**Project Description**
Removes existing lead-based paint and applies new protective paint, removes current debris from bridge bearings and adds a maintenance access catwalk. The 2021-2024 STIP adds additional funding to the project scheduled to be designed and constructed in the 2018-2021 STIP.

**Purpose And Need**
Existing paint on the Morrison Bridge is peeling. Repainting the bridge prevents corrosion.

**Proposed Solutions**
- Remove the existing lead paint, replace corroded steel and repaint the steel on the Morrison Bridge.
- Conduct a structural analysis and repair any damage.
- Construct a catwalk access to better access the east span over the river.

**Anticipated Benefits**
- Reduced future corrosion of the steel bridge increases the lifespan and safety of the bridge.
- Increased safety by repairing or replacing corroded steel and other damage determined.
- Increased safety and ease of access for crews with installation of a catwalk.

**Cost**
- 2018-2021 STIP 
  - Bridge: $4,486,500
  - Multnomah County: $513,500
- Estimated Total Cost: $26,345,440

**View of the Morrison Bridge.**

**Project location on the Morrison Bridge over the Willamette River.**
**Project Description**

Installs speed bumps on NE Fremont Street between SE 102nd and SE 122nd Avenues and reduces the speed limit to 30 mph.

**Purpose And Need**

NE Fremont Street is a residential street with no sidewalks and unprotected bike lanes. Crashes on this road have been attributed to high vehicle speeds.

**Proposed Solutions**

- Install speed bumps to reduce vehicle speeds to 30 mph.

**Anticipated Benefits**

- Improved safety by reducing vehicles speeds and crashes by installing speed bumps.

**Cost**

<table>
<thead>
<tr>
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City of Portland - Multnomah County

NE Fremont St: 102nd Ave - 122nd Ave (Portland)

Existing travel conditions on NE Fremont Street.

Project location on NE Fremont Street in East Portland.

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

City of Portland - Multnomah County

NE Fremont St: 102nd Ave - 122nd Ave (Portland)

www.Oregon.gov/ODOT/STIP Draft 2021-2024 Oregon Statewide Transportation Improvement Program
NE Killingsworth St: MLK Jr Blvd - 33rd Ave (Portland)
City of Portland - Multnomah County

Project Description
Installs pedestrian crossing islands at un-signalized crosswalks along NE Killingsworth Street at NE 7th Avenue, NE 22nd Avenue, NE 27th Avenue and NE 30th Avenue. Installs advanced pedestrian signals at signalized crosswalks, which let people begin crossing the intersection before the vehicle signal changes to reduce potential conflicts with cars.

Purpose And Need
NE Killingsworth Street is a City of Portland high crash corridor with high numbers of pedestrian crashes. Crossing NE Killingsworth Street can be difficult due to high traffic volumes and speed.

Proposed Solutions
• Install pedestrian crossing islands at un-signalized crosswalks at NE 7th Avenue, NE 22nd Avenue, NE 27th Avenue and NE 30th Avenue.
• Install advanced pedestrian signals at signalized intersections.

Anticipated Benefits
• Increased safety for pedestrians by installing pedestrian crossing islands, which allow people to cross one direction of traffic at a time.
• Increased safety for pedestrians by installing advanced pedestrian signals.

Cost
<table>
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Existing travel conditions at a crosswalk on NE Killingsworth Street at NE 27th Avenue.

Project location on NE Killingsworth Street.
**Thurman St Bridge Over Macleay Park**
City of Portland - Multnomah County

**Project Description**
Paints the steel Macleay Park Bridge structure.

**Anticipated Benefits**
- Extended lifespan of this historic bridge and increased safety.

**Purpose And Need**
The bridge trusses and piers are showing signs of corrosion. Painting the bridge prevents corrosion.

**Proposed Solutions**
- Paint the steel bridge structure.

**Cost**

<table>
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<th>Year</th>
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City of Portland, Multnomah County
Thurman St Bridge Over Macleay Park

Project location on NW Thurman Street over Macleay Park.

The steel Macleay Park Bridge in NW Portland.

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

www.Oregon.gov/ODOT/STIP Draft 2021-2024 Oregon Statewide Transportation Improvement Program
Project Description
Installs lighting at 21 intersections along SE Belmont Street between SE 7th and SE 34th Avenues to improve visibility and safety.

Anticipated Benefits
• Improved safety by upgrading lighting and increasing visibility for all users, including cyclists, along SE Belmont Street.

Purpose And Need
SE Belmont Street has a high number of bicycle crashes. Bike lanes are in place, but lighting only exists on one corner of each intersection.

Proposed Solutions
• Install additional lighting at intersections to increase visibility.

Cost
<table>
<thead>
<tr>
<th>Item</th>
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<tbody>
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City of Portland - Multnomah County

SE Belmont St: 7th Ave - 34th Ave (Portland)
Project Description

Converting an existing two-way left turn lane to a raised median to improve safety on SE Division Street between SE 148th and SE 174th Avenues. This project is part of the Vision Zero Outer Division Safety Project.

