Stark Street. This project includes recommendations sorted into three categories:

First, there are **Priority Recommendations**, which are the safety improvements that are expected to be implemented in the short-term with the funding available.

Beyond these, there are **Additional Priority Investments** that should be implemented with the Safer Outer Stark project if more funding becomes available.

Finally, there are many **Additional Community Priorities** that should be explored outside of the Safer Outer Stark project scope.

Priority Recommendations Overview

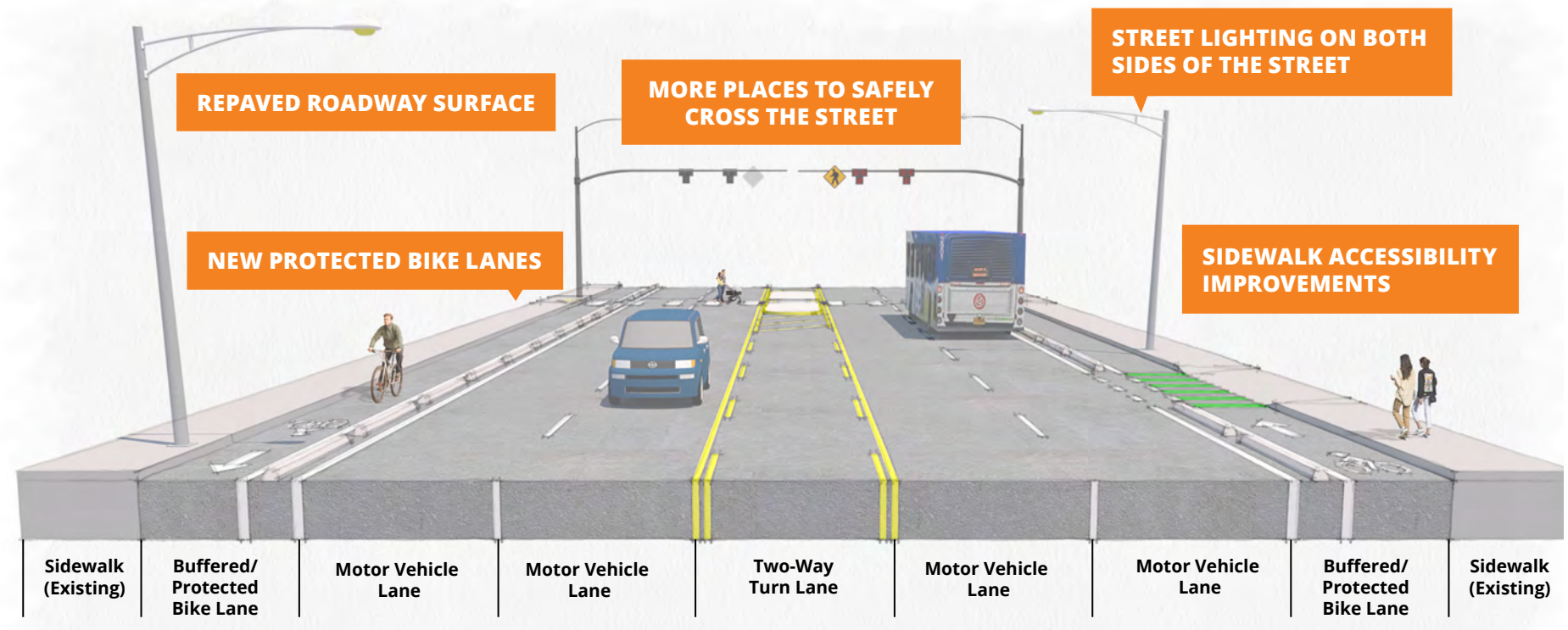
ENHANCE LIGHTING
Lighting should be added to the north side of the street to help illuminate the whole roadway. Focus first be on locations near crossings and intersections but lighting should be uniform and consistent along the entire corridor.

PROVIDE SPACE FOR BIKES
Space for bikes should be added by removing the limited parking on the corridor. This provides a predictable place for people biking and creates a continuous bike route between the I-205 path and Historic Columbia River Highway. Vertical protection should be added where possible, especially near intersections, and a buffer elsewhere (at driveways, mailboxes, etc.).

