

# **COLUMBIA LOMBARD**

## MOBILITY CORRIDOR PLAN

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### **APPENDIX F**



**PBOT**  
PORTLAND BUREAU OF TRANSPORTATION

**AREA + PROJECT PLANNING**

**APPENDIX F**

# COLUMBIA LOMBARD PROJECT LIST

Project name	Project location	Project description	Implementation readiness level <i>Low, Medium, High</i>	Readiness factors	Plan-level cost estimate <b>Low</b> (<\$3 million), <b>Medium</b> (\$3-10 million), <b>High</b> (>\$10 million)
<b>Columbia Corridor Projects</b>					
Columbia Blvd Corridor Lighting Improvements	N/NE Columbia Blvd (Argyle - 82nd)	Add infill street lighting along both sides to meet current standards.	High--Ready for funding opportunities	PBOT has experience with these kinds of lighting projects and has contractors to do the work at a typical cost per mile. Recent funding requests indicate a high likelihood that these projects could be implemented in the coming years.	Low
Columbia Blvd Corridor Safety Improvements	N/NE Columbia Blvd (Argyle - 60th)	Reconfigure skewed intersections to reduce turning speeds, upgrade aging traffic signals, install speed reader boards/automated enforcement and add raised medians or rumble strips where feasible.	High--Ready for funding opportunities	Safety analysis and high-level concept work indicate these are generally feasible and beneficial safety improvements, and could be the basis for state or federal safety funding.	Medium
Columbia Blvd Access to Transit, Segment 1	N/NE Columbia Blvd (Argyle - 21st)	Fill sidewalk gaps and improve maintenance of existing sidewalks on N/NE Columbia Blvd to improve safety and access to transit for proposed bus line along Columbia Blvd. Provide new bus stops and enhanced crossings to support the new service.	Medium--Needs more project development	TriMet has proposed a new bus line along Columbia Blvd by 2025. Will need to work with TriMet to coordinate in the coming years. May need right-of-way acquisition or dedication in some areas to provide minimum standard sidewalk width.	Medium
Columbia Blvd Access to Transit, Segment 2	NE Columbia Blvd (21st - 47th)	Fill sidewalk gaps and improve maintenance of existing sidewalks on NE Columbia Blvd from 21st to 47th to improve safety and access to transit, with 33rd to 47th being the highest priority due to higher level of transit service. Consolidate bus stop locations and provide enhanced pedestrian crossings at the remaining stops.	Medium--Needs more project development	Scope is relatively straightforward, but no project development to date. Right-of-way is limited, and utilities and topography can present challenges. Crossing treatments and transit stop changes have not been determined. More work is needed to assess cost and right-of-way needs.	Medium

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<b>Columbia Corridor Projects</b>					
Columbia Blvd Access to Transit, Segment 3	NE Columbia Blvd (47th - Killingsworth)	Fill sidewalk gaps and improve maintenance of existing sidewalks on NE Columbia Blvd to improve safety and access to transit for proposed bus line along Columbia Blvd. Provide new bus stops and enhanced crossings to support the new service.	Medium--Needs more project development	TriMet has proposed a new bus line along Columbia Blvd by 2025. Will need to work with TriMet to coordinate in the coming years. May need right-of-way acquisition or dedication in some areas to provide minimum standard sidewalk width.	Medium
11th/Columbia/Lombard Freight District Street Improvements	NE Baldwin St (10th - 11th) NE Russet St (11th - 13th) NE 13th Ave (Columbia Blvd - Lombard Pl)	Make needed street improvements (pavement, curbs, stormwater) on Freight District Streets in the 11th/Columbia/Lombard area. Sidewalks will be contingent on right-of-way dedication. Potentially combine with 11th Avenue Multimodal Improvements project.	High--Ready for funding opportunities	Project development is underway, and conversations have been initiated with property owners about a potential LID. Project has potential for BES funding to address water treatment needs.	Medium
North Columbia Blvd Freight District Street Improvements	N Borthwick Ave (Columbia - Halleck) N Kerby Ave (Columbia - Halleck) N Halleck St (Albina - Congress)	Make needed street improvements (pavement, curbs, sidewalks, stormwater) on Freight District Streets surrounding N Columbia Blvd.	Medium--Needs more project development	No project development work to date, but would be fairly straightforward to develop these projects. Need investigation and outreach with property owners to determine likelihood of an LID. Project has potential for BES funding to address water treatment needs.	Medium
Northeast Columbia Blvd Freight District Street Improvements	NE Mallory Ave (Columbia - Halleck) NE Halleck St (Mallory - Grand) NE Kilpatrick St (Mallory - Grand) NE Grand Ave (Columbia - Halleck)	Make needed street improvements (pavement, curbs, sidewalks, stormwater) on Freight District Streets surrounding NE Columbia Blvd.	Medium--Needs more project development	No project development work to date, but would be fairly straightforward to develop these projects. Need investigation and outreach with property owners to determine likelihood of an LID. Project has potential for BES funding to address water treatment needs.	Medium

