

# **COLUMBIA LOMBARD**

## MOBILITY CORRIDOR PLAN

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### **APPENDIX F**

Project List

*JUNE 2021*



**PBOT**  
PORTLAND BUREAU OF TRANSPORTATION

**AREA + PROJECT PLANNING**

APPENDIX F

# COLUMBIA LOMBARD PROJECT LIST

| Project #                         | Project name                                 | Project location                   | Project description   | Implementation readiness level<br><i>Low, Medium, High</i> | Readiness factors  | Plan-level cost estimate<br>\$ (<\$3 million),<br>\$\$ (\$3-10 million),<br>\$\$\$ (>\$10 million) |
|-----------------------------------|--|------------------------------------|---|--|--|--|
| <b>Columbia Corridor Projects</b> |  |                                    |   |  |  |  |
| 1                                 | Columbia Blvd Corridor Lighting Improvements | N/NE Columbia Blvd (Argyle - 82nd) | Add infill street lighting along both sides to meet current standards.  | High--Ready for funding opportunities                      | PBOT has experience with these kinds of lighting projects and has contractors to do the work at a typical cost per mile. Recent funding requests indicate a high likelihood that these projects could be implemented in the coming years.  | \$   |
| 2                                 | Columbia Blvd Corridor Safety Improvements   | N/NE Columbia Blvd (Argyle - 60th) | Reconfigure skewed intersections to reduce turning speeds, upgrade aging traffic signals, install speed reader boards/automated enforcement and add raised medians or rumble strips where feasible.   | High--Ready for funding opportunities                      | Safety analysis and high-level concept work indicate these are generally feasible and beneficial safety improvements, and could be the basis for state or federal safety funding.  | \$\$   |
| 3                                 | Columbia Blvd Access to Transit, Segment 1   | N/NE Columbia Blvd (Argyle - 21st) | Fill sidewalk gaps and improve maintenance of existing sidewalks on N/NE Columbia Blvd to improve safety and access to transit for proposed bus line along Columbia Blvd. Provide new bus stops and enhanced crossings to support the new service.  | Medium--Needs more project development                     | TriMet has proposed a new bus line along Columbia Blvd by 2025. Will need to work with TriMet to coordinate in the coming years. May need right-of-way acquisition or dedication in some areas to provide minimum standard sidewalk width.   | \$\$   |
| 4                                 | Columbia Blvd Access to Transit, Segment 2   | NE Columbia Blvd (21st - 47th)     | Fill sidewalk gaps and improve maintenance of existing sidewalks on NE Columbia Blvd from 21st to 47th to improve safety and access to transit, with 33rd to 47th being the highest priority due to higher level of transit service. Consolidate bus stop locations and provide enhanced pedestrian crossings at the remaining stops. | Medium--Needs more project development                     | Scope is relatively straightforward, but no project development to date. Right-of-way is limited, and utilities and topography can present challenges. Crossing treatments and transit stop changes have not been determined. More work is needed to assess cost and right-of-way needs. | \$\$   |