IMPROVE SAFETY AT SIGNALIZED INTERSECTIONS
The signals and intersections should be redesigned at SE Stark and SE 117th, 122nd, 139th, and 148th avenues to improve safety, especially for vulnerable users like pedestrians.

ADD NEW SIGNALS AND CROSSING OPPORTUNITIES
A new signal at SE 146th Avenue has already been designed and construction will be funded with this project. The current rectangular rapid flashing beacon at SE 160th Avenue should be upgraded to a pedestrian hybrid beacon or full signal.

STREET RESURFACING & ADA UPGRADES
The street should be resurfaced between 122nd and 162nd avenues to address the failing condition of the road. ADA curb ramp upgrades are also necessary corridor-wide to improve accessibility.

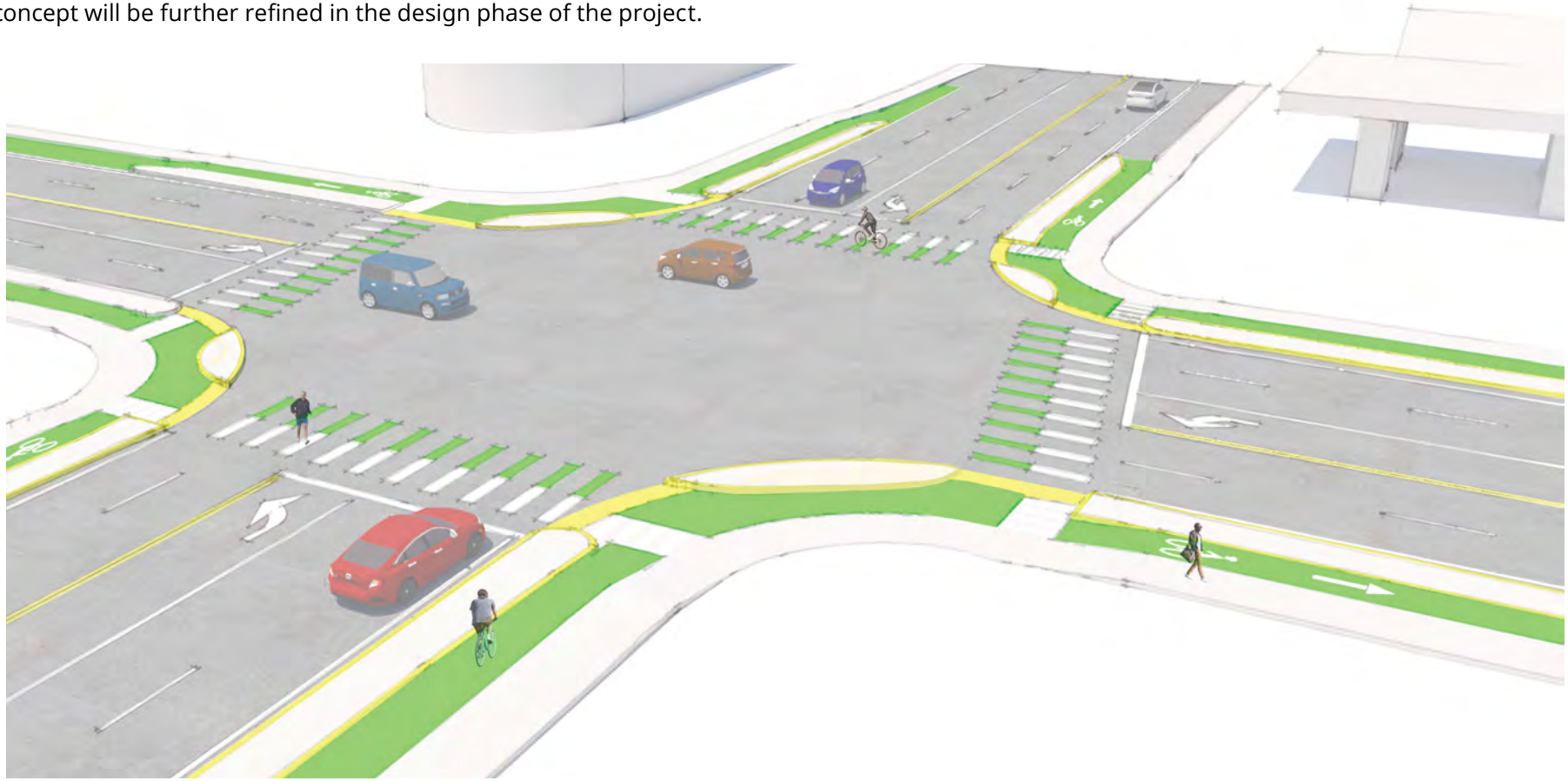


PROJECT RECOMMENDATION DETAIL

Intersection Improvements

The SE Stark Street and SE 122nd Avenue intersection has been identified as the most dangerous in the city and the SE Stark Street and SE 148th Avenue intersection is in the top ten. Upgrading these intersections is critical to reduce conflicts between different travel modes and improve the safety of more vulnerable road users. Other improvements will include adjusting signal timing to further improve the visibility of people walking/biking and reduce conflicts.

The rendering (pictured below) of the SE Stark Street and SE 122nd Avenue intersection illustrates how this design would separate users to improve visibility and predictability. This concept will be further refined in the design phase of the project.



PROJECT RECOMMENDATION DETAIL

Improvements at Enhanced Crossings and Signalized Intersections

Signal upgrades are recommended at SE 117th, 139th, and 160th avenues. At SE 117th and 139th avenues, left-turn lanes should be marked and protected with an exclusive signal phase for vehicles turning left. Pedestrians should get a "head start" on crossing the street using a leading pedestrian interval. SE 160th Avenue should be upgraded to a full signal with leading pedestrian intervals.

A **new signal is also recommended at the intersection of SE Stark and 146th avenues**. This location has a history of fatal crashes and will allow safer access both onto and across SE Stark. If funding allows, an additional signal should be added at **SE Stark Street and SE 135th Avenue**.

The crossing at SE 160th Avenue has a flashing beacon, but still experiences a high rate of crashes and injuries for people walking and driving.

The intersection of SE Stark Street and SE 139th Avenue needs to be upgraded to improve the visibility of the signal and provide a dedicated phase for left-turning vehicles.