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33rd & Columbia Multimodal Improvements, Phase 1	NE 33rd Ave at Columbia Blvd	Implement low-cost signing and striping improvements to reduce conflicts around the 33rd & Columbia Blvd interchange, particularly focused on the northbound movement on 33rd Dr approaching Holland Ct and the eastbound bicycle movement on Columbia Blvd from 33rd Dr to 33rd Ave. Consider speed reader boards to reduce speeding off ramps. Extend bike lanes on 33rd Ave south to Holman St.	High--Ready for funding opportunities	Striping, signage, and other low cost improvements require minimal project development and are an affordable way to address some safety issues. Concepts have been prepared and appear to be feasible. Bike lane extension can leverage upcoming 33rd Ave paving project.	Low
33rd & Columbia Multimodal Improvements, Phase 2	NE 33rd Ave at Columbia Blvd	Make improvements around 33rd & Columbia to address difficult merging, conflicts between modes, and sightlines. Restrict access from northbound NE 33rd Avenue to westbound Columbia Boulevard and reroute traffic to a new stop sign at NE Columbia Court. For southbound traffic on NE 33rd, a stop sign should be added for vehicles at Columbia Boulevard and the slip lane modified to allow continuous bike lanes.	Medium--Needs more project development	Concepts have been prepared and appear to be feasible at a high level, but slopes and turning radius issues may present challenges. More project development is needed to get these projects ready for funding.	Medium
33rd & Columbia Multimodal Improvements, Phase 3	NE 33rd Ave at Columbia Blvd	Replace 33rd Ave bridge over railroad, 33rd Ave flyover ramp over Columbia Blvd, and Columbia Blvd bridge over 33rd Dr. Reconfigure interchange to improve safety and connectivity for all modes, address seismic resiliency and bridge condition needs on a major emergency and freight route, and simplify traffic operations and wayfinding by providing at-grade signalized intersections instead of ramps and overpasses.	Medium--Needs more project development	High-level concept work has developed a feasible solution that brings 33rd Ave and 33rd Dr together at an at-grade signalized intersection with Columbia Blvd. However, property impacts and overall costs are very high, and more project development work is needed to make project ready for funding opportunities. Will likely require multiple funding sources given scale of the project.	High
Columbia Corridor Signal Improvements	Corridor wide	Replace and upgrade aging traffic signals along Columbia Blvd from Argyle to Killingsworth to improve freight mobility, traffic flow, access to surrounding areas, and safety.	High--Ready for funding opportunities	Signal upgrades are fairly straightforward projects.	Medium
Columbia / Lombard Corridor Freight Operational Improvements	Corridor wide	Add signage approaching and along Columbia Blvd to highlight the street as a freight corridor, enhance freight wayfinding, and provide traveler information.	High--Ready for funding opportunities	Wayfinding signage and traveler information are relatively low-cost and easy to implement, and multiple funding sources are available.	Low