Purpose And Need

SE Division Street is a City of Portland high crash corridor. The 1.26-mile section between SE 148th and SE 174th Avenues had 193 reported crashes, including 5 pedestrian fatalities, from 2012 through 2016.

Proposed Solutions

- Convert existing two-way left turn lane to a raised median.

Anticipated Benefits

- Increased safety by reducing the number of pedestrian, driveway, angle and turning crashes.

Cost

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<tr>
<th>Item</th>
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<td>Estimated Total Cost</td>
<td>$2,595,887</td>
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Existing conditions of a two-way left turn lane on SE Division Street near SE 162nd Avenue.

www.Oregon.gov/ODOT/STIP Draft 2021-2024 Oregon Statewide Transportation Improvement Program
SE Flavel St at 72nd Ave (Portland)  
City of Portland - Multnomah County

21635

Purpose And Need

This intersection has a high number of left turn crashes, with more than 40 percent of crashes involving left turns. Fifty percent of crashes occurred at night.

Proposed Solutions

- Rebuild the signal to accommodate left turn signals and turning phases on both SE Flavel Street and SE 72nd Avenue.
- Install new left turn signal heads and reflective backplates.
- Install additional lighting at one corner.

Anticipated Benefits

- Increased safety at this intersection and reduced potential for left turn crashes by using left turn signals and phases.
- Increased safety by installing reflective backplates and additional lighting to increase visibility.

Cost

- All Roads Transportation Safety: $840,087
- City of Portland: $79,384
- Estimated Total Cost: $1,020,365

Project Description

Rebuilds the traffic signal at the intersection of SE Flavel Street and SE 72nd Avenue to accommodate left turn signal phases. Installs additional lighting on one corner of the intersection.

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community
Purpose And Need
There were 21 road departure crashes with 4 lane departure crashes and 4 fatalities in the last 5 years on this section of SE Foster Road with narrow shoulders and curves.

Proposed Solutions
• Install rumble strips. Rumble strips use both noise and vibration to grab the attention of drivers and are a cost-effective measure to reduce run-off-the-road crashes.

Cost
<table>
<thead>
<tr>
<th>Road Type</th>
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<td>$170,443</td>
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Anticipated Benefits
• Improved safety by reducing crashes with rumble strips to alert drivers when they are leaving their travel lane.

Project Description
Installs rumble strips on SE Foster Road between Barbara Welch Road and Jenne Road.

Existing conditions on SE Foster Road, where rumble strips will be installed.

City of Portland - Multnomah County
SE Foster Rd: Barbara Welch Rd - Jenne Rd (Portland)

www.Oregon.gov/ODOT/STIP
Draft 2021-2024 Oregon Statewide Transportation Improvement Program
Project Description
Installs left turn lanes on SE Gladstone Street at the intersection of SE César E. Chávez Boulevard and upgrades the traffic signals with larger signal heads and backplates.

Purpose And Need
This location has smaller than standard traffic signal heads. SE César E. Chávez Boulevard is a City of Portland high crash corridor. This intersection has a moderate number of crashes involving pedestrians and cyclists related to left turns, including one fatal crash.

Proposed Solutions
- Install left turn lanes on SE Gladstone Street.
- Upgrade the signal at SE Gladstone Street and SE César E. Chávez Boulevard with larger signal heads and reflective backplates.

Anticipated Benefits
- Increased safety by installing new left turn lanes, reducing the conflict between modes of travel.
- Increased safety by increasing traffic signal visibility.

Cost
- All Roads Transportation Safety: $801,849
- City of Portland: $76,083
- Estimated Total Cost: $977,932

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community
**Project Description**
Installs guardrail, reflectors and curve signs on SE Mt. Scott Boulevard between SE 101st and SE 104th Avenues.

**Purpose And Need**
This segment of road has a history of crashes. Two fatal crashes occurred on this segment of Mt. Scott Boulevard, including one run-off-road and one head-on crash.

**Proposed Solutions**
- Install guardrail with reflectors to increase visibility.
- Install signs to warn drivers of sharp curves ahead.

**Anticipated Benefits**
- Increased safety by reducing the number of road-departure crashes through barrier and sign installation.

**Cost**
<table>
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<th>Item</th>
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SE Mt Scott Blvd: 101st Ave - 104th Ave (Portland)
City of Portland - Multnomah County

Existing conditions at a curve in the road on SE Mt. Scott Boulevard.

Project location on SE Mt. Scott Boulevard between SE 101st Avenue and SE 104th Avenue in Portland.

[Map of project location and existing conditions]

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

www.Oregon.gov/ODOT/STIP

Draft 2021-2024 Oregon Statewide Transportation Improvement Program
Project Description

Converts an existing two-way left turn lane to a raised median to improve safety on SE Stark Street between SE 148th and SE 162nd Avenues.

Anticipated Benefits

- Improved safety by reducing pedestrian, driveway, angle and turning crashes.

Purpose And Need

SE Stark Street is a City of Portland high crash corridor. The 0.69-mile section between SE 148th and SE 162nd Avenues had 70 reported crashes from 2012 through 2016, including two fatalities, one of which was a pedestrian.

Proposed Solutions

- Convert existing two-way left turn lane to a raised median.