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|-----------------------------------|--|---|---|--|---|--|
| <b>Columbia Corridor Projects</b> |  |   |   |  |   |  |
| 5                                 | Columbia Blvd Access to Transit, Segment 3                   | NE Columbia Blvd (47th - Killingsworth)   | Fill sidewalk gaps and improve maintenance of existing sidewalks on NE Columbia Blvd to improve safety and access to transit for proposed bus line along Columbia Blvd. Provide new bus stops and enhanced crossings to support the new service.            | Medium--Needs more project development                     | TriMet has proposed a new bus line along Columbia Blvd by 2025. Will need to work with TriMet to coordinate in the coming years. May need right-of-way acquisition or dedication in some areas to provide minimum standard sidewalk width.                          | \$\$   |
| 6                                 | 11th/Columbia/Lombard Freight District Street Improvements   | NE Baldwin St (10th - 11th)<br>NE Russet St (11th - 13th)<br>NE 13th Ave (Columbia Blvd - Lombard Pl)   | Make needed street improvements (pavement, curbs, stormwater) on Freight District Streets in the 11th/Columbia/Lombard area. Sidewalks will be contingent on right-of-way dedication. Potentially combine with 11th Avenue Multimodal Improvements project. | High--Ready for funding opportunities                      | Project development is underway, and conversations have been initiated with property owners about a potential LID. Project has potential for BES funding to address water treatment needs.  | \$\$   |
| 7                                 | North Columbia Blvd Freight District Street Improvements     | N Borthwick Ave (Columbia - Halleck)<br>N Kerby Ave (Columbia - Halleck)<br>N Halleck St (Albina - Congress)                                      | Make needed street improvements (pavement, curbs, sidewalks, stormwater) on Freight District Streets surrounding N Columbia Blvd.   | Medium--Needs more project development                     | No project development work to date, but would be fairly straightforward to develop these projects. Need investigation and outreach with property owners to determine likelihood of an LID. Project has potential for BES funding to address water treatment needs. | \$\$   |
| 8                                 | Northeast Columbia Blvd Freight District Street Improvements | NE Mallory Ave (Columbia - Halleck)<br>NE Halleck St (Mallory - Grand)<br>NE Kilpatrick St (Mallory - Grand)<br>NE Grand Ave (Columbia - Halleck) | Make needed street improvements (pavement, curbs, sidewalks, stormwater) on Freight District Streets surrounding NE Columbia Blvd.  | Medium--Needs more project development                     | No project development work to date, but would be fairly straightforward to develop these projects. Need investigation and outreach with property owners to determine likelihood of an LID. Project has potential for BES funding to address water treatment needs. | \$\$   |

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| <b>Columbia Corridor Projects</b> |  |                              |  |  |   |  |
| 9                                 | 33rd & Columbia Multimodal Improvements, Phase 1             | NE 33rd Ave at Columbia Blvd | Implement low-cost signing and striping improvements to reduce conflicts around the 33rd & Columbia Blvd interchange, particularly focused on the northbound movement on 33rd Dr approaching Holland Ct and the eastbound bicycle movement on Columbia Blvd from 33rd Dr to 33rd Ave. Add speed reader boards to reduce speeding off ramps. Extend bike lanes on 33rd Ave south to Holman St.                                  | High--Ready for funding opportunities                      | Striping, signage, and other low cost improvements require minimal project development and are an affordable way to address some safety issues. Concepts have been prepared and appear to be feasible. Bike lane extension can leverage upcoming 33rd Ave paving project.   | \$   |
| 10                                | 33rd & Columbia Multimodal Improvements, Phase 2             | NE 33rd Ave at Columbia Blvd | Make improvements around 33rd & Columbia to address difficult merging, conflicts between modes, and sightlines. Restrict access from northbound NE 33rd Avenue to westbound Columbia Boulevard and reroute traffic to a new stop sign at NE Columbia Court. For southbound traffic on NE 33rd, a stop sign should be added for vehicles at Columbia Boulevard and the slip lane modified to allow continuous bike lanes.       | Medium--Needs more project development                     | Concepts have been prepared and appear to be feasible at a high level, but slopes and turning radius issues may present challenges. More project development is needed to get these projects ready for funding.   | \$\$   |
| 11                                | 33rd & Columbia Multimodal Improvements, Phase 3             | NE 33rd Ave at Columbia Blvd | Replace 33rd Ave bridge over railroad, 33rd Ave flyover ramp over Columbia Blvd, and Columbia Blvd bridge over 33rd Dr. Reconfigure interchange to improve safety and connectivity for all modes, address seismic resiliency and bridge condition needs on a major emergency and freight route, and simplify traffic operations and wayfinding by providing at-grade signalized intersections instead of ramps and overpasses. | Medium--Needs more project development                     | High-level concept work has developed a feasible solution that brings 33rd Ave and 33rd Dr together at an at-grade signalized intersection with Columbia Blvd. However, property impacts and overall costs are very high, and more project development work is needed to make project ready for funding opportunities. Will likely require multiple funding sources given scale of the project. | \$\$\$   |
| 12                                | Columbia Corridor Signal Improvements                        | Corridor wide                | Replace and upgrade aging traffic signals along Columbia Blvd from Argyle to Killingsworth to improve freight mobility, traffic flow, access to surrounding areas, and safety.   | High--Ready for funding opportunities                      | Signal upgrades are fairly straightforward projects.  | \$\$   |
| 13                                | Columbia / Lombard Corridor Freight Operational Improvements | Corridor wide                | Add signage approaching and along Columbia Blvd to highlight the street as a freight corridor, enhance freight wayfinding, and provide traveler information.   | High--Ready for funding opportunities                      | Wayfinding signage and traveler information are relatively low-cost and easy to implement, and multiple funding sources are available.  | \$   |

