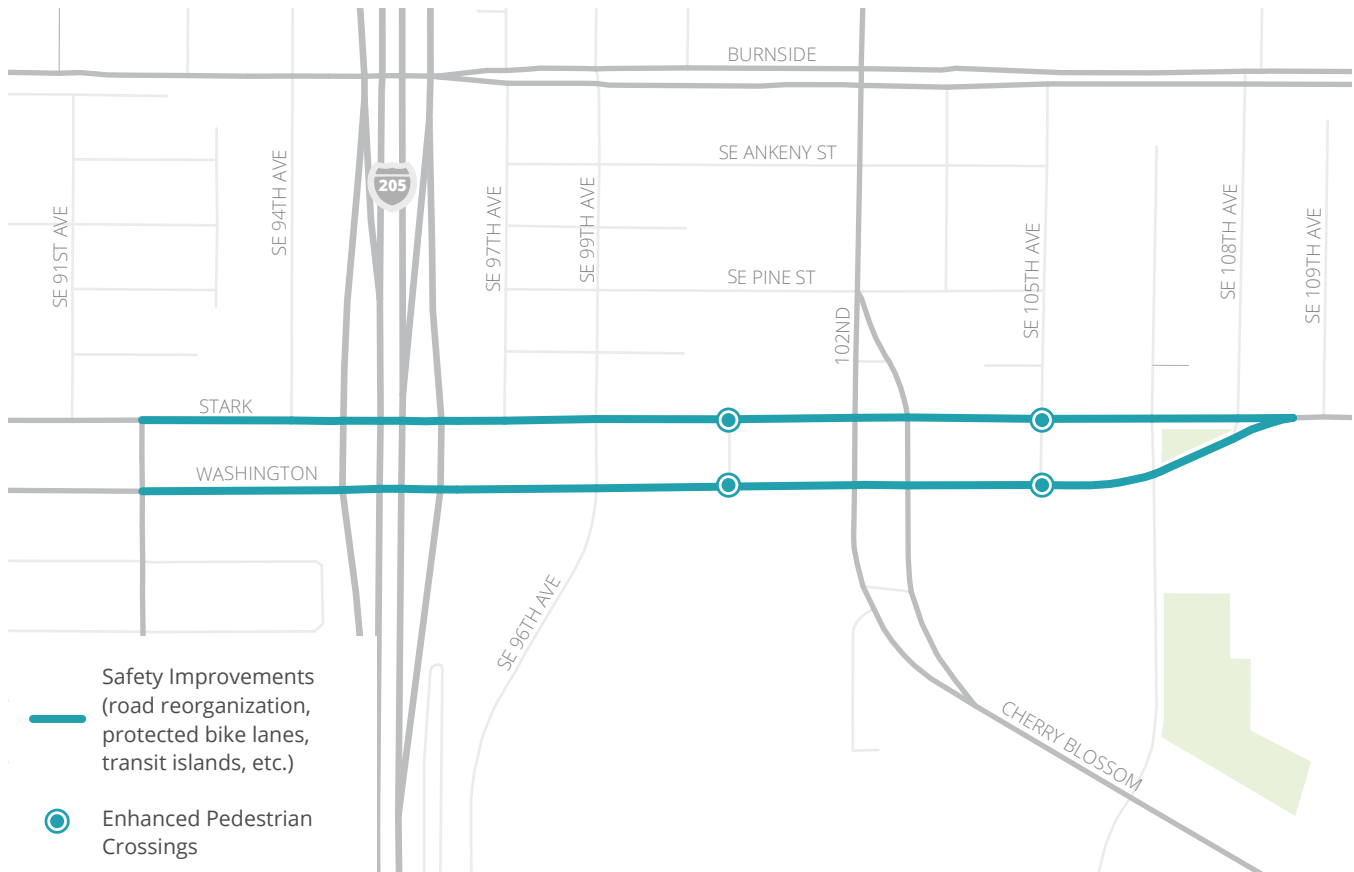


# Stark/Washington Corridor Improvements



## Project snapshot

The Stark/Washington couplet is one of the major business hubs in Gateway, but is currently very auto-oriented and sees high rates of crashes, with three to four lanes in each direction, difficult pedestrian crossings, and narrow sidewalks and bike lanes. This project will transform this area into a more ped/bike/transit oriented hub for East Portland, with safety improvements ranging from protected bike lanes to bus lanes and transit islands to enhanced crossings. This is a Vision Zero project on a High Crash Corridor and serves a high equity need. This project was also prioritized in the Growing Transit Communities Plan, adopted in 2017.

## Future funding opportunities

The Stark/Washington corridor project is a candidate for the 2021-2024 Regional Flexible Fund Allocation, which will be determined in early 2020. If awarded, the city will provide local match funding to fully fund the project's design and construction.

The enhanced pedestrian crossings are not part of this award but have been added to the Fixing Our Streets II (FOS) project list. This ballot measure will be voted on during the 2020 election. If voters renew FOS, this portion of the project will be fully funded. This funding would be available prior to RFFA.

## Estimated costs

Two cost estimates were prepared, one covering the four enhanced pedestrian crossings, and one for the corridor safety improvements between 92nd and 108th.

### Corridor Cost Estimate

Total Construction	\$2,500,000
Project Management (5%)	\$ 109,000
Design Engineering (25%)	\$ 543,000
Construction Management (15%)	\$ 326,000
Right-of-Way (Cost + 30%)	\$ 451,000
Overhead (80.85%)	\$ 790,000
Total Project Contingency	\$1,813,000
<b>Total Project Estimate</b>	<b>\$6,532,000</b>

### Ped Crossings Cost Estimate

Total Construction	\$1,740,000
Project Management (5%)	\$ 76,000
Design Engineering (25%)	\$ 378,000
Construction Management (15%)	\$ 227,000
Right-of-Way (Cost + 30%)	\$ 339,000
Overhead (80.85%)	\$ 550,000
Total Project Contingency	\$1,262,000
<b>Total Project Estimate</b>	<b>\$4,572,000</b>

## Issues to sort out in design

- During the project development process, the right-of-way scan revealed that there are portions of Stark and Washington where private property lines extend over the existing sidewalk, meaning that technically, pedestrians often cross through private lots when they are seemingly on public right of way. Some sidewalk improvements (noted in the estimate reports) would require right of way dedications or acquisitions, rather than the previously assumed temporary construction easements.

- Intergovernmental agreements (IGAs) or memorandums of understanding (MOUs) would likely need to be developed with ODOT to coordinate work that overlaps with state jurisdiction. These areas are noted on the project estimate reports. ODOT is aware of the projects, but design engineering will need to begin to sort out exactly what improvements would be located where before formal agreements would be adopted by both agencies.

- A broader public involvement effort would need to be undertaken following the recommendations outlined in the public involvement plan. Stakeholder engagement occurred as part of this project development effort, but more will need to happen once the projects are fully funded.

## Supporting documentation

To help transition Stark/Washington from the project development phase and into design engineering, the future planner and project manager assigned should review and reference the following documents developed as part of the Metro Active Transportation grant:

- Final signed project estimate reports (one for the full corridor project, one for the ped crossings)
- Public involvement outline and stakeholder spreadsheet
- Project development checklist
- Background documents, including the Growing Transit Communities Plan
- Traffic data (16 separate PDFs and Speed Class Volume Excel spreadsheet)

### FOR MORE INFORMATION

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