Cost

| All Roads Transportation Safety | $1,299,062 |
| City of Portland | $109,593 |
| Estimated Total Cost | $1,408,655 |

Existing conditions on SE Stark Street near SE 157th Avenue.

Existing conditions on SE Stark Street near SE 157th Avenue.

Project location on SE Stark Street from SE 148th Avenue to SE 162nd Avenue in Portland.

SE Stark St: 148th Ave - 162nd Ave (Portland)
City of Portland - Multnomah County

City of Portland - Multnomah County

SE Stark St: 148th Ave - 162nd Ave (Portland)
City of Portland - Multnomah County

www.Oregon.gov/ODOT/STIP Draft 2021-2024 Oregon Statewide Transportation Improvement Program
**Project Description**

Rebuilds the traffic signal at the intersection of SW Shattuck Road and Oregon 10 (Beaverton-Hillsdale Highway) to accommodate left turn signal phases.

**Anticipated Benefits**

- Increased safety at this intersection by reducing the potential for left turn crashes from Shattuck Road by including left turn phases and increasing visibility of the signal.

**Purpose And Need**

From 2011 through 2015, 30 crashes were reported at this intersection, including one pedestrian fatality and one serious injury crash.

**Proposed Solutions**

- Rebuild the traffic signal to accommodate left turn signals and turning phases on Shattuck Road.
- Install reflective signal backplates.

**Cost**

- All Roads Transportation Safety: $1,048,312
- City of Portland: $88,439
- Estimated Total Cost: $1,136,751

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**Existing conditions on SW Shattuck Road looking toward the intersection at OR10.**

**Project location on SW Shattuck Road at OR10 in Portland.**

**www.Oregon.gov/ODOT/STIP Draft 2021-2024 Oregon Statewide Transportation Improvement Program**
**Project Description**

Installs green painted “bike boxes” at the approaches of SW Sturges Drive and SW Cherry Park Road.

**Purpose And Need**

Crash data shows a serious injury crash with a bicycle rider at the intersection of SW 257th Drive and SW Sturges Drive (west of SW 257th Drive) and SW Cherry Park Road (east of SW 257th Drive). SW Sturges Drive is planned to be a future bike and pedestrian connection that continues beyond this intersection at SW Cherry Park Road that has a striped bike path.

**Proposed Solutions**

- Install green painted bike boxes at the approaches of SW Sturges Drive and SW Cherry Park Road to the intersection of SW 257th Drive.

**Anticipated Benefits**

- Increased safety for cyclists by installing bike boxes that increase cyclist visibility and allow for queuing ahead of motor vehicles at a red light. Bike boxes help prevent conflicts with vehicles turning right at a red light, provide priority for cyclists at intersections and allow cyclists to group together and quickly clear an intersection.
- Pedestrians can also experience increased safety as vehicles encroach less into the crosswalk.

**Cost**

<table>
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<tr>
<th>All Roads Transportation Safety</th>
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<tr>
<td>$44,365</td>
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<td>$48,089</td>
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**Future locations of green painted bike boxes on SW 257th Drive:**

**Future locations of green painted bike boxes on SW 257th Drive:**

**Future locations of green painted bike boxes on SW 257th Drive:**

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Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community
W Burnside at SW St Clair Ave (Portland)
City of Portland - Multnomah County

Project Description
Installs a pedestrian activated signalized crossing at the intersection of W Burnside Street and SW St. Clair Avenue.

Anticipated Benefits
• Increased safety for pedestrians by increasing visibility with a pedestrian activated signal.

Purpose And Need
W Burnside Street is a four-lane road that carries 2,000 vehicles per hour and is a City of Portland high crash corridor. Pedestrian crashes on W Burnside Street are three times the city average, with 57 percent of pedestrian crashes occurring at night.

Proposed Solutions
• Install a crossing with a pedestrian activated signal at this intersection.

Cost
<table>
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Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community
Additional projects in Multnomah County:

- I-84: Corbett Interchange - East Hood River Interchange Phase 2 (21780)
- I-84: Multnomah Falls - Cascade Locks (21766)
- OR99W: OR217 - SW Sunset Blvd & US30B: Kerby - 162nd Ave (21616)
- OR213 (82nd Ave): SE Foster Rd - SE Thompson Rd (21177)
- US30: Sandy River - OR35 (21613)
- Portland Metro and Surrounding Areas Traffic Monitoring and Control (21600)
- Portland Metro and Surrounding Areas Variable Message Signs (21601)
- Portland Metro and Surrounding Areas Traffic Signal Upgrades (21603)
- Portland Metro and Surrounding Areas Traffic Pavement Marking (21604)
- Portland Metro and Surrounding Areas Signal Detection (21605)
- Portland Metro and Surrounding Areas Traffic Monitoring (21609)
- Portland Metro and Surrounding Areas Rockfall Mitigation (21610)
- Portland Metro and Surrounding Areas Operations (21611)
- Portland Metro and Surrounding Areas Audible Crosswalk Signals (21618)
- Portland Metro and Surrounding Areas Safety Reserve (21715)

View more information on each project in the Various/Multiple Counties section.