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
<table>
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<tr>
<th>Item</th>
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<tr>
<td>All Roads: Transportation Safety</td>
<td>$157,183</td>
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<td>City of Portland</td>
<td>$13,260</td>
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<td>$170,443</td>
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</table>


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

Project location on SE Foster Road between Barbara Welch Road and Jenne Road.

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: $80,649
- 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**
- All Roads Transportation Safety: $90,321
- City of Portland: $7,620
- Estimated Total Cost: $97,941

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

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.
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 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

www.Oregon.gov/ODOT/STIP Draft 2021-2024 Oregon Statewide Transportation Improvement Program
Existing conditions on SW Shattuck Road looking toward the intersection at OR10.

Project location on SW Shattuck Road at OR10 in Portland.

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

City of Portland - Multnomah County
SW Shattuck Rd at OR10 (Portland)
21633
City of Portland - Multnomah County
21633
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

City of Portland - Multnomah County
SW Shattuck Rd at OR10 (Portland)
21633
City of Portland - Multnomah County
21633
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

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www.Oregon.gov/ODOT/STIP
Draft 2021-2024 Oregon Statewide Transportation Improvement Program
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
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21624

City of Portland - Multnomah County

W Burnside at SW St Clair Ave (Portland)
City of Portland - Multnomah County

Existing conditions on W Burnside Street looking east toward the intersection with SW St. Clair Avenue.
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 & US30: 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.