

Descriptions of the Projects Proposed for Fixing Our Streets 3 Funding in Years 1 & 2

January 2025

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Fixing Our Streets 3: Safety on Busy Streets

SE 92nd Ave and Clinton St - Ped Crossing Improvement

Cost/Location: \$417,000 in District 1

Description: This project would create a pedestrian crossing across SE 92nd Avenue including a median refuge island and curb extensions to narrow the crossing distance. This is a prioritized crossing gap in PedPDX and on the High Crash Network. While there isn't transit on SE 92nd Ave, this crossing would help provide access to the MAX station to the east, as well as the I-205 Path. A new low-income housing complex, built by APANO and the Housing Bureau, is slated for construction on SE 89th Ave and SE Clinton St, emphasizing the need for additional safety and infrastructure on SE 92nd Ave.

NE Halsey St, 160th Ave to 162nd Ave - Crash Reduction

Cost/Location: \$114,925 in District 1

Description: This project adds traffic calming features to NE Halsey Street between Barr Road & 162nd Avenue to improve safety for people walking, biking, and driving in this area. The west leg of the intersection will receive centerline hardening to prevent left turns out of existing driveways. Bike lane extension markings are added where Halsey Street passes Barr Road. A fatal crash occurred at NE Halsey & 162nd Ave in 2020.

Safe Signal Timing Improvements: North Portland

Cost/Location: \$150,000 in District 2

Description: Traffic Signal Timing for Safety intends on improving the safety outcomes at signalized intersections while not significantly impacting mobility or access. This can be accomplished in several ways including time of day timing changes, progression speed analysis and reduction, and rest on red applications. This project will review signal parameters along three major corridors in District 2 aiming to improve the safety of the traveling public. The timing changes will be followed up with a short evaluation where possible.

Multimodal Signal Sensor for Safety: Multiple locations

Cost/Location: \$100,000 in District 3

Description: This funding request allows PBOT to evaluate the performance capabilities of new emerging smart traffic sensor technologies at traffic signals. The purpose of this evaluation is to identify and assess the potential of these sensor systems to provide more accurate multimodal traffic counts, detection, and speed data. The results from the study will help establish new design standards for sensor technology and develop new signal timing operations strategies to improve roadway safety.

Safe Signal Timing Improvements: W Burnside St

Cost/Location: \$128,400 in District 4

Description: This project funds signal retiming on West Burnside Street from 2nd Avenue to 24th Place, while also upgrading pedestrian safety by adding pedestrian headstarts and "no turn on red" signage at each signalized intersection. The timing of the traffic signals along the corridor have not been updated in nearly two decades and do not reflect current traffic patterns and speed limits. These Vision Zero improvements are expected to reduce crashes on this High Crash Network street.

Citywide Vision Zero Operations: Accessible Pedestrian Signal and Countdown Module Retrofits

Cost/Location: \$200,000 spread evenly across all districts

Description: This project will replace at least 30 legacy push buttons with Accessible Pedestrian System (APS) buttons. In the process, crews will replace failed pedestrian signal modules so that pedestrians can have as much information as possible when deciding to enter a crosswalk.

Citywide Vision Zero Operations: Protected Left Turns for Safer Intersections

Cost/Location: \$250,000 split evenly across Districts 2, 3, 4

Description: This project will add protected left-turn signals that separate left-turning drivers from pedestrians in crosswalks, bicyclists and oncoming traffic. We will select locations with a history of pedestrian crashes and existing poles that can be used.

Citywide Vision Zero Operations: Street Lighting on High Crash Corridors

Cost/Location: \$750,000 split evenly across Districts 2, 3, 4

Description: PBOT will provide street lighting improvements on high crash corridors. The prospective locations are N Marine Dr (I-5 to N 33rd Ave), SE Hawthorne (Willamette River to SE 20th Ave), and SW Barbur (SW Terwilliger to SW Huber). As part of this project, PBOT will fill the lighting gaps on these corridor stretches and help improve visibility for everyone.