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| <b>Columbia Corridor Projects</b> |  |  |   |   |   |  |
| 14                                | Columbia Blvd Freight Improvements, Phase 1        | NE Columbia Blvd (60th - 80th)             | Restripe Columbia Boulevard between NE 60th and NE 80th to improve freight reliability. Coordinate with Columbia/Cully/Alderwood traffic signal project.  | High--Ready for funding opportunities                                     | Initial project development work indicates project is feasible, low-cost, and fairly straightforward. Ideally would be implemented along with Columbia/Cully/Alderwood signal project.  | \$\$   |
| 15                                | Columbia Blvd Freight Improvements, Phase 2        | NE Columbia Blvd (60th - 82nd)             | Widen Columbia Blvd to five lanes between NE 60th and NE 82nd if/when needed to address freight capacity, and replace Columbia Blvd bridge over 82nd Ave. Analyze feasibility and benefits of freight-only lanes to ensure improvements prioritize freight movement.                                  | Low--Project not yet needed and/or requires more planning work to advance | Project is indicated in the travel demand model as a long-term need, but not a need in the near-term. Would be very costly, with major property impacts, and requires reconstruction of the bridge over 82nd Ave. City and regional policies require that other solutions be implemented or considered before resorting to expanding roadway capacity.  | \$\$\$   |
| 16                                | MLK & Columbia Intersection Improvements           | NE MLK Jr Blvd & Columbia Blvd             | Make additional intersection and signalization improvements on MLK approaching Columbia with a dedicated northbound right turn lane, dual southbound left turn lanes, and improved southbound MLK to westbound Columbia turning radius. Also, add Leading Pedestrian Intervals and improve bus stops. | Medium--Needs more project development                                    | Project was developed at a high level many years ago through a technical study, but should be reassessed now that improvements on Columbia Blvd approaching MLK have been completed. Needs extensive ODOT coordination and approval.  | \$\$   |
| 17                                | Columbia Blvd Over-Dimensional Freight Improvement | Columbia - Railroad bridge adjacent to I-5 | Increase vertical clearance under railroad bridge to allow a higher percentage of over-dimensional loads to use this segment of Columbia Blvd.  | Medium--Needs more project development                                    | Feasibility study (Appendix D) recommends replacing railroad bridge with a type that allows higher vertical clearance underneath. This would require a double-track railroad bridge and need extensive railroad coordination and likely a funding partnership. Benefit to over-dimensional freight is low compared to other needs in the Columbia Corridor such as replacing bridges on Lombard/Burgard, Columbia Blvd, and Portland Rd that are unable to accommodate heavy loads. However, it could benefit users of N Lombard and adjacent residents by reducing the freight traffic on N Lombard. | \$\$\$   |

