MEMORANDUM

TO: Community members and committee representatives

FROM: Francesca Jones, 2045 TSP Project Manager

Tyler Smith, 2045 TSP Public Involvement Lead

CC: Eric Hesse, Supervising Planner

DATE: August 24, 2026

RE: **Summary of feedback on the 2045 TSP candidate pool**

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Background

The Portland Bureau of Transportation (PBOT) is preparing the 2045 Transportation System Plan (TSP), the state-mandated 20-year plan that guides the City's transportation policies, programs, and capital investments. The TSP candidate pool is a comprehensive list of potential transportation projects across Portland that would address the city's capital transportation infrastructure needs. These projects originate from previously adopted modal and area plans, past refinement planning efforts, safety analyses, and other planning initiatives. The 2045 TSP process includes applying project evaluation criteria to the candidate pool of projects and asking the public for feedback that will meaningfully shape the constrained major capital projects list—the projects from the candidate pool that make it into the financial strategy of how much the city projects to be able to afford in the next 20 years.

The project team added touchpoints between May 20 and Sept 3 with our Community Advisory Committee, Technical Advisory Committee, modal committees, and district coalitions to help catch/ confirm that no important projects or needs were missing and to ensure project descriptions accurately reflect current conditions and priorities. This early engagement served to help catch key issues and make efficient use of staff time from fewer substantial iterations after applying project evaluation criteria to nearly 300 projects in the candidate pool. This fall, the project team will show the public how each of the projects in the candidate pool scored in the technical evaluation and gather feedback to support further project prioritization. At this time, the project team will still also be able to hear public feedback that helps to catch key missing needs and make project description refinements as appropriate.

Outreach Summary

PBOT staff conducted outreach to committee and community groups to provide information, answer questions, and solicit feedback on the candidate pool of projects. Staff attended twelve meetings representing nine different groups and additional feedback was received via email following these sessions. The following lists the meetings attended, approximate number of projects commented on, and general focus of those comments:

Group	*Dates of meetings attended*	*Approx. number of projects commented on*	*General focus of comments received*
2045 Transportation System Plan Community Advisory Committee (CAC)	May 20	30	CAC produced the most wide-ranging comments, covering modal concerns, corridor safety, freight, bike facilities, planning policies, system-level ideas, and concerns about bike network completeness.
District 4 Land Use and Transportation Committee (D4 LUTC)	May 27 and June 24	12	• SW trails • Steep-grade corridors • High-cost bridges • Connectivity gaps in SW • Alternatives to major capital projects
Portland Freight Committee (PFC)	June 4, July 2, and September 3	15	• Columbia Corridor • Freight access • Weight-restricted bridges • Rail conflicts • Ramp geometry • Freight reliability
Southeast Uplift District 3 Land Use and Transportation Committee (SEUL D3 LUTC)	June 15	5	• Safe crossings • East-west bikeway gaps • Corridor safety improvements • 82nd Ave bike access over I-84
Pedestrian Advisory Committee (PAC)	June 16	6	PAC emphasized crossings, ADA compliance, pedestrian access near schools and transit.
Northeast Coalition of Neighborhoods District 2 Land Use	June 16	7	• Freight routes • Bridge strengthening • Greenway connections

and Transportation Committee (NECN D2 LUTC)			• Public outreach questions • Corridor multimodal improvements
District 1 Land Use and Transportation Committee (D1 LUTC)	June 22	10	• Sandy Blvd • NE 148th • Neighborhood greenways • Safety and transit access • Gap closures
Technical Advisory Committee (TAC)	June 24	22	They commented heavily across all districts, especially D1 and D2, and provided structural suggestions (ITS program, extents, merge/split segments).
Bicycle Advisory Committee (BAC)	July 14	8	BAC comments were focused on corridor bike facility integrity, safety gaps, and neighborhood greenway opportunities.

Feedback Summary

Across all four districts (D1-D4), stakeholders consistently highlighted needs related to pedestrian safety, bicycle network continuity, transit-supportive improvements, corridor-level safety, project clarity, and feasibility. Staff responses emphasized alignment with existing plans, maintaining separate project types when needed, refining scopes, correcting lead agencies, and updating project descriptions or extents. This document summarizes themes by district and project and provides staff responses.

Not all projects were commented on and only those that were commented on appear in this document. Out of about 260 total projects in this iteration of the candidate pool (including about 60-70 projects per district), about 120 unique projects received comments.

District 1 (D1)

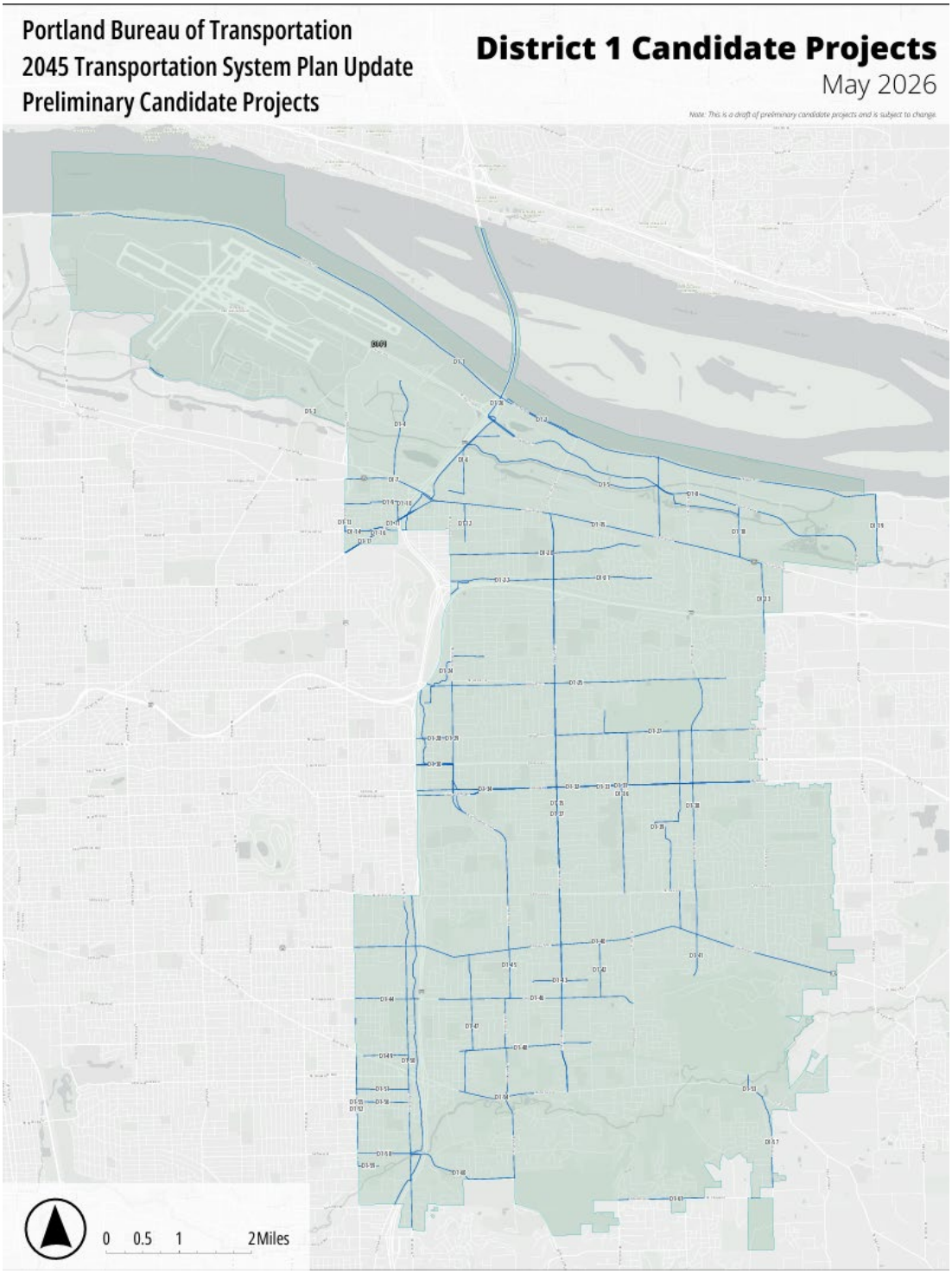

Figure 1: Screenshot of D1 map of candidate projects, for reference. Visit hyperlink to zoom in on the PDF version.

