

Quick Build Draft Project Lists: Fixing Our Streets 3 through FY28-29

December 2025

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Safety on Busy Streets

Black text indicates previously approved projects.

Gray rows indicate projects with a more dispersed impact.

Bold, orange text indicates the current round of potential new projects.

Asterisks (*) indicate projects that build on each other.

Project	Total Cost	District	D1	D2	D3	D4	Notes
SE 92nd and Clinton Pedestrian Crossing Improvement	\$417,000	1	\$417,000	\$0	\$0	\$0	
NE Halsey, 160th-162nd Crash Reduction	\$114,925	1	\$114,925	\$0	\$0	\$0	
Multimodal Signal Sensor for Safety	\$100,000	3	\$0	\$0	\$100,000	\$0	
Protected Left Turns for Safer Intersections	\$250,000	2,3,4	\$0	\$83,333	\$83,333	\$83,333	
Safe Signal Timing Improvements: North and Northeast Portland*	\$150,000	2	\$0	\$150,000	\$0	\$0	
W Burnside Safe Signal Timing Improvements	\$128,400	4	\$0	\$0	\$0	\$128,400	
Street Lighting on High Crash Corridors	\$750,000	2	\$0	\$250,000	\$250,000	\$250,000	
Accessible Pedestrian Signal and Countdown Module Retrofits	\$200,000	CW	\$50,000	\$50,000	\$50,000	\$50,000	
<i>Staff time for project selection, tracking, and reporting over 4 years</i>	<i>\$80,000</i>	<i>N/A</i>	<i>\$20,000</i>	<i>\$20,000</i>	<i>\$20,000</i>	<i>\$20,000</i>	
Protected Bus-Only Left Turn Lane and Signal: N Richmond Avenue and Lombard Street	\$142,000	2	\$0	\$142,000	\$0	\$0	
Pedestrian Safety Enhancements at Safe Rest Village: N Portland Road and Columbia Way	\$261,000	2	\$0	\$261,000	\$0	\$0	
Pedestrian Crossings: SE Cesar E Chavez Boulevard	\$550,000	3	\$0	\$0	\$550,000	\$0	
Pedestrian Crossing: SW Bertha Boulevard and Capitol Hill Road	\$307,000	4	\$0	\$0	\$0	\$307,000	
Signing Upgrades at Signals on High Crash Corridors: Citywide	\$180,000	CW	\$105,000	\$45,000	\$15,000	\$15,000	Flexible amount and districts
Protecting Bike Lanes from Right Turn Incursions	\$100,000	1	\$100,000	\$0	\$0	\$0	Flexible amount and districts
Leveraging ADA Ramp Improvements for Pedestrian-Scale Lighting: Central City	\$90,000	4	\$0	\$0	\$0	\$90,000	Flexible amount
Signal Timing for Safety: East and Southeast Portland*	\$175,000	1,3	\$117,250	\$0	\$57,750	\$0	Rounding out existing project
Total	\$3,995,325		\$924,175	\$1,001,333	\$1,126,083	\$943,733	
Funds Remaining	\$4,675						

Pedestrian Crossings: SE Cesar E Chavez Boulevard

PBOT was awarded an ARTS grant for restriping/reorg from SE Lafayette Ct (just south of Powell) to SE Schiller. The new cross section gives us the opportunity to add crossings. The community is very interested in getting more crossings on SE Chavez. There have been several recent pedestrian fatalities on Chavez, including at SE Cora St. The project will add a pedestrian crossing with a median refuge island and potentially curb extensions to shorten the crossing distance, plus a marked crosswalk and lighting. The three potential crossing locations are SE Schiller, SE Cora, and SE Francis.



Image: Existing conditions, looking south down SE Cesar E Chavez Boulevard toward the intersection with Francis Street

Pedestrian Crossing: SW Bertha Boulevard and Capitol Hill Road

This pedestrian crossing is identified as a priority in Southwest In-Motion (C-23). PBOT has an active project to reconfigure [SW Bertha Blvd.](#) (Vermont-Barbur) and provide a protected bike lanes. That project identified this ped crossing, which was beyond their scope/funding. There is another active PBOT project on SW Capitol Hill Rd, as well as, an [Habitat for Humanity](#) development (50+ units) under construction just south of this intersection.



