Appendix A:

PROJECT DETAILS AND DESCRIPTIONS

PBOT
PORTLAND BUREAU OF TRANSPORTATION

SOUTHWEST IN MOTION

AUGUST 2019

SOUTHWEST IN MOTION

APPENDIX A:

TOP TIER PROJECT DESCRIPTIONS

This appendix contains details and descriptions for the project recommendations in the Southwest in Motion plan. These sheets provide basic information for each project, including an identification of design elements, preliminary planning-level cost estimates and potential funding opportunities.

Project Categories

Southwest in Motion projects are categorized by the scale and type of project implementation. Project numbering are based on geographic location and do not imply an implementation order, priority or ranking.

Bicycle/Pedestrian (BP) Construction Projects: Construction projects involved roadway widening, sidewalk construction, and other medium-high cost construction

Restriping Projects (RP): Restriping projects are meant to be low-cost, marking-only changes designed to improve conditions for walking and biking.

Safer Shoulder (SS) Pilot Projects: Safer shoulder projects provide a shoulder space for walking and biking. These projects are designed to address transportation and stormwater needs in collaboration with the Bureau of Environmental Services.

Crossing (C) Projects: Crossing projects create new or enhanced crosswalks and crossings for people walking and biking on the Southwest in Motion network.

Implementation Priorities

Top tier projects establish a foundational and connected network for walking and biking. These projects will open up access in new neighborhoods and give more people more ways to get around. Recommended facility types respond to traffic conditions, geographic constraints, and funding opportunities.

Second tier projects expand the network and make new connections to transit investments. Projects on this list include connections to the future light rail, experimental treatments in need of more analysis, or rely upon projects established in the top tier.

Relationship to the Transportation System Plan

Southwest in Motion projects are designed to identify lower-cost, short-term implementation opportunities. These projects are not intended to supersede or replace major projects in the Transportation System Plan (TSP). In many cases, Southwest in Motion projects are interim or partial implementation of larger TSP projects designed to incrementally build on our streets. These projects should be implemented to be compatible with associated future TSP projects.

How to Use This Document

Each project description sheet is designed to assemble the core information and planning context for each project recommended in the Southwest in Motion plan. Descriptions for projects included in the Tier 1 list include additional information related to planning, traffic and stormwater needs, and include a project map and preliminary design concept. The materials presented here will serve as a starting point for projects as they enter the funding and design phase.

Project details are subject to change in response to site-specific details, project cost, and community engagement. Design refinement will be necessary during the detailed project development phase when funding is secured. Planning level cost estimates are low-confidence, and will be refined in response to site-specific needs and constraints.

SAMPLE PROJECT DESCRIPTION SHEET

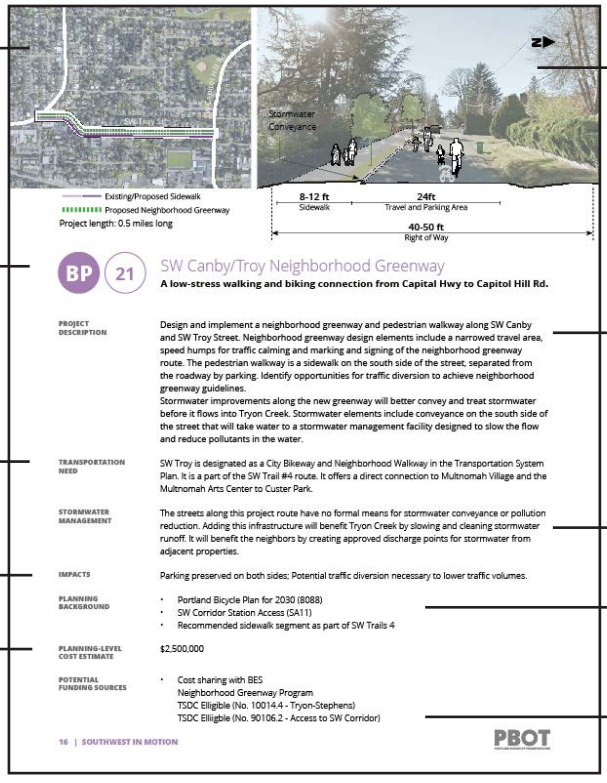
Project Area Map
Showing extents and segments of added facilities

Project Name and Number
Identifying project type category

Transportation Need
Key classifications and destinations

Impacts
Potential changes to travel lanes or parking

Planning Level Cost Estimate
Low confidence planning-level cost estimate



Concept Design
Illustrates key design elements and dimensions

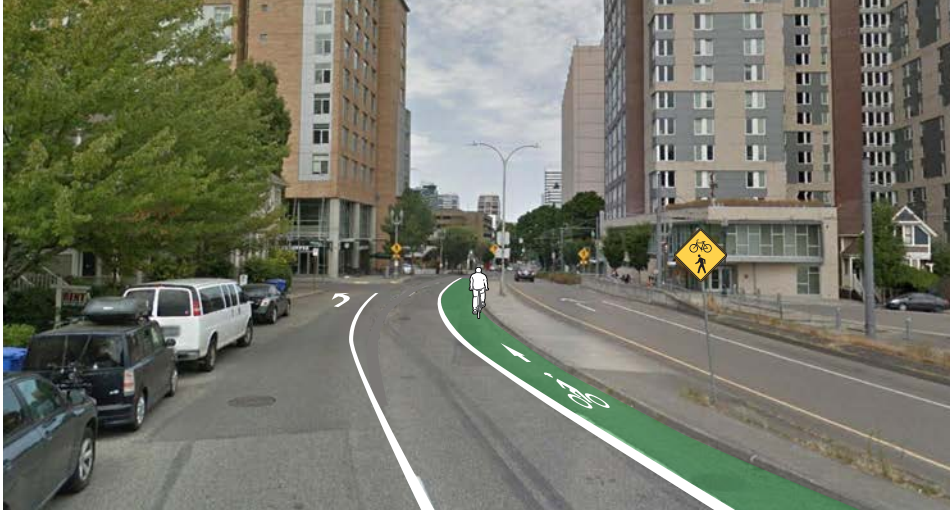
Project Description
Project description and details

Stormwater Management
Considerations related to stormwater needs and opportunities

Planning Background
Source plans and associated project numbers

Potential Funding Sources
Potential funding sources compatible with this project

Existing Sidewalk
Existing/Proposed Bike Lane



Bike Lane

BP 02

6th Portal to Central City

A safer biking connection from SW Broadway to SW College St.

PROJECT DESCRIPTION

Adjust bike lane striping on the approach to SW College St to provide a more continuous bicycle facility. Integrate with Central City in Motion recommendations for an enhanced pedestrian crossing at SW Jackson St.

TRANSPORTATION NEED

Enhances connections between Southwest Portland and new Central City transportation corridors

STORMWATER MANAGEMENT

No stormwater management changes are proposed as a part of this project.

IMPACTS

May remove some existing on street parking.

PLANNING BACKGROUND

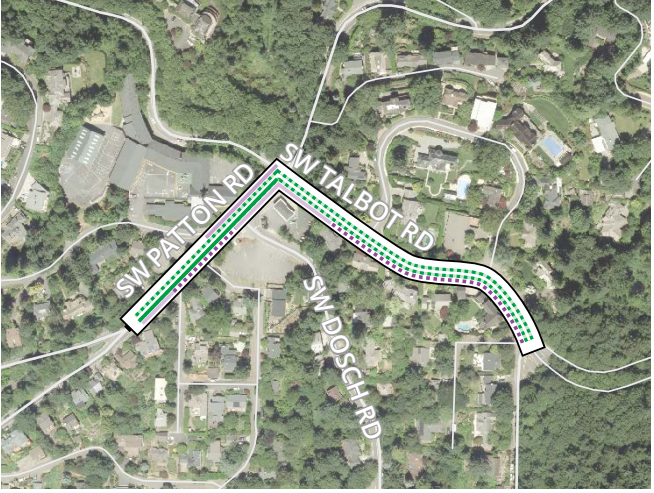
- Central City in Motion Project No. 2

PLANNING-LEVEL COST ESTIMATE

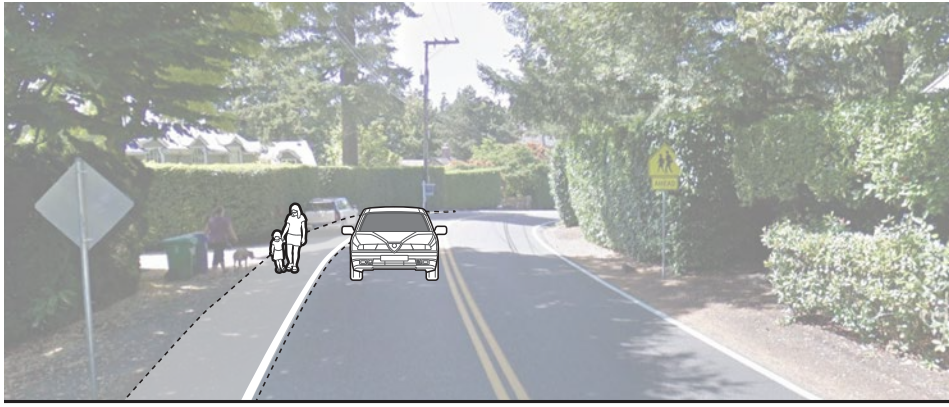
$15,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion (Bikeway Network)
- Central City in Motion Funding



Existing Sidewalk
Proposed Safer Shoulder Walkway
Proposed Bike Lane
Proposed Shared Roadway



Walkway

BP 05

Patton/Talbot Walkway/Bikeway

A safer walking and biking connection from Hewitt Blvd to Fairmount Blvd.

PROJECT DESCRIPTION

Evaluate the feasibility of providing a continuous walkway connection from Hewitt to Fairmount using safer shoulders and sidewalks where possible.

On SW Patton Rd from SW Hewett Blvd to SW Talbot Rd, provide a crossing at SW Hewett Blvd and stripe a shoulder on the south side to serve people walking and biking. Stripe an uphill bike lane on south side of the street, and shared lane markings in the downhill direction.

On SW Talbot Rd from SW Patton Rd to SW Fairmount Blvd, use a robust separation method to prevent parking encroachment. Where curbs exist, explore the potential to construct sidewalks behind the existing curb. Include a crossing and connection to the 4T Trail and Council Crest.

Work with Trimet to enhance the #51 bus stop in the NE corner of the Talbot/Patton intersection

TRANSPORTATION NEED

Connects neighborhoods to community destinations and provides a backbone for future connections.

STORMWATER MANAGEMENT

This project proposed expanded impervious surfaces and should meet the requirements in the Stormwater Management Manual as part of project implementation.

IMPACTS

May limit some roadside parking opportunities.

PLANNING BACKGROUND

- Transportation System Plan (90054.3)
- Portland Bicycle Plan (8288)

PLANNING-LEVEL COST ESTIMATE

$1,000,000

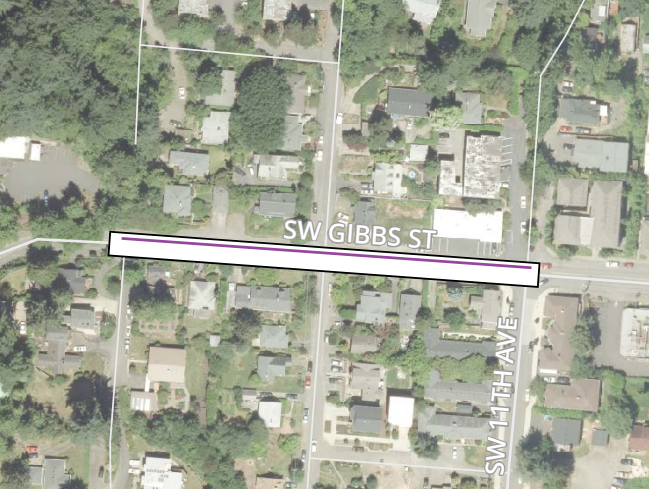
POTENTIAL FUNDING SOURCES

- Quick Build Network Completion (Pedestrian Network Completion)
- May be TSDC Eligible (90054.3 - SW Patton / Talbot Ped/Bike Improvements)

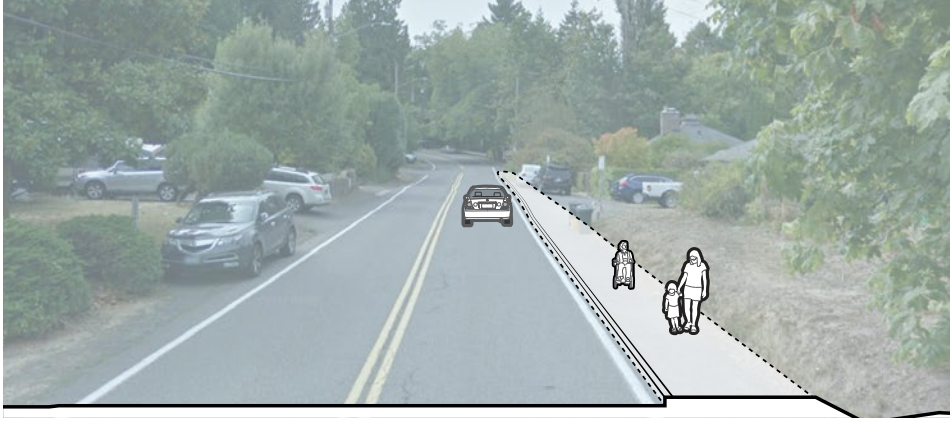
Additional Considerations

RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN

This project partially implements TSP 90054.3. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.



Proposed Sidewalk



Sidewalk

BP 07

Gibbs Sidewalk

A sidewalk connection from Marquam Trail access point to SW 11th Ave.

PROJECT DESCRIPTION

Construct a sidewalk to connect Marquam Trail to SW 11th Ave

TRANSPORTATION NEED

Pedestrian connection between OHSU and the popular Fairmount Blvd walking and biking route. This is a segment along SW Urban Trail #1 and the 4T Trail.

STORMWATER MANAGEMENT

The streets along this project route have no formal means for stormwater conveyance or pollution reduction. This project should meet the requirements in the Stormwater Management Manual as part of project implementation.

IMPACTS

May remove some existing on street parking.

PLANNING BACKGROUND

- Transportation System Plan (90049.2)
- Marquam Hill Plan

PLANNING-LEVEL COST ESTIMATE

$1,000,000

POTENTIAL FUNDING SOURCES

- Marquam Hill Meter Revenue

Additional Considerations

RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN

This project partially implements TSP 90049.2. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.

Existing/Proposed Bike Lane

Bike Lane

Bike Lane

BP 08

Terwilliger Bike Lane Gap at Sam Jackson Park Rd

Filling a bike lane gap on the approach to Sam Jackson Park Rd

PROJECT DESCRIPTION

Fill the Terwilliger Parkway bike lane gap at the intersection with Sam Jackson Park Rd. Explore a range of solutions to fill bikeway gap, including consideration for roadway widening or building behind existing curb where space is available. Include circulation upgrades through the intersection for clarity and safety . The design should recognize that the project area is surrounded by and overlaps with public lands, including the Terwilliger Parkway, Duniway Park and the Duniway Lilac Garden. Collaborate closely with the Bureau of Environmental Services, Portland Parks & Recreation, Friends of Terwilliger, and the Portland Garden Club to integrate this project into long-term visioning and infrastructure upgrades planned in the area.

TRANSPORTATION NEED

Addresses a long-standing bike lane and circulation gap on a vision zero High Crash Network Street. The pathway along SW Terwilliger Blvd is one of the only low-stress, routes in Southwest, suitable for bicycling by people of all ages and abilities.

STORMWATER MANAGEMENT

No specific changes to stormwater facilities are proposed as a part of this project, but the project should meet the requirements in the Stormwater Management Manual as part of implementation. There may be an opportunity to coordinate and collaborate with the Bureau of Environmental Services as a part of the Sheridan Sewer Trunk Alignment Study project.

IMPACTS

The design must be sensitive to impacts on adjacent property, and must include all relevant stakeholders in the development of any recommendations.

PLANNING BACKGROUND

- Transportation System Plan (90091.0)

PLANNING-LEVEL COST ESTIMATE

$150,000-$500,000

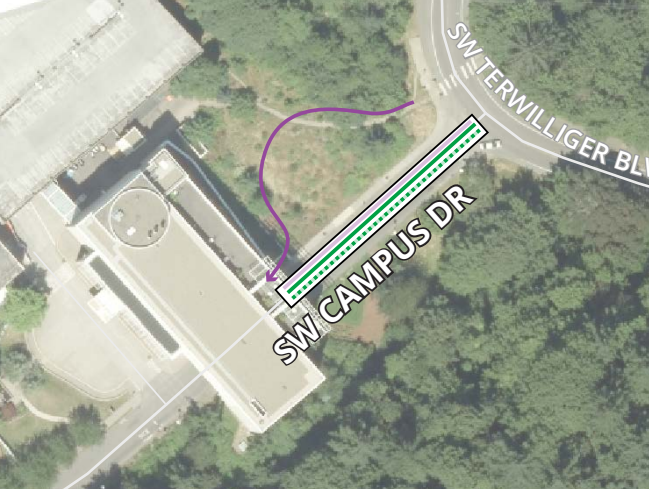
POTENTIAL FUNDING SOURCES

- Vision Zero Program
- Quick Build Network Completion Program (Bikeway Network)
- Collaboration opportunity with the Bureau of Environmental Services and Portland Parks and Recreation.
- Eligible for Regional Flexible Funds Allocation

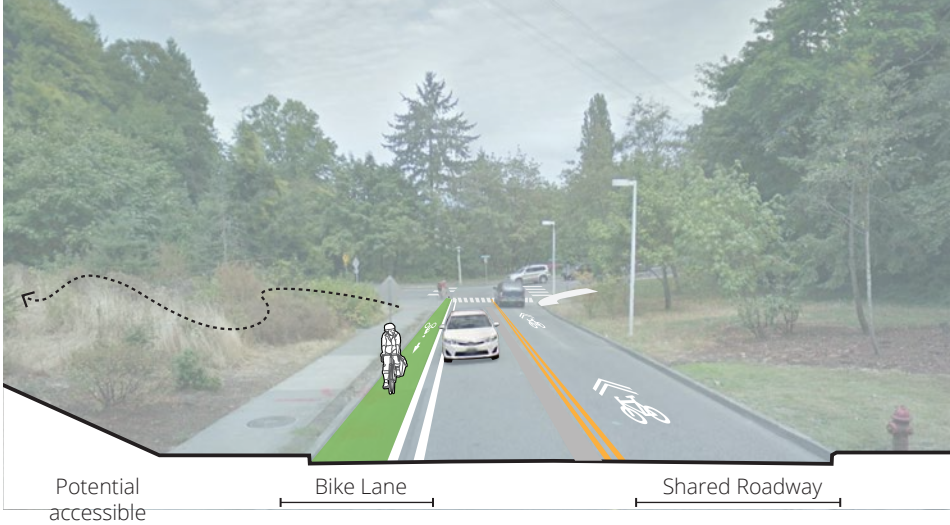
Additional Considerations

RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN

This project partially implements TSP 90091. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.



Existing/Proposed Sidewalk
Proposed Bike Lane
Proposed Shared Roadway



BP 09

Campus Dr Accessibility and Safety Improvements

A safer and more accessible walking and biking connection on the approach to Terwilliger Blvd.

PROJECT DESCRIPTION

Design and construct accessibility improvements, bicycle safety features and other intersection enhancements as described in the Marquam Hill Plan. Includes enhanced bike lane striping on Campus Dr. Explore the opportunity to support OHSU's Safe and Accessible Pathway concept to enhance the pedestrian connection from SW Terwilliger Blvd to OHSU facilities.

The design should recognize that the project area is surrounded by and overlaps with public lands, including the Terwilliger Parkway.

TRANSPORTATION NEED

Improves connections and access to Oregon Health & Science University (OHSU), the Veteran Affairs Medical Center (VA) and the Shriners Hospitals for Children. In particular, supports accessible route from SW Terwilliger Blvd. This is a segment of SW Urban Trails #1.

STORMWATER MANAGEMENT

No specific changes to stormwater facilities are proposed as a part of this project, but the project should meet the requirements in the Stormwater Management Manual as part of implementation.

IMPACTS

This project may have impacts to public land. The design must be sensitive to impacts on adjacent property, and must include all relevant stakeholders in the development of any recommendations. PBOT supports a strong collaboration with Portland Parks & Recreation on issues related to property under their management.

PLANNING BACKGROUND

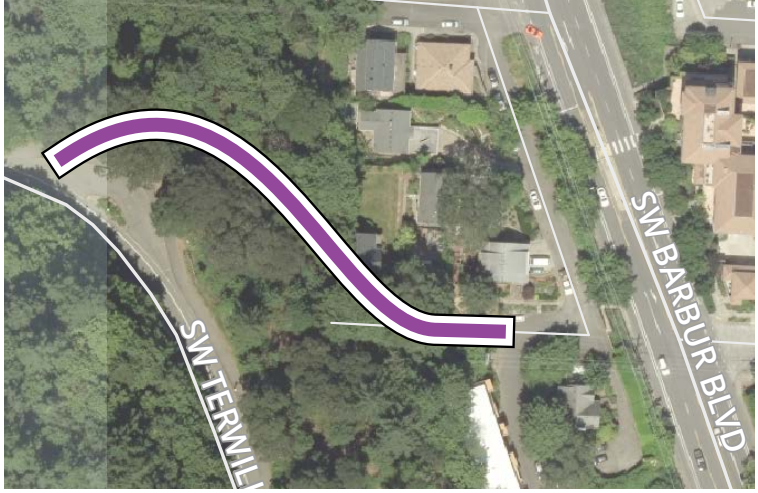
- New project identified as part of Southwest in Motion process
- May integrate with Southwest Corridor investments related to the Marquam Hill Connector design options.

PLANNING-LEVEL COST ESTIMATE

$50,000

POTENTIAL FUNDING SOURCES

- Partnership implementation with OHSU
- Vision Zero Program



Proposed Trail Enhancements

BP 10

Whitaker Trail Enhancements

An improved walking path from SW Terwilliger Blvd to SW Barbur Blvd

PROJECT DESCRIPTION

In partnership with community groups, design and implement trail improvements to connect transit users from Barbur Blvd to Marquam Hill, Oregon Health & Science University (OHSU) and the Veteran Affairs Medical Center (VA). Enhancements may include a hand railing, improved lighting and replacement of key stair steps. Concept level planning necessary with community partners and City agencies.

TRANSPORTATION NEED

Provides a shortcut stair/hillside connection from SW Barbur Blvd and neighborhoods to the east to Oregon Health & Science University (OHSU), the Veteran Affairs Medical Center (VA) and the Shriners Hospitals for Children. Serves as a potential connection to the Southwest Corridor Light Rail. This is a segment of SW Urban Trails #1.

STORMWATER MANAGEMENT

The existing trail suffers from complex stormwater issues. Trail enhancements should be designed to minimize water flow damage to the existing trail connection.

IMPACTS

This connection uses private and public access connections. Clarity around roles and responsibilities for this facility is critical. The design must be sensitive to impacts on adjacent property, and must include all relevant stakeholders in the development of any recommendations. Portland Bureau of Transportation, Portland Parks & Recreation, Bureau of Environmental Services all have interests in this project and the surrounding area.

PLANNING BACKGROUND

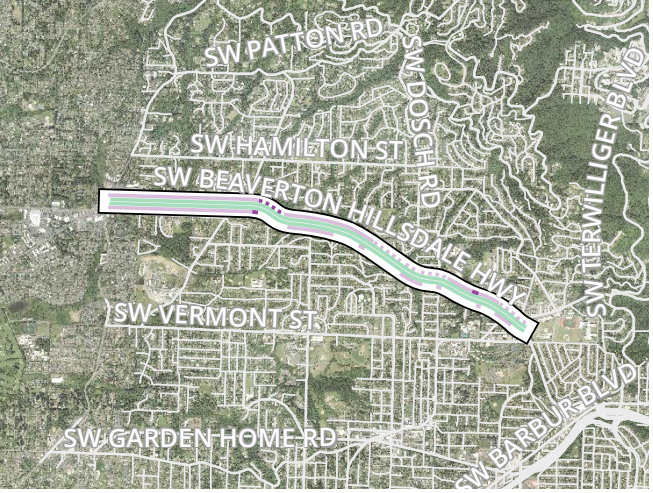
- OHSU Night Access Plan (WB.4)
- May integrate with Southwest Corridor investments related to the Marquam Hill Connector design options.

PLANNING-LEVEL COST ESTIMATE

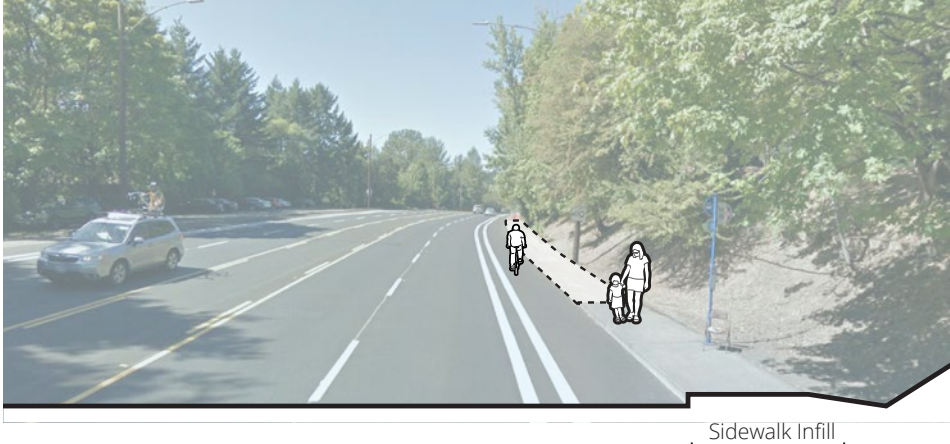
N/A

POTENTIAL FUNDING SOURCES

- Opportunity for community- initiated implementation in partnership with OHSU and the SWTrails community group.