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<b>Columbia Corridor Projects</b>					
Columbia Blvd Freight Improvements, Phase 1	NE Columbia Blvd (60th - 80th)	Restripe Columbia Boulevard between NE 60th and NE 80th to improve freight reliability. Coordinate with Columbia/Cully/Alderwood traffic signal project.	High--Ready for funding opportunities	Initial project development work indicates project is feasible, low-cost, and fairly straightforward. Ideally would be implemented along with Columbia/Cully/Alderwood signal project.	Low-Medium
Columbia Blvd Freight Improvements, Phase 2	NE Columbia Blvd (60th - 82nd)	Widen Columbia Blvd to five lanes between NE 60th and NE 82nd if/when needed to address freight capacity. Consider use of freight-only lanes to ensure improvements prioritize freight movement. Would require replacement of Columbia Blvd bridge over 82nd Ave.	Low--Project not yet needed and/or requires more planning work to advance	Project is indicated in the travel demand model as a long-term need, but not a need in the near-term. Would be very costly, with major property impacts, and requires reconstruction of the bridge over 82nd Ave. City and regional policies require that other solutions be implemented or considered before resorting to expanding roadway capacity.	High
MLK & Columbia Intersection Improvements, Phase 2	NE MLK Jr Blvd & Columbia Blvd	Make intersection and signalization improvements on MLK approaching Columbia with a dedicated northbound right turn lane, dual southbound left turn lanes, and improved southbound MLK to westbound Columbia turning radius.	Medium--Needs more project development	Project was developed at a high level many years ago through a technical study, but should be reassessed now that Phase 1 improvements on Columbia Blvd approaching MLK have been completed. Needs extensive ODOT coordination and approval.	Medium-High
Columbia Blvd Over-Dimensional Freight Improvement	Columbia - Railroad bridge adjacent to I-5	Increase vertical clearance under railroad bridge to allow a higher percentage of over-dimensional loads to use this segment of Columbia Blvd.	Medium--Needs more project development	Feasibility study (Appendix D) recommends replacing railroad bridge with a type that allows higher vertical clearance underneath. This would require a double-track railroad bridge and need extensive railroad coordination and likely a funding partnership. Benefit to over-dimensional freight is low compared to other needs in the Columbia Corridor such as replacing bridges on Lombard/Burgard, Columbia Blvd, and Portland Rd that are unable to accommodate heavy loads. However, it could benefit users of N Lombard and adjacent residents by reducing the freight traffic on N Lombard.	High

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<b>Lombard Corridor Projects</b>					
Lombard Corridor ITS Improvements	Corridor wide	Add ITS upgrades on Hwy 30 Bypass between I-5 and I-205. These upgrades include detection, bluetooth, cameras, communication fiber, truck signal priority, and other similar improvements at major intersections to improve traffic and freight safety and reliability.	High--Ready for funding opportunities	Project development is underway, and ITS projects can be implemented relatively quickly and affordably compared to more capital-intensive projects. Multiple funding sources for this kind of work are available.	Low
Lombard Corridor Lighting Improvements	NE Lombard St (11th - 42nd) NE Portland Hwy (42nd - Killingsworth) NE Killingsworth St (Portland Hwy - Sandy Blvd)	Add infill street lighting on both sides to meet current standards.	High--Ready for funding opportunities	PBOT has experience with these kinds of lighting projects and has contractors to do the work at a typical cost per mile. Recent funding requests indicate a high likelihood that these projects could be implemented in the coming years.	Low
Lombard Corridor Safety Improvements, Segment 1	N Lombard St (Delaware - Interstate)	Extend the lane reconfiguration with bike lanes from Delaware to Denver Ave or the Fenwick/Concord greenway. Include enhanced pedestrian crossings where feasible. Upgrade traffic signal at Denver Ave, including protected left turns from Denver to Lombard, and redesign the intersection to improve visibility. Replace aging half-signal at Fenwick with a new traffic signal and two-way bike connection for the Concord/Fenwick neighborhood greenway. Implement safety improvements at Lombard & Interstate such as leading pedestrian intervals, no turn on red, and turn calming.	High--Ready for funding opportunities	Project development is largely complete, and projects are well-scoped and feasible. ODOT coordination indicates general agreement on project scopes. Good potential for next round of ODOT STIP funding, building off upcoming project west of Delaware. PBOT is has done some project development work on Fenwick/Concord and Denver intersections.	Medium
Lombard Corridor Safety Improvements, Segment 2	N Lombard St (Interstate - Mississippi)	Provide an enhanced, at-grade, accessible crossing of southbound I-5 ramp. Consider removal of aging spiral overcrossing structure. Provide improved signage for pedestrians on north side approaching I-5 directing them to accessible crossing.	Medium--Needs more project development	Project development is underway, but feasibility issues remain due to sight distances, locations of nearby driveways, and other factors. ODOT coordination and approval are needed.	Medium-High