Image: Existing conditions at SW Bertha Boulevard and Capitol Hill Road

Signing Upgrades at Signals on High Crash Corridors: Citywide

This project will install new No Turn On Red signs and upgrade older signs at existing signals. These safety improvements will be located on high crash corridors, Safe Routes to School priority network, and neighborhood greenways.

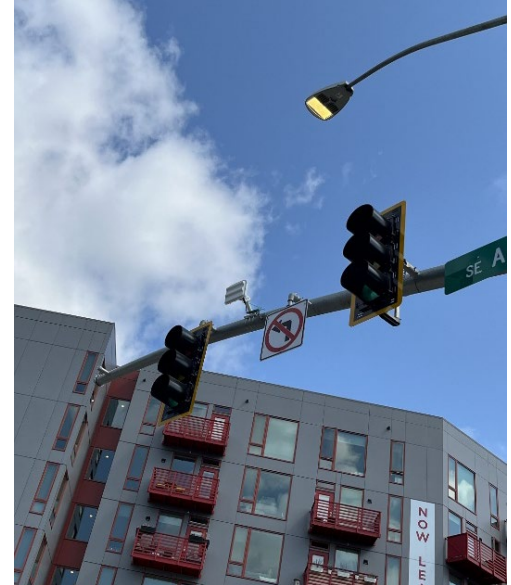


Image: No Left Turn Sign at SE Sandy Blvd/11th Ave/Ankeny St

Protecting Bike Lanes from Right Turn Incursions

This project will improve the safety and comfort for people bicycling as they approach intersections with a consistent demand for automobile right turns. This project addresses when people driving illegally use curb-tight bicycle lanes as right turn lanes. This project will install barriers that disallow automobile passage but allow bicycles through. This treatment can be added to wide bicycle lanes and locations where the combination of a bicycle lane and unused curbside parking creates an attractive opportunity for people driving to pull around a queue of cars.



Image: Concrete separators in bike lane buffer preventing vehicular turn incursion into bike lane at an intersection

Leveraging ADA Ramp Improvements for Pedestrian-Scale Lighting: Central City

Many ornamental streetlight poles in the central city are up to 90 years old. This project would allow ornamental streetlight poles to be replaced when curb ramps are reconstructed to meet ADA standards. This is a cost-effective way to maintain streetlighting and increase the lifespan of the curb ramp work.



Image: Ornamental streetlight where curb ramps were replaced at SW 4th Ave & Madison St

Signal Timing for Safety: East and Southeast Portland

This project aims to improve signal timing and operations for people using the system walking, rolling, or by bus. Strategies to prioritize pedestrian movements at signalized intersections include Ped Head Starts and pedestrian priority routines that interrupt main-line vehicle flow. This can be translated to bike movements as well. These strategies improve the safety of people crossing major arterials. This project identifies the top signalized intersections where this type of operation could be most impactful. It also identifies high crash corridors for signal timing and operations to slow vehicle progression speeds and reduce the highest speeding opportunities.

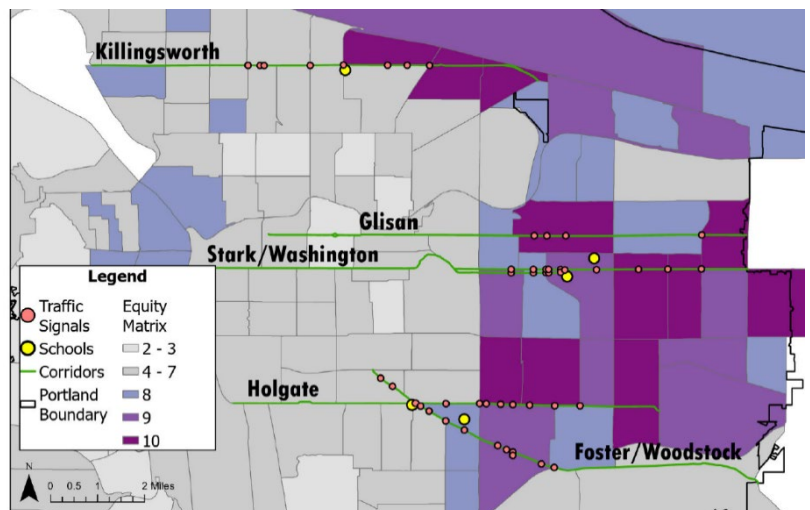


Image: Map of locations of corridor improvements, including previously funded district 2 locations

Safety on Neighborhood Streets

Black text indicates previously approved projects.