Existing/Proposed Sidewalk
Proposed Safer Shoulder Walkway
Existing Bike Lane



Sidewalk Infill

BP 12

Beaverton-Hillsdale Walkway Infill

A safer walkway from City Limits to SW Capitol Hwy.

PROJECT DESCRIPTION

Construct infill walkway on the north side of the street, including physical separation of existing safer shoulder, expansion of shoulder where necessary. Include sidewalk infill to bus stop at SW 50th Ave and SW 27th Ave. Project should be compatible with future construction of permanent facilities.

TRANSPORTATION NEED

Provides a continuous protected walkway along a major arterial street with community serving destinations. Incorporate crossing enhancements where possible.

STORMWATER MANAGEMENT

This project should meet the requirements in the Stormwater Management Manual as part of implementation.

IMPACTS

No impacts to parking or traffic access are expected as a part of this project.

PLANNING BACKGROUND

- Transportation System Plan (90020.0)

PLANNING-LEVEL COST ESTIMATE

$300,000

POTENTIAL FUNDING SOURCES

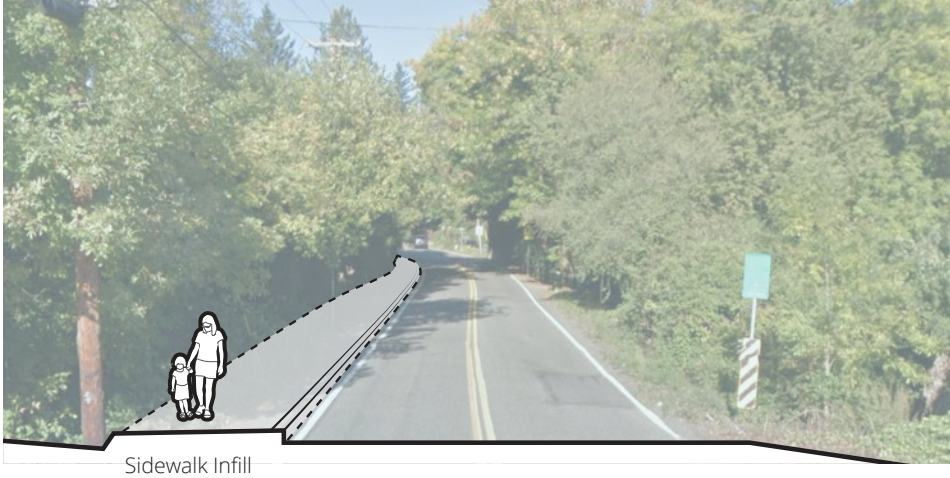
- Quick Build Network Completion (Pedestrian Network Completion)
- Vision Zero Program
- Eligible for Regional Flexible Funds Allocation

Additional Considerations

DESIGN EXCEPTION REQUIRED

This project is proposed with a safer shoulder, a non-standard design element, and may require a design exception from the City Engineer. This process may include additional analysis or revision to the design concept as a part of project implementation.

Existing/Proposed Sidewalk



BP 13

Shattuck Sidewalk Gaps

A sidewalk connection from SW 53rd Ave to SW Boundary St.

PROJECT DESCRIPTION

Construct infill sidewalk or separated walkway on the west side of the street.

This is a partial implementation of TSP 90059.1

TRANSPORTATION NEED

Provides a continuous walkway connection from neighborhood streets to a major arterial destinations.

STORMWATER MANAGEMENT

BES has identified the Fanno Creek culvert under SW Shattuck Rd as pa candidate for replacement in the coming years. Replacement of the culvert may provide an opportunity to construct sidewalks and other enhancements on SW Shattuck Rd.

IMPACTS

No impacts to parking or traffic access are expected as a part of this project.

PLANNING BACKGROUND

- Transportation System Plan (90059.1, 90034.1)

PLANNING-LEVEL COST ESTIMATE

$350,000

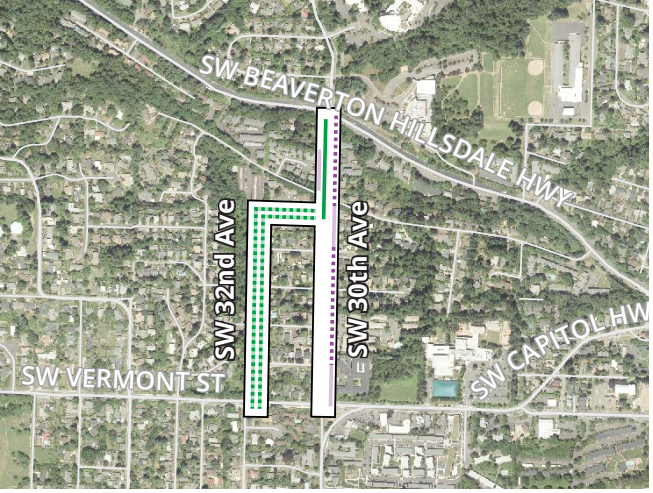
POTENTIAL FUNDING SOURCES

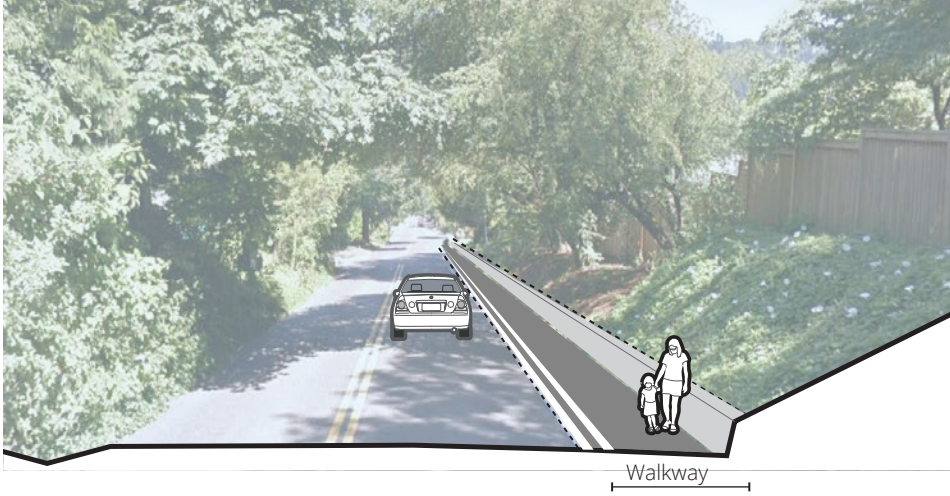
- Quick Build Network Completion (Pedestrian Network Completion)
- Potential BES Collaboration Opportunity
- Transportation System Development Charges (90059.1, 90034.1)

Additional Considerations

RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN

This project partially implements TSP 90059.1. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.





Existing/Proposed Sidewalk
Proposed Safer Shoulder Walkway
Proposed Neighborhood Greenway

BP 14

30th Ave Safer Shoulder Walkway and Bikeway Connection

A walkway connection from SW Beaverton-Hillsdale Hwy to SW Vermont St.

PROJECT DESCRIPTION

Construct a safer shoulder pedestrian walkway with physical separation where possible to fill sidewalk gaps on the east side of the corridor. Remove on-street parking or widen roadway where necessary to provide adequate space. Consider cost effectiveness compared to traditional sidewalk design. Vegetation management is a high priority for safer shoulder walkways.

Provide a bicycle climbing lane on the west side of the street from Beaverton-Hillsdale Hwy to SW Iowa St. Install bikeway wayfinding signs and markings on SW Iowa St and SW 32nd Ave to complete a connection from SW Iowa St to SW Vermont St. Consider the need and opportunity for a bike lane on SW Iowa St in the uphill direction.

TRANSPORTATION NEED

Provides a continuous connection from destinations on SW Capitol Hwy to Beaverton Hillsdale Hwy.

STORMWATER MANAGEMENT

This project should meet the requirements in the Stormwater Management Manual as part of implementation.

IMPACTS

May limit on-street parking where climbing bike lanes are provided.

PLANNING BACKGROUND

- Transportation System Plan (90005.0)

PLANNING-LEVEL COST ESTIMATE

$1,000,000
A project development phase will be required to confirm project feasibility and cost estimates.

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion
- BES Collaboration Opportunity

Additional Considerations

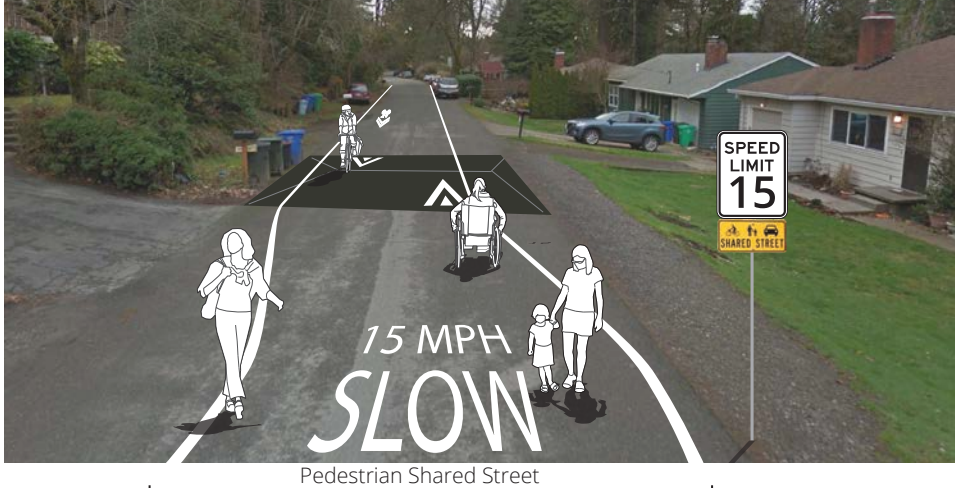
DESIGN EXCEPTION REQUIRED

This project is proposed with a safer shoulder, a non-standard design element, and may require a design exception from the City Engineer. This process may include additional analysis or revision to the design concept as a part of project implementation.

RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN

This project partially implements TSP 90005. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.

Proposed Pedestrian Shared Street



Pedestrian Shared Street

BP 15

Bertha Blvd Pedestrian Shared Street and Neighborhood Greenway

A low-stress walking and biking connection from SW 30th Ave to SW Beaverton-Hillsdale Hwy. This completes one segment of the Red Electric Trail.

PROJECT DESCRIPTION

Implement a pedestrian shared street and neighborhood greenway to complete a link in the Red Electric Trail. Use markings, signs, speed humps, and other traffic calming tools to create low-speed pedestrian priority street conditions. Design 85th percentile speeds for 15mph. Create a clear connection to the Red Electric Trail bridge. Consider the use of volume management tools such as traffic diverters to limit cut through trafic and to maintain low volumes at appropriate for shared streets.

TRANSPORTATION NEED

Extends and enhances the Red Electric Trail. Connectes to Safe Routes to School routes.

STORMWATER MANAGEMENT

No specific changes to stormwater facilities are proposed as a part of this project, but the project should meet the requirements in the Stormwater Management Manual as part of implementation.

IMPACTS

May limit some on-street parking opportunity.

PLANNING BACKGROUND

- Transportation System Plan (90111.0)
- Safe Routes to School Priority Investment Route
- Red Electric Trail Planning Study

PLANNING-LEVEL COST ESTIMATE

$250,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion (Bikeway; Pedestrian Network)
- TSDC Elligible (No. 90111 - Red Electric Trail, Segment 4)
- Eligible for Regional Flexible Funds Allocation

Additional Considerations

DESIGN EXCEPTION REQUIRED

This project is proposed as a pedestrian shared street, a non-standard design element, and may require a design exception from the City Engineer. This process may include additional analysis or revision to the design concept as a part of project implementation.

RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN

This project partially implements TSP 90111. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.

Existing Sidewalk
Proposed Bike Lane

BP 16

Terwilliger Bike Lane Gap Approaching SW Capitol Hwy

Filling a bike lane gap approaching Capitol Highway.

PROJECT DESCRIPTION

Explore options to resolve Terwilliger Bikeway Gap in both directions in this location. Address pedestrian access and crossing needs as a part of this project to the greatest extent feasible.

TRANSPORTATION NEED

Addresses a long standing bike lane gap on a vision zero High Crash Network street.

STORMWATER MANAGEMENT

This project may involve minor modifications to impervious surfaces. The design should meet the requirements in the Stormwater Management Manual as part of project implementation.

IMPACTS

May impact existing Terwilliger Blvd path. The design must be sensitive to impacts on adjacent property, and must include all relevant stakeholders in the development of any recommendations.

PLANNING BACKGROUND

- Vision Zero High Crash Corridor
  Transportation System Plan (90091)

PLANNING-LEVEL COST ESTIMATE

$300,000

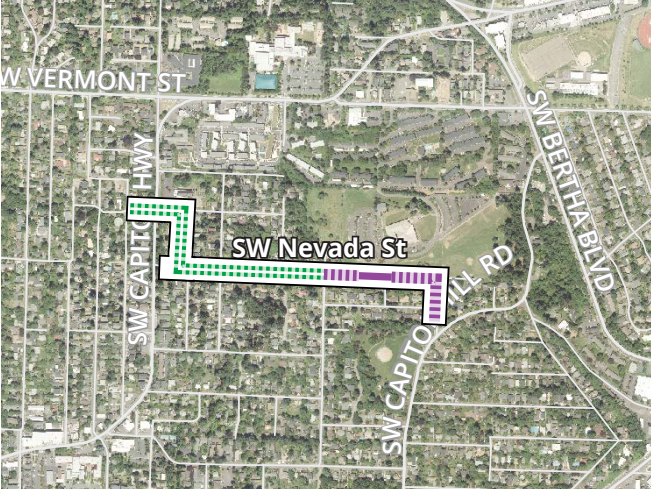
POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program (Bikeway Network)
- Vision Zero Program
- TSDC Elligible (No. 90091 - Terwilliger Bikeway Gaps)
- Eligible for Regional Flexible Funds Allocation

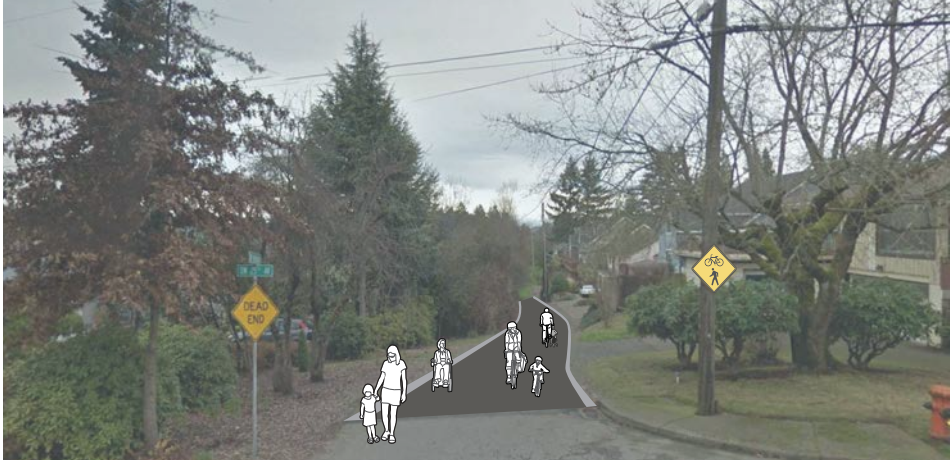
Additional Considerations

RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN

This project partially implements TSP 90091. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.



Proposed Shared Use Path
Proposed Neighborhood Greenway
Proposed Pedestrian Shared Street



Pedestrian Shared Street

BP 18

Nevada Neighborhood Greenway and Walkway

A low-stress walking and biking connection from Capital Hwy to Capitol Hill Rd.

PROJECT DESCRIPTION

Design and implement a neighborhood greenway and pedestrian walkway connection along SW Nevada Ct. Neighborhood greenway design elements include a narrow travel area, speed humps for traffic calming and marking and signing of the neighborhood greenway route. The project paves a currently unimproved segment as a shared street and formalizes a pedestrian and bicycle pathway connection through an car-free segment of right of way.

TRANSPORTATION NEED

SW Nevada Ct is designated as a City Bikeway and Neighborhood Walkway in the Transportation System Plan and serves Wilson High School and Robert Gray Middle School. It is a part of the SW Trail #4 route. The project connects to the Texas Hydro Park to the Stephens Creek Natural Area and Custer Park.

STORMWATER MANAGEMENT

The streets along this project route have no formal means for stormwater conveyance or pollution reduction. Adding this infrastructure will benefit Tryon Creek by slowing and cleaning stormwater runoff. It will benefit the neighbors by creating approved discharge points for stormwater from adjacent properties.

IMPACTS

No impacts to parking or traffic access are expected as a part of this project.

PLANNING BACKGROUND

- Portland Bicycle Plan for 2030 (8334)
- Transportation System Plan (90093.0)
- Safe Routes to School Priority Investment Route

PLANNING-LEVEL COST ESTIMATE

$700,000

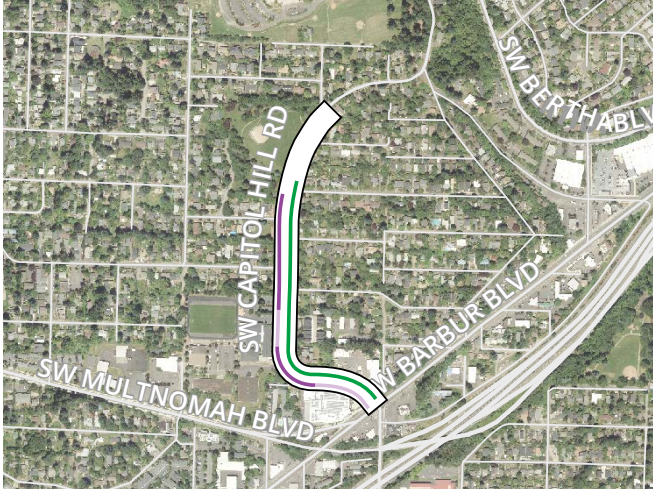
POTENTIAL FUNDING SOURCES

- BES Collaboration Opportunity
- TSDC Elligible (No. 10014.4 - Tryon-Stephens)
- Neighborhood Greenway Program
- Safe Routes to School Program

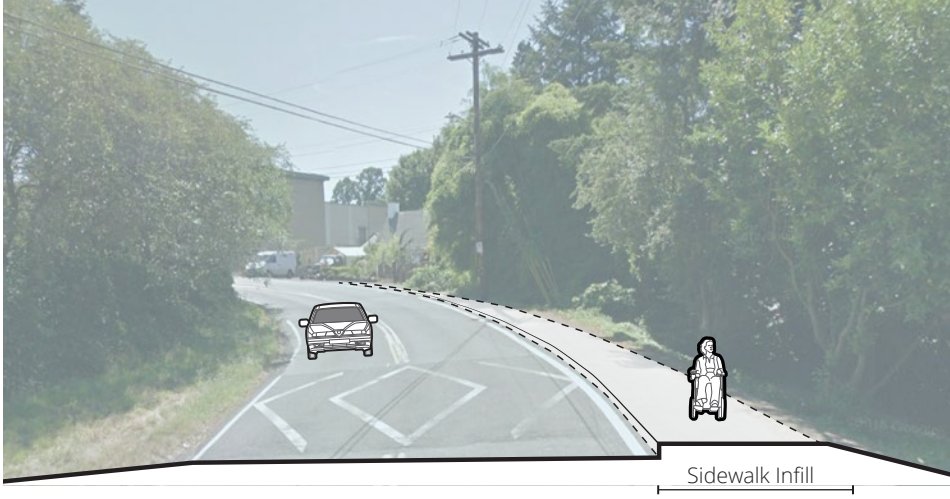
Additional Considerations

RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN

This project partially implements TSP 90093. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.



Existing/Proposed Sidewalk
Proposed Bike Lane



BP 19

Capitol Hill Sidewalk Infill and Uphill Bike Lane

A walking connection from Custer Park to SW Barbur Blvd.

PROJECT DESCRIPTION

Implement walkway infill on one side of the street to provide a continuous walkway connection to Custer Park. Remove on-street parking, widen the paved roadway or construct a separated walkway or sidewalk as needed.

This is a partial implementation of TSP 90002. The full project remains in the TSP for major project funding and long term implementation. Upon implementation of the Southwest in Motino project, the TSP should be revised to reflect the remaining project elements and costs.

TRANSPORTATION NEED

SW Capitol Hill Rd is designated as a City Bikeway and Neighborhood Walkway in the Transportation System Plan. It is a part of SW Trail #3 and connects Custer Park to SW Barbur Blvd.

STORMWATER MANAGEMENT

The streets along this project route have no formal means for stormwater conveyance or pollution reduction.

IMPACTS

May limit some on-street parking opportunity in an area with low on street parking demand.

PLANNING BACKGROUND

- Transportation System Plan (90002.0)
  SW Corridor Station Access Project (SA09)

PLANNING-LEVEL COST ESTIMATE

$1,000,000

POTENTIAL FUNDING SOURCES

- TSDC Elligible (No. 10014.4 - Tryon-Stephens)
- TSDC Elliigble (No. 90106.2 - Access to SW Corridor)
- TSDC Elligible (No. 90002 - SW 19th / Capitol Hill Rd Safety Improvements)
- Eligible for Regional Flexible Funds Allocation

Additional Considerations

RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN

This project partially implements TSP 90002. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.

Existing Sidewalk
Existing/Proposed Bike Lane

BP 20 Terwilliger Bike Lane Gap Near SW 7th Ave

Filling a bike lane gap on Terwilliger Blvd near SW 7th Ave.

PROJECT DESCRIPTION

Fill the gap in the bike lane by constructing a southbound path behind the existing curb, adjacent to the existing sidewalk. Stripe a northbound bike lane in the uphill direction.

TRANSPORTATION NEED

Addresses a long standing bike lane gap on a vision zero corridor.

STORMWATER MANAGEMENT

This project may involve minor modifications to impervious surfaces. The design should meet the requirements in the Stormwater Management Manual as part of project implementation.

IMPACTS

No impacts to parking or traffic access are expected as a part of this project.

PLANNING BACKGROUND

- Vision Zero High Crash Corridor
- Transportation System Plan (90091)
- SW Corridor Station Access (SA04)

PLANNING-LEVEL COST ESTIMATE

$150,000

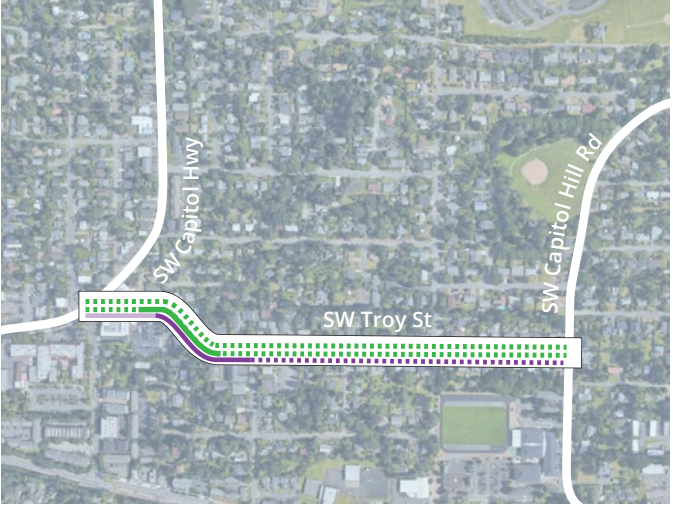
POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program (Bikeway Network)
- Vision Zero Program
- TSDC Elligible (No. 90091 - Terwilliger Bikeway Gaps)
- Eligible for Regional Flexible Funds Allocation

Additional Considerations

RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN

This project partially implements TSP 90091. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.



Existing/Proposed Sidewalk
Proposed Safer Shoulder Walkway
Proposed Neighborhood Greenway
Proposed Bike Lane

Neighborhood Greenway | Uphill Bike Lane | Sidewalk

BP 21

SW Canby/Troy Neighborhood Greenway

A low-stress walking and biking connection from Capital Hwy to Capitol Hill Rd.

PROJECT DESCRIPTION

Design and implement a neighborhood greenway and pedestrian walkway along SW Canby and SW Troy Street. Neighborhood greenway design elements include a narrowed travel area, speed humps for traffic calming and marking and signing of the neighborhood greenway route. The pedestrian walkway is on the south side of the street. Some segments may be constructed as sidewalks, other sections as slow safer shoulder walkways. Stormwater elements include conveyance on the south side of the street that will take water to a stormwater management facility designed to slow the flow and reduce pollutants in the water.

TRANSPORTATION NEED

SW Troy is designated as a City Bikeway and Neighborhood Walkway in the Transportation System Plan. It is a part of the SW Trail #4 route. It offers a direct connection to Multnomah Village and the Multnomah Arts Center to Custer Park.

STORMWATER MANAGEMENT

The streets along this project route have no formal means for stormwater conveyance or pollution reduction. Adding this infrastructure will benefit Tryon Creek by slowing and cleaning stormwater runoff. It will benefit the neighbors by creating approved discharge points for stormwater from adjacent properties.

IMPACTS

Parking preserved on both sides; Potential traffic diversion necessary to lower traffic volumes.