- D1 candidate projects map
- D1 candidate projects table

D1-07 NE Lombard Corridor Safety Improvements

Reviewers offered clarification and refinement requests related to pedestrian access and transit usability along NE Lombard Street. Community members noted that while the project already included a broad set of safety and corridor improvements, the description did not clearly emphasize two specific needs: enhanced pedestrian crossings at transit stops and ADA-accessible improvements to make those stops easier and safer to reach. Feedback highlighted that Lombard is a high-traffic corridor with significant bus ridership and multiple locations where crossing the street is difficult, particularly for people with mobility challenges or for those transferring between bus lines.

Stakeholders asked PBOT to explicitly add language ensuring that future design work would include improved marked crossings, accessible curb ramps, and other pedestrian-focused upgrades at or near existing transit stops. In response, staff updated the project description to incorporate this request, clarifying that enhanced pedestrian crossings and ADA-compliant improvements at transit stop locations will be part of the project's scope.

D1-08 NE Airport Way Safety & Access to Transit

Several reviewers asked PBOT to clarify how this project relates to the Cross-Levee Trail and other nearby trail projects, noting that multiple regional plans show overlapping alignments in the Airport Way and Columbia Slough area. Because the static maps used during review display several trail corridors in close proximity, some stakeholders interpreted D1-08 as potentially including segments of the Cross-Levee Trail or as duplicative of other trail gap projects.

Staff note that D1-08 focuses specifically on improving pedestrian and bicycle access to transit along the NE Airport Way corridor, as identified in the Growing Transit Communities Plan. This includes east–west access improvements such as upgraded crossings, sidewalks or other walkways, and safer connections to transit stops. The Cross-Levee Trail, by contrast, is a north–south facility addressed through other TSP projects, including the Columbia Slough Trail Gaps and the dedicated Cross-Levee Trail project. While these facilities intersect the Airport Way area geographically, they serve different purposes and are scoped separately. The overlapping appearance is a mapping artifact rather than a shared project scope. D1-08 remains focused solely on Airport Way transit-access improvements, and the Cross-Levee Trail continues to be advanced under its own project listings. Staff updated internal notes to address confusion.

D1-11 Sandy Blvd Corridor Improvements (Phase 2)

Stakeholders noted that both the Phase 2 corridor improvement project and the Sandy Blvd ITS project cover portions of the same arterial and appear closely related in the maps. This

led to a suggestion from committee members to consider combining the two project scopes. The rationale offered was that a single, consolidated project might streamline coordination, clarify intended improvements, and reduce overlap in project listings.

PBOT staff respond that although the two projects operate along the same corridor, they serve fundamentally different purposes. D1-11 focuses on physical, multimodal capital improvements (such as safer crossings, pedestrian lighting, transit stop upgrades, signal modifications, and bicycle facility enhancements) intended to improve the overall safety and multimodal function of Sandy Blvd. In contrast, the ITS project is a standalone operations and systems-management effort centered on intelligent transportation infrastructure, signal interconnectivity, detection upgrades, traffic monitoring, and transit signal priority preparation.

Because these project types have distinct scopes, funding sources, and implementation pathways, staff determined that combining them would not be optimal for securing funding and implementation. The two projects remain separate to ensure clear project intent and eligibility for their respective funding and program categories.

D1-13 Swan Island to Gateway HCT

Reviewers noted confusion regarding the project's eastern terminus. The project description referenced both Parkrose Transit Center and Gateway Transit Center, and the map used during review did not clearly show which endpoint was intended. This created uncertainty about the corridor alignment and how the project relates to existing transit service, planned FX routes, and the regional transit network.

In response, PBOT staff confirmed that TriMet had updated its planning assumptions for this corridor. Although earlier versions of the Regional Transportation Plan showed Parkrose as the endpoint, TriMet's more recent Forward Together and FX planning work identifies Gateway Transit Center as the correct terminus, using NE 102nd Avenue and following the Line 87 routing into Gateway. Staff updated the project description and mapping accordingly to reflect this alignment and resolve the inconsistency.

D1-15 Outer Sandy Corridor Improvements

Stakeholders expressed a strong interest in elevating pedestrian and transit safety along Outer Sandy Blvd, noting that this corridor includes multiple large multifamily housing complexes, frequent bus riders, and areas with significant gaps in lighting, crossings, and ADA-accessible infrastructure. Reviewers emphasized concerns about high travel speeds, limited visibility, and difficult or unsafe access to north-side bus stops, particularly near 122nd to 162nd, where several stops lack lighting or adequate pedestrian protection.

Reviewers also underscored the importance of coordination with ODOT, since portions of Sandy Blvd fall under state jurisdiction, and recommended close collaboration with TriMet to address transit stop safety and reliability. Some feedback suggested extending the project limits further east or west to capture additional safety needs observed along the corridor.

Staff agree that these issues align with the intent of the project. The project description now incorporates clearer contextual language to reflect safety priorities and the role of partner agencies. The project scope was extended to I-205 and the description continues to center on multimodal safety, access improvements, and consideration of freight needs within the corridor.

D1-17 Sandy Blvd ITS

Some reviewers suggested combining the Sandy Blvd ITS project with the broader Sandy Blvd multimodal corridor improvement project, noting that the two efforts share portions of the same corridor and could appear duplicative on static maps. The proposed consolidation was intended to simplify the project list and present a single, unified effort for Sandy Blvd.

PBOT staff respond that the ITS project must remain separate because it serves a distinct purpose and relies on different funding streams, technical requirements, and implementation timelines than the corridor improvement project. The ITS work focuses on operational upgrades (such as signal interconnects, adaptive signal timing, enhanced detection systems, resilient communication infrastructure, and future transit signal priority) not on physical roadway redesign or multimodal capital improvements.

Because ITS projects follow specialized scopes and often pursue separate grant funding, combining them with capital corridor safety projects can hinder delivery and create confusion about project intent. For these reasons, PBOT will maintain the Sandy Blvd ITS project as a standalone effort.

D1-28 Gateway–Glisan Streetscape

Stakeholders observed that the project description referenced older planning documents, noting that these sources no longer reflect the current direction of multimodal planning in the Gateway area. Reviewers expressed concern that citing outdated plans could be confusing to the public and might imply commitments or design expectations that are no longer accurate. They recommended removing these legacy references and clarifying the project's scope using contemporary language that reflects PBOT's current multimodal safety and streetscape priorities.

PBOT staff agree with this feedback and updated the project description to emphasize modern safety and multimodal elements such as improved pedestrian crossings, signal upgrades, bicycle facilities, transit-supportive treatments, and overall streetscape enhancements rather than relying on outdated plan citations. Removing the older references ensures the description accurately conveys the project's present scope and avoids misalignment with current planning and funding frameworks.

D1-35 122nd Ave Corridor Improvements

Reviewers noted that portions of the project description referenced planning documents that did not accurately reflect the most recent work conducted along the corridor. In particular, community members pointed out that the Growing Transit Communities Plan was not the primary basis for several elements of the project scope, and suggested that PBOT correct these references to align with more recent planning and safety analyses. Additionally, stakeholders requested that the northern project limit be extended to Marine Drive to capture important connections to transit, freight movement, and nearby residential and commercial destinations.

In response, staff updated the plan references to reflect the more recent corridor-specific safety and transit access studies and agreed that extending the northern boundary to Marine Drive was warranted. This adjustment improves consistency with regional project definitions and better reflects the full extent of multimodal needs identified along 122nd Avenue. The project description has been revised accordingly to capture these updates.

D1-38 NE 148th Ave Safety Improvements

Stakeholders highlighted that the existing project limits did not fully capture several high-priority safety and access issues along NE 148th Avenue. Community members noted that segments north of the defined project, particularly between Sandy Blvd and San Rafael Street, pose significant challenges for people walking, biking, and accessing recently added transit service. These concerns included missing sidewalks, limited crossing opportunities, difficult access to new bus stops, and the need for safer connections to adjacent residential areas and emerging destinations such as the Wilkes Headwaters park property.