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| <b>Lombard Corridor Projects</b> |   |  |  |  |  |  |
| 18                               | Lombard Corridor ITS Improvements               | Corridor wide  | Add ITS upgrades on Hwy 30 Bypass between I-5 and I-205. These upgrades include detection, bluetooth, cameras, communication fiber, truck signal priority, and other similar improvements at major intersections to improve traffic and freight safety and reliability.  | High--Ready for funding opportunities                      | Project development is underway, and ITS projects can be implemented relatively quickly and affordably compared to more capital-intensive projects. Multiple funding sources for this kind of work are available.  | \$   |
| 19                               | Lombard Corridor Lighting Improvements          | NE Lombard St (11th - 42nd)<br>NE Portland Hwy (42nd - Killingsworth)<br>NE Killingsworth St (Portland Hwy - Sandy Blvd) | Add infill street lighting on both sides to meet current standards.  | High--Ready for funding opportunities                      | PBOT has experience with these kinds of lighting projects and has contractors to do the work at a typical cost per mile. Recent funding requests indicate a high likelihood that these projects could be implemented in the coming years.  | \$   |
| 20                               | Lombard Corridor Safety Improvements, Segment 1 | N Lombard St (Delaware - Interstate)   | Extend the lane reconfiguration with bike lanes from Delaware to Denver Ave or the Fenwick/Concord greenway. Include enhanced pedestrian crossings where feasible. Upgrade traffic signal at Denver Ave, including protected left turns from Denver to Lombard, and redesign the intersection to improve visibility. Replace aging half-signal at Fenwick with a new traffic signal and two-way bike connection for the Concord/Fenwick neighborhood greenway. Implement safety improvements at Lombard & Interstate such as leading pedestrian intervals, no turn on red, and turn calming. | High--Ready for funding opportunities                      | Project development is largely complete, and projects are well-scoped and feasible. ODOT coordination indicates general agreement on project scopes. Good potential for next round of ODOT STIP funding, building off upcoming project west of Delaware. PBOT is has done some project development work on Fenwick/Concord and Denver intersections. | \$\$   |
| 21                               | Lombard Corridor Safety Improvements, Segment 2 | N Lombard St (Interstate - Mississippi)  | Provide an enhanced, at-grade, accessible crossing of southbound I-5 ramp and consider removal of aging spiral overcrossing structure. Provide improved signage for pedestrians on north side approaching I-5 directing them to accessible crossing.   | Medium--Needs more project development                     | Project development is underway, but feasibility issues remain due to sight distances, locations of nearby driveways, and other factors. ODOT coordination and approval are needed.  | \$\$   |

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| <b>Lombard Corridor Projects</b> |   |   |   |   |   |  |
| 22                               | Lombard Corridor Safety Improvements, Segment 3 | N/NE Lombard St (Mississippi - 11th Ave)  | Improve safety on Lombard by modifying lanes and/or lane widths to provide a wider centerline/median, adding turn pockets at Albina Ave, upgrading traffic signals, and adding enhanced pedestrian crossings. Further evaluate access management between NE MLK Jr and NE 11th avenues.   | Medium--Needs more project development                                    | Safety analysis and high-level concept work indicate these are generally feasible and beneficial safety improvements. Need more project development work to determine preferred concept, exact locations of treatments and put together a request for funding. More coordination with ODOT and approvals are needed. Good potential for next round of STIP funding. | \$\$   |
| 23                               | Lombard Corridor Safety Improvements, Segment 4 | NE Lombard St (11th - 42nd)<br>NE Portland Hwy (42nd - 60th)                              | Improve safety by upgrading the existing traffic signals, adding center medians periodically, managing access, narrowing lane widths, and providing buffered/protected bike lanes from 11th to 60th with conflict markings at intersections. Add new traffic signals at intersections with sufficient traffic volumes or safety issues to warrant them. | Medium--Needs more project development                                    | Still needs project development to come to agreement internally and with ODOT on cross-section in advance of next STIP. Segment has been a strong candidate for repaving in recent rounds of STIP. Good potential for next round of STIP or ARTS funding.   | \$\$   |
| 24                               | Lombard Corridor Safety Improvements, Segment 5 | NE Portland Hwy (60th - Killingsworth)<br>NE Killingsworth St (Portland Hwy - Sandy Blvd) | Improve safety by narrowing travel lanes, enhancing bike lanes, installing a center median where feasible, adding enhanced crossings at bus stops, upgrading traffic signals, and slowing down turns at intersections.  | High--Ready for funding opportunities                                     | Safety analysis and high-level concept work indicate these are generally feasible and beneficial safety improvements. ODOT coordination is underway. Good potential for next round of STIP or ARTS funding.   | \$\$   |
| 25                               | Lombard St Sidewalk Infill                      | NE Lombard St (11th - 60th)   | Add sidewalks along the south side of the corridor.   | Low--Project not yet needed and/or requires more planning work to advance | Available right-of-way is very limited, and utilities and topography present major feasibility and cost challenges. Needs extensive project development work.   | \$\$   |