Gray rows indicate projects that are more programmatic.

Bold, orange text indicates the current round of potential new projects.

Asterisks (*) indicate projects that build on each other.

Project	Total Cost	District	D1	D2	D3	D4	Notes
NE Prescott St, NE 105th to NE 121st Place Neighborhood Traffic Calming	\$154,000	1	\$154,000	\$0	\$0	\$0	
NE Multnomah, NE 16th to NE 21st Neighborhood Traffic Calming	\$44,000	2	\$0	\$44,000	\$0	\$0	
NE Knott, 21st to 33rd Neighborhood Traffic Calming	\$131,000	2	\$0	\$131,000	\$0	\$0	
NE 74th, Halsey to Burnside Neighborhood Traffic Calming	\$132,000	3	\$0	\$0	\$132,000	\$0	
SW Canby St from SW 35th to Gabriel Park Neighborhood Greenway	\$30,000	4	\$0	\$0	\$0	\$30,000	
Southwest in Motion Pedestrian Crossing Enhancements	\$126,000	4	\$0	\$0	\$0	\$126,000	
"Wait Here for Green" Bike Detection Markings*	\$76,000	2,3,4	\$0	\$35,625	\$16,625	\$23,750	
"Bike Bus" Neighborhood Greenway Capital Improvements including project development**	\$500,000	CW	\$125,000	\$125,000	\$125,000	\$125,000	
Citywide Vision Clearance***	\$50,000	CW	\$12,500	\$12,500	\$12,500	\$12,500	
Neighborhood Greenway Crossing Improvements - Crossbikes and Crosswalks****	\$250,000	CW	\$62,500	\$62,500	\$62,500	\$62,500	
<i>Staff time for project selection, tracking, and reporting over 4 years</i>	<i>\$60,000</i>	<i>N/A</i>	<i>\$15,000</i>	<i>\$15,000</i>	<i>\$15,000</i>	<i>\$15,000</i>	
Sidewalk Infill: SE 106th Avenue south of Washington Street	\$126,000	1	\$126,000	\$0	\$0	\$0	
Greenway Retrofit: SE Salmon Street from Water to 35th avenues	\$237,000	3	\$0	\$0	\$237,000	\$0	
Traffic Calming: SW Talbot Road from Gaston Ave to Fairmount Blvd	\$81,000	4	\$0	\$0	\$0	\$81,000	
Bike Lane: SW 19th Avenue from Spring Garden St to Barbur Blvd	\$125,000	4	\$0	\$0	\$0	\$125,000	
Neighborhood Greenway Improvements on Bike Bus Routes: North and Southwest Portland**	\$200,000	2,4	\$0	\$50,000	\$0	\$150,000	Rounding out existing project
Residential Infill Lighting: Citywide	\$400,000	1,2,3	\$200,000	\$150,000	\$50,000	\$0	Flexible amount and districts
Vision Clearance: Citywide***	\$125,000	CW	\$18,750	\$62,500	\$43,750	\$0	Flexible amount and districts
Wait Here for Green Bicycle Markings: Citywide*	\$40,000	CW	\$0	\$13,333	\$13,333	\$13,333	Rounding out existing project
Crossbike Markings: Citywide****	\$100,000	2,3,4	\$0	\$33,000	\$40,000	\$27,000	Rounding out existing project
Total	\$2,987,000		\$713,750	\$734,458	\$747,708	\$791,083	
Funds Remaining	\$13,000						

Sidewalk Infill: SE 106th Avenue south of Washington Street

This project will complete the sidewalk on the east side of SE 106th Avenue south of Washington Street, directly north of the entrance to Floyd Light Middle School. It will connect to existing sidewalks on either side to create a safe, dry space for students to walk year-round.



Image: Existing conditions along SE 106th Avenue, just south of Washington Street

Greenway Retrofit: SE Salmon Street from Water to 35th Avenues

This project adds traffic calming in sections of the SE Salmon St where speeds do not meet the neighborhood greenway guidelines. It also adds signs and markings extending the greenway from SE 7th Avenue to SE Water Avenue.