PBOT staff clarify that NE 148th Avenue had originally been divided into separate project segments, with one segment focused on the portion lacking curbs and requiring substantial reconstruction, and another segment representing a grant-funded project farther south. After considering the feedback and reviewing corridor needs, staff agreed that the northern portion warranted inclusion and extended the project limits to Sandy Blvd. This refinement aligns with Vision Zero priorities, Safe Routes to School

considerations, and observed transit access needs, and will be reflected in the updated project description and mapped extents.

D1-44/D1-46 Holgate corridor projects

Reviewers noted that the project limits for the two Holgate corridor projects appeared arbitrary, with a gap shown between the segments that did not reflect how people travel or how safety issues manifest along SE Holgate Boulevard. Stakeholders questioned why the projects were split at a particular point and suggested that the extents should be reconsidered to ensure continuity of improvements, especially given ongoing safety needs and multimodal connectivity goals across Holgate.

PBOT staff clarify that the two segments originated from different planning and funding contexts. One portion aligns with existing Regional Transportation Plan segmentation and reflects where substantial capital improvements are needed, such as pavement reconstruction, upgraded crossings, and ADA ramp replacements. The other segment corresponds to a recently-developed project that addresses improvements farther east. Staff agreed that the map extents required correction and updated them to remove the unintended gap, while maintaining the logical segmentation that supports coordinated delivery and aligns with regional project definitions.

D1-P1 82nd & Airport Way Grade Separation

Reviewers expressed several high-level concerns about this project, including uncertainty about its purpose, the scale and cost of the proposed grade separation, and the extent of public involvement to date. Stakeholders noted that this was their first time seeing the project listed in the TSP candidate pool and requested additional information on prior analyses, conceptual designs, and funding assumptions. Questions focused on whether the grade separation would serve all vehicles or primarily freight, how the project fits within broader priorities for Airport Way, and whether it is included in any fiscally constrained plans.

The project originates from the Port of Portland, which is the lead agency and responsible for its development. The grade separation reflects long-standing operational concerns related to traffic flow and conflicts at the existing at-grade light-rail crossing. Staff confirmed that the concept had been studied previously and it was in the Regional Transportation Plan. This project would ordinarily, under new Transportation Planning Rules, be subject to Enhanced Review, however the Port recently received clearance from this requirement from the Department of Land Conservation and Development (DLCD) predicated on their funded plans to enter project construction in February 2027. This project will likely still be included in the constrained 2045 TSP major capital projects list so

it can continue to be included in the Regional Transportation Plan, without impacting the City's financial strategy.

District 2 (D2)

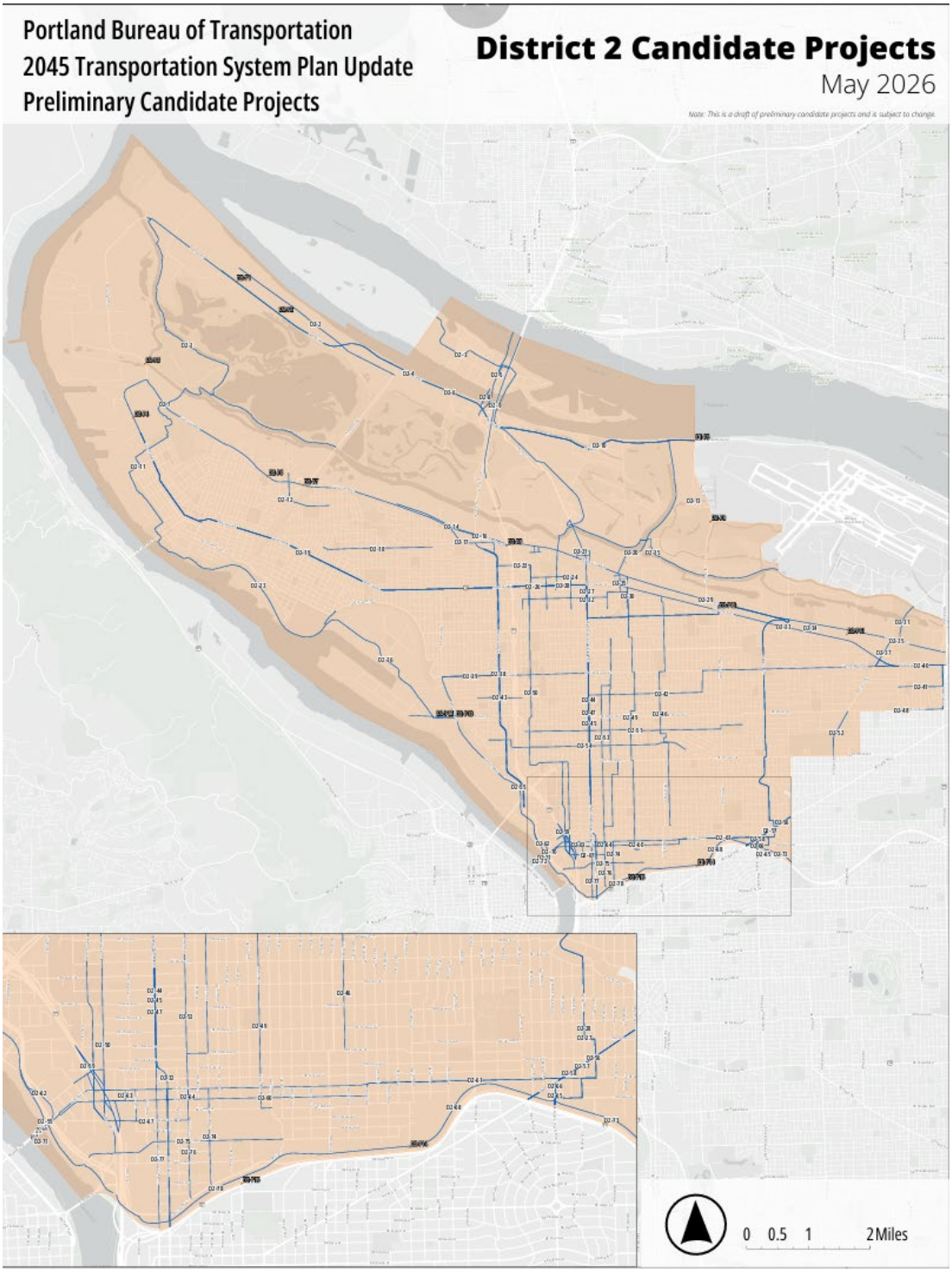

Figure 2: Screenshot of D2 map of candidate projects, for reference. Visit hyperlink to zoom in on the PDF version.

- D2 candidate projects map
- D2 candidate projects table

D2-01/D2-07 NP Greenway Trail Segments

Reviewers noted that both trail projects relate to the North Portland Greenway and questioned whether Portland Parks & Recreation should be listed as the lead agency rather than PBOT, since Parks has historically led trail development and is responsible for several segments of the corridor. Stakeholders also asked whether the two projects (Segment 1 and the Columbia Boulevard Bridge connection) could be merged, given their geographic proximity and shared purpose in completing the continuous North Portland Greenway Trail.

PBOT staff clarify that although both projects support the same overall trail vision, they are at different stages of development and have distinct implementation timelines. Parks is already advancing the Columbia Boulevard Bridge segment (D2-07) with dedicated funding and active design work. To avoid slowing progress on this underway project, staff kept the two segments separate. PBOT staff also clarify that while in reality Portland Parks & Recreation is expected to be the lead bureau for many of these types of projects, the TSP "lead agency" field is meant to distinguish between different jurisdictions, and always lists the transportation agencies as the leads. Because of this, all projects led by the City of Portland have PBOT listed as the lead agency, as opposed to ODOT, TriMet, the Port of Portland, etc.

D2-02 T6 Suttle Road Entrance

Reviewers raised questions about why PBOT was listed as the lead agency for the T6 Suttle Road Entrance project. Because the project involves access improvements to Terminal 6 and is closely tied to freight and development activity within the Port of Portland's property, stakeholders felt that the Port, rather than PBOT, should be responsible for advancing the effort. The feedback noted that the project appeared to be driven by Port priorities and should therefore reflect Port leadership.

PBOT staff agree with this clarification and corrected the lead agency designation to the Port of Portland. Staff also explained that the project corresponds to an existing RTP listing and reflects the Port's interest in improving access to T6, including creating an entrance from Suttle Road to support future development. By updating the lead agency, the project description now more accurately represents responsibility for planning, funding, and implementation.