PLANNING BACKGROUND

- Portland Bicycle Plan for 2030 (8088)
- SW Corridor Station Access (SA11)
- Recommended sidewalk segment as part of SW Trails 4

PLANNING-LEVEL COST ESTIMATE

$875,000 - $1,000,000

POTENTIAL FUNDING SOURCES

- Cost sharing with BES
- Neighborhood Greenway Program
- TSDC Elligible (No. 10014.4 - Tryon-Stephens)
- TSDC Elliigble (No. 90106.2 - Access to SW Corridor)

Additional Considerations

DESIGN EXCEPTION REQUIRED

This project is proposed with a slow safer shoulder walkway, a non-standard design element, and may require a design exception from the City Engineer. This process may include additional analysis or revision to the design concept as a part of project implementation.

Proposed Separated Safer Shoulder Walkway

BP 22

Garden Home Separated Walkway

A walking connection from SW 57th Ave to SW 45th Ave.

PROJECT DESCRIPTION

Design and construct a separated walkway on the south side of the roadway. Design should be sensitive to roadway constraints and may include safer shoulder walkway designs. Consider compatibility with BP-42 and long-term permanent facilities as part of TSP 90033.0

TRANSPORTATION NEED

Provides a continuous paved walkway connecting neighborhood residential streets to the Multnomah Village area.

STORMWATER MANAGEMENT

This project may involve minor modifications to impervious surfaces. The design should meet the requirements in the Stormwater Management Manual as part of project implementation.

IMPACTS

May limit existing roadside parking opportunities.

PLANNING BACKGROUND

- Transportation System Plan (90033.0)

PLANNING-LEVEL COST ESTIMATE

$1,000,000

POTENTIAL FUNDING SOURCES

- TSDC Eligible (90033 -SW Garden Home Ped/Bike Improvements, Phase 1)

Additional Considerations

DESIGN EXCEPTION REQUIRED

This project is proposed with a separated walkway, a non-standard design element, and may require a design exception from the City Engineer. This process may include additional analysis or revision to the design concept as a part of project implementation.

RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN

This project partially implements TSP 90033. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.

Existing/Proposed Sidewalk
Proposed Bike Lane
Proposed Shared Roadway

BP 23

SW 45th Walkway and Bike Lane

A sidewalk and bike lane from SW Multnomah to SW Garden Home Rd.

PROJECT DESCRIPTION

Design and implement sidewalk infill on the east side of the street, and provide an uphill bicycle climbing lane. If possible, include bicycle lanes in both directions.

TRANSPORTATION NEED

SW 45th Ave is designated as a City Bikeway and Neighborhood Walkway in the Transportation System Plan and serves Maplewood Elementary School. The project connects Garden Home Road to routes on SW Multnomah and SW Trail #3 on SW Maplewood Rd.

STORMWATER MANAGEMENT

The streets along this project route have no formal means for stormwater conveyance or pollution reduction. This project should meet the requirements in the Stormwater Management Manual as part of project implementation.

IMPACTS

May remove on-street parking in an area with low-moderate on street parking demand.

PLANNING BACKGROUND

- Transportation System Plan (90008)
- Portland Bicycle Plan for 2030 (8147)

PLANNING-LEVEL COST ESTIMATE

$675,000

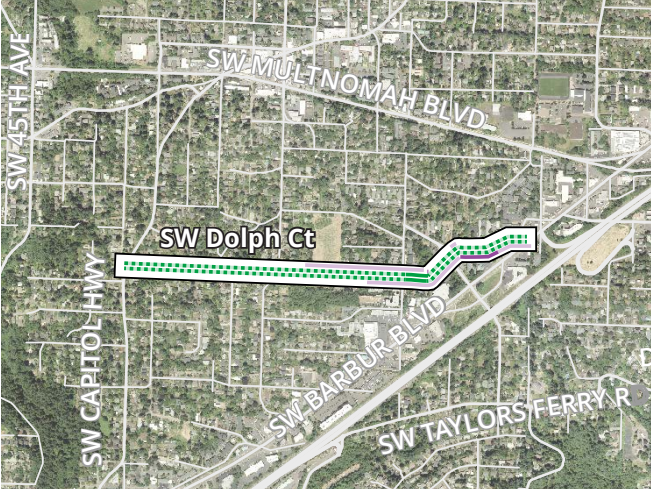
POTENTIAL FUNDING SOURCES

- Quick Build Network Completion (Pedestrian Network; Bikeway Network)

Additional Considerations

RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN

This project partially implements TSP 90008. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.



Existing/Proposed Sidewalk
Proposed Neighborhood Greenway

BP 25

Dolph Bikeway and Sidewalk Infill

A low-stress and connection with sidewalk infill from SW Capitol Hwy to SW Barbur Blvd.

PROJECT DESCRIPTION

Construct sidewalk infill for pedestrian travel near SW Barbur Blvd and install a neighborhood greenway from SW Capitol Hwy to SW Barbur Blvd. Consider the use of fire-friendly speed humps to manage traffic speed.

TRANSPORTATION NEED

SW Dolph Ct Ave is designated as a City Bikeway and Neighborhood Walkway in the Transportation System Plan and serves Spring Garden Park.

STORMWATER MANAGEMENT

The streets along this project route have no formal means for stormwater conveyance or pollution reduction. This project should meet the requirements in the Stormwater Management Manual as part of project implementation.

IMPACTS

May limit roadside parking opportunities.

PLANNING BACKGROUND

- Transportation System Plan (90073.0)
- SW Corridor Station Access Project (SA12)

PLANNING-LEVEL COST ESTIMATE

$1,100,000

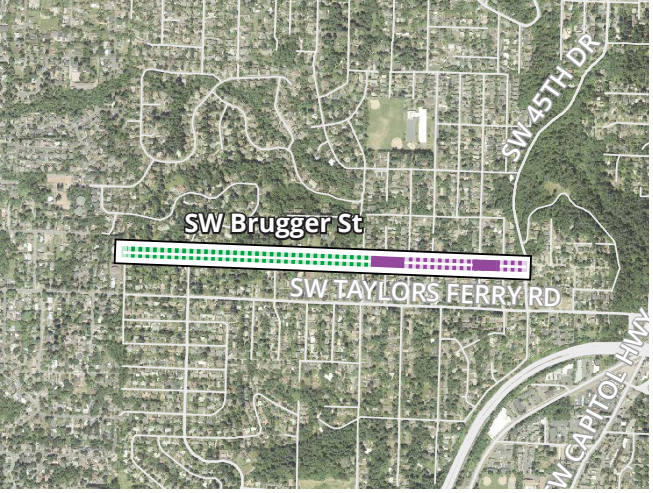
POTENTIAL FUNDING SOURCES

- Quick Build Network Completion (Pedestrian Network)
- Quick Build Network Completion (Neighborhood Greenway)
- TSDC Elligible (No. 90106.2 - Access to SW Corridor)

Additional Considerations

RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN

This project partially implements TSP 90073. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.



Proposed Shared Use Path
Proposed Neighborhood Greenway
Proposed Pedestrian Shared Street

Neighborhood Greenway

BP 29

Brugger Neighborhood Greenway

A low-stress walking and biking connection from SW 65th Ave to SW 48th Ave.

PROJECT DESCRIPTION

Construct a neighborhood greenway and shared street along SW Brugger St to SW 48th Ave. Construct shared use paths along unimproved segments of Brugger Rd. Connect to matching Washington County project along SW Florence St. Work with Tualatin Valley Water District to explore a connection from SW Brugger to SW Florence. Includes crossing of SW 48th Ave.

Unimproved segments of SW Brugger St may be opportunities for stormwater infiltration facilities.

TRANSPORTATION NEED

SW Brugger St is designated as a City Bikeway and Neighborhood Walkway in the Transportation System Plan and serves Markham Elementary School. The project connects to SW Trail #5 and provides a safer alternative to Taylors Ferry Rd for people walking and biking.

STORMWATER MANAGEMENT

The streets along this project route have no formal means for stormwater conveyance or pollution reduction. This project should meet the requirements in the Stormwater Management Manual as part of implementation.

IMPACTS

Formalization of trails on unimproved segments should be done in collaboration with community partners.

PLANNING BACKGROUND

- Safe Routes to School Priority Investment Route

PLANNING-LEVEL COST ESTIMATE

$700,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion (Neighborhood Greenway)
- Safe Routes to School Program
- BES Collaboration Opportunity

Additional Considerations

DESIGN EXCEPTION REQUIRED

This project is proposed with pedestrian shared street segments, a non-standard design element, and may require a design exception from the City Engineer. This process may include additional analysis or revision to the design concept as a part of project implementation.

Existing/Proposed Sidewalk
Proposed Bike Lane
Proposed Shared Roadway

BP 31

Outer Taylors Ferry Sidewalk and Bikeway

A sidewalk and bike lane connection from SW 49th Ave to SW Capitol Hwy.

PROJECT DESCRIPTION

Widen shoulder to provide bicycle climbing lane and construct a walkway for pedestrian travel and access to transit. Explore ways to incorporate a bike lane in both directions.

TRANSPORTATION NEED

SW Taylors Ferry Rd is designated as a City Bikeway and Neighborhood Walkway in the Transportation System Plan and serves Markham Elementary School. The project is a part of SW Trail #5.

STORMWATER MANAGEMENT

This project may be an opportunity for maintenance on the Culvert and crossing of Woods Creek.

IMPACTS

May limit roadside parking opportunities.

PLANNING BACKGROUND

- Transportation System Plan (90064.1)
- Safe Routes to School Priority Investment Route
- SW Corridor Station Access (SA16)

PLANNING-LEVEL COST ESTIMATE

$4,300,000

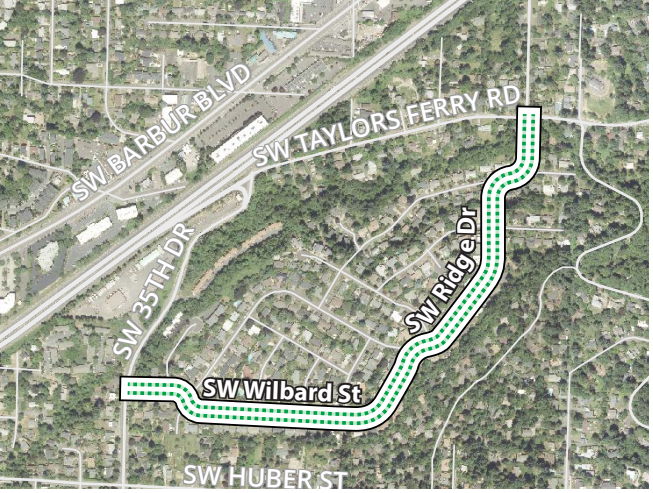
POTENTIAL FUNDING SOURCES

- Quick Build Network Completion
- Safe Routes to School Program
- TSDC Elligible (No. 90064.1 - Outer Taylors Ferry Safety Improvements, Segment 1)
- TSDC Elligible (No. 90106.2 - Access to SW Corridor)
- Eligible for Regional Flexible Funds Allocation
- BES Collaboration Opportunity

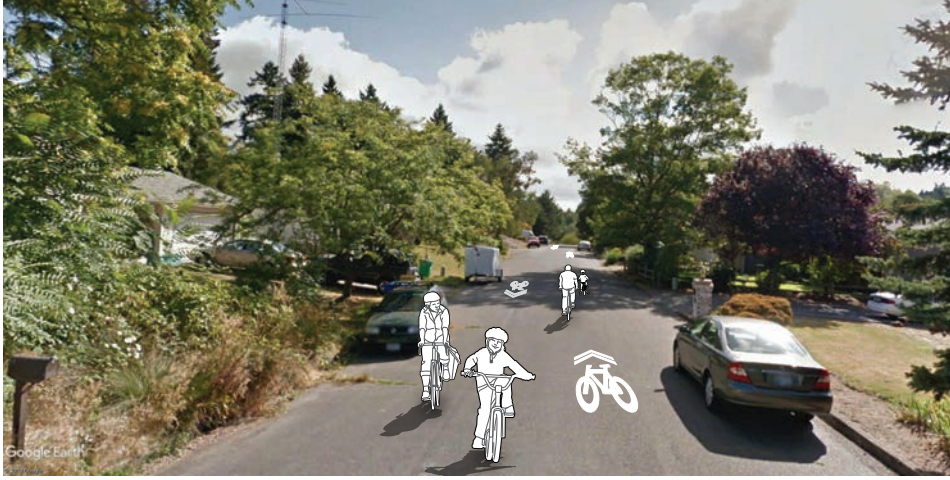
Additional Considerations

RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN

This project implements TSP 90064.1.



Proposed Neighborhood Greenway



Neighborhood Greenway

BP 32

Ridge Neighborhood Greenway

A low-stress biking connection from SW 35th Ave to SW Taylors Ferry Rd.

PROJECT DESCRIPTION

Design and implement a neighborhood greenway with speed humps. Include crossing enhancements to connect with walkway and bikeway connections on SW 35th Ave and SW 26th Ave. Consider providing an uphill bike lane on steep segments where width is available. Explore treatments for pedestrians, including safer shoulders, or traffic diversion and traffic calming to meet shared street guidelines.

This route differs from that in the Portland Bicycle Plan for 2030, routing along SW Wilbard St, SW 29t Ave, and SW Ridge Dr to minimize steep slopes and unnecessary climbing for people bicycling.

TRANSPORTATION NEED

SW Ridge Dr is designated as a City Bikeway and Neighborhood Walkway in the Transportation System Plan. The project connects SW 35th Ave and Jackson Middle School to SE 26th Ave undercrossing of I-5.

STORMWATER MANAGEMENT

No changes to stormwater facilities are proposed as a part of this project.

IMPACTS

May reallocate underutilized on-street parking in limited segments to provide small lengths of uphill bike lanes.

PLANNING BACKGROUND

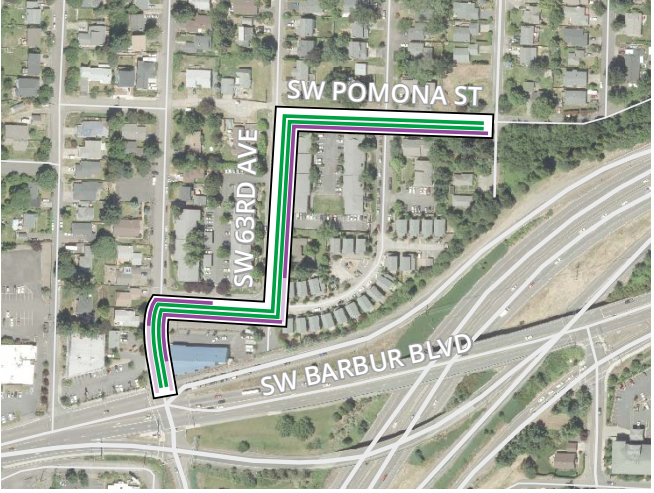
- Portland Bicycle Plan for 2030 (8263)

PLANNING-LEVEL COST ESTIMATE

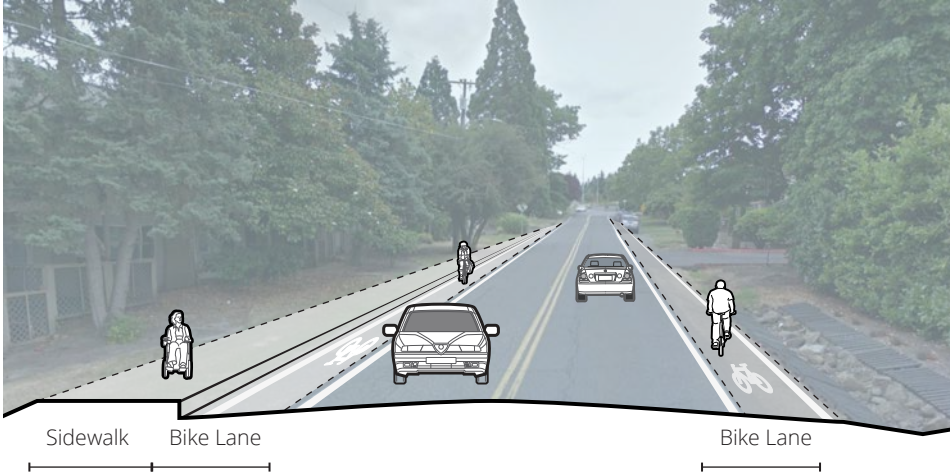
$150,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion (Neighborhood Greenways)



Existing/Proposed Sidewalk
Proposed Bike Lane



BP 35

64th/Pomona Sidewalk and Bikeway

A sidewalk and bike lane connection from SW Barbur Blvd to SW 61st Ave.

PROJECT DESCRIPTION

Construct a continuous sidewalk and bicycle lanes connecting SW Barbur Blvd/SW 64th Ave to SW 61st Ave and SW Pomona St. The sidewalk may be on one side of the street, but should create a complete connection and serve high desnity housing in the area. Bicycle lanes should be provided in both directions.

TRANSPORTATION NEED

SW 64th and SW Pamona St is designated as a City Bikeway and Neighborhood Walkway in the Transportation System Plan and serves Markham Elementary School and affordable housing sites.

STORMWATER MANAGEMENT

The streets along this project route have no formal means for stormwater conveyance or pollution reduction. This project should meet the requirements in the Stormwater Management Manual as part of project implementation.

IMPACTS

May limit roadside parking opportunities.

PLANNING BACKGROUND

- Transportation System Plan (90011.0)
- Safe Routes to School Priority Investment Route

PLANNING-LEVEL COST ESTIMATE

$2,500,000

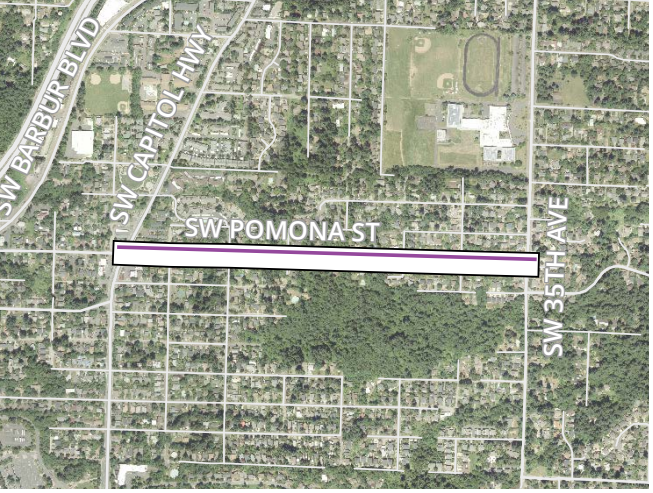
POTENTIAL FUNDING SOURCES

- Safe Routes to School Program
- TSDC Elligible (No. 90011 - SW Pomona/64th Ped/Bike Improvements)
- TSDC Elligible (No. 90106.2 - Access to SW Corridor)
- SW Corridor Station Access (SA22)

Additional Considerations

RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN

This project partially implements TSP 90011. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.



Proposed Sidewalk

BP 38

Pomona Walkway

A low-stress walking connection from Capitol Hwy to 35th Ave.

PROJECT DESCRIPTION

Design and Implement a separated walkway to serve Safe Routes to School. Create connections to walking and bicycling facilities on SW Capitol Hwy and SW 35th Ave.

Consider future circulation and connections to BP-48 for access to SW Corridor Light Rail.

TRANSPORTATION NEED

SW Pomona St is designated as a City Bikeway and Neighborhood Walkway in the Transportation System Plan and serves Jackson Middle School and Markham Elementary School.

STORMWATER MANAGEMENT

The streets along this project route have no formal means for stormwater conveyance or pollution reduction. This project should meet the requirements in the Stormwater Management Manual as part of project implementation.

IMPACTS

Work with property owners to manage encroachment into the right of way.

PLANNING BACKGROUND

- Transportation System Plan (90055.0)
- Safe Route to School Priority Access Route

PLANNING-LEVEL COST ESTIMATE

$2,500,000

POTENTIAL FUNDING SOURCES

- Safe Rotues to School Program
- LTIC Funding Allocation Elligible
- SW Corridor Station Access (SA21)
- TSDC Elligible (No. 90106.2 - Access to SW Corridor)

Additional Considerations

RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN

This project partially implements TSP 90055. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.

Proposed Separated Safer Shoulder Walkway

Walkway

BP 40 Boones Ferry Walkway

A walkway connection from SW Orchard Hill Rd to City Limits.

PROJECT DESCRIPTION

Construct a protected safer shoulder on the north side of Boones Ferry Rd through restriping. Use physical barriers to protect the walkway where possible. Create a ramp transition to the existing sidewalk at city limits.

TRANSPORTATION NEED

SW Boones Ferry Rd is designated as a Neighborhood Walkway in the Transportation System Plan and connects to Stephenson Elemntary walking routes. It connects neighborhood residents to grocery and other retail destinations.

STORMWATER MANAGEMENT

No changes to stormwater facilities are proposed as a part of this project.

IMPACTS

May limit roadside parking opportunities.

PLANNING BACKGROUND

- New project identified by Southwest in Motion.

PLANNING-LEVEL COST ESTIMATE

$25,000

POTENTIAL FUNDING SOURCES

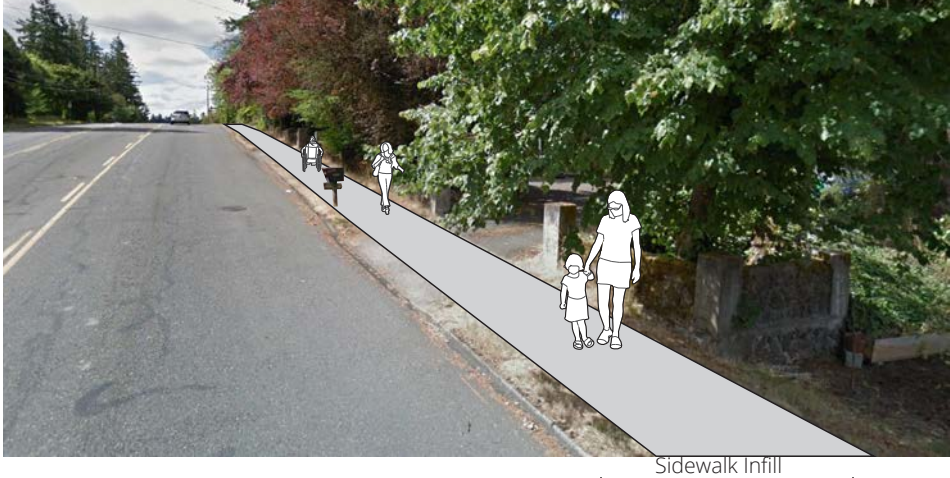
- Quick Build Network Completion Program (Pedestrian Network)

Additional Considerations

DESIGN EXCEPTION REQUIRED

This project is proposed with a safer shoulder walkway, a non-standard design element, and may require a design exception from the City Engineer. This process may include additional analysis or revision to the design concept as a part of project implementation.

Existing/Proposed Sidewalk



Sidewalk Infill

BP 41

35th Sidewalk Infill

Filling sidewalk gaps near Near SW Huber St.

PROJECT DESCRIPTION

Fill sidewalk gaps behind the existing curb on SW 35th Ave.

TRANSPORTATION NEED

Closes small gaps in an otherwise connected sidewalk segment serving Jackson Middle School

STORMWATER MANAGEMENT

No changes to stormwater facilities are proposed as a part of this project.

IMPACTS

No impacts to parking or traffic access are expected as a part of this project.

PLANNING BACKGROUND

- Safe Routes to School Priority Investment Route
- Transportation System Plan (90007.0)

PLANNING-LEVEL COST ESTIMATE

$150,000

POTENTIAL FUNDING SOURCES

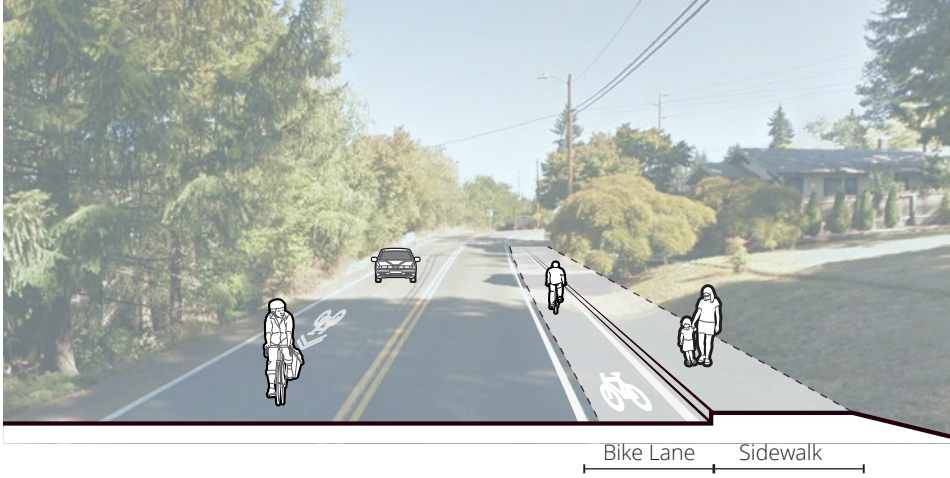
- Quick Build Network Completion Program (Pedestrian Network)
- Safe Routes to School Program

Additional Considerations

RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN

This project partially implements TSP 90007. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.

Proposed Sidewalk
Proposed Bike Lane
Proposed Shared Roadway



BP 42

Garden Home Sidewalk and Bike Lane

A sidewalk and bike lane from SW 45th to SW Capitol Hwy.

PROJECT DESCRIPTION

Widen roadway with uphill bike climbing lane and downhill shared lane markings. Construct continuous sidewalk along the south side of the street. Consider compatibility with permanent facilities as part of TSP 90033.0

TRANSPORTATION NEED

Provides a sidewalk along neighborhood commercial destinations and connects to an upgraded Capitol Highway

STORMWATER MANAGEMENT

This project should meet the requirements in the Stormwater Management Manual as part of project implementation.

