OR-8 AT SE 44TH/45TH AVENUES

WASHINGTON COUNTY

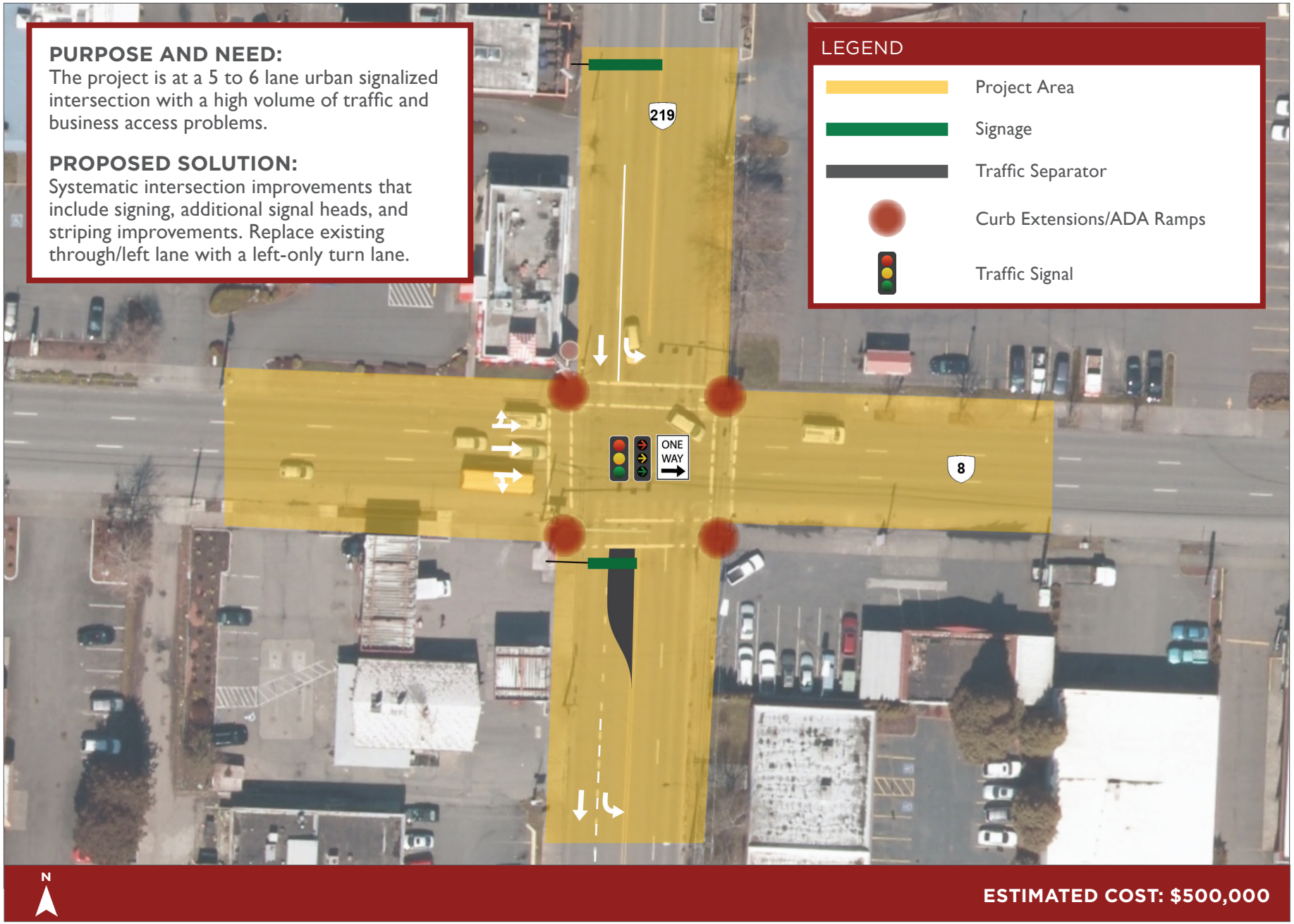
PURPOSE AND NEED:
There is a highly travelled 5-lane unsignalized pedestrian crossing on OR-8 between 44th and 45th Avenues. The crossing at this location is a top 5% Bike/Ped SPIS Site.