WHY KEEP FIVE MOTOR VEHICLE LANES?

As part of the planning process, the City does an analysis of road capacity, street classifications, and public feedback to recommend context-sensitive solutions.

SE Stark Street is classified in the City's Transportation System Plan (TSP) as a major city traffic street, and moves large numbers of people in cars, buses, and trucks. Traffic analysis found if the number of lanes was reduced, traffic could divert onto local streets. Some of these streets are neighborhood greenways like SE Main and SE Mill, where traffic volumes must be kept low. In the future the outside lanes could be converted to parking or transit priority lanes if/when volumes decrease and/or mitigation can occur.

While the number of travel lanes will remain the same, the proposed recommendations still reduce excessive speeding and improve safety for vulnerable travelers, especially at intersections.

Project Funding Sources

The City of Portland has budgeted a significant amount of funding for the Safer Outer Stark project drawing from a variety of both state and local sources.

Build Portland

This program funds major deferred maintenance projects through issuing municipal bonds. In the last round, $50 million was available across multiple bureaus and PBOT received about $36 million for a variety of road and bridge projects including Safer Outer Stark. Build Portland funds must be used to repair the pavement condition of the road and upgrade existing signals.

Funding Available: $10 million

House Bill 2017

Passed in 2017, this package provides funds for the City to make improvements to roads and alleviate congestion. The money comes through a combination of taxes on gasoline and bikes, car registration fees, and a transit payroll tax. PBOT uses the funds for a variety of road and bridge projects including Safer Outer Stark.

Funding Available: $5-$7 million

TOTAL PROJECT BUDGET = ~$20M

Fixing Our Streets 2

In May 2020, Portlanders voted to extend the local gas tax for an additional four years. One of the funding categories for this measure includes programmatic money to provide better street lighting on High Crash Corridors in East Portland.

Funding Available: $1 million

Transportation System Development Charges

When new development is constructed in Portland, including a home, store, office, etc., the developer pays Transportation System Development Charges (TSDC). The fee covers part of the cost of building transportation facilities to serve development—things like roads, sidewalks and other facilities that get people to where they need to go.