IMPACTS

May limit roadside parking opportunities.

PLANNING BACKGROUND

- Transportation System Plan (90033)

PLANNING-LEVEL COST ESTIMATE

$2,500,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion (Pedestrian Network)
- Quick Build Network Completion (Bikeway Network)
- TSDC Elligible (No. 9033 - SW Garden Home Ped/Bike Improvements, Phase 1)

Additional Considerations

RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN

This project partially implements TSP 90033. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.

Proposed Sidewalk

BP 43

Hamilton Sidewalk Infill

A sidewalk from SW 48th to SW 45th Ave.

PROJECT DESCRIPTION

Construct sidewalk infill on north side of street. Design for compatibility with permanent facilities as part of TSP 90034.1

TRANSPORTATION NEED

Supports safe routes to school acces to Bridlemile Elementary School.

STORMWATER MANAGEMENT

This project should meet the requirements in the Stormwater Management Manual as part of project implementation.

IMPACTS

No impacts to parking or traffic access are expected as a part of this project.

PLANNING BACKGROUND

- Safe Routes to School Priority Investment Route
- Transportation System Plan (90034.1)

PLANNING-LEVEL COST ESTIMATE

$600,000 - $1,000,000

POTENTIAL FUNDING SOURCES

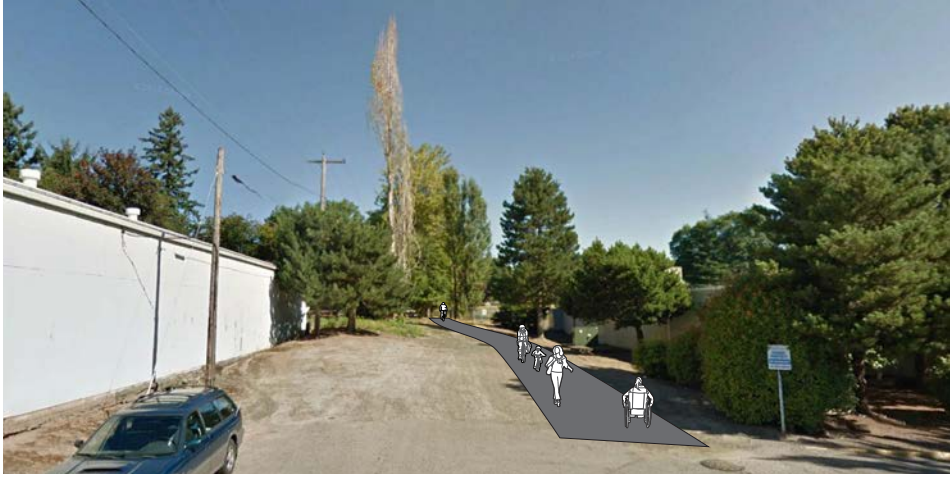
- Quick Build Network Completion Program (Pedestrian Network)
- Safe Routes to School Program
- TSDC Elligible (No. 90034.1 - Bridlemile Ped/Bike Improvements, Phase 1)

Additional Considerations

RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN

This project partially implements TSP 90034.1. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.

Proposed Shared Use Path
Proposed Pedestrian Shared Street



Path

BP 44

25th Connector

A path connection from SW Troy St to SW Multnomah Blvd.

PROJECT DESCRIPTION	Design and construct a shared use path or pedestrian shared street through unimproved right of way.
TRANSPORTATION NEED	Expands the walking and biking network in this neighborhood.
STORMWATER MANAGEMENT	This project should meet the requirements in the Stormwater Management Manual as part of project implementation.
IMPACTS	May impact parking spaces currently encroaching in the right of way.
PLANNING BACKGROUND	• Bicycle Plan for 2030
PLANNING-LEVEL COST ESTIMATE	$750,000
POTENTIAL FUNDING SOURCES	• Quick Build Network Completion Program

Existing Bike Lane

Proposed Bicycle Crossing

BP 45

Capitol Hwy Bikeway Connections

Safer bike lane crossings at Capitol Hwy & Bertha Blvd & Beaverton-Hillsdale Hwy.

PROJECT DESCRIPTION

Design and implement bicycle signals and striping enhancements to allow low stress connections between existing bike lanes on all streetapproaches. Includes new bicycle signals and corner reconstruction with protected intersection corner for bicycle circulation.

TRANSPORTATION NEED

Enhances connectivity between Major City Bikeway routes.

STORMWATER MANAGEMENT

No stormwater management changes are proposed as a part of this project.

IMPACTS

May impact traffic signal timing.

PLANNING BACKGROUND

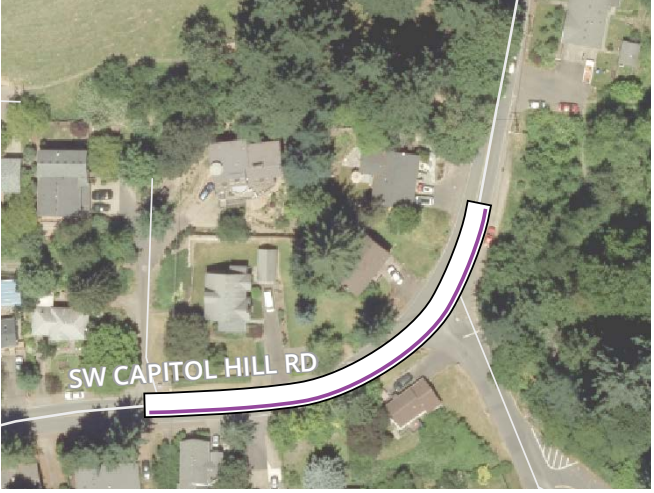
- New idea generated from Southwest In Motion process.
- Supports multiple Bike Plan for 2030 Projects and Routes (8080; 8283)

PLANNING-LEVEL COST ESTIMATE

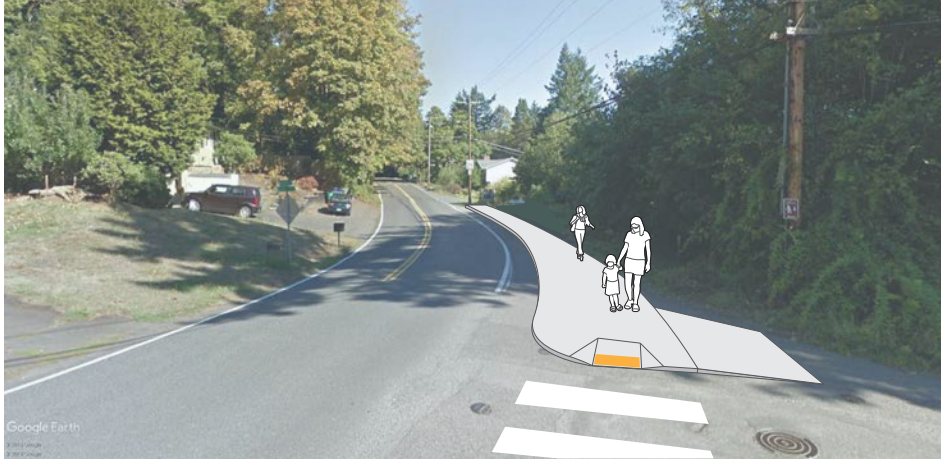
$150,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program (Pedestrian Network)
- Vision Zero Program
- Eligible for Regional Flexible Funds Allocation



Proposed Sidewalk



Sidewalk

BP 46

Capitol Hill Rd Sidewalk Connection

A Sidewalk from SW 21st Ave to Raz-Baack Crossing.

PROJECT DESCRIPTION

Construct a sidewalk on the south side of Capitiol Hill Rd, connecting Custer Park and SW Trails #6 from SW 21st Ave to the Raz-Baack Crossing.

TRANSPORTATION NEED

Enhances connectivity between community trail routes.

STORMWATER MANAGEMENT

This project should meet the requirements in the Stormwater Management Manual as part of project implementation.

IMPACTS

May limit on-roadside parking opportunities.

PLANNING BACKGROUND

- Transportation System Plan (90093.0)
- Southwest Urban Trails Plan

PLANNING-LEVEL COST ESTIMATE

$600,000-$1,000,000

POTENTIAL FUNDING SOURCES

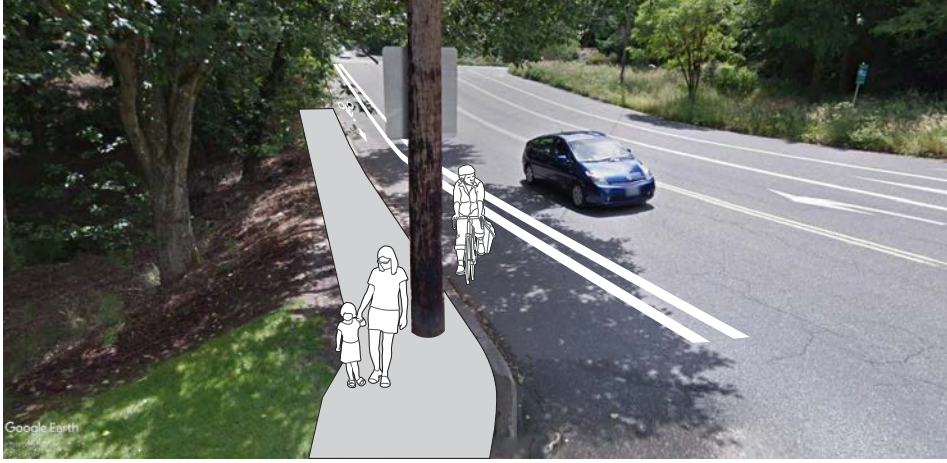
- Quick Build Network Completion Program (Pedestrian Network)
- Safe Routes to School Program
- TSDC Elligible (No. 10014.4 - Tryon-Stephens)
- TSDC Elliigble (No. 90106.2 - Access to SW Corridor)
- Eligible for Regional Flexible Funds Allocation

Additional Considerations

RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN

This project partially implements TSP 90093. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.

Existing/Proposed Sidewalk
Proposed Bike Lane



Sidewalk Infill | Bike Lane

BP 47

Dosch Sidewalk Infill

A sidewalk connection from SW Flower Terrace to SW Beaverton-Hillsdale Hwy.

PROJECT DESCRIPTION

Construct sidewalk infill behind the existing curb on the east side of the street. Restripe roadway with bike lanes in both directions. Consider additional physical protection of the bike lane at the northeast corner of SW Beaverton-Hillsdale Hwy and SW Dosch Rd.

TRANSPORTATION NEED

Connects neighborhoods to Beaverton-Hillsdale Hwy

STORMWATER MANAGEMENT

No changes to stormwater facilities are proposed as a part of this project.

IMPACTS

May reorganize existing travel lanes to provide walkway and bikeway space.

PLANNING BACKGROUND

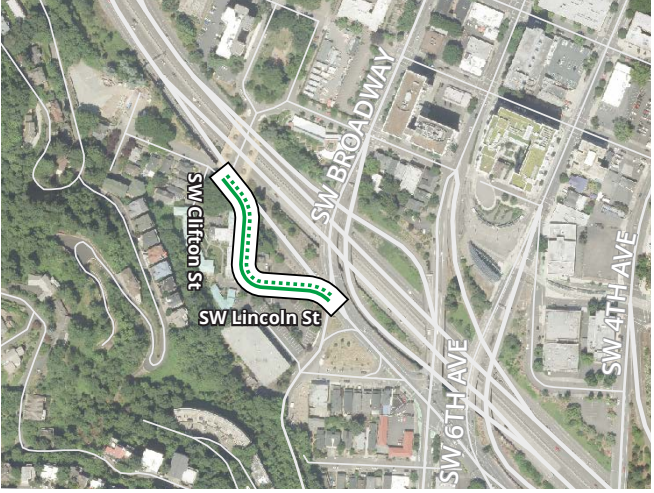
- Transportation System Plan (90031.1)

PLANNING-LEVEL COST ESTIMATE

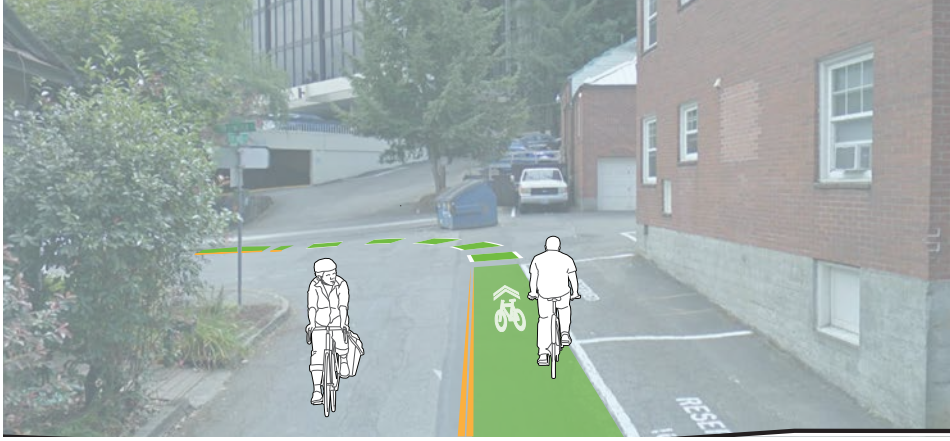
$60,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program (Pedestrian Network)
- TSDC Elligible (No. 90020.1 - Hillsdale Town Center Pedestrian Connections)



Proposed Bike Lane
Proposed Shared Roadway



Bike Lane

RP 01

Park Bridge Connector

A bikeway connection from SW Park Ave to SW SW Broadway.

PROJECT DESCRIPTION

Restripe SW Clifton/SW Lincoln St to formalize a contraflow bikeway connection from Portland State University to SW Broadway St. Consider on-street contraflow bike lane or protected contraflow bike lane. Use shared lane markings in the primary direction of traffic, and along the SW Park Avenue Bridge

TRANSPORTATION NEED

Enhances connections between Southwest Portland and new Central City transportation corridors

STORMWATER MANAGEMENT

No changes to stormwater facilities are proposed as a part of this project.

IMPACTS

May remove some existing on street parking.

PLANNING BACKGROUND

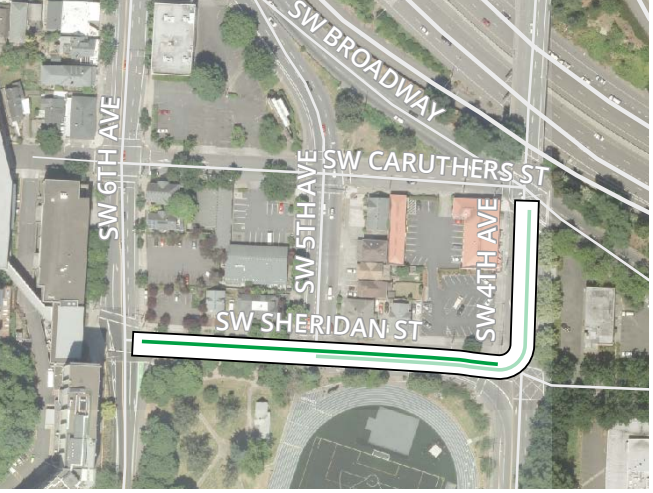
- New idea generated from Southwest In Motion process

PLANNING-LEVEL COST ESTIMATE

$5,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program (Bikeway Network)



Existing/Proposed Bike Lane

Bike Lane

RP 02

Terwilliger Trail to 4th Connector

A low-stress biking connection from SW Terwilliger & SW 6th to SW 4th & Broadway.

PROJECT DESCRIPTION

Restripe the roadway to provide a low-stress connection between SW Terwilliger Parkway path and SW 4th Ave in the Central City. Explore design and alignment options, including a left-side bike lane along SW Sheridan St. This connection should be implemented as a part of Central City in Motion Project No. 2

TRANSPORTATION NEED

Enhances connections between Southwest Portland and new Central City transportation corridors.

STORMWATER MANAGEMENT

No changes to stormwater facilities are proposed as a part of this project.

IMPACTS

May limit on-street parking opportunities.

PLANNING BACKGROUND

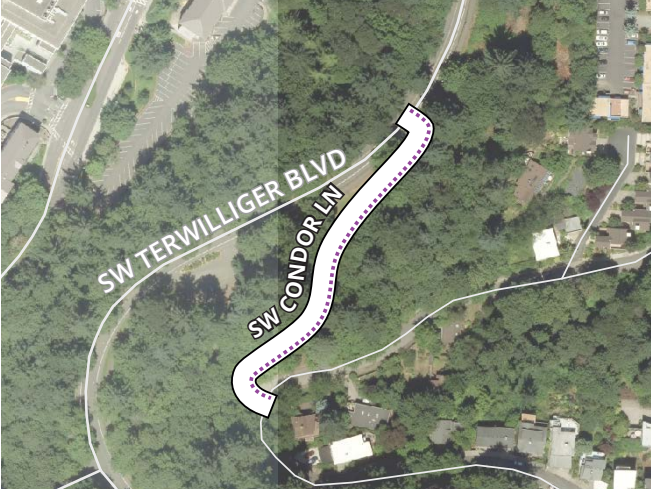
- Central City in Motion Project No. 2

PLANNING-LEVEL COST ESTIMATE

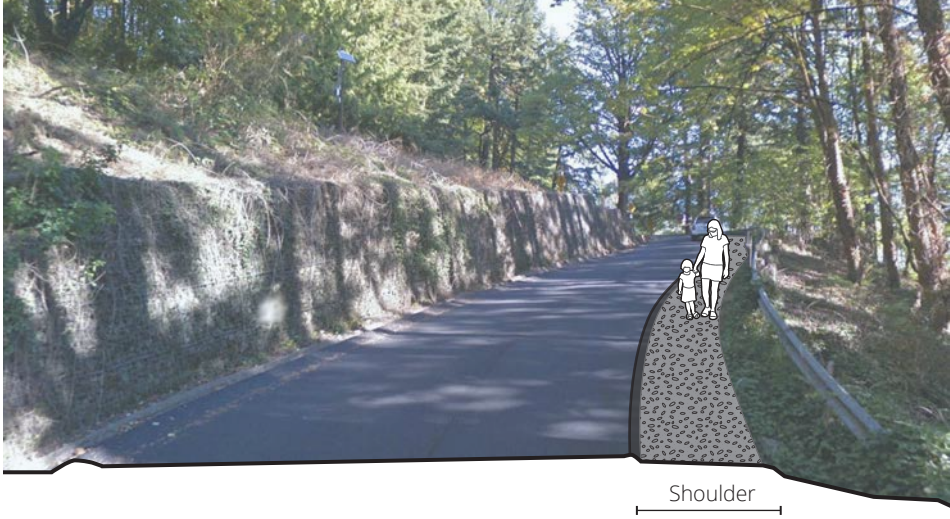
$25,000 - 100,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program (Bikeway Network)
- Central City in Motion Implementation



Proposed Walkable Shoulder



Shoulder

RP 03

Condor Ln Connection

A walkway connection from SW Terwilliger to SW Condor Ave.

PROJECT DESCRIPTION

Enhance roadway pavement construction and striping to provide a continuous shoulder surface, extending and completing roadway maintenance activities started in 2018.

TRANSPORTATION NEED

Enhances connectivity from neighborhoods to Terwilliger Blvd.

STORMWATER MANAGEMENT

No changes to stormwater facilities are proposed as a part of this project.

IMPACTS

This project may have impacts to public land. The design must be sensitive to impacts on adjacent property, and must include all relevant stakeholders in the development of any recommendations. PBOT supports a strong collaboration with Portland Parks and Recreation on issues related to property under their management.

PLANNING BACKGROUND

- Marquam Hill Plan (Action T14)

PLANNING-LEVEL COST ESTIMATE

$10,000 - $25,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program

Additional Considerations

DESIGN EXCEPTION REQUIRED

This project is proposed with a shoulder walkway, a non-standard design element, and may require a design exception from the City Engineer. This process may include additional analysis or revision to the design concept as a part of project implementation.

Proposed Protected Bike Lane

SW Laview Bicycle Route | Protected Bicycle Lane | SW Virginia Bicycle Route

RP 05

Virginia to Laview Connector

A low-stress link in the uphill route from South Portland to South Burlingame

PROJECT DESCRIPTION

Restripe a roadway segment on SW Taylors Ferry Rd and use flexible delineators to create a short segment of protected bike lane from SW Virginia Ave to SW Laview Dr. Consider the potential to design for bidirectional bicycle use.

TRANSPORTATION NEED

Closes a gap in a neighborhood bicycle route, and provides access from the Sellwood Bridge, and Willamette Greenway Path to Southwest Portland neighborhoods.

STORMWATER MANAGEMENT

No changes to stormwater facilities are proposed as a part of this project.

IMPACTS

No impacts to parking or traffic are anticipated as a result of this project.

PLANNING BACKGROUND

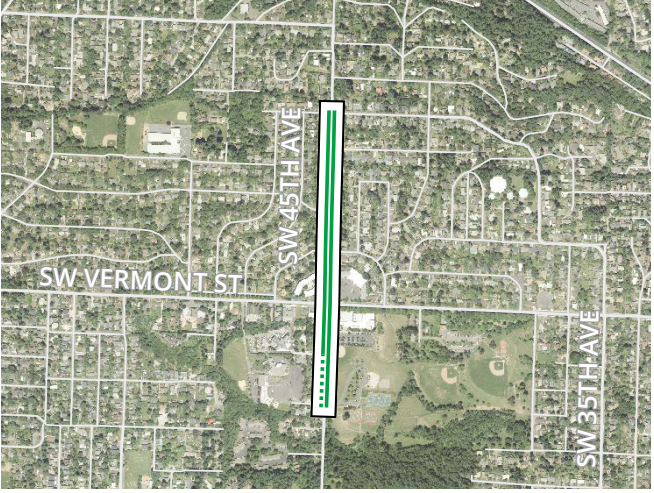
- Bicycle Plan for 2030 (Part of project 8318)

PLANNING-LEVEL COST ESTIMATE

$15,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program (Bikeway Network)



Proposed Bike Lane
Proposed Shared Roadway

RP 07

45th Bike Lanes

A bike lane connection from SW Pendleton to SW Nevada St.

PROJECT DESCRIPTION

Reorganize roadway with bicycle lanes. May require removal of parking lane from one side of the street. From California to Nevada, configure with downhill shared lane markings, or widen roadway edge to provide space for bike lanes.

TRANSPORTATION NEED

Connects neighborhoods to the Southwest Community Center with new bike lanes.

STORMWATER MANAGEMENT

No changes to stormwater facilities are proposed as a part of this project.

IMPACTS

May remove some existing on street parking.

PLANNING BACKGROUND

- Transportation System Plan (90008.2)

PLANNING-LEVEL COST ESTIMATE

$50,000

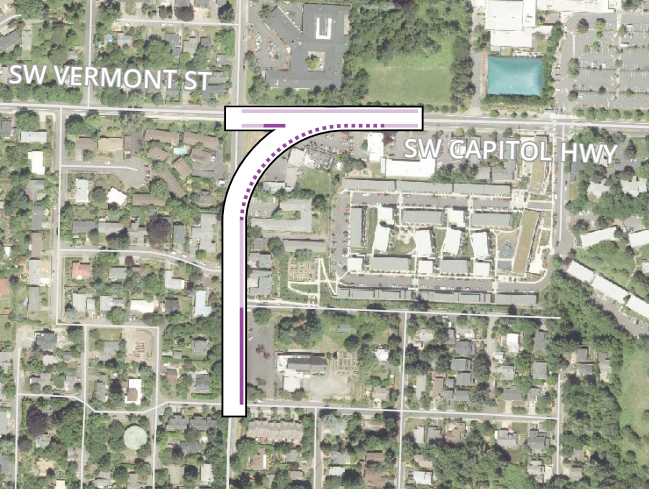
POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program (Bikeway Network)
- Fixing Our Streets Southwest In Motion Bike Lane Funding

Additional Considerations

RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN

This project partially implements TSP 90008.2. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.



Existing/Proposed Sidewalk
Proposed Safer Shoulder

RP 08

Hoot Owl Corner Connections

A walkway on SW Capitol Hwy from Kesser Israel to SW Texas St.

PROJECT DESCRIPTION

Construct sidewalk infill Infill behind existing curb along SW Capitol Hwy on the approach to Hoot Owl Corner. Where pavement exists, mark a protected safer shoulder around the inside edge of the Capitol Hwy slip lane. Where possible clarify driveways into the corner parking lot to manage and minimize conflicts. Install bicycle turn box markings at SW 30th to allow people bicycling to continue along southbound along Capitol Hwy.

Install a crosswalk with pedestrian signals to allow pedestrians to safely cross the SW Capitol Highway slip lane at the traffic island. Pedestrian traffic signal should be on recall to prioritize pedestrian access and support the nearby orthodox Jewish community.

TRANSPORTATION NEED

Fills gaps and connects pedestrians to neighborhood commercial destinations.

STORMWATER MANAGEMENT

No changes to stormwater facilities are proposed as a part of this project.

IMPACTS

May impact private parking spaces currently encroaching in the right of way.