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| <b>Lombard Corridor Projects</b> |   |                                       |   |   |  |  |
| 26                               | Lombard & 33rd Ave Ramp Redesign                      | NE Lombard St at 33rd                 | Redesign ramps and intersections from Lombard to 33rd to reduce motor vehicle speeds, address turning conflicts, and consolidate access points. Close one of the two ramps and signalize the remaining ramp. Provide a pedestrian and bicycle connection from Lombard St to 33rd Ave. | Low--Project not yet needed and/or requires more planning work to advance | Precise scope will depend on other projects first being implemented on Lombard and 33rd to know how they should connect. Ramps are owned by ODOT, and will require extensive project development and data collection.    | \$\$   |
| 27                               | Lombard & 42nd Ave Ramp Redesign                      | NE Lombard St at 42nd                 | Redesign ramps and intersections from Lombard to 42nd to reduce motor vehicle speeds, address turning conflicts, and consolidate access points. Provide pedestrian and bicycle connection from Lombard St to 42nd Ave.  | Low--Project not yet needed and/or requires more planning work to advance | Precise scope and need will depend on projects first being implemented on Lombard and 42nd to know how they should connect. Ramps are owned by ODOT, and will require extensive project development and data collection. | \$\$   |
| 28                               | Lombard & I-5 Interchange Redesign                    | N Lombard St at I-5                   | Redesign freeway interchange to allow for sidewalk to be added to north side of bridge over I-5 and for ramps to be signalized. Analyze feasibility of removing cloverleaf ramps.   | Low--Project not yet needed and/or requires more planning work to advance | Project requires extensive planning, technical studies, alternatives analysis, and project development. Major ODOT coordination needed for such a major interchange redesign.  | \$\$-\$\$\$  |
| 29                               | Killingsworth & I-205 Interchange Safety Improvements | Killingsworth/Sandy/I-205 Interchange | Redesign northbound I-205 to westbound Killingsworth off-ramp to improve safety for westbound bike lane. Redesign I-205 Path connection through the interchange.  | Medium--Needs more project development                                    | A high-level concept has been prepared and shared with ODOT, but will need extensive project development and coordination to verify feasibility and get project ready for funding opportunities.                         | \$\$\$   |

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|---|---------------------------------------|---|---|---|---|--|
| <b>Multimodal Connectivity Projects</b> |                                       |   |   |   |   |  |
| 30                                      | Alberta Neighborhood Greenway         | NE Alberta St (72nd - 73rd, 75th to 92nd)<br>NE 73rd Ave, NE Roselawn St, NE 75th Ave<br>NE 92nd Ave (Alberta - Sandy)<br>NE Sandy Blvd (92nd - Parkrose/Sumner TC) | Extend neighborhood greenway east on Alberta St, while going around Sacajawea Park using NE 73rd Ave., NE Roselawn St, and NE 75th Ave. Connect to Killingsworth via 89th and Parkrose / Sumner Transit Center via 92nd and Sandy. Provide signage and markings to direct bikes to use north-side sidewalk on Sandy Blvd bridge to cross freeway and access transit center. | High--Ready for funding opportunities                                     | Project development has been completed. Project is feasible and a good candidate for active transportation grant funding. Contingent on development of Roseelawn housing development for new/improved roads on NE Roselawn and NE 75th avenues. Requires paving 92nd from Alberta to Sandy. | \$\$   |
| 31                                      | Parkrose/Sumner Ped/Bike Overcrossing | NE Alberta St & 92nd Ave to Parkrose/Sumner MAX Station (over I-205)  | Construct a ped/bike overcrossing of I-205 from Alberta & 92nd to the Parkrose / Sumner Transit Center light rail platform.   | Medium--Needs more project development                                    | High-level feasibility study indicates project is likely feasible, but will be high-cost and requires major coordination and approval processes with ODOT and TriMet. In terms of phasing, makes more sense to do this following the Alberta Neighborhood Greenway extension.               | \$\$\$   |
| 32                                      | 82nd Ave Trail                        | NE 82nd Ave (Alderwood - Killingsworth)   | Provide a multi-use path or other pedestrian and bicycle connection along or parallel to 82nd Ave.  | Low--Project not yet needed and/or requires more planning work to advance | No project development to date. Alignment and connections to neighborhoods are unclear. Some difficult pinch points exist under multiple bridges. Coordination needed with Port, ODOT, and railroad.  | \$\$   |
| 33                                      | 92nd Drive Trail                      | NE 92nd Dr (Columbia Slough Trail - Columbia Blvd)  | Provide a multi-use path or other pedestrian and bicycle connection along 92nd Dr from bridge over the north Columbia Slough to Columbia Blvd.  | Low--Project not yet needed and/or requires more planning work to advance | No project development to date. Unclear how to connect this path to the neighborhoods south of railroad and Killingsworth. Constrained areas going over slough present major challenges.  | \$\$   |

