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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<tr>
<th>Year 2018-2021 STIP</th>
<th>$510,000</th>
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<tr>
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City of Portland - Multnomah County
Thurman St Bridge Over Macleay Park

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

The steel Macleay Park Bridge in NW Portland.

Project location on NW Thurman Street over Macleay Park.

See map for details.
SE Belmont St: 7th Ave - 34th Ave (Portland)
City of Portland - Multnomah County

Project Description
Installs lighting at 21 intersections along SE Belmont Street between SE 7th and SE 34th Avenues to improve visibility and safety.

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.

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

Cost
- All Roads Transportation Safety $263,369
- City of Portland $22,219
- Estimated Total Cost $285,588

Existing conditions on SE Belmont Street at the intersection of SE 27th Avenue in Portland.

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

City of Portland - Multnomah County
SE Belmont St: 7th Ave - 34th Ave (Portland)

www.Oregon.gov/ODOT/STIP Draft 2021-2024 Oregon Statewide Transportation Improvement Program
SE Division St: 148th Ave - 174th Ave (Portland)
City of Portland - Multnomah County

Project Description
Converts 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.

Anticipated Benefits
• Increased safety by reducing the number of pedestrian, driveway, angle and turning crashes.

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.

Cost
<table>
<thead>
<tr>
<th>All Roads Transportation Safety</th>
<th>City of Portland</th>
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<td>$2,393,927</td>
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</table>

Estimated Total Cost $2,595,887

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

Existing conditions of a two-way left turn lane on SE Division Street near SE 162nd Avenue.

Project location on SE Division Street in Portland.

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

**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.

**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.

**Cost**

- Oregon Department of Transportation Safety: $840,981
- City of Portland: $79,384
- Estimated Total Cost: $1,020,365

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**SE Flavel St at 72nd Ave (Portland)**

City of Portland - Multnomah County

The project location at SE Flavel Street and SE 72nd Avenue in Portland.

Existing conditions of the traffic signal at the intersection of SE Flavel Street and SE 72nd Avenue.

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.

City of Portland - Multnomah County

SE Flavel St at 72nd Ave (Portland)

www.Oregon.gov/ODOT/STIP Draft 2021-2024 Oregon Statewide Transportation Improvement Program
SE Foster Rd: Barbara Welch Rd - Jenne Rd (Portland)
City of Portland - Multnomah County

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

**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.

**Anticipated Benefits**
- Improved safety by reducing crashes with rumble strips to alert drivers when they are leaving their travel lane.

**Cost**
- $157,183
- $13,260
- **Estimated Total Cost**: $170,443

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: $801,649
- City of Portland: $76,083
- Estimated Total Cost: $877,932

Existing conditions at the intersection of SE Gladstone Street and César E. Chávez Boulevard.

Project location on SE Gladstone Street at SE César E. Chávez Boulevard in Portland.
Project Description
Installs guardrail, reflectors and curve signs on SE Mt. Scott Boulevard between SE 101st and SE 104th Avenues.

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

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.

Cost
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<th>Category</th>
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<td>Estimated Total Cost</td>
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SE Stark St: 148th Ave - 162nd Ave (Portland)
City of Portland - Multnomah County

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 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
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<th>Item</th>
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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.

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

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.

City of Portland - Multnomah County
21633 SW Shattuck Rd at OR10 (Portland)
www.Oregon.gov/ODOT/STIP Draft 2021-2024 Oregon Statewide Transportation Improvement Program
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.

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

- All Roads Transportation Safety: $44,465
- City of Portland: $3,724
- Estimated Total Cost: $48,189

Project Description

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

- All Roads Transportation Safety: $568,888
- City of Portland: $47,993
- Estimated Total Cost: $616,881

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

**Existing conditions on W Burnside Street looking east toward the intersection with SW St. Clair Avenue.**

**Project location on W Burnside Street and SW St. Clair Avenue in Portland.**

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