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<b>Lombard Corridor Projects</b>					
Lombard Corridor Safety Improvements, Segment 3	N/NE Lombard St (Mississippi - NE MLK), (MLK - 11th Ave)	Improve safety on Lombard by reducing lane widths, providing a wider centerline, removing on-street parking, adding turn pockets at Albina Ave, upgrading traffic signals, and adding enhanced pedestrian crossings where feasible. Consider access management between NE MLK Jr and NE 11th avenues.	Medium--Needs more project development	Safety analysis and high-level concept work indicate these are generally feasible and beneficial safety improvements. Project development is needed to determine exact locations of treatments and put together a request for funding. ODOT coordination has been underway, but more coordination and approvals are needed. Good potential for next round of STIP funding.	Medium
Lombard Corridor Safety Improvements, Segment 4	NE Lombard St (11th - 42nd) NE Portland Hwy (42nd - 60th)	Improve safety by upgrading the existing traffic signals, adding center medians periodically, managing access, narrowing lane widths, and providing buffered/protected bike lanes from 11th to 60th with conflict markings at intersections. Consider new traffic signals at intersections with sufficient traffic volumes or safety issues to warrant them.	Medium--Needs more project development	Still needs project development to come to agreement internally and with ODOT on cross-section in advance of next STIP. Segment has been a strong candidate for repaving in recent rounds of STIP. Good potential for next round of STIP or ARTS funding.	Medium-High
Lombard St Sidewalk Infill	NE Lombard St (11th - 60th)	Add sidewalks along the south side of the corridor.	Low--Project not yet needed and/or requires more planning work to advance	Available right-of-way is very limited, and utilities and topography present major feasibility and cost challenges. Needs extensive project development work.	Medium
Lombard & 33rd Ave Ramp Redesign	NE Lombard St at 33rd	Redesign ramps and intersections from Lombard to 33rd to reduce motor vehicle speeds, address turning conflicts, and consolidate access points. Consider closure of one the two ramps and signalize the remaining ramp. Provide pedestrian and bicycle connection from Lombard St to 33rd Ave.	Low--Project not yet needed and/or requires more planning work to advance	Precise scope will depend on other projects first being implemented on Lombard and 33rd to know how they should connect. Ramps are owned by ODOT, and will require extensive project development and data collection.	Medium

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<b>Lombard Corridor Projects</b>					
Lombard & 42nd Ave Ramp Redesign	NE Lombard St at 42nd	Redesign ramps and intersections from Lombard to 42nd to reduce motor vehicle speeds, address turning conflicts, and consolidate access points. Provide pedestrian and bicycle connection from Lombard St to 42nd Ave.	Low--Project not yet needed and/or requires more planning work to advance	Precise scope and need will depend on projects first being implemented on Lombard and 42nd to know how they should connect. Ramps are owned by ODOT, and will require extensive project development and data collection.	Medium
Lombard & I-5 Interchange Redesign	N Lombard St at I-5	Redesign freeway interchange to allow for sidewalk to be added to north side of bridge over I-5 and for ramps to be signalized. Consider removal of cloverleaf ramps on north side if feasible.	Low--Project not yet needed and/or requires more planning work to advance	Project requires extensive planning, technical studies, alternatives analysis, and project development. Major ODOT coordination needed for such a major interchange redesign.	Medium-High
Killingsworth St Lighting Improvements	NE Killingsworth St (Portland Hwy - Sandy Blvd)	Add infill street lighting on both sides to meet current standards.	High--Ready for funding opportunities	PBOT has experience with these kinds of lighting projects and has contractors to do the work at a typical cost per mile. Recent funding requests indicate a high likelihood that these projects could be implemented in the coming years.	Low
Killingsworth Corridor Safety Improvements	"NE Portland Hwy (60th - Killingsworth) NE Killingsworth St (Portland Hwy - Sandy Blvd)"	Improve safety by narrowing travel lanes, enhancing bike lanes, installing a center median where feasible, adding enhanced crossings at bus stops, upgrading traffic signals, and slowing down turns at intersections.	High--Ready for funding opportunities	Safety analysis and high-level concept work indicate these are generally feasible and beneficial safety improvements. ODOT coordination is underway. Good potential for next round of STIP or ARTS funding.	Medium
Killingsworth & I-205 Interchange Safety Improvements	Killingsworth/Sandy/I-205 Interchange	Redesign northbound I-205 to westbound Killingsworth off-ramp to improve safety for westbound bike lane. Redesign I-205 Path connection through the interchange.	Medium--Needs more project development	A high-level concept has been prepared and shared with ODOT, but will need extensive project development and coordination to verify feasibility and get project ready for funding opportunities.	High