Fixing Our Streets 3: Safety on Neighborhood Streets

"Wait Here for Green" Bike Detection Markings: Citywide

Cost/Location: \$76,000 split across Districts 2, 3, 4

Description: This project will add bike detection marking to provide clearer guidance to bicyclists on how to call a green light at a traffic signal. Over the past two years, PBOT has installed the marking at approximately 75 locations. This project will add markings to appropriate locations citywide.

Vision Clearance: Citywide

Cost/Location: \$50,000 split evenly across the districts

Description: This project will increase visibility for all road users at intersections by adding signing and clearly prohibiting vehicle parking within 20 feet of the intersection. The work will focus on visibility of people walking and prioritize locations in pedestrian districts or other high pedestrian crossing locations.

Neighborhood Greenway System Improvements: "Bike Bus" Greenway Improvements-Project Development and Outreach

Cost/Location: \$100,000 split evenly across the districts

Description: This project will identify and develop capital improvements on neighborhood greenways through community outreach and engagement with the goal of increasing the number of people biking. Greenways that overlap with existing bike bus (or walk bus) routes will be the focus of planning to improve the comfort and safety of children who walk and bike to school, along with everyday greenway

users. This work will result in projects ready for implementation through the Bike Bus Greenway Capital Improvements project.

Neighborhood Greenway System Improvements: “Bike Bus” Greenway Capital Improvements

Cost/Location: \$400,000 split across the districts

Description: This project will begin implementing the capital improvements developed through the Bike Bus Greenway Improvements - Project Development and Outreach.

Neighborhood Greenway System Improvements: Greenway Crossing Improvements (Crossbikes and Crosswalks)

Cost/Location: \$250,000 split evenly across the districts

Description: Crossbikes, the green, striped crossings for bicyclists where neighborhood greenways intersect with busy streets, have been demonstrated to improve intersection safety and comfort for people both walking and bicycling across minor collector streets. This citywide project will install crossbikes on neighborhood greenways that were created before crossbikes became a standard element of new greenways in 2020.

Neighborhood Traffic Calming: NE Prescott St, NE 105th Ave to NE 121st Pl

Cost/Location: \$154,000 in District 1

Description: Traffic calming uses speed bumps and/or speed cushions to reduce speeds on streets with high traffic volumes and speeds, creating safer walking and biking environments. This allocation will fund traffic calming on neighborhood streets and investigate whether additional crosswalks are warranted along the corridor. NE Prescott St from NE 105th Ave to NE 121st Pl is designated as a Major City Walkway, City Bikeway, and Neighborhood Collector; it serves TriMet Line 73 bus; and it is adjacent to Parkrose schools.

Neighborhood Traffic Calming: NE Multnomah St, NE 16th Ave to NE 21st Ave

Cost/Location: \$44,000 in District 2

Description: Traffic calming uses speed bumps and/or speed cushions to reduce speeds on streets with high traffic volumes and speeds, creating safer walking and biking environments. This allocation will fund traffic calming on neighborhood streets and investigate whether additional crosswalks are warranted along the corridor. NE Multnomah St from NE 16th Ave to NE 21st Ave is designated as a City Walkway, Major City Bikeway (partially), and Local Street; and it serves TriMet Line 70 bus.

Neighborhood Traffic Calming: NE Knott St, 21st Ave to 33rd Ave

Cost/Location: \$131,000 in District 2

Description: Traffic calming uses speed bumps and/or speed cushions to reduce speeds on streets with high traffic volumes and speeds, creating safer walking and biking environments. This allocation will fund traffic calming on neighborhood streets and investigate whether additional crosswalks are warranted along the corridor. NE Knott St from 21st Ave to 33rd Ave is designated as a Neighborhood Walkway, City Bikeway, and Neighborhood Collector; and it is near Grant High School.