Funding Available: Up to $2.5 million

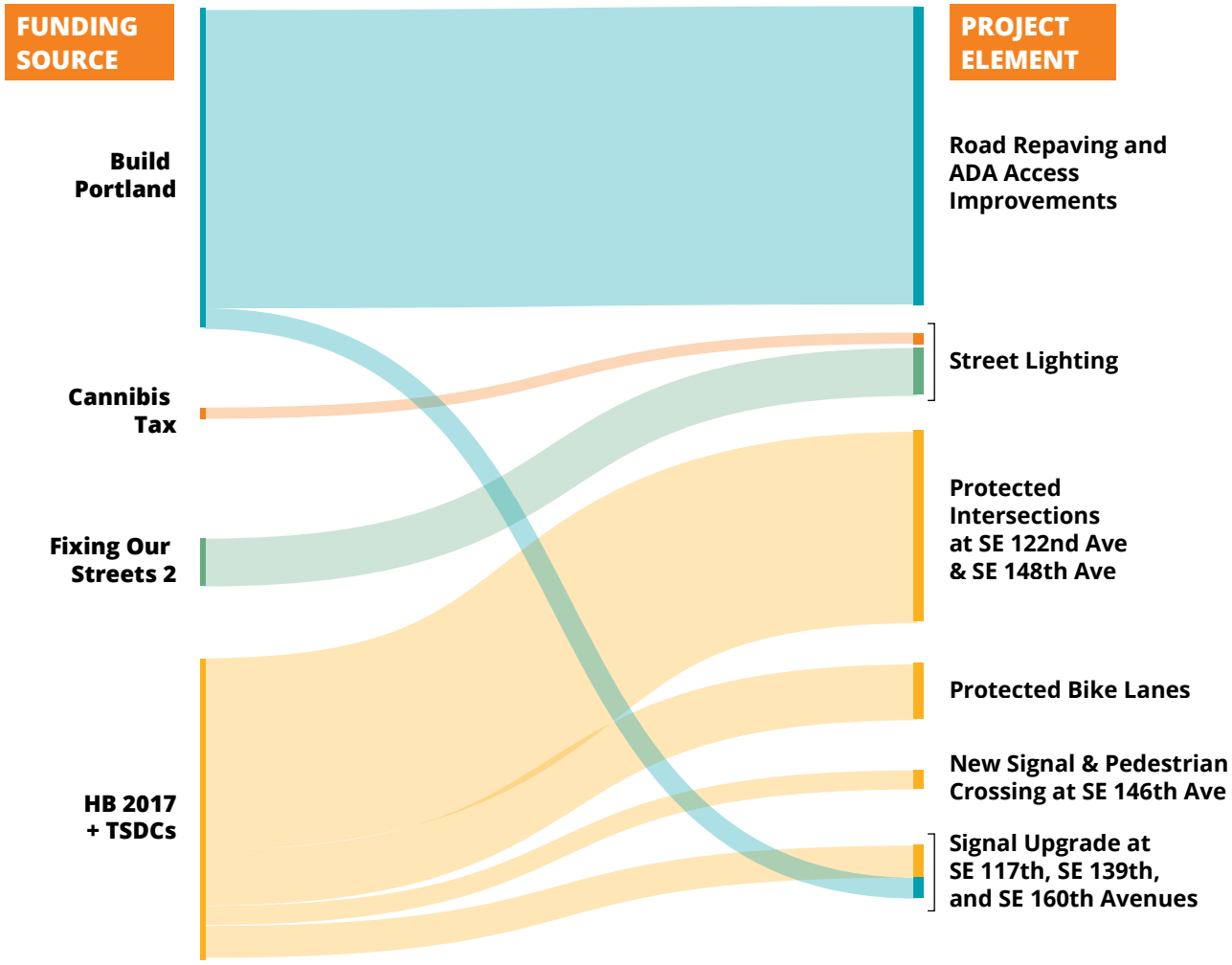
City of Portland Cannabis Tax

In addition to the 17% state tax on the sale of marijuana, the City of Portland collects an additional 3% on each sale. The City of Portland uses this money, among other things, to improve transportation safety.

Funding Available: $645,000

HOW PRIORITY INVESTMENTS ARE BEING FUNDED

Some funding sources have certain restrictions about what types of investments can be made. With these considerations in mind, each element is strategically paired with an appropriate funding source.



COVID-19 & Financial Uncertainty

The City of Portland, like many people and institutions, is facing a new economic reality due to the COVID-19 pandemic. The loss of revenues from parking, taxes, and other sources means there are less funds available for projects than was anticipated earlier this year.