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<b>Multimodal Connectivity Projects</b>					
Alberta Neighborhood Greenway	NE Alberta St (72nd - 92nd) NE 92nd Ave (Alberta - Sandy) NE Sandy Blvd (92nd - Parkrose/Sumner Transit Center)	Extend neighborhood greenway east on Alberta St, with a multi-use path through Sacajawea Park and connections to Killingsworth via 89th and Parkrose / Sumner Transit Center via 92nd and Sandy. Requires paving Alberta from 73rd to Sacajawea Park and 92nd from Alberta to Sandy. Provide signage and markings to direct bikes to use north-side sidewalk on Sandy Blvd bridge to cross freeway and access transit center.	High--Ready for funding opportunities	Project development has been completed. Project is feasible and a good candidate for active transportation grant funding. Need to work with Parks to determine acceptable trail alignment through Sacajawea Park.	Medium
Parkrose/Sumner Ped/Bike Overcrossing	NE Alberta St & 92nd Ave to Parkrose/Sumner MAX Station (over I-205)	Construct a ped/bike overcrossing of I-205 from Alberta & 92nd to the Parkrose / Sumner Transit Center light rail platform.	Medium--Needs more project development	High-level feasibility study indicates project is likely feasible, but will be high-cost and requires major coordination and approval processes with ODOT and TriMet. In terms of phasing, makes more sense to do this following the Alberta Neighborhood Greenway extension.	Medium-High
82nd Ave Trail	NE 82nd Ave (Alderwood - Killingsworth)	Provide a multi-use path or other pedestrian and bicycle connection along or parallel to 82nd Ave.	Low--Project not yet needed and/or requires more planning work to advance	No project development to date. Alignment and connections to neighborhoods are unclear. Some difficult pinch points exist under multiple bridges. Coordination needed with Port, ODOT, and railroad.	Medium
92nd Drive Trail	NE 92nd Dr (Columbia Slough Trail - Columbia Blvd)	Provide a multi-use path or other pedestrian and bicycle connection along 92nd Dr from bridge over the north Columbia Slough to Columbia Blvd.	Low--Project not yet needed and/or requires more planning work to advance	No project development to date. Unclear how to connect this path to the neighborhoods south of railroad and Killingsworth. Constrained areas going over slough present major challenges.	Medium
47th to Cornfoot Bikeway Gap	NE 47th Ave (Cornfoot Rd - Crystal Ln)	Connect Cornfoot Rd trail to new bike/ped facilities on NE 47th Ave using new bridge over Columbia Slough or improvements to existing bridge.	High--Ready for funding opportunities	Addresses last critical ped/bike gap remaining between upcoming Cornfoot Rd and 47th Ave projects. Project development has been completed, and it finds the project is feasible and cost is in line with potential funding sources.	Medium

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<b>Multimodal Connectivity Projects</b>					
Cully Blvd Multi-modal Improvements	NE Cully Blvd (Columbia - Lombard)	Add curbs, sidewalks and bike facilities on NE Cully Blvd between Lombard and Columbia.	High--Ready for funding opportunities	Project development is underway, and project is relatively straightforward within existing right-of-way. Good potential for LID leverage funding and future grant opportunities. Connects to upcoming Cully/Alderwood/Columbia signal project.	Medium
Alderwood Trail	N Alderwood Rd (Cornfoot - Columbia)	Multi-use path on the west side of the street.	Medium--Needs more project development	Needs more project development work, especially crossing the Columbia Slough. A portion of this project is tied to Colwood Park redevelopment. Connects to upcoming Cully/Alderwood/Columbia signal project and to upcoming Cornfoot Rd multi-use path.	Medium
Cully Park, Phase 2 Transportation Improvements	NE 72nd Ave & Lombard St NE 75th Ave & Lombard St	Upgrade 72nd Ave traffic signal, add new traffic signal at 75th Ave, and improve 75th Ave with sidewalks to serve as a new entrance to Cully Park, as required by the traffic impact analysis for Cully Park, Phase 2.	Low--Project not yet needed and/or requires more planning work to advance	Some project development has been completed, but project is contingent on implementation of Cully Park, Phase 2 (currently unfunded), so both park and transportation will need to be coordinated together to be ready for funding for both the park and transportation improvements.	Medium
52nd Ave Railroad Overcrossing	NE 52nd Ave (Columbia - Portland Hwy)	Add a pedestrian overcrossing of the railroad tracks at 52nd Ave to provide access from neighborhoods to major destinations north of Columbia Blvd. Includes new enhanced crossings of Columbia and Lombard.	Medium--Needs more project development	Some feasibility analysis has been done, indicating project is likely feasible but very costly, with major property impacts. Will be difficult to meet approval criteria for pedestrian crossings, especially of NE Portland Hwy, an ODOT facility. Will need railroad coordination for overcrossing.	Medium-High
Cully Park to Colwood Park Overcrossing	Cully Park to Colwood Park	Ped/bike bridge connecting Cully Park to the future Colwood Park.	Low--Project not yet needed and/or requires more planning work to advance	No project development work to date, alignment is uncertain, and needs Parks approval. Requires a Colwood Park Master Plan process to determine feasibility, landing location, benefits/impacts, etc. Likely very expensive and difficult given change in elevation. Not as urgent a need as Cully Blvd and Alderwood improvements.	Medium-High