D2-03 Hayden Island Dr Improvements

Reviewers noted that the project description may no longer fully reflect ongoing developments associated with the Interstate Bridge Replacement (IBR) Program. Because the IBR planning process affects roadway alignments, active transportation connections, and access needs on Hayden Island, stakeholders felt the project should be updated to

ensure consistency with the latest IBR concepts. They requested that PBOT revisit the description so that any future ped/bike improvements along Hayden Island Drive align with the multimodal network envisioned through the IBR effort.

PBOT staff acknowledge these concerns, yet coordination with the IBR team will occur as the project advances. While the existing TSP description captures the general intent to improve pedestrian and bicycle facilities along Hayden Island Drive, staff noted that refinement may be needed once IBR design decisions become more definitive. As those decisions take shape, PBOT will work with IBR partners to ensure the project scope reflects the most current planning context and delivers appropriate multimodal connections on the island.

D2-05 Portland–Vancouver Light Rail

Reviewers observed that the project description listed PBOT as the lead agency, even though the proposed extension of light rail service from the Expo Center to Vancouver is fundamentally a transit capital project. Stakeholders noted that TriMet is the primary agency responsible for developing and delivering light rail projects within the region. They emphasized that the project's placement within the regional transit framework and its connection to the Interstate Bridge Replacement effort further supports TriMet's leadership rather than PBOT's.

PBOT staff agree with the feedback and updated the lead agency designation to TriMet. Staff also clarified that the project remains separate in the TSP due to the complexity and uncertainty surrounding the Interstate Bridge Replacement Program, but its development and implementation would be led by TriMet as part of regional high-capacity transit planning.

D2-16 Columbia Blvd Safety

Reviewers suggested that the project description should more clearly acknowledge the need to address high travel speeds along Columbia Boulevard. Because the corridor carries significant freight traffic and has a history of crash risks associated with speed, stakeholders felt that the description should explicitly reference speed management as part of the safety strategy. They noted that adding language about reducing vehicle speeds would better capture the intent of the project and reflect community concerns about improving safety for all modes.

PBOT staff agree with this recommendation and incorporated language into the project description to directly address speed management. The updated wording emphasizes slowing vehicle travel speeds as part of the broader set of safety improvements (including sidewalk infill, new pedestrian crossings, access-to-transit treatments, and an enhanced

bikeway) to ensure that corridor design reflects both modal needs and Vision Zero priorities.

D2-22 Winchell Overcrossing

Reviewers raised concerns about the potential cost and complexity of constructing a new pedestrian and bicycle overcrossing of I-5 at Winchell Street. Given the scale of the structure and the expense associated with building a new bridge over the interstate, several stakeholders questioned whether the project represented the most practical or efficient way to improve east-west active transportation connectivity in the area. As an alternative, some suggested pursuing lower-cost corridor improvements on the nearby Lombard Street overpass (such as enhanced pedestrian and bicycle facilities and lane reconfiguration) to provide safer crossings without requiring a new structure.

PBOT staff acknowledge the concerns about construction cost and feasibility but note that the Winchell overcrossing, identified through the recent Columbia Lombard Mobility Corridor Plan, would address a specific connectivity gap that corridor-based improvements alone may not fully resolve. The project creates a more direct neighborhood connection across I-5, linking residential areas and local greenways on both sides of the freeway. Staff emphasize that while alternative concepts may be explored during future planning or design phases, the Winchell overcrossing remains in the TSP as a potential solution to a long-standing access challenge in North Portland.

D2-50 ETC Inner North Portland

Reviewers recommended strengthening the project description by more clearly articulating the role of Intelligent Transportation Systems (ITS) improvements and by expanding references to transit-priority treatments along key north–south corridors such as Vancouver, Williams, Mississippi, and Albina. Stakeholders noted that frequent bus lines in Inner North Portland would benefit from more assertive transit-priority measures and signal operations strategies, and felt the project description should explicitly include the full suite of TSMO tools used in other ETC corridors.

PBOT staff agree with this feedback and updated the description to incorporate ITS elements such as enhanced multimodal detection, resilient communication infrastructure, advanced signal controllers, and improved safety-focused signal timing. The revised text also reflects the potential for broader transit-priority treatments intended to reduce delay and improve reliability for frequent bus service.

D2-51 Mason Neighborhood Greenway

Reviewers noted that the project description should more explicitly address pedestrian safety needs near Sabin Elementary School which sits adjacent to the planned neighborhood greenway alignment. Stakeholders highlighted that traffic volumes and speeds on nearby streets can make crossings challenging for students and families, and recommended that the project include enhanced pedestrian infrastructure (such as improved crossings or school-focused safety treatments) near key school access points.

PBOT staff acknowledge these concerns and note that while the greenway description already references crossing improvements as needed, school-specific treatments are typically addressed through the City's Safe Routes to School program. Staff indicated that the Safe Routes program is well-suited to identify and implement the appropriate pedestrian upgrades in coordination with the broader greenway project.

D2-53 NE 7th/9th Neighborhood Greenway

Reviewers asked why NE 9th Avenue was selected as the primary alignment for the neighborhood greenway instead of NE 7th Avenue, noting that both streets serve as important north–south connectors in the Eliot and Lloyd districts. Stakeholders wanted clearer justification for the alignment choice and an understanding of how earlier planning decisions informed the current project listing in the TSP candidate pool.

PBOT staff explained that the question of whether NE 7th or NE 9th should serve as the main greenway corridor was thoroughly evaluated through the Lloyd to Woodlawn Neighborhood Greenway planning process, documented in the 2022 Lloyd to Woodlawn Neighborhood Greenway Report. During that multi-year effort, PBOT conducted extensive technical analysis and community engagement including direct involvement from the Eliot Neighborhood Association, to assess safety, comfort, feasibility, and network connectivity on both streets. The final recommendation was a hybrid approach: develop NE 9th Avenue as the primary neighborhood greenway, paired with targeted safety and traffic-calming improvements on NE 7th Avenue. This approach balanced community input and addressed concerns PBOT heard on both corridors.

Staff also clarified that the remaining work needed on NE 9th Avenue consists of minor capital improvements (less than about $1 million) that PBOT can deliver through quick-build tools rather than the TSP's major capital project list. Because these final elements do not rise to the level of a major capital project, PBOT determined that D2-53 should be removed from the candidate pool. The planned improvements on both NE 7th and NE 9th remain consistent with the adopted Lloyd to Woodlawn plan, and PBOT continues to respect the outcomes of that process.

D2-56 Sandy Blvd Corridor Improvements

Reviewers expressed concern that the updated project description no longer explicitly referenced bicycle facilities, noting that Sandy Blvd is a Major City Bikeway with limited parallel alternatives due to its diagonal alignment. Stakeholders worried that replacing "bicycle facilities" with broader, less specific phrasing such as "bicycle network improvements", could weaken PBOT's commitment to improving bike access and comfort along this corridor. They emphasized that maintaining clear language about bikeway upgrades is important to ensure Sandy remains a viable route for people biking in Inner Northeast Portland.

PBOT staff explain that the revised text reflects current planning language from the Regional Transportation Plan and acknowledges that the precise modal elements will need to be determined through future project development. Staff noted that the project has not yet advanced to a level of design where specific treatments can be guaranteed, and that all modal improvements, including bicycle facilities, will undergo standard multimodal tradeoff evaluation. This approach preserves flexibility while ensuring that bicycle needs will continue to be evaluated as part of the corridor's safety and multimodal planning.

D2-68–78 Sullivan's Gulch Trail

Reviewers raised concerns about the long-term feasibility of constructing the Sullivan's Gulch Trail due to the presence of an active Union Pacific (UP) railroad line within the corridor. Stakeholders noted that UP has historically opposed trail development adjacent to its right-of-way, making it unlikely that the trail could be built as originally envisioned without significant changes to freight operations. Some commenters suggested reframing the trail concept to recognize these constraints, such as conditioning future development on the possibility of a rail-to-trail conversion if the line were ever abandoned or rerouted.

PBOT staff acknowledged these feasibility challenges but also noted that the Sullivan's Gulch Trail remains an important long-term vision within the city's trail network. Staff noted that Parks and Recreation has an interest in keeping the project listed in the TSP, even if construction is not viable in the near term. At the same time, staff agreed that additional refinement planning may be needed to reassess alignment options, evaluate feasibility, and determine whether alternative approaches should be considered. For these reasons, the project is currently still on the candidate project list in the TSP but will likely require further study before advancing toward implementation.