For the Safer Outer Stark project, this could mean there are less House Bill 2017 and Transportation System Development Charges funds than originally anticipated.

The priority recommendations identified here will still advance to design. However, some items might not be constructed until new funding can be secured.

Opportunities for Future Investment

Additional Priority Investments

To further improve safety along SE Stark Street, the following investments are recommended. Some of these may be added to the Safer Outer Stark project if funding allows. If not, other funding opportunities should be explored.

- **Improved Neighborhood Greenway connection at SE 130th Avenue**
- **New signal at SE 135th Avenue**
- **Access management near SE 122nd Avenue and SE 160th-162nd avenues**
- **Transit stop improvements**

ADDITIONAL UNFUNDED PRIORITY INVESTMENTS = $5.5M

SE 135th Avenue is a main route to David Douglas High School but there is no marked crosswalk at the intersection with SE Stark Street. This requires crossing multiple travel lanes and/or traveling out of direction.

Improving amenities at transit stops like benches and shelters would improve comfort while waiting for the bus.

Additional Community Priorities

The following were brought up during the Safer Outer Stark project. While they require additional funding, analysis, and/or collaboration they are ways SE Stark Street should be further enhanced and improved.

WIDEN SIDEWALKS
Most of the sidewalks along the corridor are 6-7 feet wide and located next to the roadway. Sidewalks should be widened where possible, prioritizing places with high pedestrian activity, near transit stops, and with other conflicts.

FURTHER IMPROVE TRANSIT STOPS AND RELIABILITY
Coordinate with TriMet to optimize locations and reduce delay along the Line 20 route.

RELOCATE UTILITIES
Utility poles along the corridor should be moved to reduce conflicts with pedestrians and expand the sidewalk walking area.

INSTALL GATEWAY
Add a sign or other art treatment in the median near 162nd Avenue to welcome people to the city and help slow traffic speeds.

ADD STREET TREES
Work with Urban Forestry to analyze options for planting trees along the side of the road or in the median to provide shade, improve comfort, and lower speeds on the corridor.

ELEVATE BIKEWAYS
As redevelopment occurs, further improve the bike lane by raising it to curb height and reducing driveways.

ENFORCE SPEEDS
Use red-light cameras and/or automated speed enforcement cameras to manage speeds and encourage safe driving behavior.

CREATE ADDITIONAL CROSSING OPPORTUNITIES
Ten additional crossings for pedestrians are needed to meet the guidelines for spacing between crossings in PedPDX, the City's Pedestrian Plan.

Wider sidewalks would make walking safer and more comfortable.

More street trees and fewer utility conflicts would also make the corridor more comfortable and enjoyable.

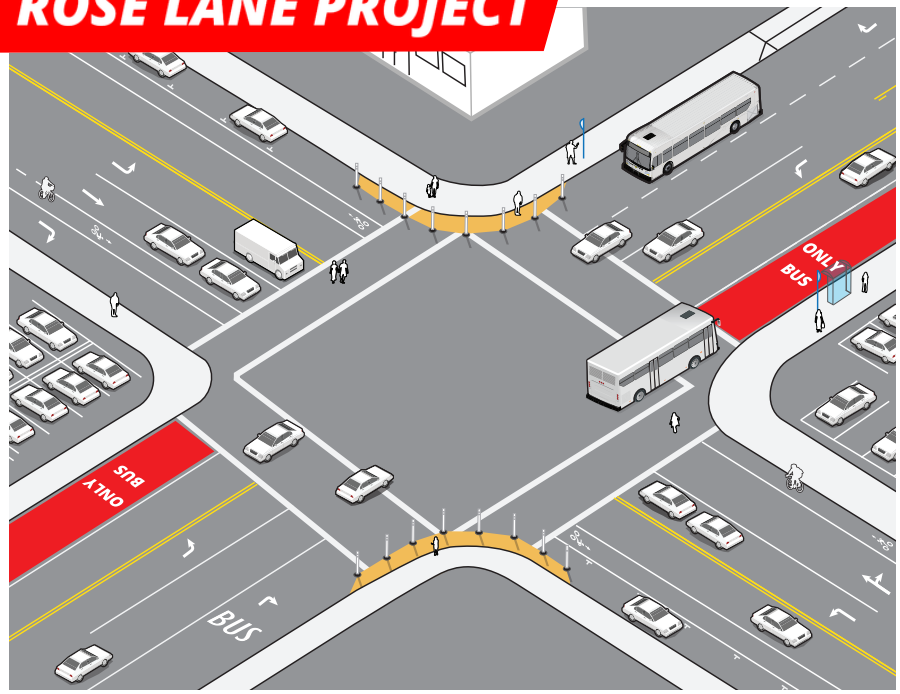
What Happens Next?