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| <b>Multimodal Connectivity Projects</b> |   |  |  |   |   |  |
| 34                                      | 47th to Cornfoot Bikeway Gap                    | NE 47th Ave (Cornfoot Rd - Crystal Ln)                           | Connect Cornfoot Rd trail to new bike/ped facilities on NE 47th Ave using new bridge over Columbia Slough or making improvements to existing bridge.   | High--Ready for funding opportunities                                     | Addresses last critical ped/bike gap remaining between upcoming Cornfoot Rd and 47th Ave projects. Project development has been completed, and it finds the project is feasible and cost is in line with potential funding sources.   | \$\$   |
| 35                                      | Cully Blvd Multimodal Improvements              | NE Cully Blvd (Columbia - US30 Bypass)                           | Add curbs, sidewalks and bike facilities on NE Cully Blvd between US30 Bypass and Columbia.  | High--Ready for funding opportunities                                     | Project development is underway, and project is relatively straightforward within existing right-of-way. Good potential for LID leverage funding and future grant opportunities. Connects to upcoming Cully/Alderwood/Columbia signal project.  | \$\$   |
| 36                                      | Alderwood Trail                                 | N Alderwood Rd (Cornfoot - Columbia)                             | Multi-use path on the west side of the street.   | Medium--Needs more project development                                    | Needs more project development work, especially crossing the Columbia Slough. A portion of this project is tied to Colwood Park redevelopment. Connects to upcoming Cully/Alderwood/Columbia signal project and to upcoming Cornfoot Rd multi-use path.   | \$\$   |
| 37                                      | Cully Park, Phase 2 Transportation Improvements | NE 72nd Ave & NE Killingsworth<br>NE 75th Ave & NE Killingsworth | Upgrade 72nd Ave traffic signal, add new traffic signal at 75th Ave, and improve 75th Ave with sidewalks to serve as a new entrance to Cully Park, as required by the traffic impact analysis for Cully Park, Phase 2. | Low--Project not yet needed and/or requires more planning work to advance | Some project development has been completed, but project is contingent on implementation of Cully Park, Phase 2 (currently unfunded), so both park and transportation will need to be coordinated together to be ready for funding for both the park and transportation improvements.                 | \$\$   |
| 38                                      | 52nd Ave Railroad Overcrossing                  | NE 52nd Ave (Columbia - Portland Hwy)                            | Add a pedestrian overcrossing of the railroad tracks at 52nd Ave to provide access from neighborhoods to major destinations north of Columbia Blvd. Includes new enhanced crossings of Columbia and Lombard.           | Medium--Needs more project development                                    | Some feasibility analysis has been done, indicating project is likely feasible but very costly, with major property impacts. Will be difficult to meet approval criteria for pedestrian crossings, especially of NE Portland Hwy, an ODOT facility. Will need railroad coordination for overcrossing. | \$\$   |