Neighborhood Traffic Calming: NE 74th Ave, NE Halsey St to E Burnside St

Cost/Location: \$132,000 in District 3

Description: Traffic calming uses speed bumps and/or speed cushions to reduce speeds on streets with high traffic volumes and speeds, creating safer walking and biking environments. This allocation will fund traffic calming on neighborhood streets and investigate whether additional crosswalks are warranted along the corridor. NE 74th Ave from NE Halsey St to E Burnside St is designated as a Neighborhood Walkway, City Bikeway, and Local Street; and it is adjacent to Columbia Regional Inclusive Services school.

Neighborhood Greenway: SW Canby St from SW 35th Ave to Gabriel Park (SWIM)

Cost/Location: \$30,000 in District 4

Description: The Canby Neighborhood Greenway is identified in the Southwest in Motion Plan as a second tier neighborhood greenway project. Neighborhood greenways are low-speed, low traffic volume streets intended to provide low-stress walking and biking environments. This allocation will fund standard greenway signage and pavement markings on SW Canby St from Gabriel Park to SW 35th Ave. SW Canby St met neighborhood greenway guidance for speeds and volumes thus traffic calming is not included in this funding.

Ped Crossing Enhancements (SWIM)

Cost/Location: \$126,000 in District 4

Description: Southwest in Motion (SWIM) is a near-term prioritization, refinement, and implementation strategy for active transportation investments in Southwest Portland. The Southwest in Motion plan was adopted by Portland City Council in December 2019. SWIM recommends numerous crossing projects, which are mapped on page 39 of the plan. Several of these locations have been funded or built since the plan was adopted but others still require funding for design and construction. Locations will be selected based on readiness for construction in 2025/2026.

Fixing Our Streets 3: Safe Routes to Schools

Crossing Improvement (Median and Marked Crosswalks): SE 112th Ave at SE Boise St

Cost/Location: \$500,000 in District 1

Description: This Safe Routes to School project includes a median island and marked crosswalks across SE 112th Avenue at SE Boise Street to improve pedestrian visibility and access to Ron Russell Middle School, Earl Boyles Elementary, and Earl Boyles Park. Fire friendly speed cushions will also be installed at this crossing and the existing crossing at SE 112th Avenue and SE Bush Street to slow vehicle speeds.

High-Visibility Crosswalks on the High Crash Network: North Portland

Cost/Location: \$218,400 in District 2

Description: This Safe Routes to School project upgrades 21 crossings to high-visibility crosswalks along High Crash Network streets, increasing pedestrian visibility on important school walking networks in North and Northeast Portland. Corridors include Lombard Street, Interstate Avenue, Killingsworth Street, and Martin Luther King Jr. Boulevard. Funding supports coordination and permitting with ODOT for state-owned facilities.

High-Visibility Crosswalks: SE 52nd Ave at SE Franklin St

Cost/Location: \$16,800 in District 3

Description: This Safe Routes to School project provides a high-visibility crosswalk on the east leg of SE 52nd Avenue at SE Franklin Street to improve pedestrian visibility and connectivity along a key school walking network for Franklin High School.

Intersection Improvement: NE 43rd Ave and NE Royal Ct

Cost/Location: \$42,000 in District 3

Description: This Safe Routes to School project will add a raised, mountable concrete island in the center of a 5-way intersection next to Laurelhurst School to channelize and slow vehicle traffic, making travel patterns more predictable. Additional marked crosswalks will increase pedestrian visibility along this key school walking network.

Sidewalk Infill: SE Woodward St from 57th Ave to 58th Ave

Cost/Location: \$60,000 in District 3

Description: This Safe Routes to School project will complete a gap in the sidewalk network on the north side of SE Woodward Street between SE 57th and 58th Avenues next to Franklin High School and Clinton City Park. It will provide a safe connection for students traveling along this key walking school network.