PROPOSED SOLUTION:
Design and construct enhanced pedestrian crossing and ADA improvements

ESTIMATED COST: $504,000

OR-8 AT OR-219

WASHINGTON COUNTY



OR-8: TUALATIN VALLEY HIGHWAY (MP 1.5 TO MP 16.67)

WASHINGTON COUNTY

OR-8: TUALATIN VALLEY HIGHWAY (MP 1.5 TO MP 16.67 SYSTEMATIC IMPROVEMENTS)
WASHINGTON COUNTY

LEGEND

Project Area

Match Point

PURPOSE AND NEED

Deficient signing, signals and striping at the various locations throughout the corridor.

PROPOSED SOLUTIONS

Design and construct systematic intersection improvements at up to 37 intersections on the corridor. Specific improvements may include:

- Upgrading signal heads to current standards
- Installing countdown pedestrian heads
- Upgrading signs
- Installing illumination
- Trimming landscaping, as necessary
- Providing for protected left-turn phasing
- Improving striping

WHAT ARE SYSTEMATIC SAFETY IMPROVEMENTS?

Systematic safety improvements are low-cost, effective countermeasures to address safety issues and reduce fatal and injury crashes. The systemic improvements may include basic intersection upgrades and pedestrian enhancements. Pedestrian/vehicle crashes are a concern because pedestrians are likely to experience moderate to serious injuries in these types of crashes. Higher speed pedestrian/vehicle crashes often result in pedestrian fatalities. Possible countermeasures include geometric treatments such as curb extensions/bulb-outs, median refuge islands, and operational improvements, such as active pedestrian warning devices.

ESTIMATED COST: $1,875,000

SAFETY

OR-213 (82ND): BURNSIDE TO SE PINE STREET

MULTNOMAH COUNTY

PURPOSE AND NEED:
The intersection of OR-213 and E Burnside is a top 5% SPIS and Bike/Ped SPIS site. There are a high percentage of turning, rear-end and pedestrian crashes at this location with several occurring on the south side of the intersection. There were 82 crashes at this location from 2007 to 2011.

PROPOSED SOLUTION:
Design and construct signal replacement, driveway modification, ADA upgrades, illumination upgrades, and improved signage.

ESTIMATED COST: $1,140,726

OR-213 (82ND): SE CLAY TO SE MILL STREET

MULTNOMAH COUNTY

PURPOSE AND NEED:
High percentage of turning and rear end crashes concentrated at SE Mill St. Traffic signal at SE Mill St in very poor condition. Some turning crashes may be attributed to accesses.

PROPOSED SOLUTION:
Design and construct signal replacement, modification to parking in NE quadrant of the intersection, ADA upgrades, and improved signage.