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<b>Multimodal Connectivity Projects</b>					
60th Ave Multimodal Improvements	NE 60th Ave (Columbia - Lombard)	Upgrade 60th Ave connection with sidewalks under railroad bridge. Upgrade traffic signals at Columbia and Lombard.	Low--Project not yet needed and/or requires more planning work to advance	No project development do date. May be challenging to retrofit under existing bridge. May need new railroad bridge. Requires ODOT and Union Pacific coordination.	Medium-High
Piedmont Bikeway Network Improvements	N Vancouver Ave (Columbia Slough Trail - Stafford) N Albina Ave (Bryant - Winchell) N/NE Baldwin St (Albina - Rodney) N Mississippi Ave (Bryant - Buffalo) N/NE Buffalo St (Mississippi - 8th)	Enhance bike lanes on N Vancouver between Stafford and Columbia Slough Trail, and enhance crossing of Vancouver at Columbia Slough Trail. Add bike lanes to Albina from Bryant to Lombard, and provide a neighborhood greenway on Albina from Lombard to Baldwin. Provide a neighborhood greenway on Baldwin St, with an enhanced crossing of Vancouver Ave. Provide a neighborhood greenway on Buffalo St, with enhanced crossings of Albina, Vancouver, and MLK.	High--Ready for funding opportunities	Projects are relatively low-cost, feasible, and located on City-owned roadways. Could be implemented in segments with local funding, or could pursue grant funding for a larger package of improvements.	Low
Concord/Fenwick at Lombard Neighborhood Greenway Crossing	N Concord/Fenwick Ave & Lombard St	Reconstruct traffic signal at Fenwick & Lombard and provide an offset bikeway crossing for the Fenwick/Concord Neighborhood Greenway.	High--Ready for funding opportunities	Project had been previously funded, but due to a funding shortfall only has enough funding for design. By early 2021 project will be fully designed and ready to construct should funding be identified.	Medium
Argyle/Denver Bikeway Improvements	N Argyle Rd/St (Columbia - Denver) N Denver Ave (Argyle - Schmeer)	Add bikeway on Argyle from Columbia Blvd to Denver Ave. Enhance bike lanes on N Denver Ave between Argyle and Columbia Slough Trail.	Medium--Needs more project development	Concept design and estimate was prepared many years ago for Argyle, but needs to be updated to account for recent street design changes. Denver Ave upgrades require ODOT coordination and approval.	Medium
Commercial Ave Neighborhood Greenway	N Commercial Ave (Bryant - Baldwin)	Provide a neighborhood greenway on Commercial Ave, with an enhanced crossing of Lombard.	Medium--Needs more project development	This project includes a new enhanced crossing of Lombard St, an ODOT facility. This will require extensive data collection, project development work, and approval processes, and approval is not guaranteed. Project will also be more expensive than other greenways in the area.	Medium