Image: Example of a neighborhood greenway with speed bumps and bike markings.

Traffic Calming: SW Talbot Road from Gaston Avenue to Fairmount Boulevard

This location was identified in Southwest in Motion, originally as an advisory shoulder pilot project, to provide a safer walking and biking connection. After outreach and traffic engineering review, speed bumps, markings, and signage are now recommended to address visibility issues and to keep a consistent design along the entire road segment.



Image: Plan map showing segment of Talbot Road connecting to the Fairmount Boulevard loop

Bike Lane: SW 19th Avenue from Spring Garden Street to Barbur Boulevard

This project was identified in Southwest in Motion. It will provide a continuous bike lane on SW 19th Ave which serves the surrounding neighborhoods and is on the Safe Routes Priority Network. The project will also add a bike box south of Barbur Blvd in coordination with ODOT.



Image: Plan map shows section of SW 19th Avenue with bike lane gap between SW Barbur Boulevard and Spring Garden Street

Neighborhood Greenway Improvements on Bike Bus Routes: North and Southwest Portland

Though in its early stages the current FOS3 Neighborhood Greenway Bike Bus project has already identified capital improvements that exceed the \$400,000 capital budget originally sought for the project. This exceedance is associated with just four of the more than 20-30 bike buses operating throughout Portland. The intent of this project will be to fully fund the key projects identified in this first effort to improve conditions for kids biking to school.



Image: Creston School bike bus using the recently installed two-way protected bicycle lane to navigate SE 52nd Avenue.

Residential Infill Lighting: Citywide

This project will install street lighting on residential streets across the city in response to 823-SAFE requests. Location selection will prioritize requests along the Safe Routes to School priority network and neighborhood greenways.

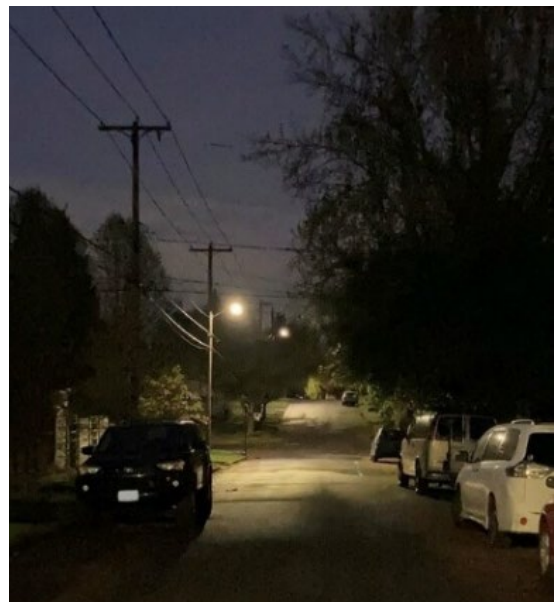


Image: Street lighting on a residential street at night

Vision Clearance: Citywide

Vision clearance, or "daylighting," is a safety measure that removes parking near intersections and crossings to improve visibility and reduce crashes. PBOT typically applies vision clearance to streets only during paving and capital projects, per a [2020 Engineering Directive](#). However, in recent years PBOT has been requesting additional funding to complete focused vision clearance work. This funding will be used to complete additional vision clearance on streets near schools and parks, as well as on neighborhood greenways and main streets.



Images: Example of intersection visibility before and after vision clearance

Wait Here for Green Bicycle Markings: Citywide

Research in Portland has found that over half of bicyclists do not understand how to be detected on a bicycle at a traffic signal. This can increase stress, discourage bicycling, and lead to red light violations. To help people know where to position their bikes to call a green light, this project will add "Wait here for Green" markings at approximately 30 locations, bringing the total number of these markings up to approximately 200. Most of these locations are along neighborhood greenways where they cross busy streets.

Image: Wait Here for Green marking at SE 65th Street and Powell Boulevard



Crossbike Markings: Citywide

Crossbikes are like green crosswalks for bikes! They have proven to be an effective low-cost intersection treatment that improves the safety and comfort of neighborhood greenway crossings of minor collector streets both for people walking and biking. Crossbikes are now a standard PBOT treatment used with the development or retrofit of neighborhood greenways. This funding is intended to work toward the complete retrofit of Portland's legacy neighborhood greenways developed prior to the introduction of crossbikes.