LEGEND

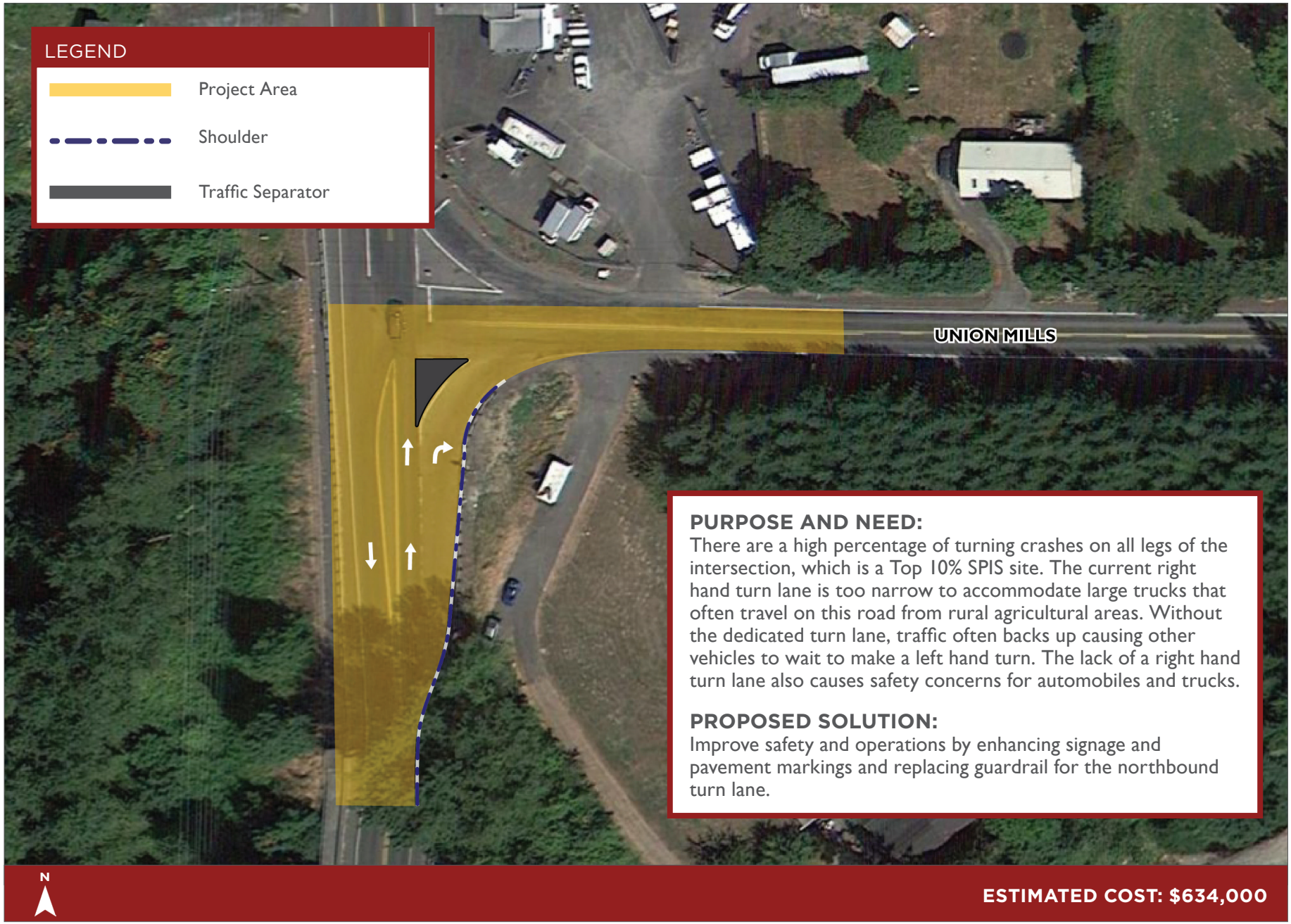
- Project Area
- Curb Extensions/ADA Ramps
- Signal Replacement

ESTIMATED COST: $1,087,929

SAFETY

OR-213 AT UNION MILLS ROAD

CLACKAMAS COUNTY



PURPOSE AND NEED:
There are a high percentage of turning crashes on all legs of the intersection, which is a Top 10% SPIS site. The current right hand turn lane is too narrow to accommodate large trucks that often travel on this road from rural agricultural areas. Without the dedicated turn lane, traffic often backs up causing other vehicles to wait to make a left hand turn. The lack of a right hand turn lane also causes safety concerns for automobiles and trucks.

PROPOSED SOLUTION:
Improve safety and operations by enhancing signage and pavement markings and replacing guardrail for the northbound turn lane.