Most of the recommendations in this plan will now move into the design phase of the project. Engineers will develop more detailed designs and cost estimates, and more complete designs will be shared with the public for feedback before they are finalized and construction begins.

SE Stark Street is also one of the corridors identified as a candidate for the Rose Lane Project. Improvements to transit reliability and service along the corridor/Line 20 are being explored so it is easier to commute across the corridor and city. This could involve providing priority to buses at intersections and other measures to reduce transit delay and improve reliability.

Finally, in response to the COVID-19 pandemic, PBOT has been working to quickly expand walking and biking space on busy streets in East Portland to accommodate adequate social distancing. As part of this, **protected bike lanes on SE Stark Ave between SE 108th and 122nd avenues will be added in early 2021.**

ROSE LANE PROJECT



The intersection of SE Stark St and SE 148th Avenue is prioritized for a Rose Lanes pilot aimed at improving bus speed and reliability on the Line 20 Depending on the performance and evaluation of this pilot, Safer Outer Stark could help deliver a future permanent version.

NEAR-TERM IMPLEMENTATION TIMELINE

2020 — **Fall**
- Release Draft "Safer Outer Stark" Plan
- Begin Lighting Improvements

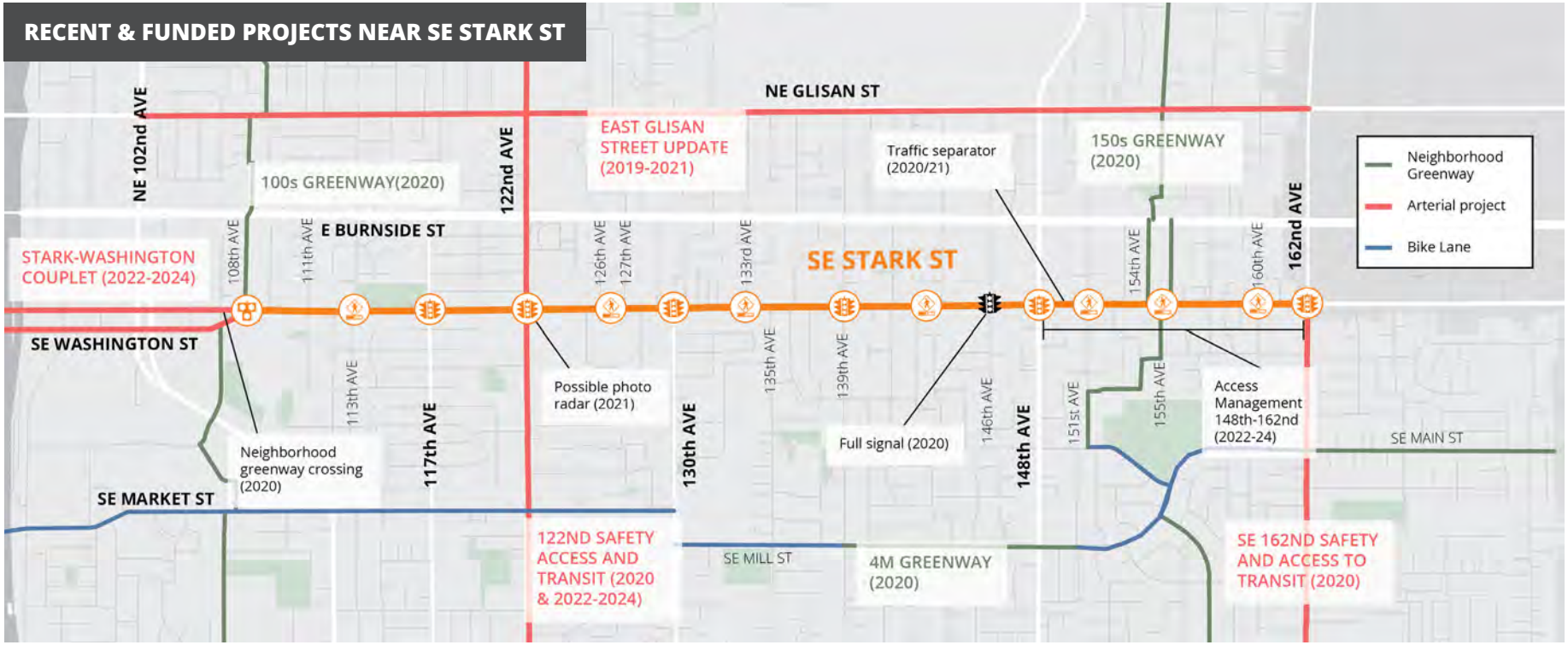
2021 — **Winter**
- Install New Signal - SE 146th Avenue
- Install Bike Facilities - SE 108th-122nd Avenues