D2-69–72 Broadway Bridge projects

Reviewers noted that several Broadway Bridge-related projects in the candidate pool listed PBOT as the lead agency, even though the Broadway Bridge and its approaches are owned

and maintained by Multnomah County. Because these projects involve structural rehabilitation, seismic upgrades, deck replacement, and other capital improvements on County infrastructure, stakeholders recommended correcting the lead agency designation to avoid confusion and ensure the project list accurately reflects jurisdictional responsibilities.

PBOT staff agreed with this feedback and updated the lead agency for all Broadway Bridge project entries to Multnomah County. This correction ensures that the TSP accurately represents the parties responsible for funding, maintaining, and delivering improvements on the Broadway Bridge and its associated structures.

D2-P03–P10 Freight Corridor Projects

Reviewers noted that several freight-related projects in the Columbia Corridor appear similar in purpose or location and could be perceived as duplicative. These projects include a mix of bridge replacements, rail overcrossing or undercrossing improvements, roadway lowering concepts, and other infrastructure modifications intended to improve freight mobility and address structural vulnerabilities. Because these projects are listed individually in the candidate pool, stakeholders questioned whether they represent overlapping solutions to the same set of freight challenges and suggested reviewing them collectively to ensure they are cohesive and coordinated.

PBOT staff clarifies that, although the projects share a common goal of improving freight movement and safety along key industrial routes, each one addresses a distinct location, structure, or operational constraint. The projects were originally identified through the Columbia Lombard Mobility Corridor Plan and PBOT's 2040 Freight Plan, where multiple independent bottlenecks were documented throughout the corridor. Staff agreed, however, that these projects require careful coordination to ensure they function together as a comprehensive freight strategy and avoid redundancy. To reflect this, staff maintained each project separately but acknowledged the need for ongoing alignment with freight stakeholders and partner agencies (including railroads and ODOT) as the corridor advances toward implementation.

District 3 (D3)

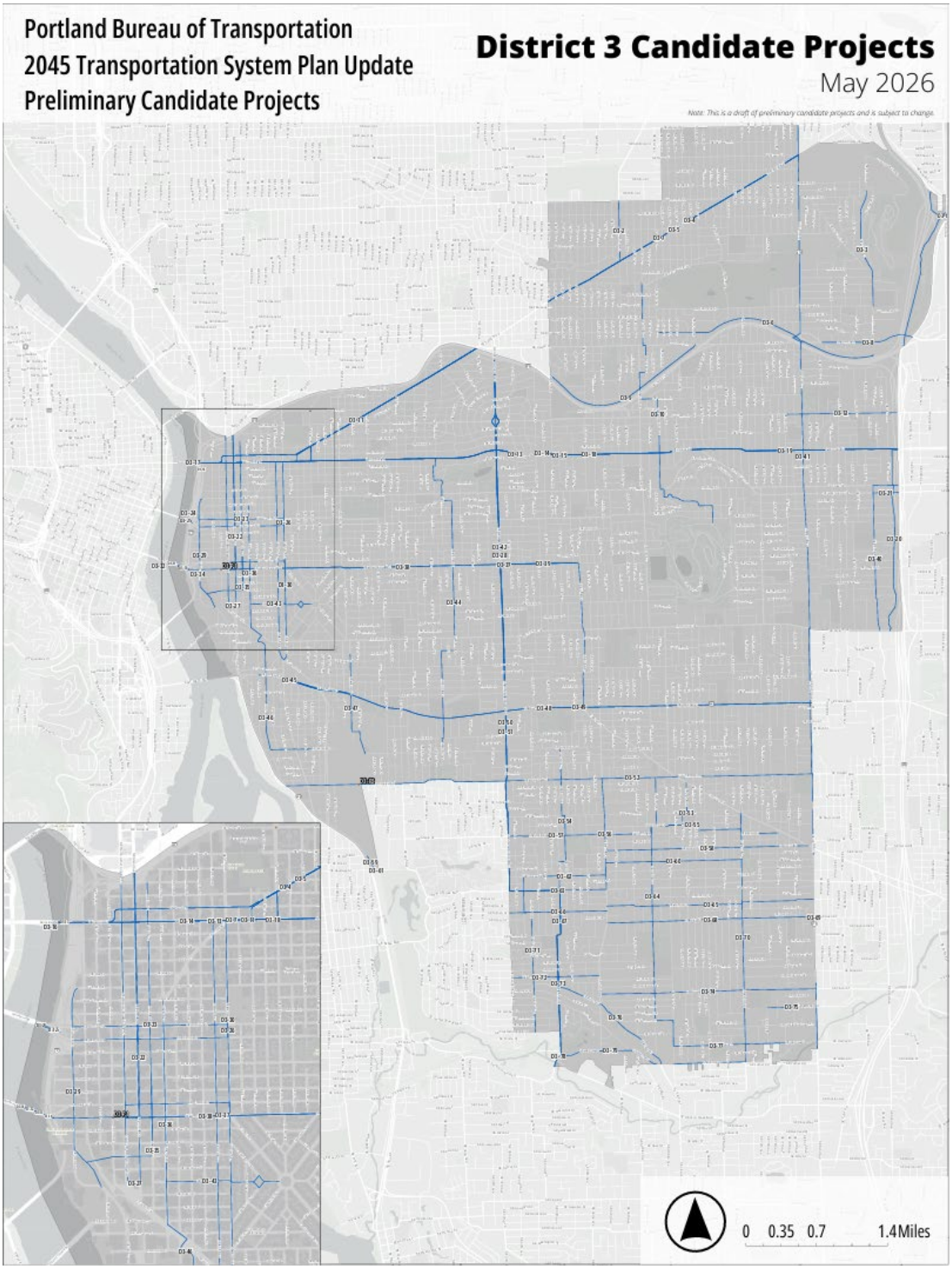

Figure 3: Screenshot of D3 map of candidate projects, for reference. Visit hyperlink to zoom in on the PDF version.

- D3 candidate projects map
- D3 candidate projects table

D3-15 Inner E Burnside Multimodal Improvements

Reviewers expressed concern that the updated project description appeared to weaken PBOT's commitment to upgrading bicycle facilities along East Burnside by removing explicit references to new or enhanced bike lanes. Stakeholders noted that Burnside is a key east–west connection with few comfortable nearby alternatives, and that the corridor currently contains gaps in the bikeway network, particularly between 28th Avenue and the more continuous facilities farther east. They emphasized that bicycle improvements should remain a clearly stated part of the project to address both safety needs and longstanding connectivity gaps.

PBOT staff clarified that the intent to improve bicycle facilities has not changed. Instead, the revised project description reflects updated extents from the Regional Transportation Plan and incorporates a broader multimodal safety focus to acknowledge emerging crash patterns west of 28th Ave—an area where pedestrian safety issues have increased despite prior redesign work. Staff expanded the project limits accordingly and explained that bicycle facility upgrades will continue to be evaluated and incorporated through future project development, consistent with Burnside's classification and role in the bike network. The description now more accurately captures both the corridor's safety needs and PBOT's continuing commitment to enhancing bike access along Inner East Burnside.

D3-28 Cesar Chavez Corridor Improvements

Reviewers raised concerns about the existing roundabout at Cesar Chavez Boulevard and Glisan Street, noting that its current design creates challenges for people walking and using transit. Stakeholders highlighted difficulties such as limited pedestrian visibility, awkward crossing movements, and bus stop locations that require riders to navigate circulating traffic. These issues prompted suggestions to remove the roundabout and replace it with a traditional signalized intersection to provide clearer pedestrian right-of-way and more predictable operations for all modes.

PBOT staff acknowledge the concerns and agree that the intersection will require further analysis during future project development. Evaluating potential redesigns, such as replacing the roundabout with a traffic signal, would be part of a more detailed planning and engineering process for the corridor. While the candidate pool description remains broad at this stage, PBOT affirms that pedestrian safety and accessibility will be key considerations as the project advances.