Sidewalk Infill: SE 62nd Ave and SE Cooper St

Cost/Location: \$110,000 in District 3

Description: This Safe Routes to School project will provide a sidewalk connection for students on SE Cooper Street walking to Lane Middle School and install new curb ramps to create an accessible crossing at SE 62nd Avenue. The project team is partnering with Bureau of Environmental Services to install a new sedimentation maintenance hole to prevent flooding at the intersection of SE 62nd Avenue and SE Cooper Street. The project will also pave a short segment of gravel road on SE Cooper Street.

Sidewalk Infill: SE Glenwood St from 44th Ave to 45th Ave

Cost/Location: \$202,800 in District 3

Description: This Safe Routes to School Project will complete a gap in the sidewalk network on the south side of SE Glenwood Street between SE 44th and 45th Avenues at Lewis Elementary School. It will provide a safe connection for students traveling along this key walking school network.

Street Lighting Upgrades: SW 35th Ave from SW Huber St to SW Arnold St

Cost/Location: \$250,000 in District 4

Description: This funding request allows the City to evaluate and upgrade the existing street lighting along SW 35th Avenue to our current City lighting guidelines. This street section includes the portion fronting Jackson Middle School. This effort supplements the recent street reconfiguration of SW 35th Avenue that added new buffered bicycle lanes.

Fixing Our Streets 3: Additional Safety Enhancements

NE Broadway: 11th Ave to 22nd Ave

Proposed Funding Bucket: FOS3 Additional Safety Enhancements

Cost: \$750,000

Description: This project will add safety enhancements for all modes of travel along the NE Broadway and Weidler Street couplet west of NE 24th Avenue, leveraging the FOS Smoother Streets repaving projects on NE Broadway and NE Weidler St in this area. These streets are on the High Crash Network and there is a need for upgrades to reduce high vehicle speeds and other crash risk factors and enhance safety and comfort for people walking, bicycling, and accessing transit stops. Project elements will include road re-organizations in some segments, bike lane enhancements including protected intersection designs, bikeway connections to nearby north-south bike routes, new marked crosswalks to fill crossing gaps, corner islands to reduce crossing distance, high-visibility crosswalk upgrades at existing traffic signals, updates to on-street parking to better serve the main street, bus stop upgrades, and revised signal timing for safer speeds. Public outreach is underway and improvements are planned for late 2025.

NE Glisan St: 84th Ave to 167' E of 94th Ave

Proposed Funding Bucket: FOS3 Additional Safety Enhancements

Cost: \$400,000

Description: This project will add safety enhancements for all modes of travel along NE Glisan Street from 80th Avenue to Interstate 205, leveraging the FOS Smoother Streets repaving project on NE Glisan Street in this area. This street is on the High Crash Network and there is a need for upgrades to reduce high vehicle speeds and other crash risk factors, address frequent roadway departure crashes, and enhance safety and comfort for people walking, bicycling, and accessing transit stops. Project elements will include a road re-organization, new buffered/protected bike lanes, bikeway connections to nearby north-south bike routes, new marked crosswalks and median refuge islands to fill crossing gaps, lighting improvements, upgrades to the existing flashing beacon crossing at 87th Avenue, bus/bike/turn lanes approaching 82nd Avenue, and bus stop upgrades. This project will implement upgrades identified as priorities in the Building a Better 82nd Avenue Corridor Plan and the East Portland Arterial Streets Strategy. Public outreach is underway and will continue throughout 2025, with improvements planned for 2026.

SW 6th Ave: Sheridan St to Broadway (SW Terwilliger Blvd to SW 4th Ave Connection)

Cost: \$350,000

Description: This allocation will fund enhancements for as a bike connection between SW Terwilliger Boulevard and the ongoing SW/NW 4th Avenue Capital Project (CCIM), leveraging the Smoother Streets repaving project on SW 6th Ave. This is a key connection between Southwest neighborhoods (via SW Terwilliger) and Downtown Portland, as noted in the 2019 Southwest In Motion Plan. The improvement features an eastbound buffered bike lane on SW Sheridan St that provides bike access to north and southbound 4th Avenue, as well as signal improvements and pedestrian crosswalk markings.