Image: Cyclists on the 40s neighborhood greenway using a crossbike to safely and comfortably cross NE Killingsworth Avenue (cars are stopped).

Safe Routes to School

Black text indicates previously approved projects.

Gray rows indicate projects that are more programmatic.

Bold, orange text indicates the current round of potential new projects.

Asterisks (*) indicate projects that build on each other.

Project	Total Cost	District	D1	D2	D3	D4	Notes
SE 112th and Boise Pedestrian Median Island and Marked Crosswalks	\$500,000	1	\$500,000	\$0	\$0	\$0	
NE 43rd and Royal Ct Intersection Improvement	\$42,000	3	\$0	\$0	\$42,000	\$0	
SE 62nd and Cooper Sidewalk Infill	\$110,000	3	\$0	\$0	\$110,000	\$0	
SE 52nd and Franklin High-Visibility Crosswalk	\$16,800	3	\$0	\$0	\$16,800	\$0	
SE Woodward from 57th to 58th Sidewalk Infill	\$60,000	3	\$0	\$0	\$60,000	\$0	
SE Glenwood from 44th to 45th Sidewalk Infill*	\$202,800	3	\$0	\$0	\$202,800	\$0	
SW 35th from Huber to Arnold Street Lighting Upgrades	\$250,000	4	\$0	\$0	\$0	\$250,000	
High-Visibility Crosswalks on the High Crash Network**	\$218,400	2	\$0	\$218,400	\$0	\$0	
<i>Staff time for project selection, tracking, and reporting over 4 years</i>	\$60,000	N/A	\$15,000	\$15,000	\$15,000	\$15,000	
Pedestrian Crossing: SE 170th Avenue and Haig Street	\$311,000	1	\$311,000	\$0	\$0	\$0	
Sidewalk Infill: SE Glenwood Street from 44th to 45th avenues*	\$188,000	3	\$0	\$0	\$188,000	\$0	Rounding out existing project
Traffic Calming: SE Holgate Boulevard from 29th to 31st avenues	\$43,000	3	\$0	\$0	\$43,000	\$0	
Traffic Calming: SW 35th Avenue from Huber to Pomona streets	\$140,000	4	\$0	\$0	\$0	\$140,000	
Pedestrian Crossing: SW Cameron Street at 48th and 54th avenues	\$118,000	4	\$0	\$0	\$0	\$118,000	
Pedestrian Crossings on High Crash Corridors: N Lombard Street**	\$70,000	2	\$0	\$70,000	\$0	\$0	Rounding out existing project
Vision Clearance at Schools: Citywide	\$200,000	CW	\$50,000	\$50,000	\$34,000	\$66,000	Rounding out existing project
School Circulation Improvements: Citywide	\$200,000	CW	\$10,000	\$80,000	\$50,000	\$60,000	Flexible amount per school(s)
School Access and Circulation Improvements (in support of bike bus project): Citywide	\$100,000	CW	\$10,000	\$40,000	\$10,000	\$40,000	Flexible amount per school(s)
School Access Traffic Calming: District 2	\$120,000	2	\$0	\$120,000	\$0	\$0	Flexible amount per school(s)
Total	\$2,950,000		\$896,000	\$593,400	\$771,600	\$689,000	
Funds Remaining	\$50,000						

Pedestrian Crossing: SE 170th Avenue and Haig Street

This project creates an accessible entrance to the back of Powell Butte Elementary School where students walk or bike, and families are encouraged to park and walk. It includes two marked crosswalks on the west and north/south leg of the T-intersection, ADA ramps, and additional lighting as needed. It also includes a ramp directly next to the school's gated entrance.



Image: Sample of a similar project at NE 13th Ave and NE Saratoga St near Woodlawn Elementary

Sidewalk Infill: SE Glenwood Street from 44th to 45th avenues

This project will install a sidewalk and improved stormwater management along the south side of SE Glenwood Street between SE 44th and SE 45th Avenues on the northern edge of Lewis Elementary school grounds. In partnership with Urban Forestry and Bureau of Environmental Services, this project will include a 6ft wide sidewalk, furnishing zone with trees, infiltration wells, understory ground cover, a new ADA ramp, and associated signing and striping for a more accessible, safe, and shaded route for pedestrians.