D3-30 11th/12th Improvements

Reviewers suggested expanding the project's limits, noting that multimodal travel patterns and safety concerns extend beyond the originally listed segment. Stakeholders pointed out that needed improvements (particularly enhanced crossings and upgraded bicycle connections) continue both north and south of the identified extents, and they recommended adjusting the project boundaries to better reflect how people walk, bike, and access transit along the full length of 11th Avenue and 12th Avenue.

PBOT staff agree that the described extents require refinement and updated the project limits to align with current planning work and emerging safety needs. Staff also noted that several of the remaining improvements identified for this corridor fall under minor capital upgrades such as spot crossing enhancements, which PBOT typically delivers through quick-build programs rather than the TSP major capital list. As a result, while the project extents were broadened to reflect the full multimodal corridor, lower-cost elements were shifted to existing PBOT programs to ensure timely delivery as funding becomes available.

D3-36 7th Ave Corridor

Reviewers asked PBOT to update the project description to reflect that the Green Loop is no longer a distant, conceptual effort and that several segments have moved into active planning and early implementation. They noted that referring to the Green Loop as "future" could imply that the corridor improvements on 7th Avenue are less urgent or less connected to ongoing citywide active transportation investments.

PBOT staff note that although portions of the Green Loop are taking shape, the full loop has not yet been constructed or funded, and major segments remain in planning or conceptual development. For that reason, the term "future Green Loop" remains accurate for the current stage of work. Staff emphasized that the wording does not diminish the importance of the project or its relationship to the emerging Green Loop network but simply reflects that the corridor improvements on 7th Avenue will support an element of the Green Loop that is still being built out over time.

D3-39 Hawthorne Safety

Reviewers questioned whether a new safety project was needed on the upper segment of Hawthorne Boulevard, noting that some staff and committee members felt the improvements listed under D3-39 might be redundant or less urgent compared to other priorities. At the same time, stakeholders highlighted safety concerns on other portions of the corridor, suggesting that certain segments particularly west of 23rd Avenue, may warrant additional attention due to emerging crash patterns, turning conflicts, and

multimodal challenges. This led to feedback recommending either reconsidering the listed project or shifting the focus toward locations with clearer safety needs.

PBOT staff acknowledge these perspectives and have updated the project extent and description to reflect the safety needs that have been identified but not yet addressed west of 23rd Avenue, and have removed the segments east of 23rd Avenue that were recently improved through the Hawthorne Pave & Paint project.

D3-40 SE 92nd Improvements

Reviewers noted that a gap exists in the bicycle lane network along SE 92nd Avenue, particularly near Division Street, where the north-side bike lane disappears for a short distance before reconnecting. Stakeholders emphasized that this discontinuity creates a confusing and potentially unsafe condition for people biking, especially given the corridor's role as a key north–south connection in East Portland. They recommended that PBOT ensure the project scope explicitly acknowledges and addresses this missing segment.

PBOT staff acknowledge the concern and note the need for improved continuity of bicycle facilities along the corridor. Staff confirmed that bike lanes already exist between Woodstock and the city limits and clarified that the project's intent is to upgrade and enhance existing facilities as well as fill remaining gaps. The identified bike lane discontinuity will be considered during project development to ensure a consistent, safe bikeway along SE 92nd Avenue.

D3-45 Southern Triangle Access

Reviewers noted that while the project description emphasizes freight and vehicle access improvements in the Southern Triangle area, it does not clearly acknowledge the substantial pedestrian challenges at key intersections such as SE Milwaukie Avenue and SE 9th Avenue. Stakeholders expressed that these locations are difficult for people walking to navigate, with missing crosswalks, limited visibility, and constrained sidewalk access. They recommended that pedestrian improvements (including safer crossings and ADA-compliant treatments) be explicitly incorporated into the project scope to ensure that multimodal safety is addressed alongside freight mobility.

PBOT staff agree with this feedback and updated the project scope to reflect the need for pedestrian upgrades in the area. Certain improvements, such as adding the missing crosswalk at SE 12th/Milwaukie and addressing accessibility issues related to the existing overpass at SE 9th, have long been identified as necessary elements of a complete multimodal solution. The revised description now clarifies that pedestrian safety enhancements will accompany the freight and vehicle access improvements envisioned for the Southern Triangle.

D3-52 Holgate Corridor

Reviewers raised concerns that the updated project description appeared to soften PBOT's commitment to providing bicycle facilities along SE Holgate Boulevard by shifting from more explicit language ("add bicycle facilities") to more conditional phrasing ("consider adding bicycle facilities"). Stakeholders emphasized that Holgate is an important east-west connection in outer Southeast Portland and that bicycle improvements are critical to addressing safety challenges, enhancing multimodal access, and supporting climate-aligned mode shift goals. They recommended clearer language to affirm that bicycle needs remain a central part of the corridor's future design considerations.

PBOT staff clarifies that the revised wording does not signal reduced commitment to bicycle improvements. Instead, the change reflects the need for a thorough multimodal tradeoff analysis during future project development. Staff noted that SE Holgate Boulevard presents significant spatial and operational constraints, and determining the appropriate design (such as how to allocate limited right-of-way among sidewalks, bike lanes, crossings, transit access, freight needs, and vehicle operations) will require detailed planning and public engagement. Bicycle facilities will remain a key element of this evaluation, but PBOT must retain flexibility to assess alternatives and identify the safest, most effective multimodal configuration for the corridor.

District 4 (D4)

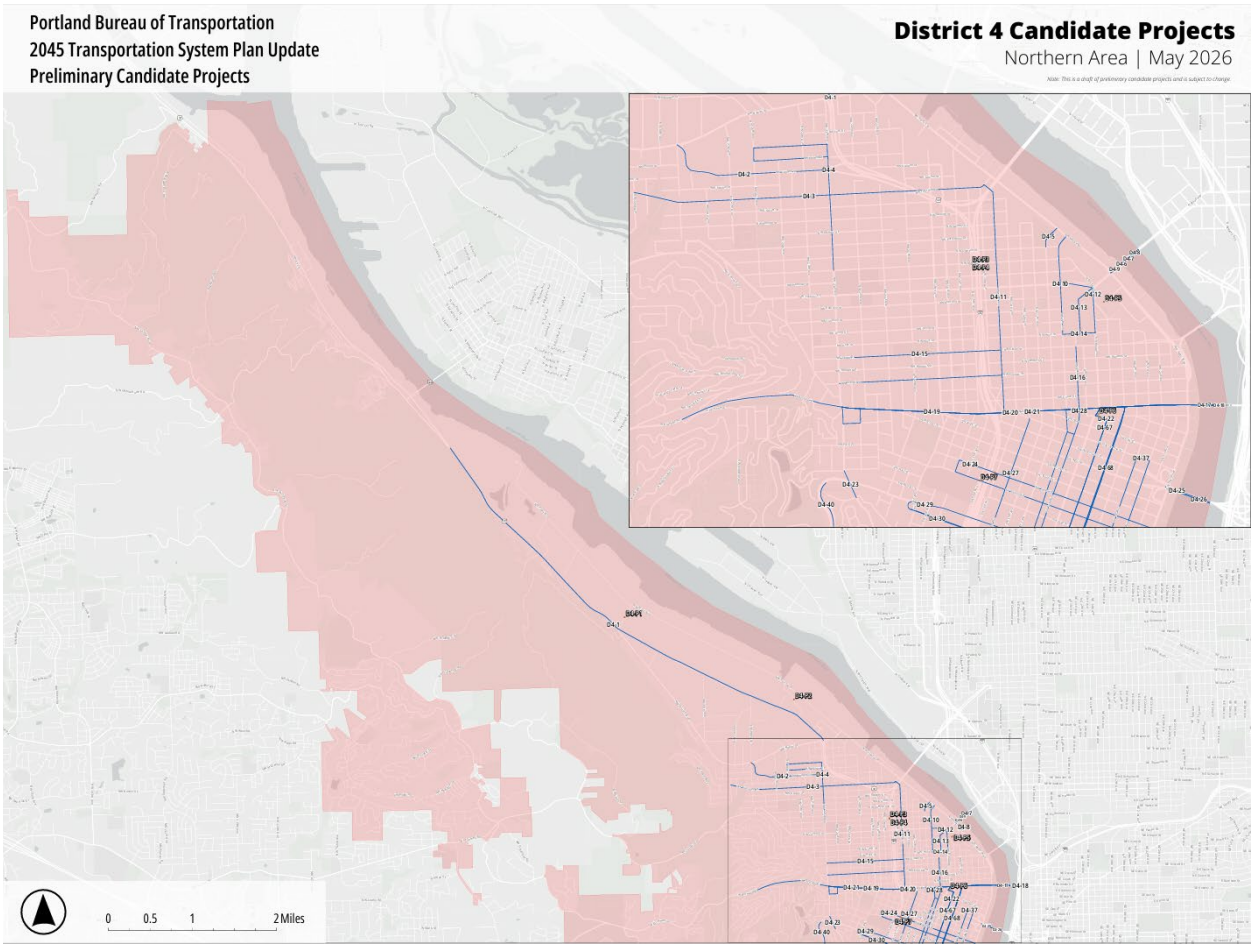

Figure 4: Screenshot of D4 (north) map of candidate projects, for reference. Visit hyperlink to zoom in on the PDF version.