ESTIMATED COST: $634,000

OR-224/OR-281 RURAL SYSTEMATIC IMPROVEMENTS

MULTNOMAH COUNTY

OR-224 AT AEMISEGGER RD

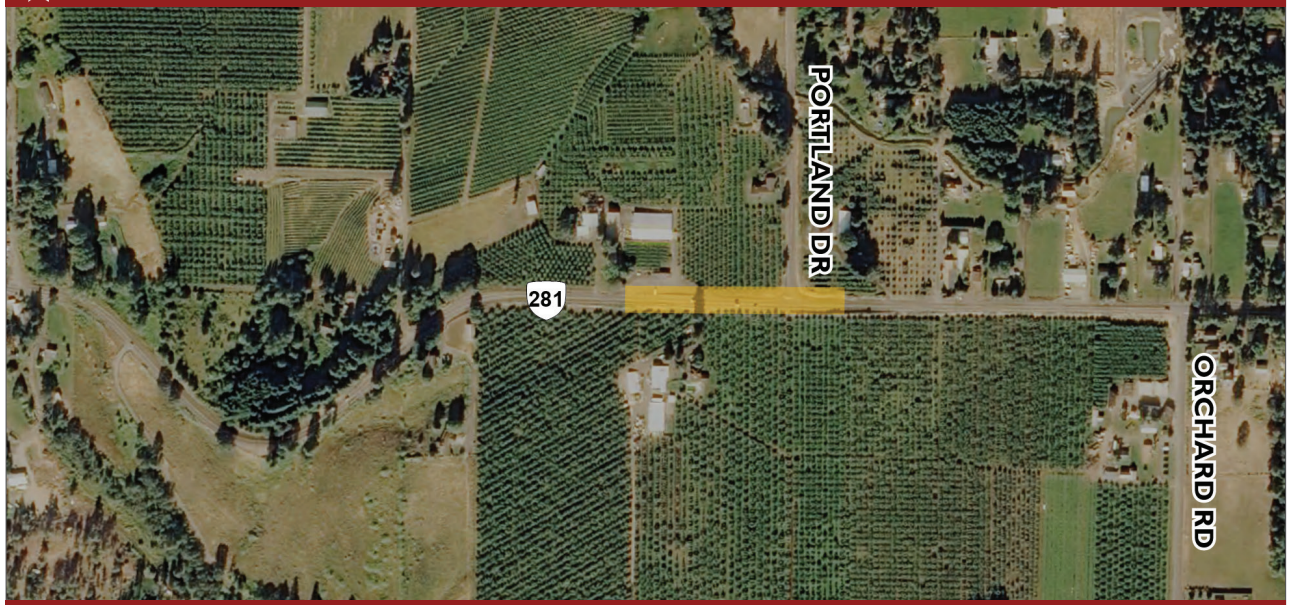
PURPOSE AND NEED:
There are a high percentage of turning and rear end crashes concentrated at the intersection due to the intersection configuration.

PROPOSED SOLUTION:
Minor widening on OR-224 near the intersection. Improve signage and striping.

OR-281 AT PORTLAND DR

PURPOSE AND NEED:
There is a high percentage of rear end and sideswipe crashes at the intersection.

PROPOSED SOLUTION:
Minor widening on OR-281 near the Portland Road intersection. Improve signage and striping.