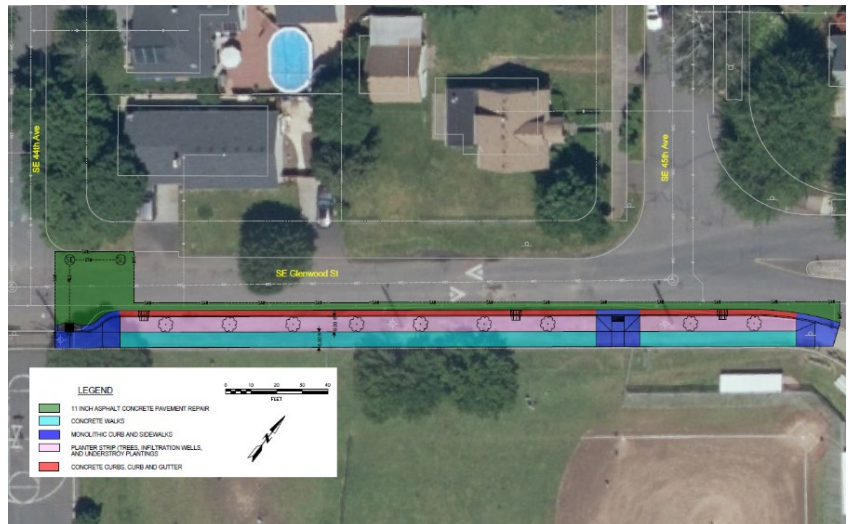
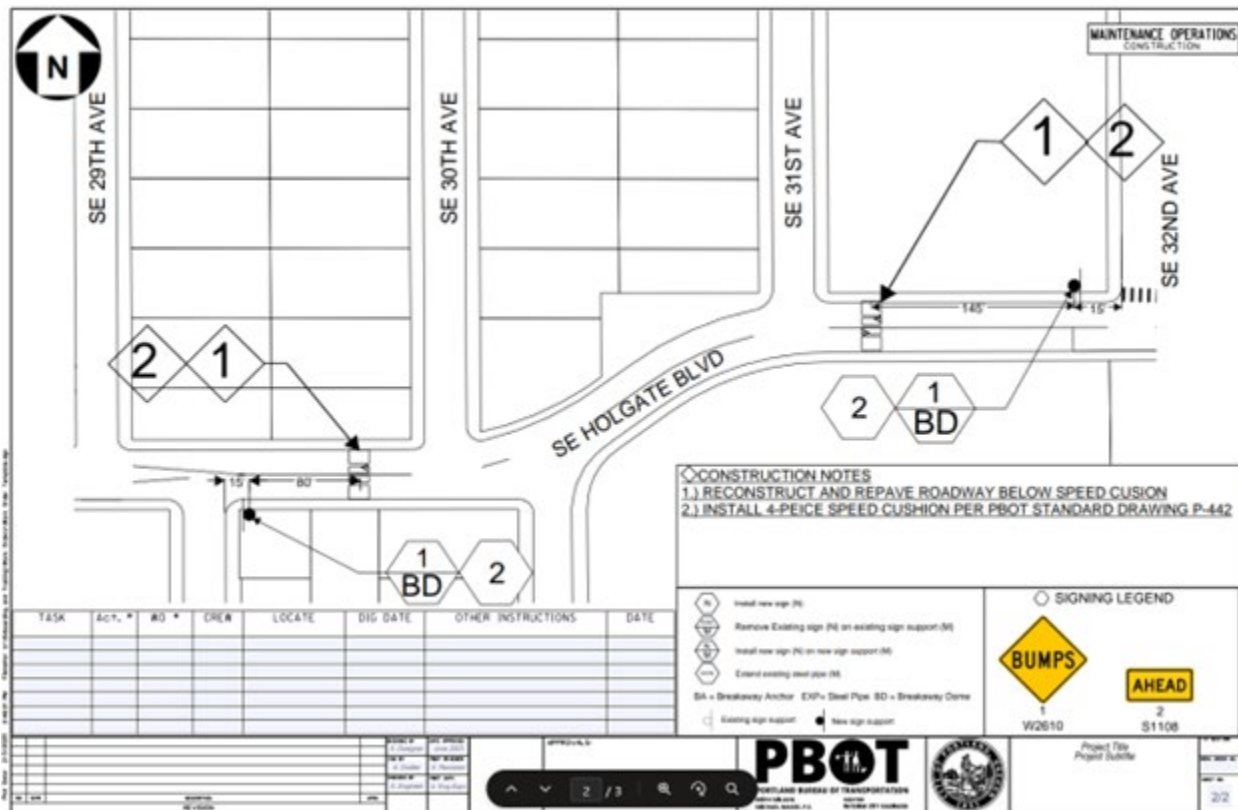