Spring
- Safer Outer Stark - Begin Project Design

2022
- Safer Outer Stark - Begin Construction

2023

RECENT & FUNDED PROJECTS NEAR SE STARK ST



In addition to the recommendations in this plan, there are a number of other funded projects that will improve the conditions for people walking and biking along, across and near SE Stark Street.

In **late 2020, lighting will be added along the corridor**, focusing specifically on areas with high pedestrian activity and poor illumination. **In early 2021, a signal will be installed at SE 146th Street**. This signal was already designed but will use Safer Outer Stark project funds for construction. **Neighborhood greenways are being constructed** north-south along the 100's and 150's blocks with crossings on SE Stark Street, and east-west on SE Market/Mill/Main Streets. Infrastructure improvements are also planned on **SE 122nd and 162nd avenues**, **SE Glisan Street**, and the **Stark/Washington couplet** between I-205 and SE Stark Street.

AUTOMATED ENFORCEMENT

Many factors affect how many speed and red light running cameras the Portland can operate, including contracts, state laws, funding, and staffing levels. Despite these constraints, new locations are currently under consideration. The intersections of SE Stark Street with 122nd and 148th avenues are top contenders.

5 | FUTURE OPPORTUNITIES

The City of Portland has allocated approximately $21 million for the Safer Outer Stark, drawing from a variety of both state and local sources. However, there are additional funding opportunities that could further improve the corridor in the future and that are being explored by PBOT and other regional partners.

REGIONAL FLEXIBLE FUNDS

Every few years, Metro receives money from the federal government and asks local governments to submit project ideas to improve walking, biking, and freight movement. The City of Portland typically applies for multiple projects and receives funding for a few. This funding could be used on SE Stark Street to improve the neighborhood greenway connections, add pedestrian crossings, and/or further enhance the bicycle facilities.

FUTURE ROSE LANE INVESTMENTS

The City's Rose Lane project is intended to make transit more reliable throughout the city. This is being accomplished by making modifications to the street where transit riders are most often delayed on the city's most frequent service lines. These projects are expected to be phased in over the next couple of years.

FUTURE BUS RAPID TRANSIT CORRIDOR

The Federal Transit Authority (FTA) occasionally provide grants to the region for projects focused on improving the quality, frequency, and access of transit along a specific corridor. One example is the Division Transit Project currently under construction. TriMet has identified Line 20/SE Stark as a candidate for future investment as a bus rapid transit corridor, and is exploring funding opportunities.

The Future of Major Streets

In the city's Transportation System Plan (TSP) SE Stark Street is classified as a major city traffic street, an indication the street must move large numbers of people. The near-term recommendations in this plan aim to improve the safety of the corridor while maintaining the road's current capacity for people driving.

However, 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. Much of the corridor is also now part of a Pedestrian District, places where high rates of people walking are expected. As corridors like SE Stark Street become denser and more people need to use the corridor, the carrying capacity of the road needs to increase. With limited ability to widen streets, the existing space must be used more efficiently.

The cross-section below is a concept of what the future of corridors like SE Stark Street could look like. This will not happen immediately, but as transit service improves and further development occurs. The Safer Outer Stark project recommendations are expected to improve safety in the short-term while allowing these other modifications to be phased in as necessary in the future.

SAFER OUTER STARK