PLANNING BACKGROUND

- Transportation System Plan (90070)

PLANNING-LEVEL COST ESTIMATE

$100,000 - 250,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program (Pedestrian Network)
- Safe Routes to School Program
- Vision Zero Program
- TSDC Eligible (No. 90070 - Capitol/Vermont/30th Intersection Improvements)
- Eligible for Regional Flexible Funds Allocation

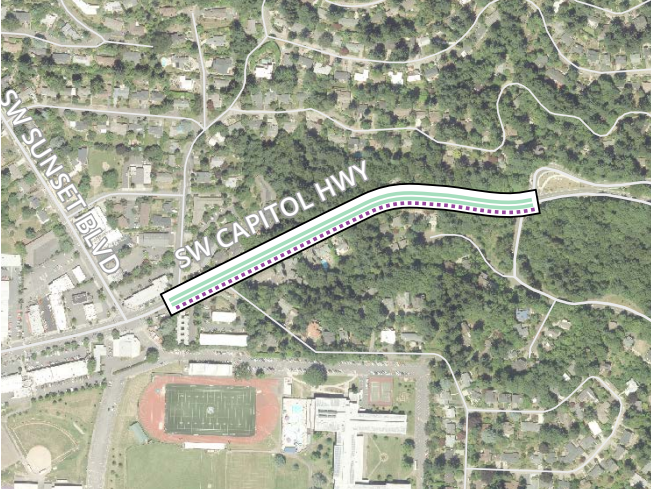
Additional Considerations

DESIGN EXCEPTION REQUIRED

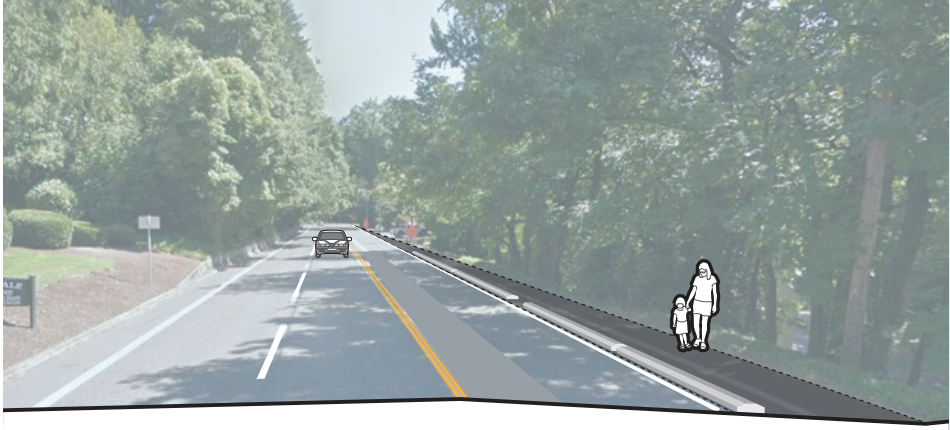
This project is proposed with a safer shoulder walkway, a non-standard design element, and may require a design exception from the City Engineer. This process may include additional analysis or revision to the design concept as a part of project implementation.

RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN

This project partially implements TSP 90070. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.



Proposed Safer Shoulder



RP 09

Inner Capitol Safer Shoulder Walkway

A walkway from SW Sunset Blvd to SW Terwilliger Blvd.

PROJECT DESCRIPTION

Minimize the width of the existing painted median to establish a safer shoulder walkway with physical protection on one side of the street. Community comments indicate a preference for a south side path, to be confirmed through a traffic and engineering analysis. This is an interim improvement. Consider compatibility with permanent facilities in TSP 90029.0

TRANSPORTATION NEED

Establishes a walkway connection from Hillsdale Town Center to the Terwilliger Parkway Path.

STORMWATER MANAGEMENT

This is proposed as an interim, striping only design. No changes to stormwater facilities are proposed as a part of this project.

IMPACTS

May require reorganization of painted roadway median and travel lanes to provide walkway space. May limit roadside parking opportunities.

PLANNING BACKGROUND

- Transportation System Plan (90029.0)

PLANNING-LEVEL COST ESTIMATE

$100,000

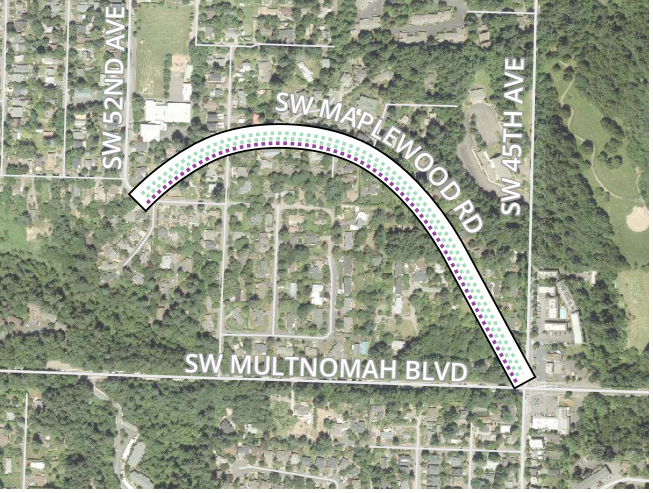
POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program
- Vision Zero Program
- Eligible for Regional Flexible Funds Allocation

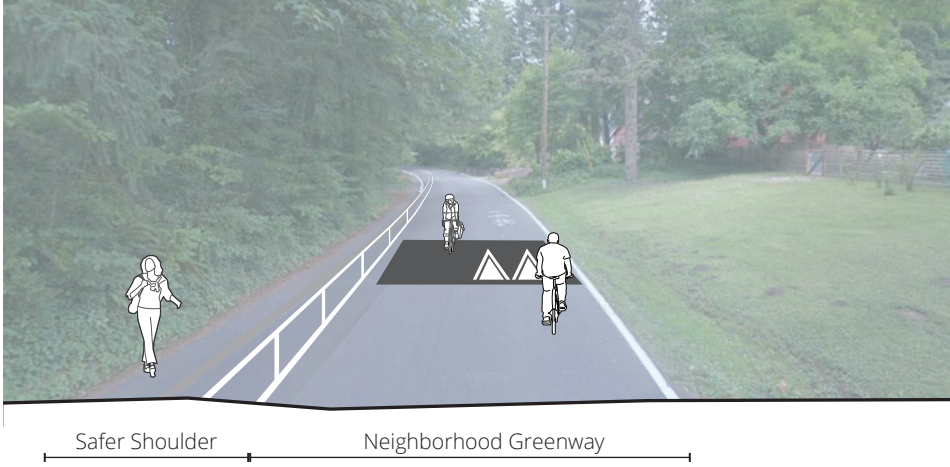
Additional Considerations

DESIGN EXCEPTION REQUIRED

This project is proposed with a safer shoulder walkway, a non-standard design element, and may require a design exception from the City Engineer. This process may include additional analysis or revision to the design concept as a part of project implementation.



Proposed Safer Shoulder
Existing Neighborhood Greenway



RP 10

SW Maplewood Road Slow Safer Shoulder Pilot

A safer low-stress walking and biking connection from SW 52nd to SW 45th Ave.

PROJECT DESCRIPTION

Implement a pilot project to enhance the existing safer shoulder installation with a reduced width travel area and robust double line edge striping. If successful, this design solution may provide additional design options for use on Southwest local streets.

TRANSPORTATION NEED

SW Maplewood Rd is a Neighborhood Greenway, Neighborhood Walkway and Safe Routes to School priority investment route, connecting neighborhoods to Multnomah Boulevard and Multnomah Village.

STORMWATER MANAGEMENT

No changes to stormwater facilities are proposed as a part of this project.

IMPACTS

No impacts to parking or traffic access are expected as a part of this project.

PLANNING BACKGROUND

- New project identified as a part of Southwest In Motion
- Identified need by Safe Routes to School.

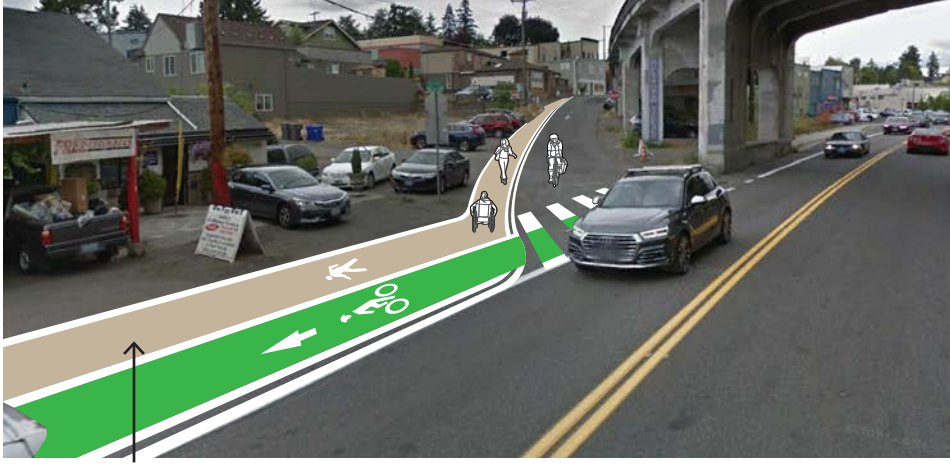
PLANNING-LEVEL COST ESTIMATE

$10,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program
- Neighborhood Greenway Program

Proposed Safer Shoulder



Safer Shoulder Walkway

RP 11

Multnomah Walkway

A safer walkway from SW 45th Ave to SW Capitol Hwy

PROJECT DESCRIPTION

Restripe the existing paved space to provide an interim safer shoulder walkway with physical separation from the roadway. Separate bicyclists and pedestrians where possible. Clarify legal turning movements and reinforce with appropriate striping. Consider compatibility with future permanent facilities as part of TSP 90050.0

TRANSPORTATION NEED

SW Multnomah Blvd connect neighborhoods to the Multnomah Village Neighborhood Center, and build upon recent investment along the street connecting to Barbur Blvd and the future SW Corridor Light Rail. This street lacks any pedestrian facilities.

STORMWATER MANAGEMENT

No changes to stormwater facilities are proposed as a part of this project.

IMPACTS

May impact private parking spaces currently encroaching in the right of way.

PLANNING BACKGROUND

- Transportation System Plan (90050.0)

PLANNING-LEVEL COST ESTIMATE

$100,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program
- Eligible for Regional Flexible Funds Allocation

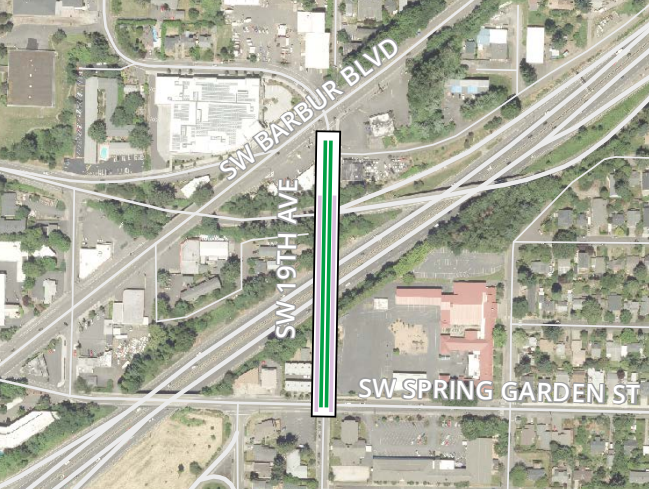
Additional Considerations

DESIGN EXCEPTION REQUIRED

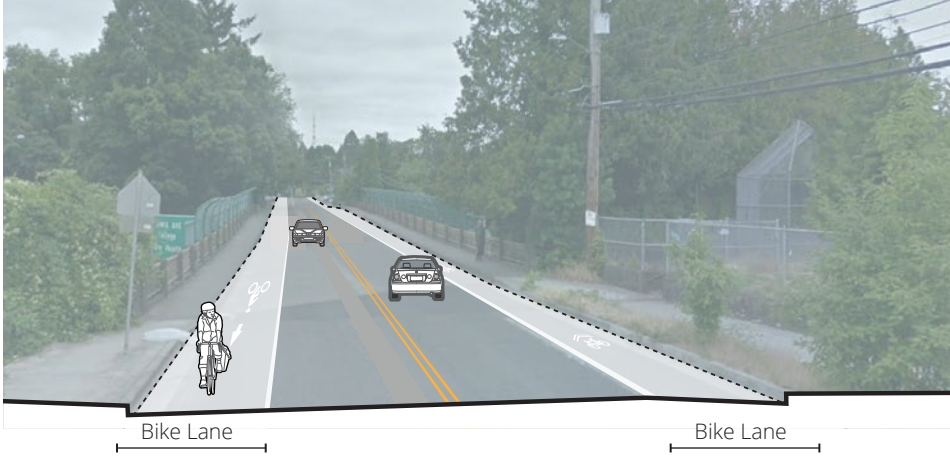
This project is proposed with a safer shoulder walkway, a non-standard design element, and may require a design exception from the City Engineer. This process may include additional analysis or revision to the design concept as a part of project implementation.

RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN

This project partially implements TSP 90050. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.



Proposed Bike Lane
Existing Sidewalk



RP 14

SW 19th Bike Lanes

A bike lane connection on the approach to Barbur Blvd.

PROJECT DESCRIPTION

Stripe continuous bike lanes on the SW 19th Ave bridge connecting SW Barbur Blvd with SW Spring Garden St. Prioritize providing a continuous bike lane along the full segment, but use shared lane markings if necessary in constrained conditions.

TRANSPORTATION NEED

SW 19th Ave is a Priority Investment Route for Safe Routes to School, and connects to a future SW Corridor Light Rail station area.

STORMWATER MANAGEMENT

No changes to stormwater facilities are proposed as a part of this project.

IMPACTS

No impacts to parking or traffic access are expected as a part of this project.

PLANNING BACKGROUND

- Transportation System Plan (90061.0)
- Southwest Corridor Station Access Project (SA10)

PLANNING-LEVEL COST ESTIMATE

$10,000

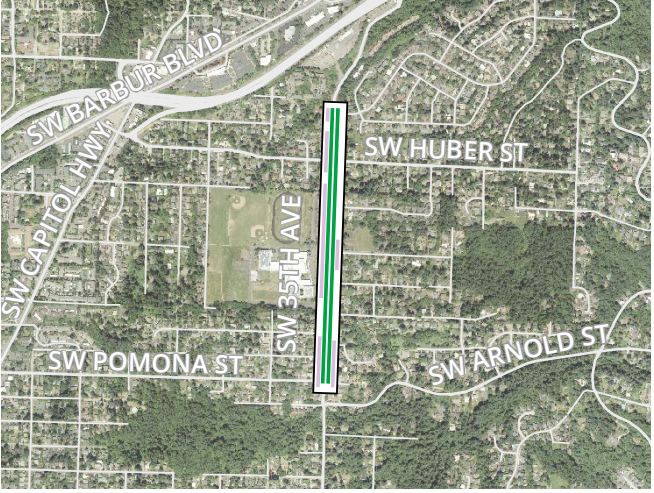
POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program

Additional Considerations

RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN

This project partially implements TSP 90061. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.



Proposed Bike Lane
Existing Sidewalk

Bike Lane

Bike Lane

RP 17

SW 35th Protected Bike Lanes

A bike lane connection from SW Ridge Dr to SW Arnold St.

PROJECT DESCRIPTION

Restripe 35th Ave to provide bike lanes connecting Jackson Middle School to SW Huber St. This reorganization may remove the center turn lane and/or a low-utilization parking lane to provide the necessary space. Implement as buffered or protected bike lanes where possible.

TRANSPORTATION NEED

SW 35th Ave is a Safe Routes to School Priority Investment Route and key connection to Barbur Transit Center.

STORMWATER MANAGEMENT

No changes to stormwater facilities are proposed as a part of this project.

IMPACTS

May remove some existing on street parking.

PLANNING BACKGROUND

- Transportation System Plan (90007.0)
- Bicycle Plan for 2030 (8114)

PLANNING-LEVEL COST ESTIMATE

$100,000

POTENTIAL FUNDING SOURCES

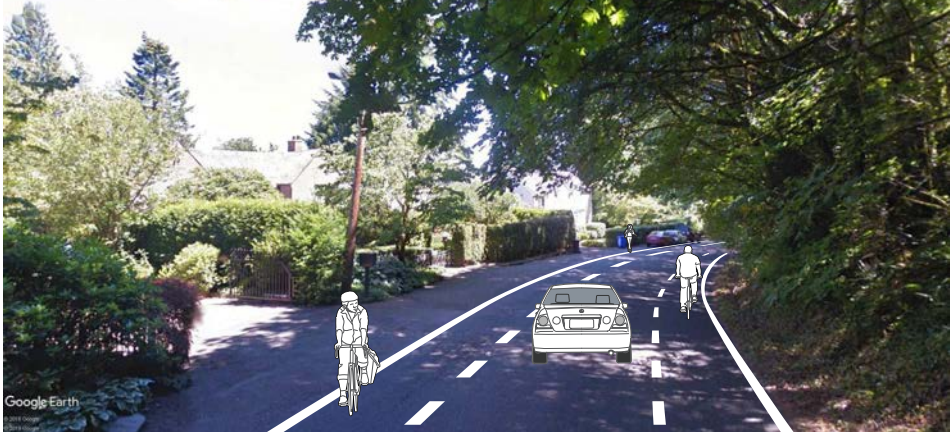
- Quick Build Network Completion Program (Bikeway Network)
- Fixing Our Streets Southwest In Motion Bike Lane Funding

Additional Considerations

RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN

This project partially implements TSP 90007. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.

Proposed Advisory Shoulder



Advisory Shoulder | Advisory Shoulder

Shared Roadway

RP 19

SW Talbot Advisory Shoulder

An experimental shoulder treatment connecting the Fairmount Blvd loop.

PROJECT DESCRIPTION

This is a pilot project to test advisory shoulders on low-moderate volume local streets. Evaluate the feasibilty of striping and advisory shoulder to create a safer place to walk and bike. Will require engineering approval, a coordinated education effort, and a plan for before and after monitoring. Success here will support implementation elsewhere in Southwest

TRANSPORTATION NEED

This section is a link in the Fairmount Loop frequently used by bicyclists and pedestrians. It connects to the stairs at the bridge to Greenway for walkers, traveling up to Council Crest Park and down to the Broadway Drive, Vista, Patton routes.

STORMWATER MANAGEMENT

No changes to stormwater facilities are proposed as a part of this project.

IMPACTS

Pilot installation requires a high level of community involvement.

PLANNING BACKGROUND

- Portland Bicycle Plan (8288)

PLANNING-LEVEL COST ESTIMATE

$10,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program

Additional Considerations

DESIGN EXCEPTION REQUIRED

This project is proposed with advisory shoulder striping, a non-standard design element, and may require a design exception from the City Engineer. This process may include additional analysis or revision to the design concept as a part of project implementation.

Proposed Safer Shoulder

Shoulder Walkway

RP 20

Boones Ferry to Tryon Connector

A protected safer shoulder connection from SW Arnold St to Tryon Creek State Park entrance.

PROJECT DESCRIPTION

Restripe the roadway to delineate a protected safer shoulder connecting the SW Arnold St to the entrance to the North Creek Trail at Tryon Creek State Natural Area. Protect with physical separation where possible to provide a more comfortable experience. Design for compatibility with future bicycle lane facilities described in BP-39.

This project connects to the BES Boones Ferry Road Culvert Project.

TRANSPORTATION NEED

This project connects the Marshall Park neighborhood to Tryon Creek State Natural Area.

STORMWATER MANAGEMENT

No changes to stormwater facilities are proposed as a part of this project.

IMPACTS

No impacts to parking or traffic access are expected as a part of this project.

PLANNING BACKGROUND

- New idea generated from Southwest In Motion process

PLANNING-LEVEL COST ESTIMATE

$50,000

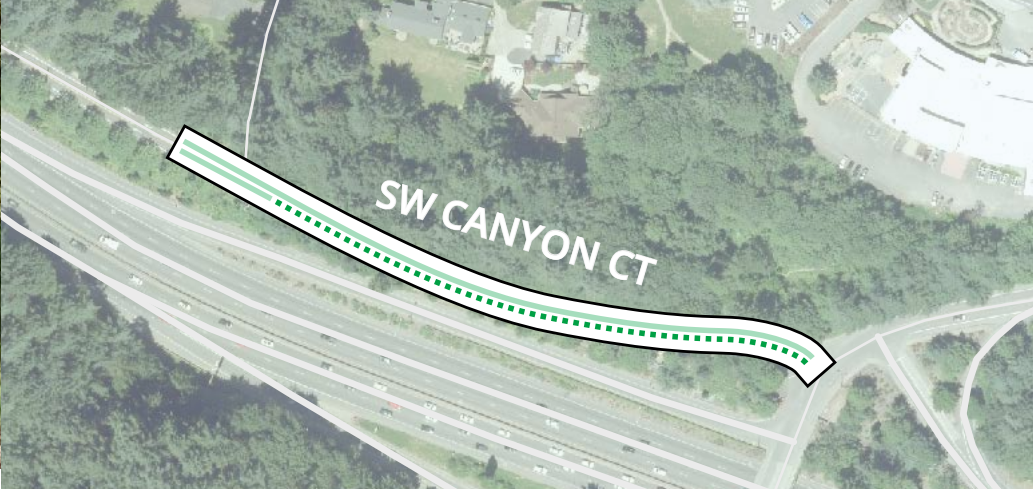
POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program (Pedestrian Network)
- Potential BES Collaboration Opportunity

Additional Considerations

DESIGN EXCEPTION REQUIRED

This project is proposed with a safer shoulder walkway, a non-standard design element, and may require a design exception from the City Engineer. This process may include additional analysis or revision to the design concept as a part of project implementation.



Proposed Shared Lane
Existing Bike Lane

RP 25

Canyon Ct Bike Lane Transition

A safer bike lane on the eastbound approach to SW Knights Blvd.

PROJECT DESCRIPTION

Adjust bike lane striping and signing to create a safer and more gradual transition where the bike lane ends. Explore ways to implement a continuous bike lane on this corridor.

TRANSPORTATION NEED

Enhances safety on an important existing bike lane.

STORMWATER MANAGEMENT

No changes to stormwater facilities are proposed as a part of this project.

IMPACTS

No impacts to parking or traffic access are expected as a part of this project.

PLANNING BACKGROUND

- Portland Bicycle Plan for 2030 (8020)

PLANNING-LEVEL COST ESTIMATE

$10,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program

Proposed Neighborhood Greenway Wayfinding

RP 26

Upper Montgomery Neighborhood Greenway Wayfinding

Navigation markings and wayfinding signs from SW Vista to SW Talbot Rd.

PROJECT DESCRIPTION

Implement neighborhood greenway wayfinding, including shared lane markings and signs, in combination with crossing enhancements at SW Greenway and SW Vista Ave.

TRANSPORTATION NEED

Provides Clear guidance to people walking and biking through the Southwest Hills area, and creates complete connections from other recommended projects.

STORMWATER MANAGEMENT

No changes to stormwater facilities are proposed as a part of this project.

IMPACTS

No impacts to parking or traffic access are expected as a part of this project.

PLANNING BACKGROUND

- Transportation System Plan (90095.2)
- Portland Bicycle Plan for 2030 (8142)

PLANNING-LEVEL COST ESTIMATE

$15,000

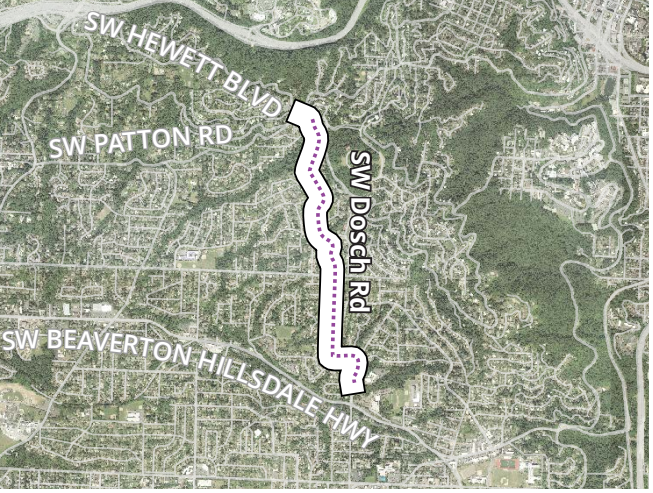
POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program (Neighborhood Greenway)

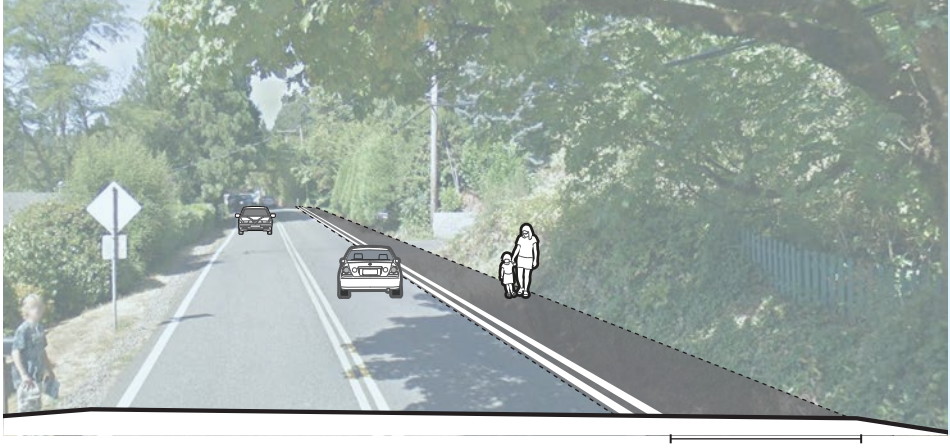
Additional Considerations

RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN

This project partially implements TSP 90095.2. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.



Proposed Safer Shoulder



Safer Shoulder Walkway

SS 02

Dosch Safer Shoulder

A walkway from SW Patton Rd to SW Beaverton-Hillsdale Hwy.

PROJECT DESCRIPTION

Evaluate the feasibility of widening the roadway and constructing a safer shoulder walkway/ bikeway in the uphill direction to improve safety and separation for all modes. Segment if necessary for implementation, but construct to provide functional connectivity. This is an interim treatment. Consider compatibility with future permanent facilities as part ofTSP90031.3 and 90031.2

TRANSPORTATION NEED

SW Dosch Rd is one of the only North-South connections through this part of Southwest Portland. It connects Hillsdale Town center to Highway 26 and the Oregon Zoo.

