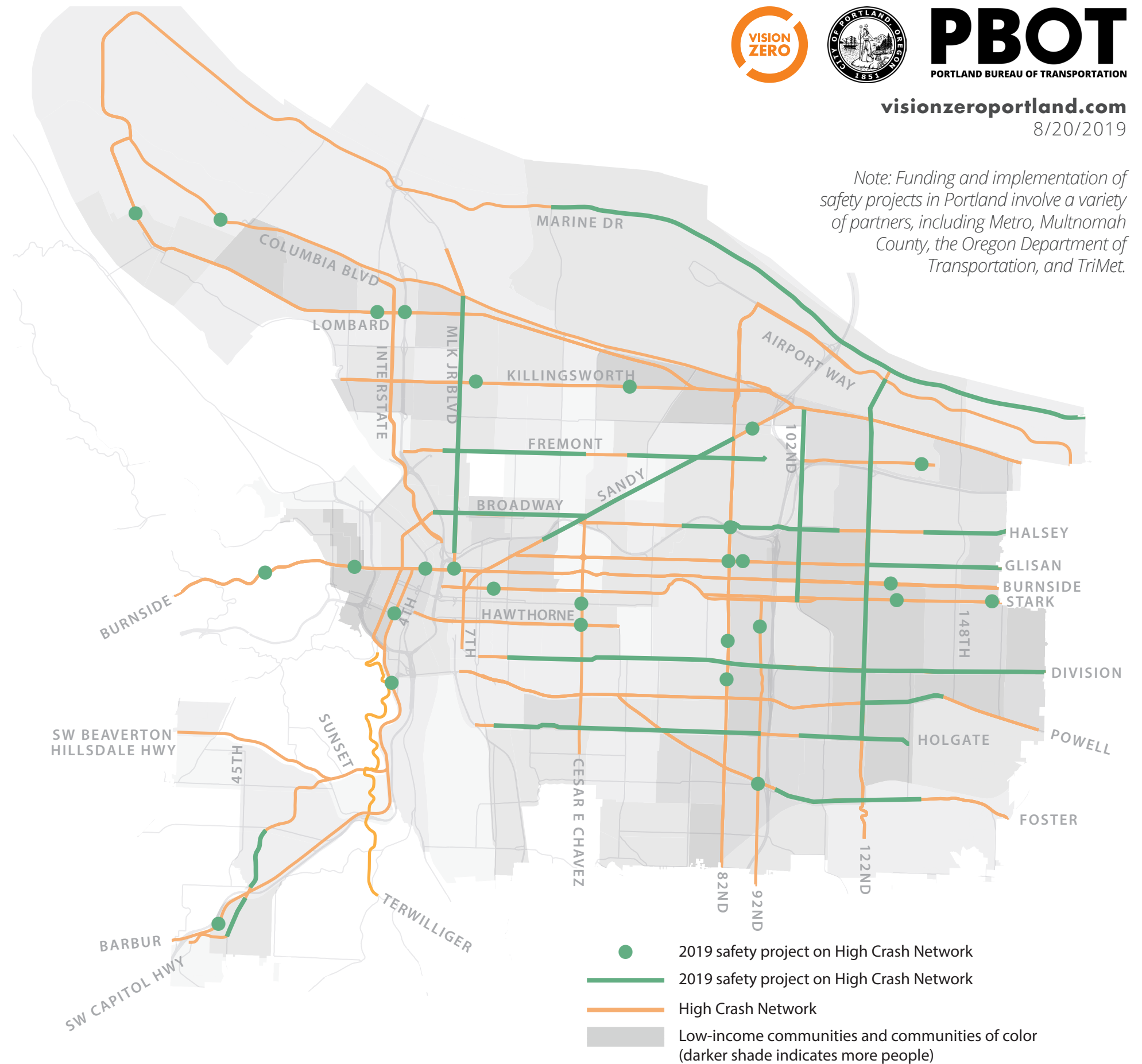


# Safety projects on the High Crash Network

2019 construction (excludes projects started in previous years)

- **4th:** high-visibility crosswalk markings at Columbia
- **82nd:** leading pedestrian intervals at Mill, Woodward, crossing enhancements at Jonesmore
- **92nd:** crossing enhancements (Hawthorne, Woodstock)
- **102nd:** corridor safety project pilot (Sandy-Weidler), enhanced crossing at Pacific, larger signal heads & reflective backboards (Sandy-Washington)
- **122nd:** larger signal heads & reflective backboards (Airport Way-Burnside), bike lane extensions and conflict markings at 11 intersections (Halsey-Holgate), crossing enhancements (I-84 underpass, Holladay, Holgate)
- **Barbur:** sidewalk infill, enhanced crossings, bike/ped connection (Lane, 53rd)
- **Broadway:** larger signal heads & reflective backboards (Larrabee-Chávez), safety fixes at Grand, LPI at Vancouver
- **Burnside:** bike lane conflict markings at MLK, crossing enhancements (E 129th, W 2nd, W 3rd, W 24th Pl), ped/bike bridge at Wildwood Trail
- **Capitol:** sidewalk and protected bike lane on east side, multi-use path on west side, crossing enhancements at bus stops (Garden Home-Taylor's Ferry), enhanced crossings, bike facilities, and safer speeds (Huber-Kerr)
- **Chávez:** protected left turn signal from Belmont, high-visibility crosswalk markings at Hawthorne
- **Columbia:** new crossing at Bank with access management and lighting
- **Division:** larger signal heads & reflective backboards (21st-162nd), crossing enhancements (115th, 125th, 132nd, 139th), sidewalk infill (102nd-157th), slip lane removal and other safety fixes at 148th
- **Foster:** sidewalk infill near 115th, safer speed limit (102nd-Barbara Welch)
- **Fremont:** safer speed limit (Vancouver-Chávez, 52nd-92nd), crossing enhancements (131st Pl, 141st)
- **Glisan:** crossing enhancements (82nd, 87th), corridor safety project (122nd to city limit, including enhancements at 122nd and 128th)
- **Halsey:** larger signal heads & reflective backboards (84th), more lighting, enhanced crossings, and protected bike lanes (103rd-116th), safer speed limits (66th-114th, 137th-162nd)
- **Hawthorne:** high-visibility crosswalks at Chávez
- **Holgate:** larger signal heads & reflective backboards (17th-92nd), crossing enhancements (29th, 33rd, 67th, 122nd, 128th), safer speed limit (28th-90th, 122nd-136th), sidewalk infill (102nd-122nd)
- **Killingsworth:** crossing enhancements (9th, 52nd)
- **Lombard:** crossing enhancements (Reno, St. Johns, Catlin, I-5 NB off-ramp), LPI and high-visibility crosswalk markings at Denver
- **Marine:** safer speed limit (33rd-185th), new traffic signal at 122nd, buffered bike lanes and gaps filled in multiuse path (112th-185th), rapid flashing beacons (112th, 138th)
- **Martin Luther King Jr.:** crossing enhancements (Ainsworth-Tillamook), larger signal heads & reflective backboards (Dekum-Lloyd), signal coordination (Columbia-Tillamook)
- **Powell:** multimodal safety (122nd-136th)
- **Sandy:** rapid flashing beacons (31st, 85th, 91st), larger signal heads & reflective backboards (28th-47th), safer speed limit (47th-82nd), westbound bike lane (91st-I-205)
- **Stark:** traffic calming (14th-18th), crossing enhancements (130th, 155th)



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*Note: Funding and implementation of safety projects in Portland involve a variety of partners, including Metro, Multnomah County, the Oregon Department of Transportation, and TriMet.*

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