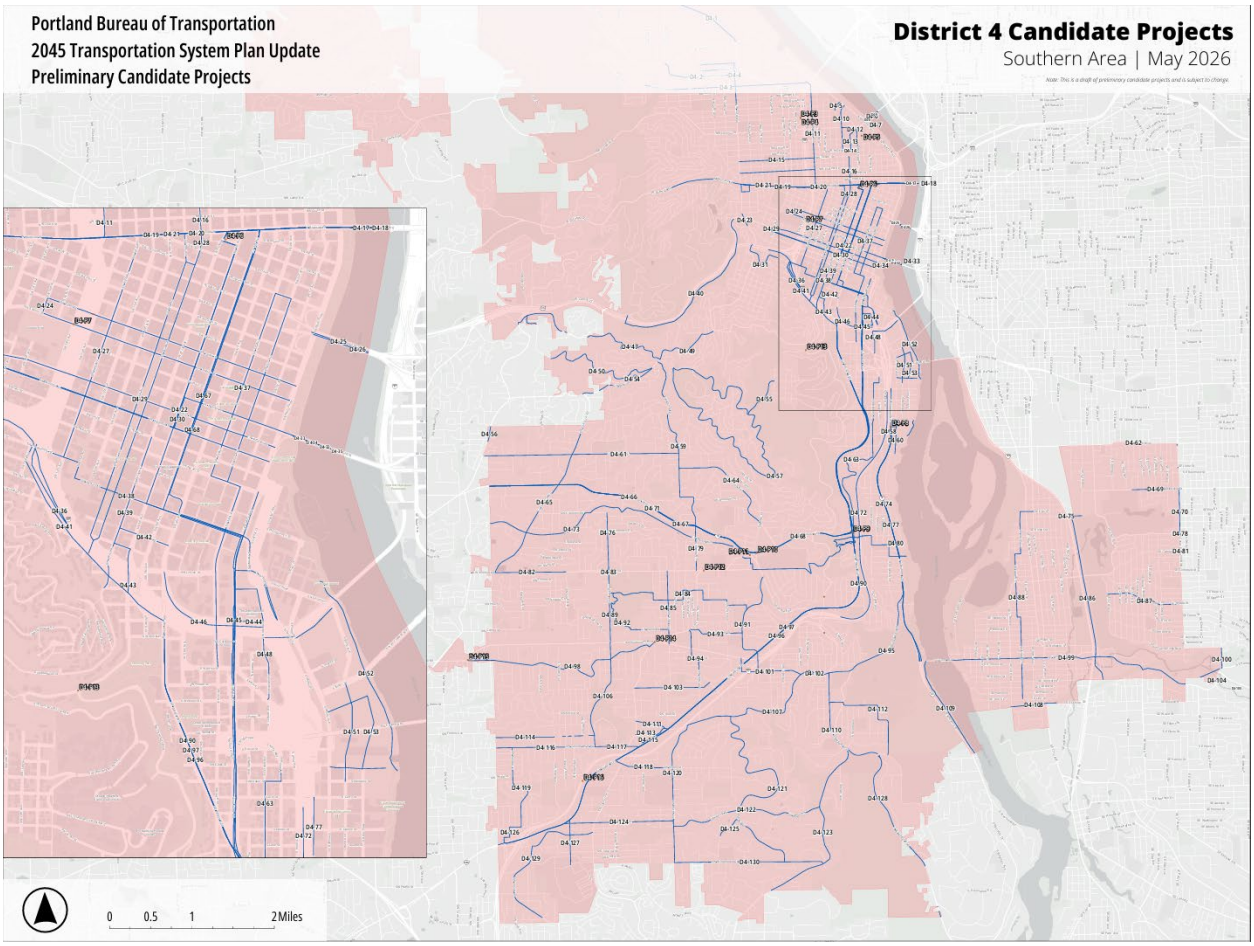

Figure 5: Screenshot of D4 (south) map of candidate projects, for reference. Visit hyperlink to zoom in on the PDF version.

- D4 candidate projects map (north)
- D4 candidate projects map (south)
- D4 candidate projects table

D4-005 Fields Park Bridge

Reviewers expressed support for a new pedestrian and bicycle bridge connecting the Pearl District across the railroad tracks near Fields Park, noting that it would significantly improve access to the riverfront and close a long-standing barrier created by freight rail operations. At the same time, stakeholders pointed out that similar access challenges exist farther south near the Steel Bridge, where people walking and biking often experience uncomfortable or indirect crossings of Naito Parkway. They suggested that complementary improvements near the Steel Bridge should accompany or be considered alongside the Fields Park bridge to fully address mobility gaps in the area.

PBOT staff acknowledge the desire for additional improvements near the Steel Bridge but note that these concerns are outside the scope of this specific project. D4-005 is focused narrowly on creating a new ped/bike crossing at Fields Park to overcome the freight rail barrier in the northern section of the district. While other connectivity needs in the vicinity of the Steel Bridge are recognized, those issues would need to be addressed through separate planning processes or future projects, and are not included within the defined scope of D4-005.

D4-015 Glisan/Everett Corridor

Reviewers noted that while the project description focuses on improving pedestrian comfort and safety along NW Glisan and NW Everett Streets (particularly at crossings and intersections) it did not fully acknowledge opportunities to improve transit reliability on this important bus corridor. Stakeholders observed that the Line 77 and other routes frequently encounter delay at key intersections, and suggested that transit-priority treatments or operational enhancements should be included to better support riders and improve overall corridor performance.

PBOT staff agree with this feedback and updated the project description to incorporate transit reliability considerations. The revised scope now reflects that, in addition to pedestrian and streetscape improvements, adjustments to striping or signal timing at intersections such as NW 21st may be pursued to help reduce bus delay and improve accessibility for transit users along the Glisan/Everett couplet.

D4-031 Montgomery Bikeway

Reviewers observed that the planned Montgomery Bikeway improvements should be coordinated with safety and bikeway needs on upper SW Dosch Road. Because Montgomery and Dosch form connected routes in Southwest Portland's hilly network, stakeholders noted that improvements on one corridor would be more effective if designed in tandem with upgrades on the other, particularly given steep grades, limited right-of-way, and the importance of safe uphill and downhill bicycle travel in this area. They recommended that PBOT consider the two corridors together to ensure a more seamless and predictable experience for people biking.

PBOT staff acknowledge the need for coordination and agree that future development of the Montgomery Bikeway should be informed by related planning and safety considerations on upper Dosch Road. While the Montgomery project remains scoped as its own bikeway improvement effort, PBOT will evaluate opportunities to align design and operational decisions between the two corridors as project development advances.

D4-041 Lower I-405 Trail

Reviewers noted that the purpose and intent of the Lower I-405 Trail project were unclear based on the existing project description. Stakeholders expressed uncertainty about what mobility gap the project is intended to address, how it fits into the broader Southwest trail and active transportation network, and what specific improvements or connections the trail would provide. They requested clarification to ensure the project's goals, alignment, and anticipated benefits are understood before it advances further in the TSP process.

PBOT staff acknowledge that the current description lacks sufficient detail to convey the project's intended function and explained that additional refinement planning will be needed to clarify the scope. Staff noted that the project will be reviewed to determine the precise alignment, connectivity role, and design needs of a trail facility in this constrained area along I-405. Once this refinement work is completed, PBOT will update the description to more clearly communicate the project's purpose and relationship to other planned walking and biking routes in Southwest Portland.