Image: 15% Design concept for sidewalk infill on SE Glenwood St

Traffic Calming: SE Holgate Boulevard from 29th to 31st avenues

This project will install two (2) 14-foot 4-piece speed cushions with pavement markings and advance warning signage on SE Holgate Boulevard between 29th and 31st Avenues to slow vehicle speeds withing the school zones for Grout Elementary and Tucker Maxon School. It will also include pavement reconstruction and repaving work underneath the speed cushions.

Image: Recent crashes in this area (right) and draft work order for speed cushions along SE Holgate Blvd (below)



Traffic Calming: SW 35th Avenue from Huber to Pomona streets

This project will install speed cushions along SW 35th Ave between SW Huber St to SW Pomona St to slow vehicle speeds throughout the school zone at Jackson Middle School. This project builds upon recent road reorganization and new crossings, and will be delivered in coordination with repaving anticipated in 2028.



Image: Existing conditions along SW 35th Ave

Pedestrian Crossing: SW Cameron Street at 48th and 54th avenues

This project includes marked crosswalks across SW Cameron Street at 48th and 54th Avenues with speed cushions and associated signage and pavement markings on the approach in each direction. It aligns with recommendations from the Red Electric Trail plan and aims to slow vehicle speeds and increase pedestrian visibility where Hayhurst Elementary students are expected to be crossing the street.



Image: Existing conditions at SW Cameron Street and SW 54th Avenue

Pedestrian Crossings on High Crash Corridors: N Lombard Street

This funding request would support the previously approved FOS project High-Visibility Crosswalks on the High Crash Network in District 2. The locations on N Lombard Street require coordination and approval from ODOT. For some intersections, additional improvements such as signal modifications are recommended after further analysis of crash history, pedestrian activity, and roadway operations.



Image: Students waiting to cross at North Lombard Street and Ida Avenue

Vision Clearance at Schools: Citywide

This project will paint existing curbs yellow or install signposts to indicate “No Parking at Any Time” zones 20 feet back from all crosswalks at intersections or midblock crossings next to a select number of schools in each council district to increase visibility of all road users.

Image: Example of vision clearance completed in Fall 2025 at one of 18 schools (Abernethy Elementary)



School Circulation Improvements: Citywide

This project would fund infrastructure for circulation improvements at multiple schools. Improvements may include all-way stop control, marked crosswalks, street lighting upgrades, adjustments to loading/unloading zones, and ADA ramps. Schools may be prioritized based upon existing vision clearance, Title 1 designation, and identified safety issues.

School Access and Circulation Improvements (in support of bike bus project): Citywide

This project would fund infrastructure for circulation improvements in support of the FOS-funded project Neighborhood Greenway Improvements on Bike Bus Routes, and to accommodate changes to traffic and pick-up/loading zones for all travel modes. Improvements may include traffic operational changes (e.g., two-way to one-way), planters, striping, marked crosswalks, adjustments to parking signage, and all associated signage and lighting.

School Access Traffic Calming: District 2

This project uses innovative traffic calming elements next to one or more schools to reduce vehicle traffic and create a car-free, safe space for students and families to walk, bike, and roll. Innovative treatments may include 4-way stops at each end of the block, stop bars, marked crosswalks, street murals or painted sidewalk extensions, planters, and pavement markings to narrow the street entrance and limit thru traffic.



Images: Inspiration from Seattle's School Streets (left) and Leon, Mexico's street transformation (right)