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| <b>Multimodal Connectivity Projects</b> |   |  |  |   |   |  |
| 39                                      | Cully Park to Colwood Park Overcrossing                   | Cully Park to Colwood Park   | Ped/bike bridge connecting Cully Park to the future Colwood Park.  | Low--Project not yet needed and/or requires more planning work to advance | No project development work to date, alignment is uncertain, and needs Parks approval. Requires a Colwood Park Master Plan process to determine feasibility, landing location, benefits/impacts, etc. Likely very expensive and difficult given change in elevation. Not as urgent a need as Cully Blvd and Alderwood improvements. | \$\$   |
| 40                                      | 60th Ave Multimodal Improvements                          | NE 60th Ave (Columbia - Lombard)   | Upgrade 60th Ave connection with sidewalks under railroad bridge. Upgrade traffic signals at Columbia and Lombard.   | Low--Project not yet needed and/or requires more planning work to advance | No project development do date. May be challenging to retrofit under existing bridge. May need new railroad bridge. Requires ODOT and Union Pacific coordination.   | \$\$-\$\$\$  |
| 41                                      | Piedmont Bikeway Network Improvements                     | N Vancouver Ave (Columbia Slough Trail - Stafford)<br>N Albina Ave (Bryant - Winchell)<br>N/NE Baldwin St (Albina - Rodney)<br>N Mississippi Ave (Bryant - Buffalo)<br>N/NE Buffalo St (Mississippi - 8th) | Enhance bike lanes on N Vancouver between Stafford and Columbia Slough Trail, and enhance crossing of Vancouver at Columbia Slough Trail. Add bike lanes to Albina from Bryant to Lombard, and provide a neighborhood greenway on Albina from Lombard to Baldwin. Provide a neighborhood greenway on Baldwin St, with an enhanced crossing of Vancouver Ave. Provide a neighborhood greenway on Buffalo St, with enhanced crossings of Albina, Vancouver, and MLK. | High--Ready for funding opportunities                                     | Projects are relatively low-cost, feasible, and located on City-owned roadways. Could be implemented in segments with local funding, or could pursue grant funding for a larger package of improvements.  | \$   |
| 42                                      | Concord/Fenwick at Lombard Neighborhood Greenway Crossing | N Concord/Fenwick Ave & Lombard St   | Reconstruct traffic signal at Fenwick & Lombard and provide an offset bikeway crossing for the Fenwick/Concord Neighborhood Greenway.  | High--Ready for funding opportunities                                     | Project had been previously funded, but due to a funding shortfall only has enough funding for design. By early 2021 project will be fully designed and ready to construct should funding be identified.  | \$\$   |

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|---|---------------------------------------|---|---|---|---|--|
| <b>Multimodal Connectivity Projects</b> |                                       |   |   |   |   |  |
| <b>43</b>                               | Argyle/Denver Bike-way Improvements   | N Argyle Rd/St (Columbia - Denver)<br>N Denver Ave (Argyle - Schmeer)                           | Add bikeway on Argyle from Columbia Blvd to Denver Ave. Enhance bike lanes on N Denver Ave between Argyle and Columbia Slough Trail.  | Medium--Needs more project development                                    | Concept design and estimate was prepared many years ago for Argyle, but needs to be updated to account for recent street design changes. Denver Ave upgrades require ODOT coordination and approval.  | \$\$   |
| <b>44</b>                               | Commercial Ave Neighborhood Greenway  | N Commercial Ave (Bryant - Baldwin)   | Provide a neighborhood greenway on Commercial Ave, with an enhanced crossing of Lombard.  | Medium--Needs more project development                                    | This project includes a new enhanced crossing of Lombard St, an ODOT facility. This will require extensive data collection, project development work, and approval processes, and approval is not guaranteed. Project will also be more expensive than other greenways in the area. | \$\$   |
| <b>45</b>                               | Rodney Ave Neighborhood Greenway      | NE Rodney Ave (Bryant - Baldwin)  | Provide a neighborhood greenway on Rodney Ave, with an enhanced crossing of Lombard and street paving just north of Lombard. Alternatively, extend N Williams Ave neighborhood greenway north to Baldwin, with an enhanced crossing of Lombard. | Medium--Needs more project development                                    | This project includes a new enhanced crossing of Lombard St, an ODOT facility. This will require extensive data collection, project development work, and approval processes, and approval is not guaranteed. Project will also be more expensive than other greenways in the area. | \$\$   |
| <b>46</b>                               | Winchell Street Ped/Bike Overcrossing | N Winchell St (Interstate - Albina),<br>N Albina Ave (Winchell - Baldwin)                       | Build a pedestrian and bicycle overcrossing of I-5 at Winchell St, and provide a neighborhood greenway on 13th Ave includes an enhanced crossing of Dekum St and improvements to the pathway adjacent to Woodlawn Park.                         | Low--Project not yet needed and/or requires more planning work to advance | No project development has been done to date, and will require extensive ODOT coordination and approvals. More urgent need in near term is to improve the I-5 crossing at Lombard and improve the surrounding bike network.   | \$\$   |
| <b>47</b>                               | 8th/13th Ave Neighborhood Greenways   | NE 8th Ave (Bryant - Holland),<br>NE Holland St (8th - 13th),<br>NE 13th Ave (Holland - Holman) | Provide neighborhood greenways on 8th Ave, Holland St, and 13th Ave. Neighborhood greenway on 13th Ave includes an enhanced crossing of Dekum St and improvements to the pathway adjacent to Woodlawn Park.                                     | High--Ready for funding opportunities                                     | Projects are relatively low-cost, feasible, and located on City-owned roadways. Could be implemented in segments with local funding, or could pursue grant funding for a larger package of improvements.  | \$   |