STORMWATER MANAGEMENT

The streets along this project route have no formal means for stormwater conveyance or pollution reduction. This project will be implemented in collaboration with BES to address stormwater system needs.

IMPACTS

This project may limit roadside parking opportunity.

PLANNING BACKGROUND

- Transportation System Plan (90031.1)

PLANNING-LEVEL COST ESTIMATE

$1,000,000
A project development phase will be required to confirm project feasibility and cost estimates.

POTENTIAL FUNDING SOURCES

- Fixing Our Streets Safer Shoulders
- BES Collaboration Opportunity
- Eligible for Regional Flexible Funds Allocation

Additional Considerations

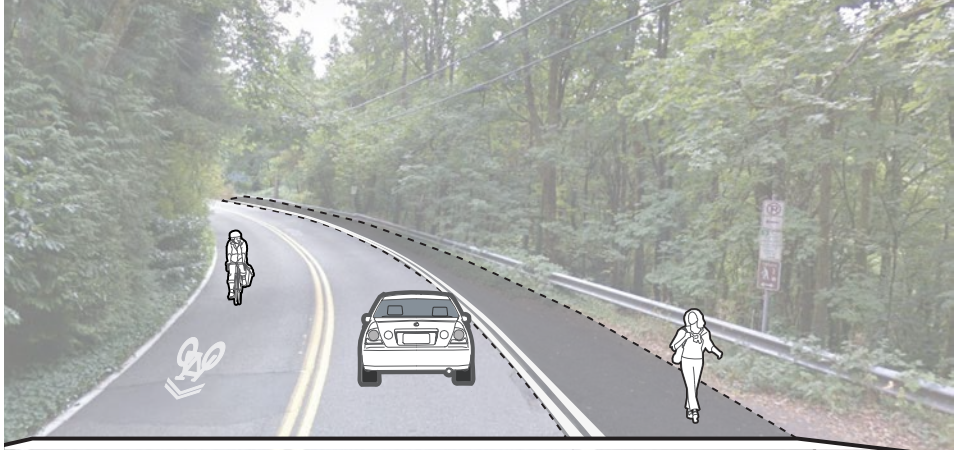
DESIGN EXCEPTION REQUIRED

This project is proposed with a safer shoulder walkway, a non-standard design element, and may require a design exception from the City Engineer. This process may include additional analysis or revision to the design concept as a part of project implementation.

RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN

This project implements TSP 90031.1.

Proposed Safer Shoulder



Safer Shoulder Walkway

SS 03

Marquam Hill Safer Shoulder

A walkway from SW Fairmount Blvd to SW 11th Ave.

PROJECT DESCRIPTION

Evaluate the feasibility of widening the roadway and constructing a safer shoulder walkway/ bikeway in the uphill direction to improve safety and separation for all modes. Where possible, delineate separate spaces for people walking and biking. Mark with shared lane markings in the downhill direction. This is an interim treatment. Consider compatibility with future permanent facilities as part of TSP 90049.3

TRANSPORTATION NEED

Marquam Hill Rd is the primary route between Oregon Health & Science University (OHSU) and neighborhoods to the west. It connects to Fairmount Blvd, a popular walking and biking route for transportation and recreation.

STORMWATER MANAGEMENT

The streets along this project route have no formal means for stormwater conveyance or pollution reduction. This project will be implemented in collaboration with BES to address stormwater system needs.

IMPACTS

No impacts to parking or traffic access are expected as a part of this project.

PLANNING BACKGROUND

- Transportation System Plan (90049.1)

PLANNING-LEVEL COST ESTIMATE

$500,000
A project development phase will be required to confirm project feasibility and cost estimates.

POTENTIAL FUNDING SOURCES

- Fixing Our Streets Safer Shoulders
- BES Collaboration Opportunity

Additional Considerations

DESIGN EXCEPTION REQUIRED

This project is proposed with a safer shoulder walkway, a non-standard design element, and may require a design exception from the City Engineer. This process may include additional analysis or revision to the design concept as a part of project implementation.

RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN

This project implements TSP 90049.1.

Transit Priority Lane

T 01

Capitol Hwy Enhanced Transit Study

Transit enhancements from Beaverton Hillsdale Hwy to Terwilliger Blvd.

PROJECT DESCRIPTION

Conduct early project development to create a conceptual design on enhanced transit features through Hillsdale Town Center. Consider the use of peak hour Business Access and Turn (BAT) lanes, queue jumps, and other features. Consider the opportunity to integrate with off-peak parking lane. When complete, advance the conceptual design into the pipeline for future funding.

TRANSPORTATION NEED

Capitol Hwy is support multiple frequent service transit lines in Southwest Portland. This segment is identified as an important transit route suffering performance and reliability delays in the Enhanced Transit Corridors Plan.

STORMWATER MANAGEMENT

No changes to stormwater facilities are proposed as a part of this project.

IMPACTS

Enhanced transit features may require reconfiguration of travel lanes. Involve neighborhood and business association in a discussion of design options and impacts.

PLANNING BACKGROUND

- Enhanced Transit Corridors Plan (Segment 3)
- Regional Transportation Plan (12032 TriMet)

PLANNING-LEVEL COST ESTIMATE

N/A

POTENTIAL FUNDING SOURCES

- Enhanced Transit Program

SECOND TIER PROJECT DESCRIPTIONS

Second tier projects are designed to further expand the walking and biking network, building upon top tier projects. Projects on this list include connections to the future light rail, experimental treatments in need of more analysis, or rely upon projects established in the top tier list.

Categorization into the second tier does not exclude a project from early implementation if funding or other opportunities arise.

BP 01 Lower Montgomery Neighborhood Greenway

A low-stress walking and biking connection from SW Vista Ave to SW 12th Ave.

PROJECT DESCRIPTION

Design and implement bicycle facilities, including traffic calming to achieve 20 mph speeds, downhill shared lane markings and uphill bike lane where possible. Remove center line where possible and explore the use of advisory bike lanes in constrained segments. Explore moving existing concrete barriers to widen roadway if possible. Coordinate with the crossing enhancemnt project at SW Montgomery Dr & SW Vista Ave to serve people walking and biking.

PLANNING-LEVEL COST ESTIMATE

$300,000

POTENTIAL FUNDING SOURCES

- Neighborhood Greenway Program
- TSDC Eligible (90095.1 - Montgomery Bikeway, Phase 1)

BP 03 1st Bikeway

A biking connection from SW Harrison St to SW Barbur Blvd

PROJECT DESCRIPTION

Design and construct a bikeway connection. Includes neighborhood greenway features, bike lanes.

PLANNING-LEVEL COST ESTIMATE

$280,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program
- SW Corridor Station Access (SA01)
- TSDC Eligible (90106.2 - Access to SW Corridor)

BP 04

Hewett Shared Street

A low-stress walking and biking connection from SW Humphrey Blvd to SW Patton Rd

PROJECT DESCRIPTION

Design and implement at a neighborhood greenway and pedestrian shared street. This includes removal of the centerline, traffic calming to design for 15mph, and other enhancements to meet pedestrian shared street guidelines.

PLANNING-LEVEL COST ESTIMATE

$500,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program
- Neighborhood Greenway
- Safe Routes to School Program

ADDITIONAL CONSIDERATIONS

This project is proposed with a pedestrian shared street, a non-standard design element, and may require a design exception from the City Engineer. This process may include additional analysis or revision to the design concept as a part of project implementation.

BP 06

Lower Fairmount Slow Safer Shoulders Concept

A low-stress walking and biking connection on the southern connection of SW Talbot Rd to SW Marquam Hill Rd.

PROJECT DESCRIPTION

Implementation may depend on the results of the Maplewood Slow Safer Shoulder Pilot project. Remove the centerline and reorganize the street as a neighborhood greenway with traffic calming. If the Maplewood Rd Pilot Project is successful, provide a safer shoulder walkway separate from a narrow vehicle travel area. Widen shoulders through curves where necessary and integrate improvements with BES Ditch to Swale program. Engineers should consider a range of design alternatives to achieve project safety and mobility objectives. This is partial implementation of TSP.90094.0

PLANNING-LEVEL COST ESTIMATE

$845,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program
- BES Collaboration Opportunity

ADDITIONAL CONSIDERATIONS

This project is proposed with a slow safer shoulder walkway, a non-standard design element, and may require a design exception from the City Engineer. This process may include additional analysis or revision to the design concept as a part of project implementation.

BP 11 Hamilton Sidewalks and Bikeway

A walking and biking connection from SW Terwilliger Blvd to SW Barbur Blvd.

PROJECT DESCRIPTION

Construct sidewalk infill behind existing curb and implement neighborhood greenway treatments. Stripe an uphill bike lane where width permits.

PLANNING-LEVEL COST ESTIMATE

$250,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program
- TSDC Elligible (90106.2 - Access to SW Corridor)

BP 24 SW 30th/Hume/31st Sidewalk

A walking connection from SW Capitol Hwy to SW Barbur Blvd.

PROJECT DESCRIPTION

30th Sidewalks would construct a continuous sidewalk on SW 30th Avenue, SW Hume Street and SW 31st Avenue between SW Dolph Court and SW Multnomah Boulevard. Construction of some water quality facilities is anticipated.

PLANNING-LEVEL COST ESTIMATE

$1,700,000

POTENTIAL FUNDING SOURCES

- TSDC Elligible (90100 -SW 30th/Hume/31st Ped/Bike Improvements)
- TSDC Elligible (90106.2 - Access to SW Corridor)"

BP 27 Spring Garden Bike Lane Gaps

A continuous bike lane from SW 19th Ave to SW Taylors Ferry Rd.

PROJECT DESCRIPTION

Widen roadway between SW 17th Ave and SW 14th Ave to provide room for an uphill bike lane. Restripe roadway to provide continuous uphill bike lane.

PLANNING-LEVEL COST ESTIMATE

$275,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program
- TSDC Elligible (TSP 90061.0)
- TSDC 90106.2 (Access to SW Corridor)

BP 28 Inner Taylors Ferry Sidewalk and Bike Lane

A walking and biking connection from SW Spring Garden Blvd to SW Terwilliger Blvd.

PROJECT DESCRIPTION

Widen shoulder to provide bicycle climbing lane and construct a walkway for pedestrian travel and access to transit. Explore ways to incorporate a downhill bike lane.

PLANNING-LEVEL COST ESTIMATE

$1,900,000

POTENTIAL FUNDING SOURCES

- Safe Routes to School Program
- TSDC Eligible (90065.2 - Inner Taylors Ferry Safety Improvements, Segment 2)

BP 30

SW 50s Neighborhood Greenway

A low-stress biking connection from SW 11th to SW Taylors Ferry Rd.

PROJECT DESCRIPTION

Design and implement a neighborhood greenway, including striping, signs, traffic calming.

PLANNING-LEVEL COST ESTIMATE

$275,000

POTENTIAL FUNDING SOURCES

- Neighborhood Greenway Program

BP 33

Palatine/Primrose Neighborhood Greenway

A low-stress biking connection from SW Terwilliger Blvd to SW Palater Rd.

PROJECT DESCRIPTION

Design and implement a neighborhood greenway bikeway from Terwilliger to Palater, including improved crossings at Primrose & Terwilliger and Primrose & Boones Ferry. Remove centerline where possible. Work with SRTS program to fund planned sidewalk for school access.

PLANNING-LEVEL COST ESTIMATE

$750,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program (Neighborhood Greenways)
- TSDC Eligible (90052 - SW Palatine Hill / Primrose Bikeway)

BP 34

Pomona Neighborhood Greenway

A low-stress walking and biking connection from City Limits to SW 63rd Ave.

PROJECT DESCRIPTION

Construct a neighborhood greenway and shared street Construct shared use paths along unimproved segments of Oak St. Connect to matching Tigard and Washington County projects.

PLANNING-LEVEL COST ESTIMATE

$450,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program (Neighborhood Greenways)

BP 37 SW 53rd Neighborhood Greenway

A low-stress walking and biking connection from SW Barbur Blvd to PCC Sylvania.

PROJECT DESCRIPTION

Design and implement a neighborhood greenway and Pedestrian Shared Street or Sidewalk connection between Barbur Blvd and PCC. Improve intersection at 53rd and Pomona to increase safety. Coordinate with SW Corridor project implementation related to the 53rd Ave Station, and PCC Sylvania for connections into campus.

PLANNING-LEVEL COST ESTIMATE

$850,000

POTENTIAL FUNDING SOURCES

- Included as part of SW Corridor Implementation
- Neighborhood Greenway Program
- TSDC Elligible (No. 90106.2 - Access to SW Corridor)

BP 39 Boones Ferry Rd Bike Lanes

A biking connection from SW Terwilliger Blvd to City Limits

PROJECT DESCRIPTION

Restripe the road with bike lanes or other separated in roadway bikeway. Explore the potential for a separated bidirectional on street path.

PLANNING-LEVEL COST ESTIMATE

$100,000 - $350,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program
- Eligible for Regional Flexible Funds Allocation

BP 48 Pomona Walkway and Bikeway

A low-stress walking and biking connection from SW 53rd Ave to SW Capitol Hwy.

PROJECT DESCRIPTION

Design and implement a separated walkway and bikeway suitable for use by bicyclists, pedestrians, and youth. Consider bidirectional path alternative and clear connections to SW Pomona toward SW 35th Ave.

PLANNING-LEVEL COST ESTIMATE

$1,000,000

POTENTIAL FUNDING SOURCES

- TSDC (90106.2 -Access to SW Corridor)
- Regional Flexible Funds Candidate

BP 49 Taylors Ferry Bike Lane Connection

A short bike lane connection from SW 26th Ave to SW Lancaster St

PROJECT DESCRIPTION

Widen roadway to provide bike lanes in both directions, connecting 26th Ave to SW Lancaster.

PLANNING-LEVEL COST ESTIMATE

$200,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program
- Safe Routes to School Program

BP 50 Canby Neighborhood Greenway

A low-stress biking connection from Gabriel Park to SW 34th Ave.

PROJECT DESCRIPTION

Design and implement a neighborhood greenway, including striping, signs, traffic calming.

PLANNING-LEVEL COST ESTIMATE

$170,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program (Neighborhood Greenway Network)

BP 51 Galeburn Safe Routes to School

A low-stress walking and biking connection from SW Capitol Hwy to Jackson Middle School.

PROJECT DESCRIPTION

Construct a pedestrian shared street or shared use path connections to complete this Safe Routes to School link.

PLANNING-LEVEL COST ESTIMATE

$450,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program (Pedestrian Network)
- Safe Routes to School Program
- TSDC Elligible (No. 10014.4 - Tryon-Stephens Neighborhood Street Improvements)

ADDITIONAL CONSIDERATIONS

This project is proposed with a pedestrian shared street, a non-standard design element, and may require a design exception from the City Engineer. This process may include additional analysis or revision to the design concept as a part of project implementation.

BP 52 Troy St Sidewalk Infill

A walkway connection from SW 40th Ave to SW 35th Ave.

PROJECT DESCRIPTION

Sidewalk infill to connect the Multnomah Village Main Street to the Post Office.

PLANNING-LEVEL COST ESTIMATE

$275,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program (Pedestrian Network)
- Safe Routes to School Program

BP 53 SW 35th Safer Shoulder Walkway

A safer shoulder walkway from SW Arnold St to SW Stephenson St

PROJECT DESCRIPTION

Widen the roadway to provide a safer shoulder walkway. Design with physical separation where possible. Consider the use by bicyclists in the uphill direction.

PLANNING-LEVEL COST ESTIMATE

$800,000 - 1,000,000
A project development phase will be required to confirm project feasibility and cost estimates.

POTENTIAL FUNDING SOURCES

- Safe Routes to School Program
- Quick Build Network Completion (Pedestrian Network)
- BES Collaboration Opportunity

ADDITIONAL NOTES

- **Design Exception Required:** Safer Shoulder Walkways are an emerging treatment and require a design exception from PBOT traffic engineering group. This may impact the feasibility and design details of this project.
- **Relationship to TSP:** This is a partial implementation of TSP 90007. The full project remains in the TSP for major project funding and long term implementation. Upon implementation of the Southwest in Motion project, the TSP should be revised to reflect the remaining project elements and costs.

BP 54 Upper Fairmount Traffic Calming and Safety

Traffic safety enhancements from SW Talbot Rd to SW Marquam Hill Rd

PROJECT DESCRIPTION

Explore the potential to implement traffic calming, striping changes and signs designed to reduce conflict and increase safety. The upper portion of SW Fairmount Blvd is a Major Emergency Response route which may impact available traffic calming tools. The use of speed cushions on Major Emergency Response routes requires approval from Portland Fire & Rescue.

PLANNING-LEVEL COST ESTIMATE

$275,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program (Bicycle Network)

BP 55 Broadway Drive Walkway

A continuous walking connection from SW 9th Ave to SW Broadway.

PROJECT DESCRIPTION

Design and construction of a continuous walkway along the roadway, separated where possible, to infill gaps. May include safer shoulder or other interim designs to reduce costs and minimize impacts to stormwater system. This is an interim walkway implementation, and future redevelopment should formalize and finalize the construction. May require removal of some existing on-street parking used by residents, impact should be further studied. Will require the strong support of neighborhood association and community members.

PLANNING-LEVEL COST ESTIMATE

$500,000 - $1,000,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program

ADDITIONAL CONSIDERATIONS

This project is proposed with a safer shoulder walkway, a non-standard design element, and may require a design exception from the City Engineer. This process may include additional analysis or revision to the design concept as a part of project implementation.

BP 56 Multnomah Blvd Protected Bike Lane

A low-stress biking connection from SW Garden Home Rd to SW 45th Ave.

PROJECT DESCRIPTION

Reconfigure roadway space to implement a protected bike lane where space permits. This project does not include large-scale road widening, and some segments may not be wide enough to implement bike protection. Consider the opportunities and challenges of a bidirectional vs directional designs.

PLANNING-LEVEL COST ESTIMATE

$180,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program
- Eligible for Regional Flexible Funds Allocation

BP 57 Cheltenham-Westwood Walkway Connection

A safer walking connection from SW Dewitt St to SW Terwilliger Blvd.

PROJECT DESCRIPTION

Implement a sidewalk on the east side of SW Cheltenham St. Formalize a pedestrian shared street condition with signs and markings on the Westwood segment.

PLANNING-LEVEL COST ESTIMATE

$300,000 - 600,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program
- Safe Routes to School Program

BP 58 SW 52nd Walkway

A safe routes to school walkway from SW Custer St to SW Nevada Ct.

PROJECT DESCRIPTION

Design and implement a walkway to serve Maplewood Elemementary School. Explore adjustments to existing on-street angled parking to provide a separated space for people to walk. Use a protected safer shoulder design or separated walkway where possible.

This project will require involvement and collaboration with Maplewood Elementary School families, Portland Pubilc Schools, the Bureau of Environmental Services and PBOT.

PLANNING-LEVEL COST ESTIMATE

$250,000
This estimate assumes implementation using lower-cost alternative pedestrian walkway designs.

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program
- Safe Routes to School

BP 59 Sunset Blvd Bikeway

A safer biking connection from SW Dosch St to SW Captol Hwy.

PROJECT DESCRIPTION

Widen roadway and restripe to fill gaps in the uphill climbing lane from SW Dewitt St to SW Capitol Hwy. Mark Shared lane markings and bikeway signing in the downhill direction. Explore designs to ease transition from bike lane to shared roadway throughout the corridor. Implement safer shoulder connections at key spots to support safe routes to school. Vegetation management is a high priority on corridors with shoulders and no curb or sidewalk. This may be implemented as a part of a repaving project or as a stand alone project.

PLANNING-LEVEL COST ESTIMATE

$550,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program

RP 12 Bertha Protected Bike Lane

A low-stress biking connection from SW Vermont St to SW Barbur Blvd.

PROJECT DESCRIPTION

Reorganize the roadway to provide protected bike lanes. May require reallocation of center turn lane and narrowing of travel lanes.

PLANNING-LEVEL COST ESTIMATE

$200,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program
- Eligible for Regional Flexible Funds Allocation

RP 18 SW Cameron Traffic Calming

Explore traffic calming options from SW 54th Ave to SW Cullen Blvd.

PROJECT DESCRIPTION

Explore the potential to implement traffic calming, striping changes and crossings designed to reduce conflict and increase safety. Include enhanced Safe Routes to School (SRTS) crossings at SW 54th, SW 50th and SW 48th Ave. Consider shoulder widening from 50th to 48th Ave to provide a safer shoulder walkway to serve Safe Routes to School.

PLANNING-LEVEL COST ESTIMATE

$250,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program (Pedestrian Network Completion
- Safe Routes to School

ADDITIONAL NOTES

- The use of speed cushions on Major Emergency Response routes requires approval from Portland Fire & Rescue.

RP 21 Patton Safer Shoulder Walkway Pilot

A safer walking connection from SW Trail 7/Marquam Trail to SW Talbot Rd.

PROJECT DESCRIPTION

Widen roadway slightly and restripe travel lanes to provide a wider safer shoulder between the connection at SW Trail 7 to the intersection with SW Talbot Rd. Provide physical protection if possible, and consider implications for people bicycling.

PLANNING-LEVEL COST ESTIMATE

$100,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program

ADDITIONAL CONSIDERATIONS

This project is proposed with a safer shoulder walkway, a non-standard design element, and may require a design exception from the City Engineer. This process may include additional analysis or revision to the design concept as a part of project implementation.

RP 24 Garden Home Uphill Bike Lanes

A safer biking connection from SW Multnomah Blvd to SW 45th Ave.

PROJECT DESCRIPTION

Widen the roadway as part of a future repaving project. Restripe the roadway width to provide an uphill bike lane and downhill shared lane markings.

PLANNING-LEVEL COST ESTIMATE

$60,000 (Striping only)

POTENTIAL FUNDING SOURCES

- Neighborhood Greenway Program
- Repaving through pavement preservation/maintenance

RP 27

60th/Lesser Bike Lane

A bike lane connection from the Ashcreek neighborhood to PCC.

PROJECT DESCRIPTION

Restripe the roadway to provide an uphill bike lane with downhill shared lane markings. Use striping and flexible delineators to reorient the intersection of SW Capitol Hwy and SW Lesser Rd and provide physical separation for the bike lane around the corner. Provide a bikeway crossing of Lesser Rd at the entrance to PCC at G St. Maintain compatibility with future permanent facilities as part of TSP 90072.0

PLANNING-LEVEL COST ESTIMATE

$50,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program (Bikeway Network)
- TSDC Elligible (No. 90106.2 - Access to SW Corridor)

RP 28

Capitol Hill Rd Advisory Bike Lane Pilot

An experimental bike lane treatment from SW Bertha Blvd to SW Barbur Blvd.

PROJECT DESCRIPTION

This is a pilot project to test advisory bike lanes on a moderate activity neighborhood collector street. This should be advanced with caution, preferably after initial testing of advisory bike lanes on local streets is complete. Restripe the roadway to remove the existing centerline and stripe advisory bike lanes within the roadway to provide a safer place for people to bike. This project is experimental and will require engineering approval, a coordinated education effort, and a plan for before and after monitoring. Success here will support implementation elsewhere in Southwest.

PLANNING-LEVEL COST ESTIMATE

$40,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion (Neighborhood Greenway)

ADDITIONAL CONSIDERATIONS

- Advisory bike lanes are recommended on this street in the Portland Bike Plan for 2030 (project 8021).
- Advisory bike lanes are an experimental facility.

SS 01 Shattuck Safer Shoulders

A safer walking connection from SW Windsor Ct to SW Vermont St.

PROJECT DESCRIPTION

In collaboration with BES, construct a safer shoulder to improve conditions for people walking on the roadway. Where possible, the walkway should be separated from the roadway. Consider compatibility with future permanent facilities identified in the TSP.

PLANNING-LEVEL COST ESTIMATE

$2,000,000
Conduct a feasibility study to confirm project viability, clarify design and refine cost estimates.

POTENTIAL FUNDING SOURCES

- BES Collaboration Opportunity

ADDITIONAL CONSIDERATIONS

This project is proposed with a safer shoulder walkway, a non-standard design element, and may require a design exception from the City engineer. This process may include additional analysis or revision to the design concept as a part of project implementation.

SS 04 Vermont Safer Shoulder

A safer walking connection from City Limits to SW 52nd Ave.

PROJECT DESCRIPTION

In collaboration with BES, configure a safer shoulder for walking or bicycling on the uphill direction. This is an interim treatment. Consider compatibility with future permanent facilities identified in the TSP.

PLANNING-LEVEL COST ESTIMATE

$1,000,000 - $2,500,000
Conduct a feasibility study to confirm project viability, clarify design and refine cost estimates.

POTENTIAL FUNDING SOURCES

- BES Collaboration Opportunity
- Eligible for Regional Flexible Funds Allocation

CROSSING ENHANCEMENTS

Crossing enhancement projects will enhance, upgrade or install crossings to support safer pedestrian and bicycle crossings across busy roadways.

Active/Upcoming Crossing Projects

These crossing enhancements are slated for construction as a part of ongoing safety programs or as part of delivery of other capital construction projects.