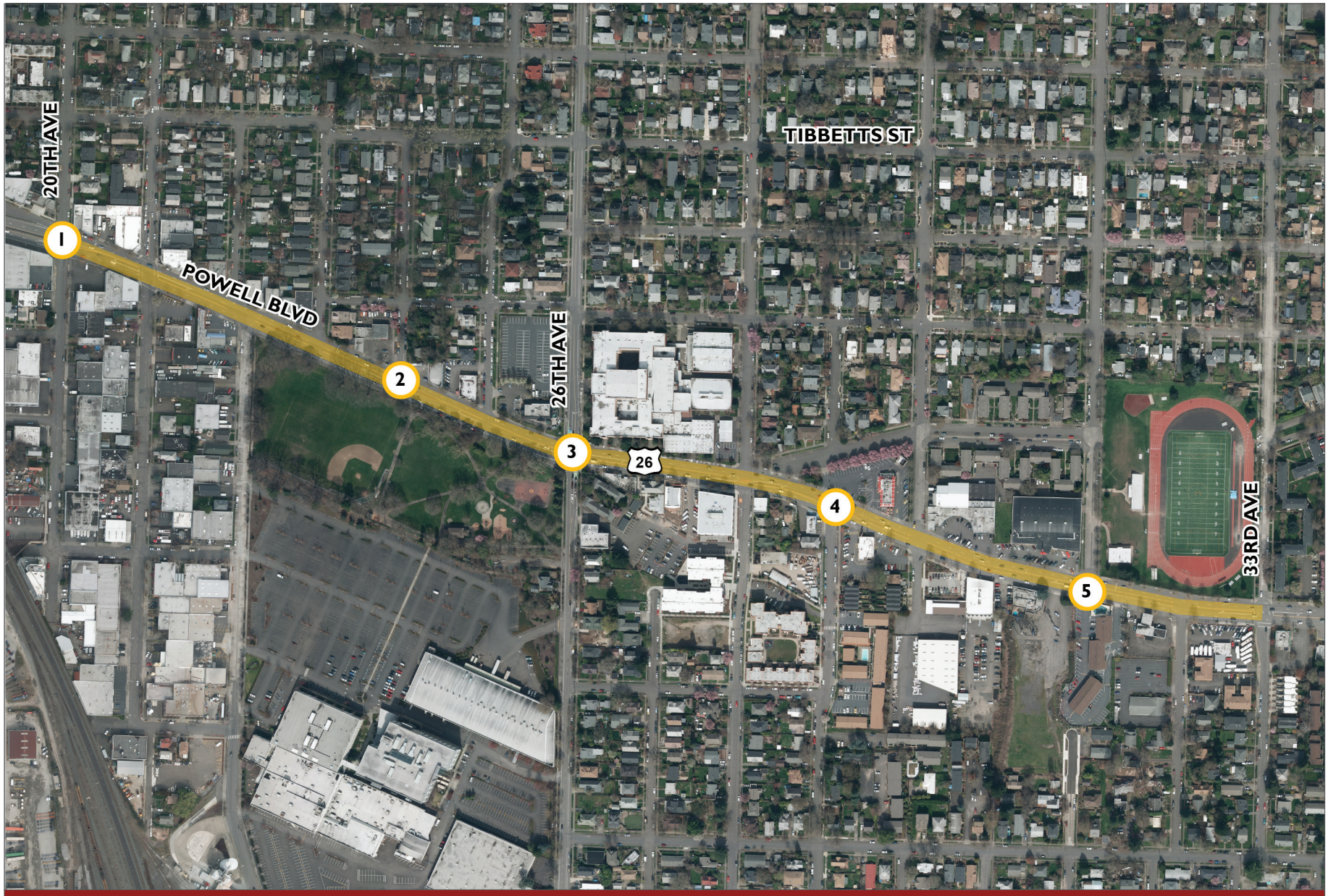


ESTIMATED COST: $558,750

SAFETY

US-26 (POWELL): SE 20TH AVENUE TO 33RD AVENUE

SAFETY



ESTIMATED COST: $3,407,655

US-26 (POWELL): SE 20TH TO 33RD AVENUES
MULTNOMAH COUNTY

LEGEND

Project Area

PURPOSE AND NEED

There are a high percentage turning and rear end crashes at several locations along US-26/Powell Boulevard. Many crashes are due to vehicular turning movements and poor visibility of pedestrians, due to restricted intersection sight distance.

PROPOSED SOLUTIONS

POWELL BLVD FROM SE 20TH AVENUE TO SE 33RD AVENUE

- Design, locate, and install two Rapid Flashing Beacons within the project area
- Install additional signing
- Improve crosswalk striping

POWELL AT SE 21ST AVENUE

- Upgrade signal to include left-turn phasing
- Install countdown ped heads
- Install illumination
- Upgrade ADA access

POWELL AT SE 24TH AVENUE

- Upgrade ADA access
- Install illumination on the north side of Powell Blvd
- Improve intersection sight distance and pedestrian visibility with tree removal and replanting

POWELL AT SE 26TH AVENUE

- Upgrade signal to include left-turn phasing
- Improve intersection sight distance and pedestrian visibility with tree removal and replanting
- Install additional signage on mainline
- Install illumination
- Upgrade ADA access

POWELL AT SE 28TH PLACE

- Install illumination on the north side of Powell Blvd
- Improve intersection sight distance and pedestrian visibility with tree removal on the south side of Powell
- Includes replanting

POWELL AT SE 31ST AVENUE

- Improve ADA access
- Improve intersection sight distance and pedestrian visibility with tree removal and replanting

LOCAL PROJECT AREA LANDMARKS

US-26/MT HOOD HIGHWAY SYSTEMATIC IMPROVEMENTS (MP 1.81 - 24.61)