| Project #                               | Project name   | Project location  | Project description   | Implementation readiness level<br><i>Low, Medium, High</i>                | Readiness factors  | Plan-level cost estimate<br>\$ (<\$3 million),<br>\$\$ (\$3-10 million),<br>\$\$\$ (>\$10 million) |
|---|--|---|---|---|--|--|
| <b>Multimodal Connectivity Projects</b> |  |   |   |   |  |  |
| <b>48</b>                               | 11th/Lombard/Columbia Multimodal Safety Improvements | NE 11th Ave (Holland - Columbia)  | Improve NE 11th Ave railroad crossing safety and multimodal connectivity by improving roadway with sidewalks and bike lanes, adding a traffic signal at 11th & Columbia, and re-routing traffic currently using Lombard Place to use 11th Ave instead to access Lombard St. Includes signal rebuild and realignment at 11th & Lombard. Provide a bicycle connection south from Lombard to Holland as part of the project. | High--Ready for funding opportunities                                     | Project development is underway and project has potential for multiple funding sources including ODOT Rail safety funding, Local Improvement District funding, BES stormwater funding, and other funding sources. Coordination with BES, ODOT, and property owners has been promising. | \$\$   |
| <b>49</b>                               | Woodlawn to Columbia Slough Connector Trail          | NE 11th Ave (Columbia Blvd - South Slough Levee)<br>South Slough Levee (11th Ave - Columbia Slough Trail) | Provide a bikeway connection using 11th Ave right-of-way and through private property to the south Columbia Slough levee, then along levee to connect to Columbia Slough Trail near MCDD.   | Low--Project not yet needed and/or requires more planning work to advance | Alignment is generally known, but needs project development and requires coordination with MCDD, Army Corps of Engineers, Portland Parks & Rec, and Metro. Potential to leverage Levee Ready Columbia project. Near-term priority is connection along 11th Ave from Lombard to Argyle. | \$\$   |
| <b>50</b>                               | Columbia Slough Trail Gap: Vancouver - 33rd          | N Vancouver Ave/Way to just east of MLK, then along Columbia Slough levee and Elrod Dr.                   | Connect gap in Columbia Slough trail between Vancouver and 33rd Ave. Requires pathway under MLK bridge over slough or a new Vancouver Way tunnel under MLK.   | Medium--Needs more project development                                    | Project development is underway for section from Vancouver to MLK, but it has major feasibility challenges due to bridges and topography. Section east of MLK has property owners unwilling to grant easements.  | \$\$   |
| <b>51</b>                               | Columbia Slough Trail Gap: 33rd - 47th               | Alignment uncertain   | Connect gap in Columbia Slough trail between 33rd Ave and NE 47th Ave.  | Medium--Needs more project development                                    | Multiple alignments have been identified. Needs alternatives analysis for portion through Runway Protection Zone, and needs project development for whichever alignment is feasible.   | \$\$   |
| <b>52</b>                               | Columbia Slough Trail Gap: 47th - Alderwood          | NE Cornfoot Rd (47th - Alderwood)   | Connect gap in Columbia Slough trail between 47th Ave and Alderwood by building a multi-use path along the north side of NE Cornfoot Rd.  | High--Ready for funding opportunities                                     | Project has been taken to a high level of design by PBOT, but there is insufficient funding for construction. Project needs easements from the Port, requiring a process with the FAA. Good candidate for Metro trail funding.   | \$\$   |



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