ID	NAME	CROSSING PROJECT SOURCE PLAN
A-01	SW WHITAKER ST AT SW NAITO	Funded by Fixing Our Streets
A-02	SW NAITO PARKWAY AT SW BARBUR BLVD	Funded by ODOT Project No. 18838
A-03	SW 47TH AVE & SW 47TH DR	Funded by Safe Routes to School
A-04	SW SHATTUCK AT SW PEDESTRIAN TRAIL	Funded by Safe Routes to School
A-05	SW BEAVERTON HILLSDALE HWY AND 36TH AVE	Funded by Beaverton Hillsdale Hwy Project
A-06	SW CAPITOL HWY AND SW DICKINSON ST	Funded by Capitol Hwy Project
A-07	SW CAPITOL HWY AND SW POMONA ST	Funded by Capitol Hwy Project
A-08	SW POMONA ST AND 35TH AVE	Funded by Safe Routes to School
A-09	SW STEPHENSON AND 35TH	Funded by SW Stephenson Project
A-10	SW STEPHENSON ST AT 31ST AVE	Funded by SW Stephenson Project
A-11	SW GARDEN HOME RD & SW MULTNOMAH BLVD	Funded by Washington County MSTIP and PBOT TSDC

Recommended Crossing Enhancements

The Southwest in Motion plan commits initial funding for the crossing enhancements below. Additional project engineering will be required to fully assess appropriate design treatments and to finalize project costs. The results of the engineering assessment may impact project feasibility.

ID	NAME	DESCRIPTION	FUNDED BY	COST ESTIMATE
C-02	SW ARNOLD AT SW LANCASTER	Provide crossings for people walking and biking at this intersection. Explore the potential of a four-way stop, or intersection alignment/ corner radii adjustments using striping and delineator posts.	Southwest in Motion	$25,000
C-03	SW TERWILLIGER AT WESTWOOD DR	Work with parks to construct a crossing of SW Terwilliger Blvd for people walking and biking. Crossings should serve bicyclists using the Westwood Neighborhood Greenway. Consider transit stop location and riders who need to cross here. Sight distance study needed, work with Portland Parks & Rec on Terwilliger Parkway interests. Rapid flashing beacon May be required because of limited sightlines. If required, additional funding may be necessary.	Southwest in Motion	$25,000
C-08	SW CAPITOL HWY AND IDAHO ST	Build a crossing that serves transit riders and neighbors crossing SW Capitol Hwy. West side of SW Capitol Hwy is narrow and landing ramp will be required. Sight distance study needed. Rapid flashing beacon may be required because of limited sightlines. If required, additional funding may be necessary.	Southwest in Motion	$20,000

ID	NAME	DESCRIPTION	FUNDED BY	COST ESTIMATE
C-09	SW 45TH AVE AND URBAN TRAIL #3	Provide a marked crossing for people walking on SW Urban Trails #3 to cross SW 45th Ave. Conduct trail count to gauge level of usage. Lighting analysis will be required based on initial observations. ADA ramps may be necessary.	Southwest in Motion	$40,000
C-10	BIKE TRANSITION: SW B-HILLSDALE HWY & BERTHA BLVD	Improve crossing for people biking east on SW Beaverton Hillsdale Hwy and crossing the ramp to SW Bertha Blvd. Add actuated beacon/ sign to alert drivers to people in bike lane. Use tuff curb to channelize drivers and protect bicyclists.	Southwest in Motion	$50,000
C-11	BIKE CROSSING: SW TERWILLIGER BLVD AND I-5 RAMP	Use a combination of line markings, an active warning, and an island to improve crossing for people biking. Work with ODOT to improve safety issues on this ramp.	Southwest in Motion	$50,000
C-12	SW VISTA AVE AND MONTGOMERY DR BIKE/ PEDESTRIAN CROSSING IMPROVEMENTS	This crossing need is identified by PBOT Safe Routes to School. Use a combination of signing, markings, and delineators to enhance the crossing of SW Vista Ave for people walking and biking. Design the crossing for use by people bicycling to serve the future Montgomery Neighborhood Greenway. Sight distance study needed. Rapid flashing beacon may be required because of limited sightlines. If required, additional funding may be necessary.	Southwest in Motion	$18,500
C-14	SW SHATTUCK RD AT SW BOUNDARY/SW MARTHA	This crossing need is identified by PBOT Safe Routes to School. Provide a crossing of SW Shattuck Rd for people walking. Design with consideration for recommended neighborhood greenway on SW Martha St and SW Boundary St. Sightline analysis needed to inform recommended crossing treatment.	Southwest in Motion	$66,500
C-15	SW 45TH AT SW PENDLETON	This crossing need is identified by PBOT Safe Routes to School. Use line markings and signing to create a crossing of SW 45th Ave for people walking and biking. Keep in mind the recommended neighborhood greenway on SW Pendleton St and separated bike facilities on SW 45th Ave. Consider transit stop location with design.	Southwest in Motion	$48,500
C-16	SW 45TH AT SW ILLINOIS	This crossing need is identified by PBOT Safe Routes to School. Use a combination of signing and markings so people walking and biking can cross SW 45th Ave. Construct with consideration for existing neighborhood greenway on SW Illinois St. Design with consideration of transit stop on the west side of the street.	Southwest in Motion	$48,500
C-17	SW PATTON RD AT SW GREENWAY AND SW TALBOT RD	This crossing need is identified by PBOT Safe Routes to School. Use signing and markings to create a crossing of SW Patton Rd and SW Greenway Rd for people walking. Include striping changes to realign and simplify the complex intersection approach of SW Greenway Ave and SW Talbot Rd with SW Patton Rd. Sightline analysis required because it's a four-legged intersection.	Southwest in Motion	$28,200
C-18	I-5 NB/BARBUR RAMP AT SW 60TH	This crossing need is identified by PBOT Safe Routes to School. Update all legs with high visibility crossings	Southwest in Motion	$6,000

ID	NAME	DESCRIPTION	FUNDED BY	COST ESTIMATE
C-19	SW GARDEN HOME ROAD AT SW 45TH	This crossing need is identified by PBOT Safe Routes to School. Use a combination of signing and markings to enhance the crossing of SW Garden Home Rd for people walking. Limited sightlines to the west on SW Garden Home Rd calls for surveying. Crossing should serve transit stops on both sides of the street.	Southwest in Motion	$18,500
C-20	SW CAPITOL HWY AT SW VERMONT ST	Provide a pedestrian signal and crossing of SW Capitol Hwy for people walking to connect from the businesses on SW Capitol Hwy to the intersection of SW Vermont St and SW 30th Ave. Coordinate with potential walkway improvements as a part of Southwest in Motion project RP-08.	Southwest in Motion	$50,000

Additional Crossing Priorities

These projects are proposed for design assessment and construction as funding becomes available. Many of these priorities support crossings identified by Safe Routes to School.

ID	NAME	SOURCE PLAN
C-23	SW CAPITOL HILL RD AT SW BERTHA BLVD	Safe Routes to School
C-24	SW TERWILLIGER AT PRIMROSE	Vision Zero
C-25	MARIGOLD TRAIL CROSSING OF SW 45TH DR	Southwest in Motion
C-26	SW TAYLORS FERRY AND 62ND AVE	Southwest in Motion
C-28	SW TERWILLIGER AT SW CHESTNUT	Vision Zero
C-29	SW SHATTUCK RD AND PENDLETON CT	Red Electric Trail
C-30	SW TAYLORS FERRY RD AND 55TH AVE	Southwest in Motion
C-31	SW TAYLORS FERRY RD AND 18TH PL	Southwest in Motion
C-32	SW BEAVERTON HILLSDALE HWY AT SW SHATTUCK RD	Safe Routes to School
C-33	SW HAMILTON, JUST WEST OF SW 45TH AVE	Safe Routes to School
C-34	SW HAMILTON AT SW 63RD	Safe Routes to School
C-35	SW HAMILTON AT SW SELLING CT	Safe Routes to School
C-36	SW HAMILTON AT SW 41ST AVE	Safe Routes to School
C-37	SW TERWILLIGER BLVD AT SW BOONES FERRY RD	Safe Routes to School
C-38	SW CAPITOL HIGHWAY AT SW HUBER	Safe Routes to School
C-39	I-5 OFF-RAMP AT SW TAYLORS FERRY RD	Safe Routes to School
C-40	SW BARBUR BLVD HIGHWAY AT SW 64TH	Safe Routes to School
C-42	SW STEPHENSON AT SW 27TH AVE/SW 27TH PL	Safe Routes to School
C-43	SW GARDEN HOME ROAD AT SW 47TH	Safe Routes to School
C-44	SW GARDEN HOME ROAD AT SW ORCHARD LANE	Safe Routes to School
C-45	SW CUSTER AT SW MAPLEWOOD RD	Safe Routes to School
C-47	SW BARBUR BLVD AT SW TERWILLIGER BLVD	Safe Routes to School
C-48	SW CHELTENHAM ST AT SW CHELTENHAM CT	Safe Routes to School
C-50	SW CAPITOL HIGHWAY AT SW TEXAS ST	Safe Routes to School
C-51	I-5/TERWILLIGER OFF-RAMP AT SW TERWILLIGER BLVD	Safe Routes to School
C-52	SW CAPITOL HILL RD AT SW NEVADA CT	Safe Routes to School
C-53	SW 20TH AT SW SPRING GARDEN	Safe Routes to School
C-54	SW TAYLORS FERRY AT SW 11TH	Safe Routes to School

Appendix B:

RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN

PBOT
PORTLAND BUREAU OF TRANSPORTATION

SOUTHWEST IN MOTION

AUGUST 2019

APPENDIX B:

Relationship to the Transportation System Plan

The Southwest in Motion project list emphasizes small-scale projects appropriate for short term implementation. The City of Portland's Transportation System Plan (TSP) is a 20-year plan that guides transportation investments in Portland. These project lists are complementary and may overlap or address related needs on a corridor.

The tables below identify Transportation System Plan* projects in Southwest Portland, clarifies how Southwest in Motion implement or support those projects, and identifies next steps for project implementation or design needs.

FUNDED OR COMPLETED TSP YEAR 1-10 PROJECTS

These projects have been completed or have funding committed for design and construction.

TSP ID	Project Name	Project Location	Related Southwest in Motion Projects	Implementation Status and Next Steps
90026	Capitol Hwy Corridor Improvements	Capitol Hwy, SW (Multnomah Blvd - Taylors Ferry)		This project is being designed for implementation.
90067.1	SW Vermont St Ped/ Bike Improvements, Segment 1	Vermont St, SW (30th - 36th)	Connects to RP-08	This project is completed.
90067.2	SW Vermont St Ped/ Bike Improvements, Segment 2	Vermont St, SW (45th - 52nd)	Connects to SS-04	This project is completed. Sidewalk gaps remain, to be addressed through PedPDX update to Transportation System Plan.
90101	Garden Home & Multnomah Intersection Improvements	Garden Home Rd & Multnomah Blvd, SW	Connects to RP- 24 and BP-56	This project is being designed for implementation.
90104	Barbur Active Transportation Demonstration Project	Barbur Blvd, SW (Capitol Hill - 26th Way)		Funding for this has been reallocated to multiple different access to transit projects currently under design. Projects include SW 26th Ave (highest priority), SW Custer; SW 24th/25th; SW 40th Crossing.

*These tables only includes TSP projects that are in Southwest Portland, focus on active transportation, are lead by PBOT on City of Portland right-of-way, and were prioritized for the first ten years of TSP implementation.

TSP YEAR 1-10 PROJECTS SUPPORTED BY SOUTHWEST IN MOTION

These projects overlap with Southwest in Motion projects in part or in whole, or are proposed for interim implementation.

TSP ID	Project Name	Project Location	Related Southwest in Motion Projects	Implementation Status and Next Steps
90002	SW 19th / Capitol Hill Rd Safety Improvements	19th, SW (Barbur - Spring Garden); Capitol Hill Rd, SW (Barbur - Bertha)	Partial implementation by BP-19, BP-46	Seeking implementation funding. This project is identified as a Station Access Improvement Option by the SW Corridor Light Rail project.
90008.2	SW 45th Ave Ped/ Bike Improvements, Segment 2	45th Ave, SW (Illinois - Nevada)	Partial implementation RP-07	Southwest in Motion partial implementation funded by Fixing our Streets.
90011	SW Pomona/64th Ped/ Bike Improvements	Pomona/63rd/64th, SW (61st - Barbur)	Implemented by BP-35	Seeking implementation funding. This project is identified as a Station Access Improvement Option by the SW Corridor Light Rail project.
90031.1	SW Dosch Rd Interim Safety Improvements	Dosch Rd, SW (B-H Hwy - Patton)	Implemented by SS-02	Seeking implementation funding and coordination with BES.
90033	Garden Home Ped/ Bike Improvements	Garden Home Rd, SW (Multnomah - Capitol Hwy)	Partially implemented by RP-24 and BP-22	Seeking implementation funding.
90034.1	Bridlemile Ped/ Bike Improvements, Phase 1	Hamilton St, SW (Scholls Ferry - 53rd; 48th - 45th); Shattuck Rd, SW (B-H Hwy - 53rd)	Partial implementation by BP-13	Seeking implementation funding.
90049.1	Marquam Hill Rd Interim Safety Improvements	Marquam Hill Rd, SW (Gibbs - Fairmount)	Implemented by SS-03	Seeking implementation funding and coordination with BES.
90050	SW Multnomah Blvd Ped/Bike Improvements, Phase 2	Multnomah Blvd, SW (31st - 45th)	Partial implementation by BP-13	Seeking implementation funding.
90052	SW Palatine Hill / Primrose Bikeway	Palatine Hill Rd, SW (Boones Ferry - Palater); Primrose St, SW (Terwilliger - Boones Ferry)	Implementation by BP-33	Seeking implementation funding.
90054.3	SW Patton / Talbot Ped/Bike Improvements	Patton Rd, SW (Talbot - Hewett); Talbot Rd, SW (Patton - Fairmount)	Interim implementation by BP-05	Seeking implementation funding.
90059.1	SW Shattuck Rd Ped/ Bike Improvements, Segment 1	Shattuck Rd, SW (B-H Hwy - Cameron)	Partial implementation by BP-13	Seeking implementation funding.
90061	SW Spring Garden St Ped/Bike Improvements	Spring Garden/22nd, SW (Taylors Ferry - Multnomah)	Partial implemention by BP-27	Seeking implementation funding.
90064.1	Outer Taylors Ferry Safety Improvements, Segment 1	Taylors Ferry, SW (Capitol Hwy - 48th)	Implemented by BP-31	Seeking implementation funding. This project is identified as a Station Access Improvement Option by the SW Corridor Light Rail project.

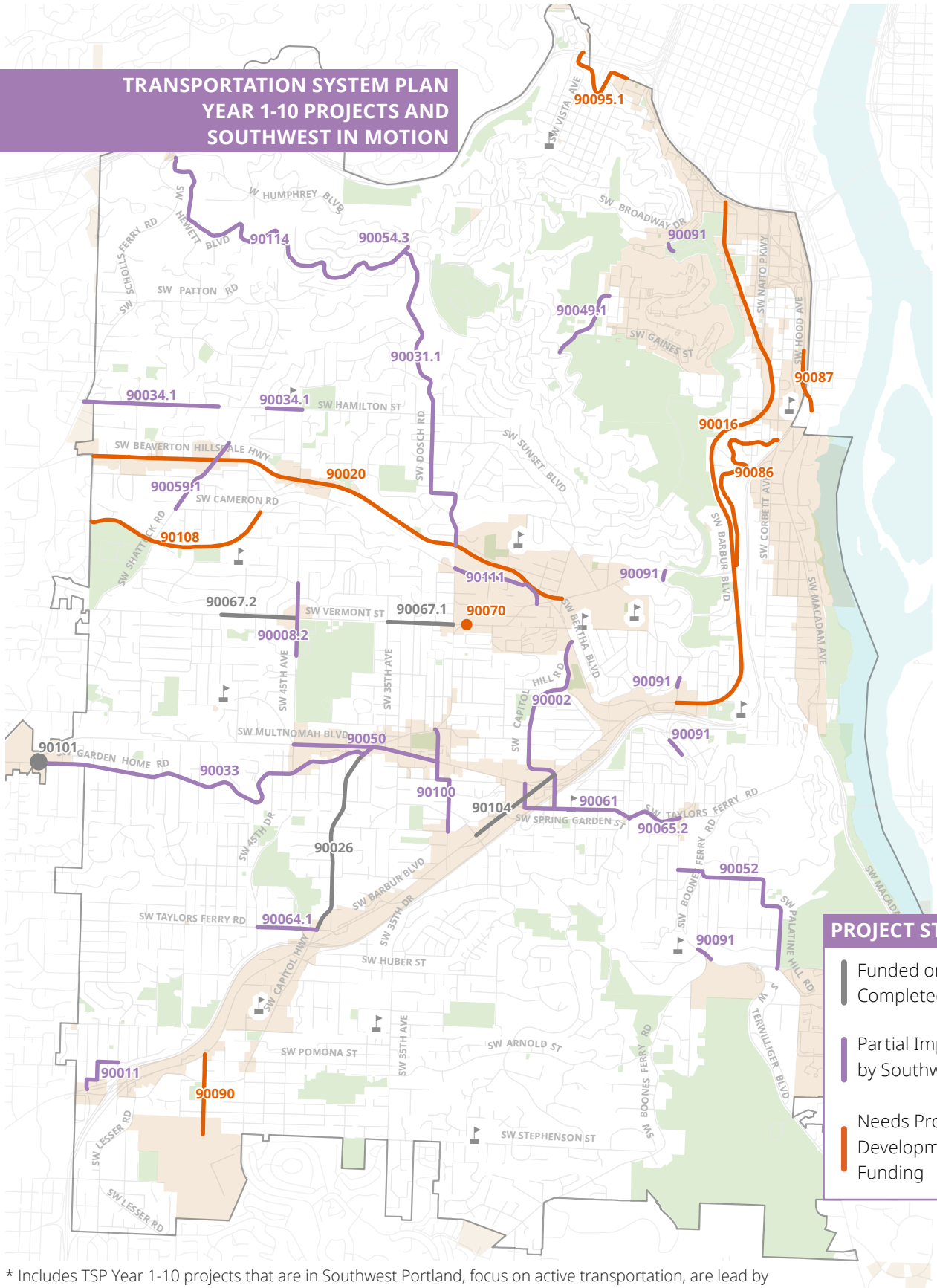
TSP ID	Project Name	Project Location	Related Southwest in Motion Projects	Implementation Status and Next Steps
90065.2	Inner Taylors Ferry Safety Improvements, Segment 2	Taylors Ferry, SW (Terwilliger - Spring Garden)	Implemented by BP-28	Seeking implementation funding.
90091	Terwilliger Bikeway Gaps	Terwilliger, SW	Partial implementation by BP-08, BP-16, BP-20	Seeking implementation funding.
90095.1	Montgomery Bikeway, Phase 1	Montgomery St/Dr, SW (Vista - 16th)	Implemented by BP-01	Seeking implementation funding.
90100	SW 30th/ Hume/31st Ped/Bike Improvements	30th Ave, SW (Dolph - Hume); Hume St, SW (30th - 31st); 31st Ave, SW (Hume - Troy)	Partial implementation by BP-24	Seeking implementation funding.
90111	Red Electric Trail, Segment 4	Red Electric Trail, SW (30th - 21st)	Implemented by BP-15	Seeking implementation funding.
90114	SW Hewett Blvd Bikeway	Hewett Blvd, SW (Patton - Scholls Ferry)	Implemented by BP-04	Seeking implementation funding.

TSP YEAR 1-10 PROJECTS IN NEED OF PROJECT DEVELOPMENT AND FUNDING

These projects would benefit from additional project development to clarify project needs, design options and refined construction costs. Advancing project development may make these projects more competitive for funding sources.

TSP ID	Project Name	Project Location	Related Southwest in Motion Projects	Implementation Status and Next Steps
90016	Inner Barbur Corridor Improvements	Barbur Blvd, SW (Caruthers - Terwilliger)		Seeking project development funding. Related to SW Corridor Light Rail project on Barbur Blvd.
90020	Beaverton-Hillsdale Hwy Corridor Improvements	Beaverton-Hillsdale Hwy, SW (Capitol Hwy - 65th)	Supported by BP-12	Seeking project development funding. This is a Vision Zero high crash corridor. Significant questions remain related to design opportunities.
90070	Capitol/Vermont/30th Intersection Improvements	Capitol Hwy, SW (Vermont - 30th)	Interim implementation by RP-08	Seeking project development funding. Significant questions remain related to alignment and design options.
90086	Slavin Rd Bikeway	Slavin Rd, SW (Barbur - Corbett)		Seeking project development funding. Significant questions remain related to property, alignment, and crossing design.
90087	Hood Ave Pedestrian Improvements	Hood Ave, SW (Lane - Macadam)		Seeking implementation funding.
90090	Barbur to PCC Neighborhood Greenway	53rd Ave, SW (Barbur - PCC)	Implemented by BP-37	To be designed and constructed as a part of SW Corridor Light Rail.
90108	Red Electric Trail, Segment 1	Red Electric Trail, SW (Dover - Cameron)	Connects to RP- 24 and BP-56	Seeking project development funding to understand right of way needs and barriers to implementation.

TRANSPORTATION SYSTEM PLAN YEAR 1-10 PROJECTS AND SOUTHWEST IN MOTION



PROJECT STATUS

- Funded or Completed
- Partial Implementation by Southwest in Motion
- Needs Project Development and Funding

* Includes TSP Year 1-10 projects that are in Southwest Portland, focus on active transportation, are lead by PBOT on City of Portland jurisdiction, and were categorized for the first ten years of TSP implementation.

Appendix C:

AMENDMENTS TO THE TRANSPORTATION SYSTEM PLAN

PBOT
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SOUTHWEST IN MOTION

AUGUST 2019

APPENDIX C:

Amendments to the Transportation System Plan

The Southwest in Motion planning process identified refinements to adopted PBOT long-range plans. At the next periodic update of the Transportation System Plan, the following changes should be included for consideration.

The following table lists recommended refinements to the project list adopted in the Transportation System Plan (TSP). Modifications include revisions to project extents, segmentation of long projects into smaller sub projects, and clarification of key project details.

Appendix B identifies where Southwest in Motion projects implement TSP projects in part or in whole. Upon implementation of these projects, staff should consider appropriate modifications to the TSP project list and project details.

RECOMMENDED AMENDMENTS TO THE TSP

Change	Project Name and Change	Rationale
Add to TSP	SW Vermont St Bike Lane and Sidewalks. City Limits to SW 52nd Ave: Construct multi-modal street improvements including bicycle and pedestrian facilities.	Extension of existing bike lane and sidewalk corridor. Consider implementation in two phases, Phase 1 as safer shoulders, Phase 2 as full bike lane and sidewalk.
Add to TSP	SW Canby/Troy Neighborhood Greenway. Design and construct a neighborhood greenway and pedestrian walkway along SW Canby and SW Troy Street.	This neighborhood greenway project requires elements beyond scale of the Neighborhood Greenway Program. Refer to Southwest in Motion project BP-21.
Add to TSP	Brugger Neighborhood Greenway. Design and construct a neighborhood greenway and shared street along SW Brugger St to SW 48th Ave. Includes paving on unpaved street segments.	This neighborhood greenway project requires elements beyond scale of the Neighborhood Greenway Program. Refer to Southwest in Motion project BP-29.
Add to TSP	Huber Bikeway. Design and construct a bikeway from SW Capitol Hwy to SW 35th Ave. Requires roadway widening	Important connection to serve West Portland Town Center and Barbur Transit Center.
Add to TSP 90002	SW 19th/Capitol Hill Rd Safety Improvements to include a continuous sidewalk on Capitol Hill Rd	This is a recommendation from the Tryon-Stephens Headwaters Neighborhood Street Plan.

Revise TSP 90020	Beaverton-Hillsdale Hwy Corridor Improvements. Split into two projects at SW 30th Ave.	This is a natural segment break to respond to increasing pedestrian and bicycle activity in the vicinity of Hillsdale Town Center.
Revise TSP 90024.0	SW Broadway Dr Pedestrian Improvements. Segment this project into two at SW 9th Ave.	Creates a more rational project extent designed to serve higher intensity land uses.
90026 (pending project completion)	Capitol Hwy Corridor Improvements	This project is funded, designed and scheduled for construction. When complete, it should be removed from the TSP.
Revise TSP 90033	Garden Home Ped/Bike Improvements. Segment this project into 3 parts with segments at SW 57th and SW 45th. Expand description to include sidewalks construction from SW 45th to SW Capitol Hwy.	These are natural segment breaks designed to respond to different levels of activity. Reflects priorities and project needs identified in the Southwest in Motion projects BP-22 and BP-42.
Revise TSP 90054.3	SW Patton / Talbot Ped/Bike Improvements. Extend project along SW Talbot Rd to SW Fairmount Blvd.	Revise the TSP Map to accurately show the extents of this TSP project, which is described as connecting to Fairmount Blvd.
Revise TSP 90064.2	Outer Taylors Ferry Safety Improvements, Segment 2. Revised description to include a bike lane in both directions	Traffic context on this street warrant facilities in both directions.
90067.1	SW Vermont St Ped/ Bike Improvements, Segment 1 - Vermont St, SW (30th - 36th)	This project was constructed and is complete, and should be removed from the TSP. Sidewalk gaps on this corridor remain, and should be addressed in a future update of the TSP related to PedPDX implementation.
90067.2	SW Vermont St Ped/ Bike Improvements, Segment 2 - Vermont St, SW (45th - 52nd)	This project was constructed and is complete, and should be removed from the TSP. Sidewalk gaps on this corridor remain, and should be addressed in a future update of the TSP related to PedPDX implementation.
Revise TSP 90068	West Portland Town Center Pedestrian Improvements. Revise description to specifically include connections to the Barbur Transit Center.	Access to the Barbur Transit Center is important for supporting transit.
Revise TSP 90070	Capitol/Vermont/30th Intersection Improvements. Revise description to specifically include circulation for bicyclists to access all intersecting bikeways at this intersection.	This intersection serves multiple important bikeways, and is currently a barrier for easy travel.
Revise TSP 90086	Slavin Rd Bikeway. Revise description to include the potential for this link to serve the Red Electric Trail	This is a logical connection to the Red Electric Trail for people bicycling. Idea emerged as a part of the original Red Electric Trail Planning Study (2007).
Revise TSP 90091	Terwilliger Bikeway Gaps. Separate each gap into explicit segments and project numbers.	Individual projects may be more implementable.
Remove 90101 (pending project completion)	Garden Home & Multnomah Intersection Improvements	This project is funded, and under design. When completed, this it should be removed from the TSP.
Remove TSP 90104 (pending project completion)	Barbur Active Transportation Demonstration Project.	Funding for this has been allocated to different access to transit projects, currently under design. If the four projects funded by this are completed, this TSP project should be considered as complete and removed from the TSP.
Revise TSP 90113	Red Electric Trail, Segment 6. Include consideration for a route for bicyclists to connect to Slavin Rd as part of the bikeway portion of the Red Electric Trail trail.	Bicycle accommodation on the primary Red Electric Trail route is infeasible. This is a viable route alternative.