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<b>Multimodal Connectivity Projects</b>					
Rodney Ave Neighborhood Greenway	NE Rodney Ave (Bryant - Baldwin)	Provide a neighborhood greenway on Rodney Ave, with an enhanced crossing of Lombard and street paving just north of Lombard. Alternatively, extend N Williams Ave neighborhood greenway north to Baldwin, with an enhanced crossing of Lombard.	Medium--Needs more project development	This project includes a new enhanced crossing of Lombard St, an ODOT facility. This will require extensive data collection, project development work, and approval processes, and approval is not guaranteed. Project will also be more expensive than other greenways in the area.	Medium
Winchell Street Ped/Bike Overcrossing	N Winchell St (Interstate - Albina), N Albina Ave (Winchell - Baldwin)	Build a pedestrian and bicycle overcrossing of I-5 at Winchell St, and provide a neighborhood greenway on Winchell St from Interstate Ave to Albina Ave and connecting down to Baldwin.	Low--Project not yet needed and/or requires more planning work to advance	No project development has been done to date, and will require extensive ODOT coordination and approvals. More urgent need in near term is to improve the I-5 crossing at Lombard and improve the surrounding bike network.	Medium-High
8th/13th Ave Neighborhood Greenways	NE 8th Ave (Bryant - Holland), NE Holland St (8th - 13th), NE 13th Ave (Holland - Holman)	Provide neighborhood greenways on 8th Ave, Holland St, and 13th Ave. Neighborhood greenway on 13th Ave includes an enhanced crossing of Dekum St and improvements to the pathway adjacent to Woodlawn Park.	High--Ready for funding opportunities	Projects are relatively low-cost, feasible, and located on City-owned roadways. Could be implemented in segments with local funding, or could pursue grant funding for a larger package of improvements.	Low
11th/Lombard/Columbia Multimodal Safety Improvements	NE 11th Ave (Holland - Columbia)	Improve NE 11th Ave railroad crossing safety and multimodal connectivity by improving roadway with sidewalks and bike lanes, adding a traffic signal at 11th & Columbia, and re-routing traffic currently using Lombard Place to use 11th Ave instead to access Lombard St. Includes signal rebuild and realignment at 11th & Lombard. Provide a bicycle connection south from Lombard to Holland as part of the project.	High--Ready for funding opportunities	Project development is underway and project has potential for multiple funding sources including ODOT Rail safety funding, Local Improvement District funding, BES stormwater funding, and other funding sources. Coordination with BES, ODOT, and property owners has been promising.	Low-Medium

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<b>Multimodal Connectivity Projects</b>					
Woodlawn to Columbia Slough Connector Trail	NE 11th Ave (Columbia Blvd - South Slough Levee) South Slough Levee (11th Ave - Columbia Slough Trail)	Provide a bikeway connection using 11th Ave right-of-way and through private property to the south Columbia Slough levee, then along levee to connect to Columbia Slough Trail near MCDD.	Low--Project not yet needed and/or requires more planning work to advance	Alignment is generally known, but needs project development and requires coordination with MCDD, Army Corps of Engineers, Portland Parks & Rec, and Metro. Potential to leverage Levee Ready Columbia project. Near-term priority is connection along 11th Ave from Lombard to Argyle.	Low-Medium
Columbia Slough Trail Gap: Vancouver - 33rd	N Vancouver Ave/Way to just east of MLK, then along Columbia Slough levee and Elrod Dr.	Connect gap in Columbia Slough trail between Vancouver and 33rd Ave. Requires pathway under MLK bridge over slough or a new Vancouver Way tunnel under MLK. Requires property easements along the levee.	Medium--Needs more project development	Project development is underway for section from Vancouver to MLK, but it has major feasibility challenges due to bridges and topography. Section east of MLK has property owners unwilling to grant easements.	Medium
Columbia Slough Trail Gap: 33rd - 47th	Alignment uncertain	Connect gap in Columbia Slough trail between 33rd Ave and NE 47th Ave.	Medium--Needs more project development	Multiple alignments have been identified. Needs alternatives analysis for portion through Runway Protection Zone, and needs project development for whichever alignment is feasible.	Medium
Columbia Slough Trail Gap: 47th - Alderwood	NE Cornfoot Rd (47th - Alderwood)	Connect gap in Columbia Slough trail between 47th Ave and Alderwood by building a multi-use path along the north side of NE Cornfoot Rd.	High--Ready for funding opportunities	Project has been taken to a high level of design by PBOT, but there is insufficient funding for construction. Project needs easements from the Port, requiring a process with the FAA. Good candidate for Metro trail funding.	Medium



**PBOT**  
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