VARIOUS COUNTIES

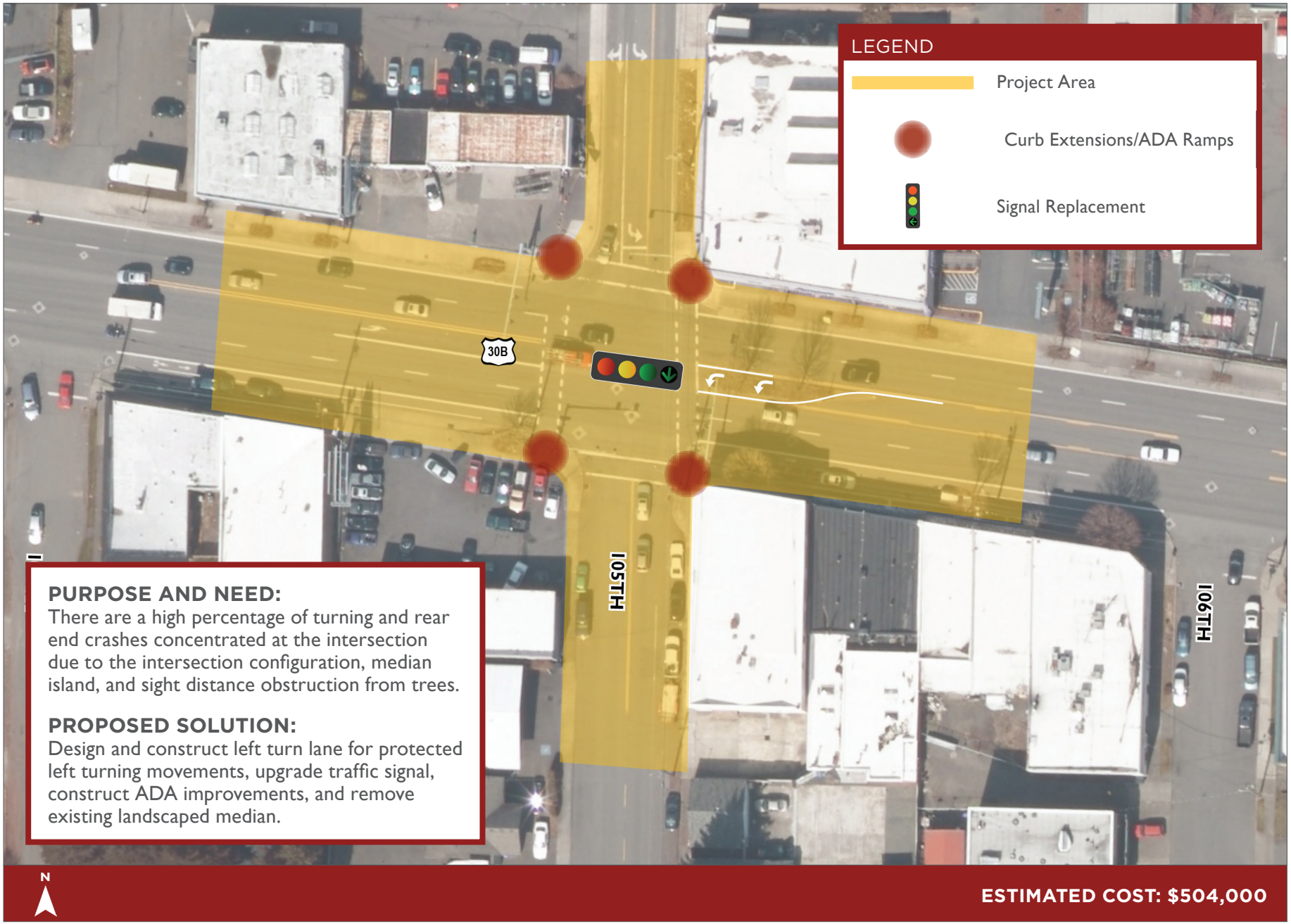
PURPOSE AND NEED:
Deficient signing, signals and striping at various locations throughout the corridor.

PROPOSED SOLUTION:
Design and construct systematic improvements on the corridor. Specific improvements may include upgrading signal and signs, installing illumination, and improved striping.

ESTIMATED COST: $1,406,250

US-30B AT 103RD TO 107TH AVENUES

MULTNOMAH COUNTY



PURPOSE AND NEED:
There are a high percentage of turning and rear end crashes concentrated at the intersection due to the intersection configuration, median island, and sight distance obstruction from trees.

PROPOSED SOLUTION:
Design and construct left turn lane for protected left turning movements, upgrade traffic signal, construct ADA improvements, and remove existing landscaped median.

ESTIMATED COST: $504,000