D4-047 Humphrey Blvd

Reviewers expressed significant concern about the feasibility and cost of constructing pedestrian and bicycle improvements along SW Humphrey Boulevard. Stakeholders noted that the corridor's steep terrain, limited right-of-way, and challenging hillside conditions would make any substantial upgrades extremely expensive and technically complex. Several commenters questioned whether a project of this scale could realistically be delivered, given both funding limitations and the presence of more pressing pedestrian and bicycle needs elsewhere in Southwest Portland.

PBOT staff acknowledge these concerns and agree that the cost and complexity of the Humphrey Boulevard project may create significant challenges. However, it has long been an identified need and is similar in nature to many other projects in SW Portland, and there is not a clear and compelling reason to remove it from consideration at this time.

D4-055 Marquam Hill

Reviewers emphasized the need for speed-management measures and additional safety treatments along Marquam Hill Road, noting that the corridor's steep grades and sharp curves can make walking and biking feel uncomfortable and at times unsafe. Stakeholders highlighted that vehicle speeds on downhill segments, combined with limited sightlines, create particular risks for people navigating the corridor on foot or by bike. They recommended incorporating design strategies that slow vehicle traffic and reduce the likelihood of drivers entering oncoming lanes on blind curves.

In addition, commenters suggested that improvements along Marquam Hill Road should be coordinated with planned bikeway upgrades on Fairmount Boulevard, given the close relationship between the two corridors in Southwest Portland's hilly bicycle network. Creating a coherent set of facilities would provide more predictable routes for people biking and help address shared safety challenges across both streets.

PBOT staff agree that these concerns reflect ongoing safety issues on Marquam Hill Road and confirm that speed-management and curve-navigation improvements will be considered during project development. Staff also noted the importance of integrating planning and design work with the Fairmount Bikeway project to ensure a cohesive, well-connected system that supports safe multimodal travel across the Marquam Hill area.

D4-063 Red Electric Trail

Reviewers noted that the existing project description for the Red Electric Trail does not fully reflect the routing concepts that community members and planning partners have recently discussed. Stakeholders shared that alternative alignments (such as those using Parkhill Drive, Slavin Road, and other nearby connections) may offer more practical or context-sensitive ways to link the Red Electric alignment with other destinations and regional trails. They recommended adjusting the description in future updates so it better mirrors the routing considerations and opportunities that have emerged through ongoing discussions.

PBOT staff acknowledge that additional refinement is needed to ensure the project description accurately captures the most feasible and community-supported alignment options. Staff emphasized that the trail concept remains important and that future refinement planning will help clarify the preferred route, taking into account terrain, right-of-way considerations, and connectivity goals. As part of this work, PBOT will update the project description to better reflect realistic implementation pathways for the Red Electric Trail.

D4-075 Reedway Crossing

Reviewers expressed strong support for constructing a new pedestrian and bicycle crossing at Reedway Street to provide a safe and direct connection across McLoughlin Boulevard, the light-rail corridor, and the Union Pacific rail line. Stakeholders emphasized that neighborhoods east of the rail line face long and uncomfortable detours to reach Sellwood, and noted that improved access would benefit people walking, biking, and accessing local businesses, parks, and community destinations. In addition to support for the project, commenters recommended allowing flexibility in the design so that an

undercrossing could be considered as an alternative to an overcrossing, depending on feasibility, safety, and cost.

PBOT staff updated the description to reflect that the crossing may be designed as either an overcrossing or undercrossing, depending on what is determined through future planning and engineering. Staff emphasized the importance of improving connectivity across this barrier and confirmed that the project will move forward in the TSP with this design flexibility included.

D4-088 14th/15th Greenway

Reviewers expressed interest in extending the planned neighborhood greenway beyond the limits shown in the project description. Stakeholders noted that additional connections to destinations such as Sellwood Park, SE 13th Avenue, and the existing Spokane Street greenway could strengthen east–west and north–south active transportation access within the neighborhood. Several commenters suggested that a spur or extension should be considered to better integrate 14th/15th Avenue into the wider network and provide more direct links for people walking and biking.

PBOT staff acknowledge these ideas and note that greenway routing refinements are typically assessed during project development. Staff explained that while the current project description reflects the alignment identified in earlier planning work, potential extensions or spurs can be evaluated as design advances and more detailed analysis of neighborhood traffic patterns, connectivity needs, and right-of-way constraints is completed. Routing additions may be incorporated if they are determined to be feasible and supportive of overall network goals.

D4-095 Taylors Ferry

Reviewers questioned whether Taylors Ferry Road is the most appropriate corridor for a major bicycle and pedestrian investment, noting its steep grades, high traffic volumes, and challenging geometry. Stakeholders expressed concern that, despite the value of improving uphill bike access, the corridor may remain difficult for many users and might not offer a comfortable or intuitive connection between key destinations such as the Sellwood Bridge and Terwilliger Boulevard. Several commenters suggested that PBOT explore alternative north–south routes within public right-of-way that could provide a more accessible and direct connection for people walking and biking.

PBOT staff acknowledge the interest in identifying potential alternative corridors and noted that this idea may merit consideration during future refinement planning. While the current project description continues to focus on Taylors Ferry Road, since it is the only available public right-of-way in the area, staff indicated that evaluating other alignments or

complementary connections could help determine whether a different route might better meet user needs and long-term network goals. Further analysis during the project development stage will help clarify which improvements are most feasible and beneficial as the area's multimodal network evolves.

D4-108 Springwater Gap

Reviewers expressed strong support for closing the long-standing "Springwater Gap" between SE Umatilla and 19th Avenue, noting that this short missing segment interrupts what would otherwise be a continuous regional multi-use path. Stakeholders emphasized that, in addition to building the trail itself, it is essential to include a safe and direct crossing at SE 17th Avenue, where past planning efforts have identified challenges related to rail operations, traffic conditions, and right-of-way constraints. They recommended that the need for an improved crossing at SE 17th be explicitly stated in the project description to ensure it is incorporated into future design and engineering.

PBOT staff agree with this feedback and updated the project description to highlight the importance of a safe crossing at SE 17th Avenue as part of completing the trail connection. Staff emphasized that addressing this crossing is a key element of making the Springwater Corridor continuous and comfortable for people walking and biking, and acknowledged that it has historically been one of the more complex components of delivering the project.

Other non-project specific feedback

In addition to project-specific comments, PBOT received a wide range of general feedback related to overall transportation system needs, planning approaches, and expectations for the 2045 Transportation System Plan update. Several community members and committee representatives offered observations about broader themes such as network completeness, multimodal connectivity, safety priorities, and the clarity of project descriptions.

A number of commenters highlighted the importance of addressing pedestrian safety throughout the city, including improved crossings of major arterials, greater ADA accessibility, and more consistent lighting—particularly in areas with higher crash histories or transit-dependent populations. Feedback also emphasized the need for a more intuitive and continuous bikeway network, including better wayfinding, fewer gaps, and routes that align more closely with demonstrated travel patterns rather than only existing classifications. Reviewers encouraged PBOT to ensure that bicycle and pedestrian improvements remain clearly stated in project descriptions and remain a priority in future corridor planning and design.

Stakeholders also noted opportunities to improve format consistency within the candidate pool, suggesting that project descriptions use more uniform language to describe connectivity, safety, and multimodal elements. Some commenters asked for more consideration of freight movement, transit access, and system maintenance, particularly as part of project evaluation criteria. A few noted the desire for more robust parking management strategies and refinement planning in inner neighborhoods. Others raised concerns about budget constraints, suggesting that the TSP consider project feasibility, cost-effectiveness, and realistic funding expectations when developing the constrained list.

We want to express our appreciation for this feedback. It directly supports improvements we are making to the TSP update and helps us refine how we describe and prioritize projects. Many of the themes you raised, such as Vision Zero principles, ADA access, Safe Routes to School connections, and pedestrian network completion, are already embedded in PBOT's ongoing programs, and we will continue coordinating with those programs as we refine project scopes. Your comments about project description clarity prompted us to revisit formatting and language for consistency across the candidate pool. And your emphasis on feasibility, maintenance, and multimodal balance will inform how we apply and communicate our evaluation criteria as we shape the constrained major capital list.