Appendix D:

IMPLEMENTATION REFERENCE TABLES

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SOUTHWEST IN MOTION

APPENDIX D:

Implementation Reference Tables

The following reference tables report the Southwest in Motion project list and policy recommendations in a simple format to support future implementation and monitoring.

Project entries include columns related to project facility type (Bike Lane, Neighborhood Greenway, etc) which is relevant for sorting and aligning projects with potential funding sources. The list also identifies where BES has expressed interest in addressing related stormwater management needs, which may support bureau collaboration as a part of implementation.

TOP TIER PROJECTS

Bicycle/Pedestrian (BP) Construction Projects: Construction projects involved roadway widening, sidewalk construction, and other medium-high cost construction.

SWIM ID	NAME	EXTENTS	MINOR DESCRIPTION	PRELIM. COST ESTIMATE	BES INTEREST	SIDEWALK	BIKE LANE	NEIGHBORHOOD GREENWAY	SAFER SHOULDER	PEDESTRIAN SHARED STREET
BP-02	6th Portal to Central City	SW Broadway to SW College St	A safer biking connection from SW Broadway to SW College St.	$15,000			X			
BP-05	Patton/Talbot Walkway/ Bikeway	SW Hewitt Blvd to SW Fairmount Blvd	A safer walking and biking connection from Hewitt Blvd to Fairmount Blvd.	$1,000,000			X		X	
BP-07	Gibbs Sidewalk	SW Marquam Hill Rd to SW 11th Ave	A sidewalk connection from SW Marquam Hill Rd to SW 11th Ave.	$1,000,000		X				
BP-08	Terwilliger Bike Lane Gap at Sam Jackson Park Rd	Approach to Sam Jackson Park Rd	Filling a bike lane gap on the approach to Sam Jackson Park Rd	$500,000			X			
BP-09	Campus Dr Accessibility and Safety Improvements	Approach to Terwilliger Blvd	A safer and more accessible walking and biking connection on the approach to Terwilliger Blvd.	$50,000		X	X			

SWIM ID	NAME	EXTENTS	MINOR DESCRIPTION	PRELIM. COST ESTIMATE	BES INTEREST	SIDEWALK	BIKE LANE	NEIGHBORHOOD GREENWAY	SAFER SHOULDER	PEDESTRIAN SHARED STREET
BP-10	Whitaker Trail Enhancements	SW Terwilliger Blvd to SW Barbur Blvd	An improved walking path from SW Terwilliger Blvd to SW Barbur Blvd	N/A						
BP-12	Beaverton-Hillsdale Walkway Infill	City Limits to SW Capitol Hwy	A safer walkway from City Limits to SW Capitol Hwy.	$300,000		X			X	
BP-13	Shattuck Sidewalk Gaps	SW 53rd Ave to SW Boundary St	A sidewalk connection from SW 53rd Ave to SW Boundary St.	$350,000	X	X				
BP-14	30th Ave Safer Shoulder Walkway and Bikeway Connection	SW Beaverton-Hillsdale Hwy to SW Vermont St	A walkway connection from SW Beaverton-Hillsdale Hwy to SW Vermont St.	$1,000,000	X		X		X	
BP-15	Bertha Blvd Pedestrian Shared Street and Neighborhood Greenway	SW 30th Ave to SW Beaverton-Hillsdale Hwy	A low-stress walking and biking connection from SW 30th Ave to SW Beaverton-Hillsdale Hwy. This completes one segment of the Red Electric Trail.	$250,000				X		X
BP-16	Terwilliger Bike Lane Gap Approaching SW Capitol Hwy	Approaching Capitol Highway	Filling a bike lane gap approaching Capitol Highway.	$300,000			X			
BP-18	Nevada Neighborhood Sidewalks and Greenway	SW 31st Ave to SW Capitol Hill Rd	A low-stress walking and biking connection from Capital Hwy to Capitol Hill Rd.	$700,000	X	X		X		X
BP-19	Capitol Hill Sidewalk Infill and Uphill Bike Lane	Custer Park to SW Barbur Blvd	A walking connection from Custer Park to SW Barbur Blvd.	$1,000,000		X	X			
BP-20	Terwilliger Bike Lane Gap Near SW 7th Ave	Terwilliger near SW 7th Ave	Filling a bike lane gap on Terwilliger Blvd near SW 7th Ave.	$150,000			X			
BP-21	SW Canby/Troy Neighborhood Greenway	SW Capitol Hwy to SW Capitol Hill Rd	A low-stress walking and biking connection from Capital Hwy to Capitol Hill Rd.	$1,000,000	X	X	X	X	X	
BP-22	Garden Home Separated Walkway	SW 57th Ave to SW 45th Ave	A walking connection from SW 57th Ave to SW 45th Ave.	$1,000,000		X				

SWIM ID	NAME	EXTENTS	MINOR DESCRIPTION	PRELIM. COST ESTIMATE	BES INTEREST	SIDEWALK	BIKE LANE	NEIGHBORHOOD GREENWAY	SAFER SHOULDER	PEDESTRIAN SHARED STREET
BP-23	SW 45th Walkway and Bike Lane	SW Multnomah to SW Garden Home Rd	A sidewalk and bike lane from SW Multnomah to SW Garden Home Rd.	$675,000		X	X			
BP-25	Dolph Bikeway and Sidewalk	SW Capitol Hwy to SW Barbur Blvd	A low-stress and connection with sidewalk infill from SW Capitol Hwy to SW Barbur Blvd.	$1,100,000		X		X		
BP-29	Brugger Neighborhood Greenway	SW 65th Ave to SW 48th Ave	A low-stress walking and biking connection from SW 65th Ave to SW 48th Ave.	$700,000	X			X		X
BP-31	Outer Taylors Ferry Sidewalk and Bikeway	SW 49th Ave to SW Capitol Hwy	A sidewalk and bike lane connection from SW 49th Ave to SW Capitol Hwy.	$4,300,000	X	X	X			
BP-32	Ridge Neighborhood Greenway	SW 35th Ave to SW Taylors Ferry Rd	A low-stress biking connection from SW 35th Ave to SW Taylors Ferry Rd.	$150,000				X		
BP-35	64th/Pomona Sidewalk and Bikeway	SW Barbur Blvd to SW 61st Ave	A sidewalk and bike lane connection from SW Barbur Blvd to SW 61st Ave.	$2,500,000		X	X			
BP-38	Pomona Walkway	SW Capitol Hwy to SW 35th Ave	A low-stress walking connection from Capitol Hwy to 35th Ave.	$2,500,000		X	X			
BP-40	Boones Ferry Walkway	SW Orchard Hill Rd to City Limits	A walkway connection from SW Orchard Hill Rd to City Limits.	$25,000					X	
BP-41	35th Sidewalk Infill	Near SW Huber St	Filling sidewalk gaps near Near SW Huber St.	$150,000		X				
BP-42	Garden Home Sidewalk and Bike Lane	SW 45th to SW Capitol Hwy	A sidewalk and bike lane from SW 45th to SW Capitol Hwy.	$2,500,000		X	X			
BP-43	Hamilton Sidewalk Infill	SW 48th to SW 45th Ave	A sidewalk from SW 48th to SW 45th Ave.	$1,000,000		X				
BP-44	25th Connector	SW Troy St to SW Multnomah Blvd.	A path connection from SW Troy St to SW Multnomah Blvd.	$750,000						X

SWIM ID	NAME	EXTENTS	MINOR DESCRIPTION	PRELIM. COST ESTIMATE	BES INTEREST	SIDEWALK	BIKE LANE	NEIGHBORHOOD GREENWAY	SAFER SHOULDER	PEDESTRIAN SHARED STREET
BP-45	Capitol Hwy Bikeway Connections	Capitol Hwy & Bertha Blvd. & B-H Hwy	Safer bike lane crossings at Capitol Hwy & Bertha Blvd & Beaverton-Hillsdale Hwy.	$150,000			X			
BP-46	Capitol Hill Sidewalk Connection	SW 21st Ave to Raz-Baack Crossing	A Sidewalk from SW 21st Ave to Raz-Baack Crossing.	$600,000		X				
BP-47	Dosch Sidewalk Infill	SW Flower Terrace to SW Beaverton-Hillsdale Hwy	A sidewalk connection from SW Flower Terrace to SW Beaverton-Hillsdale Hwy.	$60,000		X	X			

Restriping Projects (RP): Restriping projects are meant to be low-cost, marking-only changes designed to improve conditions for walking and biking.

SWIM ID	NAME	EXTENTS	MINOR DESCRIPTION	PRELIM. COST ESTIMATE	BES INTEREST	SIDEWALK	BIKE LANE	NEIGHBORHOOD GREENWAY	SAFER SHOULDER	PEDESTRIAN SHARED STREET
RP-01	Park Bridge Connector	SW Park Ave to SW SW Broadway	A bikeway connection from SW Park Ave to SW SW Broadway.	$5,000			X			
RP-02	Terwilliger Trail to 4th Connector	SW Terwilliger & SW 6th to SW 4th & Broadway	A low-stress biking connection from SW Terwilliger & SW 6th to SW 4th & Broadway.	$100,000			X			
RP-03	Condor Connection	SW Terwilliger to SW Condor Ave	A walkway connection from SW Terwilliger to SW Condor Ave.	$25,000					X	
RP-05	Virginia to Laview Connector	SW Virginia Ave to SW LaView Dr	A low-stress link in the uphill route from South Portland to South Burlingame	$15,000						
RP-07	45th Bike Lanes	SW Pendleton to SW Nevada St	A bike lane connection from SW Pendleton to SW Nevada St.	$50,000			X			
RP-08	Hoot Owl Corner Connections	SW Capitol Hwy from Kesser Israel to SW Texas St.	A walkway on SW Capitol Hwy from Kesser Israel to SW Texas St.	$250,000		X			X	

SWIM ID	NAME	EXTENTS	MINOR DESCRIPTION	PRELIM. COST ESTIMATE	BES INTEREST	SIDEWALK	BIKE LANE	NEIGHBORHOOD GREENWAY	SAFER SHOULDER	PEDESTRIAN SHARED STREET
RP-09	Inner Capitol Walkway	SW Sunset Blvd to SW Terwilliger Blvd	A walkway from SW Sunset Blvd to SW Terwilliger Blvd.	$100,000					X	
RP-10	SW Maplewood Road Slow Safer Shoulder Pilot	SW 52nd to SW 45th Ave	A safer low-stress walking and biking connection from SW 52nd to SW 45th Ave.	$10,000					X	
RP-11	Multnomah Walkway	SW 45th Ave to SW Capitol Hwy	A safer walkway and bikeway from SW 45th Ave to SW Capitol Hwy	$100,000					X	
RP-14	SW 19th Bike Lanes	SW Barbur Blvd to SW Spring Garden St	A bike lane connection on the approach to Barbur Blvd.	$10,000			X			
RP-17	SW 35th Protected Bike Lanes	SW Ridge Dr to SW Arnold St	A bike lane connection from SW Ridge Dr to SW Arnold St.	$100,000			X			
RP-19	SW Talbot Advisory Shoulder	Connecting the SW Fairmount Blvd loop	An experimental shoulder treatment connecting the Fairmount Blvd loop.	$10,000					X	
RP-20	Boones Ferry to Tryon Connector	SW Arnold St to Tryon Creek State Park Entrance	A protected safer shoulder connection from SW Arnold St to Tryon Creek State Park entrance.	$50,000					X	
RP-25	Canyon Ct Bike Lane Transition	Eastbound approach to SW Knights Blvd	A safer bike lane on the eastbound approach to SW Knights Blvd.	$10,000			X			
RP-26	Upper Montgomery Neighborhood Greenway Wayfinding	SW Talbot Rd to SW Vista Ave	Navigation markings and wayfinding signs from SW Vista to SW Talbot Rd.	$15,000				X		

Safer Shoulder (SS) Pilot Projects: Safer shoulder projects provide a shoulder space for walking and biking. These projects are designed to address transportation and stormwater needs in collaboration with the Bureau of Environmental Services.

SWIM ID	NAME	EXTENTS	MINOR DESCRIPION	PRELIM. COST ESTIMATE	BES INTEREST	SIDEWALK	BIKE LANE	NEIGHBORHOOD GREENWAY	SAFER SHOULDER	PEDESTRIAN SHARED STREET
SS-02	Dosch Safer Shoulder	SW Patton Rd to SW Beaverton-Hillsdale Hwy	A walkway from SW Patton Rd to SW Beaverton-Hillsdale Hwy.	$1,000,000	X				X	
SS-03	Marquam Hill Safer Shoulder	SW Fairmount Blvd to SW 11th Ave	A walkway from SW Fairmount Blvd to SW 11th Ave.	$500,000	X				X	

Transit (T) Projects: Transit projects support enhanced transit reliability on existing transit lines.

SWIM ID	NAME	EXTENTS	MINOR DESCRIPION	PRELIM. COST ESTIMATE	BES INTEREST	SIDEWALK	BIKE LANE	NEIGHBORHOOD GREENWAY	SAFER SHOULDER	PEDESTRIAN SHARED STREET
T-01	Capitol Hwy Enhanced Transit Study	SW Bertha Blvd to SW Terwilliger Blvd	Transit enhancements from Beaverton Hillsdale Hwy to Terwilliger Blvd.	N/A						

SECOND TIER PROJECTS

Bicycle/Pedestrian (BP) Construction Projects: Construction projects involved roadway widening, sidewalk construction, and other medium-high cost construction

SWIM ID	NAME	EXTENTS	MINOR DESCRIPION	PRELIM. COST ESTIMATE	BES INTEREST	SIDEWALK	BIKE LANE	NEIGHBORHOOD GREENWAY	SAFER SHOULDER	PEDESTRIAN SHARED STREET
BP-01	Lower Montgomery Neighborhood Greenway	SW Vista Ave to SW 12th Ave	A low-stress walking and biking connection from SW Vista Ave to SW 12th Ave.	$300,000				X		
BP-03	1st Bikeway	SW Harrison St to SW Barbur Blvd	A biking connection from SW Harrison St to SW Barbur Blvd	$280,000			X	X		

SWIM ID	NAME	EXTENTS	MINOR DESCRIPTION	PRELIM. COST ESTIMATE	BES INTEREST	SIDEWALK	BIKE LANE	NEIGHBORHOOD GREENWAY	SAFER SHOULDER	PEDESTRIAN SHARED STREET
BP-04	Hewett Shared Street	SW Humphrey Blvd to SW Patton Rd	A low-stress walking and biking connection from SW Humphrey Blvd to SW Patton Rd	$500,000				X		X
BP-06	Lower Fairmount Slow Safer Shoulders Concept	SW Talbot Rd to SW Marquam Hill Rd	A low-stress walking and biking connection on the southern connection of SW Talbot Rd to SW Marquam Hill Rd.	$845,000	X				X	
BP-11	Hamilton Sidewalks and Bikeway	SW Terwilliger Blvd to SW Barbur Blvd	A walking and biking connection from SW Terwilliger Blvd to SW Barbur Blvd.	$250,000		X	X			
BP-24	SW 30th/ Hume/31st Sidewalk	SW Capitol Hwy to SW Barbur Blvd	A walking connection from SW Capitol Hwy to SW Barbur Blvd	$1,700,000		X				
BP-27	Spring Garden Bike Lane Gaps	SW 19th Ave to SW Taylors Ferry Rd	A continuous bike lane from SW 19th Ave to SW Taylors Ferry Rd.	$275,000			X			
BP-28	Inner Taylors Ferry Sidewalk and Bike Lane	SW Spring Garden Blvd to SW Terwilliger Blvd	A walking and biking connection from SW Spring Garden Blvd to SW Terwilliger Blvd.	$1,883,009		X	X			
BP-30	50s Neighborhood Greenway	SW 11th to SW Taylors Ferry Rd	A low-stress biking connection from SW 11th to SW Taylors Ferry Rd.	$275,000				X		
BP-33	Palatine/ Primrose Neighborhood Greenway	SW Terwilliger Blvd to SW Palater Rd	A low-stress biking connection from SW Terwilliger Blvd to SW Palater Rd.	$750,000				X		
BP-34	Pomona Neighborhood Greenway	City Limits to SW 63rd Ave	A low-stress walking and biking connection from City Limits to SW 63rd Ave.	$450,000				X		
BP-37	SW 53rd Neighborhood Greenway	SW Barbur Blvd to PCC Sylvania	A low-stress walking and biking connection from SW Barbur Blvd to PCC Sylvania.	$850,000		X		X		X
BP-39	Boones Ferry Rd Bike Lanes	SW Terwilliger Blvd to SW City Limits	A biking connection from SW Terwilliger Blvd to City Limits	$100,000-$350,000			X			

SWIM ID	NAME	EXTENTS	MINOR DESCRIPTION	PRELIM. COST ESTIMATE	BES INTEREST	SIDEWALK	BIKE LANE	NEIGHBORHOOD GREENWAY	SAFER SHOULDER	PEDESTRIAN SHARED STREET
BP-48	Pomona Walkway and Bikeway	SW 53rd Ave to SW Capitol Hwy	A low-stress walking and biking connection from SW 53rd Ave to SW Capitol Hwy.	$1,000,000		x	x			
BP-49	Taylors Ferry Bike Lane Connection	SW 26th Ave to SW Lancaster St	A short bike lane connection from SW 26th Ave to SW Lancaster St	$200,000			x			
BP-50	Canby Neighborhood Greenway	Gabriel Park to SW 34th Ave	A low-stress biking connection from Gabriel Park to SW 34th Ave.	$170,000				X		
BP-51	Galeburn Safe Routes to School	SW Capitol Hwy to Jackson Middle School	A low-stress walking and biking connection from SW Capitol Hwy to Jackson Middle School.	$456,613		X				X
BP-52	Troy St Sidewalk Infill	SW 40th Ave to SW 35th Ave	A walkway connection from SW 40th Ave to SW 35th Ave.	$275,000		X				
BP-53	SW 35th Safer Shoulder Walkway	SW Arnold St to SW Stephenson St	A safer shoulder walkway from SW Arnold St to SW Stephenson St	$800,000 - 1,000,000	X				X	
BP-54	Upper Fairmount Dr. Traffic Calming and Safety Enhancements	SW Talbot Rd to SW Marquam Hill Rd	Traffic safety enhancements from SW Talbot Rd to SW Marquam Hill Rd	$275,000						
BP-55	Broadway Dr Walkway	SW 9th Ave to SW Broadway	A continuous walking connection from SW 9th Ave to SW Broadway.	$500,000					X	
BP-56	Multnomah Protected Bike Lane	SW Garden Home Rd to SW 45th Ave.	A low-stress biking connection from SW Garden Home Rd to SW 45th Ave.	$180,000			X			
BP-57	Cheltenham-Westwood Walkway Connection	SW Dewitt St to SW Terwilliger Blvd	A safer walking connection from SW Dewitt St to SW Terwilliger Blvd.	$600,000		X				
BP-59	Sunset Bikeway	SW Dosch St to SW Capitol Hwy	A safer biking connection from SW Dosch St to SW Captol Hwy.	$550,000			X			

Restriping Projects (RP): Restriping projects are meant to be low-cost, marking-only changes designed to improve conditions for walking and biking.

SWIM ID	NAME	EXTENTS	MINOR DESCRIPTION	PRELIM. COST ESTIMATE	BES INTEREST	SIDEWALK	BIKE LANE	NEIGHBORHOOD GREENWAY	SAFER SHOULDER	PEDESTRIAN SHARED STREET
RP-12	Bertha Protected Bike Lane	SW Vermont St to SW Bertha Blvd	A low-stress biking connection from SW Vermont St to SW Bertha Blvd.	$200,000			X			
RP-18	SW Cameron Traffic Calming	SW 54th to SW Cullen Blvd.	Explore traffic calming options from SW 54th Ave to SW Cullen Blvd.	$250,000					X	
RP-21	Patton Protected Shoulder	Patton Ct/ Marquam Trail to SW Talbot Rd	A safer walking connection from SW Trail 7/Marquam Trail to SW Talbot Rd.	$100,000					X	
RP-24	Garden Home Uphill Bike Lanes	SW Multnomah Blvd to SW 45th Ave	A safer biking connection from SW Multnomah Blvd to SW 45th Ave.	$60,000			X			
RP-27	60th/Lesser Bike Lane	SW 60th Ave to G St in PCC	A bike lane connection from the Ashcreek neighborhood to PCC	$50,000			X			
RP-28	Capitol Hill Rd Advisory Bike Lane Pilot	SW Bertha Blvd to SW Barbur Blvd	An experimental bike lane treatment from SW Bertha Blvd to SW Barbur Blvd.	$40,000			X			

Safer Shoulder (SS) Pilot Projects: Safer shoulder projects provide a shoulder space for walking and biking. These projects are designed to address transportation and stormwater needs in collaboration with the Bureau of Environmental Services.

SWIM ID	NAME	EXTENTS	MINOR DESCRIPTION	PRELIM. COST ESTIMATE	BES INTEREST	SIDEWALK	BIKE LANE	NEIGHBORHOOD GREENWAY	SAFER SHOULDER	PEDESTRIAN SHARED STREET
SS-01	Shattuck Safer Shoulders	SW Windsor Ct to SW Vermont St.	A safer walking connection from City Limits to SW 52nd Ave.	$2,000,000	X				X	
SS-04	Vermont Safer Shoulder	City Limits to SW 52nd Ave	A safer walking connection from City Limits to SW 52nd Ave.	$750,000	X				X	

POLICY RECOMMENDATIONS IMPLEMENTATION

Policy recommendations in Southwest in Motion are designed to advance important programs, initiatives and practices to better address the needs and opportunities in Southwest Portland. The table below specifies the appropriate bureau group or agency to lead and/or support each policy recommendation.

Street Design and Innovation

POLICY RECOMMENDATION	LEAD GROUP	SUB-GROUP	SUPPORT AGENCY/ GROUP
As part of the Streets 2035 right-of-way project, clarify how to reconcile frontage requirements as a part of development review in response to the context of specific streets in Southwest Portland.	PBOT Development, Permit & Transit Group	Program Development Division	PBOT Policy, Planning & Projects Group
Identify the collector streets in Southwest Portland which are most severely constrained due to topography, natural features or drainage necessitating a special design beyond what is covered by PBOT's typical right of way standards.	PBOT Policy, Planning & Projects Group	Transportation Planning Division	PBOT Development, Permit & Transit Group
Perform a citywide pedestrian shared street analysis to identify candidate streets capable of meeting volume and speed criteria for shared streets.	PBOT Policy, Planning & Projects Group	Transportation Planning Division	PBOT Engineering Services Group
Perform a citywide advisory bike lane analysis to identify candidate streets and appropriate contexts for advisory bike lane/advisory shoulder implementation.	PBOT Policy, Planning & Projects Group	Transportation Planning Division	PBOT Engineering Services Group
Explore best practice and research findings related to the role e-bikes can play in our active transportation future.	PBOT Policy, Planning & Projects Group	Transportation Planning Division	

Programs

POLICY RECOMMENDATION	LEAD GROUP	SUB-GROUP	SUPPORT AGENCY/ GROUP
Integrate Southwest in Motion project priorities with PBOT's new Quick Build project delivery process.	PBOT Policy, Planning & Projects Group	Capital Delivery Division; Transportation Planning Division	
Develop a traffic calming program that is responsive to neighborhood traffic calming needs and considers collector traffic calming opportunities.	PBOT Policy, Planning & Projects Group	Transportation Planning Division	
Develop the Alternative Street Design TSP Program to work collaboratively with BES on roadside improvements on collector streets lacking sidewalks.	PBOT Policy, Planning & Projects Group	Transportation Planning Division	Bureau of Environmental Services
Explore opportunities to bring shared electric micro-mobility options in Southwest Portland.	PBOT Policy, Planning & Projects Group	Transportation Planning Division	

Agency Collaboration

POLICY RECOMMENDATION	LEAD GROUP	SUB-GROUP	SUPPORT AGENCY/ GROUP
Streamline and strengthen the lines of communication within and between City agencies related to Southwest Portland projects.	PBOT Policy, Planning & Projects Group	Transportation Planning Division	Bureau of Environmental Services; Portland Parks and Recreation; Bureau of Planning and Sustainability
Continue the strong coordination and collaboration between PBOT and Parks & Recreation to foster trail implementation.	PBOT Policy, Planning & Projects Group	Transportation Planning Division	Portland Parks and Recreation

Education

POLICY RECOMMENDATION	LEAD GROUP	SUB-GROUP	SUPPORT AGENCY/ GROUP
As part of project delivery, education adjacent property owners about the maintenance responsibilities for new sidewalks and street trees.	PBOT Policy, Planning & Projects Group	Capital Delivery Division	