

Quick Build Reference List

Each Quick Build program maintains a reference list of projects that are eligible for but have not yet identified funding. Reference lists are drawn from adopted plans such as PedPDX, Safe Routes to Schools Strategic Plan, Neighborhood Greenway Assessment Report, Vision Zero Action Plan, and the 2030 Bicycle Master Plan, as well as area plans such as Southwest in Motion, Northwest in Motion, and East Portland in Motion.

Projects also are identified by community members who report issues through the [823-SAFE program](#). Projects from the program reference lists are selected for funding based on a number of evaluation criteria including equity, safety, asset management, climate, and the opportunity to leverage other projects such as repaving of streets.

The following list is illustrative and these projects are not currently funded. Projects may change as they are further developed and scoped. The numbers are for organizational purposes and do not imply any prioritization.

For more information, visit the [Quick Build Program website](#).

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Bike Network Completion

Project Name	Project Description	Project Location	Program
1 SW Park Bridge Connector	Mark and sign a contraflow bike lane to link SW Park Ave Bridge to SW 6th Ave via SW Clifton St and SW Lincoln St.	SW Park Ave Bridge to SW 6th Ave via SW Clifton St and SW Lincoln St	Bikeway Network Completion
2 Increase density of shared lane markings on neighborhood greenways	Elevate visual presence of bicycling as priority treatment on neighborhood greenways by increasing frequency of shared lane markings. Consider adding stop line markings on side streets, too.	TBD	Bikeway Network Completion
3 Speed bump backlog			Bikeway Network Completion
4 Crossbikes	Continue to implement crossbikes at intersections meeting criteria	Multiple locations	Bikeway Network Completion
5 Protected bicycle lanes on NE Glisan Street (102nd to 122nd)	Current Glisan project on 102nd to 122nd will install buffered bicycle lanes on south side of street. North side will be parking protected. This will add traffic separators to protect south side of roadway and create consistent protected facility east to city limit.	Glisan project, 102nd to 122nd	Bikeway Network Completion
6 Contribution to bicycle elements on Phase 2 of 102nd Avenue project	Phase 2 of project will make permanent median islands on 102nd and build curb ramps. Project will also make improvements at Fremont-102nd intersection		Bikeway Network Completion
7 Protection on NE 28th	Convert buffered lanes on NE 28th Ave to protected lanes to prevent parking/stopping by delivery vehicles. Sullivan to Buxton.	NE 28th Avenue (Glisan to Buxton)	Bikeway Network Completion
8 SW 19th Bike Lanes	Stripe continuous bike lanes on the freeway overcrossing. 28 ft cross section is narrow but workable.	SW 19th Barbur to existing bike lanes (~Humer/w)	Bikeway Network Completion
9 Two-way Nicolai protected bikeway	A former rail line running along the corridor has been filled in with asphalt, creating a 9' pathway with a 4' concrete buffer along the northwest side of Nicolai. Most of the work is done. This project will address: connectivity at the north end, intersection treatments at two-three locations and striping and markings. No roadway reconfiguration or parking removal necessary. Initial funding request is for design.	NW Nicolai Yeon to Front	Bikeway Network Completion
10 Crossroads Connection	This project will create a bicycle connection between the existing protected bicycle lanes on SW Capitol Highway south of Huber Street and the upcoming protected bicycle lanes on Capitol north of Taylors Ferry. This project, between Huber and Taylors Ferry fills in this network gap, albeit with substandard treatments	SW Capitol Hwy (Taylors Ferry to Huber)	Bikeway Network Completion
11 4th avenue buffered lane	Extend 4th avenue bikeway north of Burnside to Flanders as green bike lane (a la Harvey Milk and Oak)	4th Ave, Burnside to Flanders	Bikeway Network Completion
12 Uphill bikelane SW 30th (BH to Iowa)	Stripe an uphill bike lane to provide access to Canby-Troy nhood greenway from BH highway	SW 30th Ave (BH Highway to Iowa)	Bikeway Network Completion
13 Halsey Street Overcrossing	This would create a connection across I-205 between 92nd and 100th. It would eliminate an eastbound travel lane and connect to the new bicycle facilities on Halsey-Weidler. Being considered by Liz Mahon as part of her project on Halsey Weidler. No cost estimate yet.	Halsey, 92nd to 100th	Bikeway Network Completion

Project Name	Project Description	Project Location	Program
14 SW Terwilliger Improvements	<p>"A combination of eight distinct improvements:</p> <ol style="list-style-type: none"> 1. Providing a signalized crossing for bicycles at the intersection of Sam Jackson/6th/Terwilliger that would allow people bicycling to cross diagonally through the intersection from the southbound bicycle lane. 2. Add missing bicycle lanes south of Capitol Highway as roadway width permits. Add shared lane markings where roadway is too narrow for bicycle lanes. 3. Minor widening of SW Terwilliger for approximately 300 feet beginning at SW 7th and extending to the north. This would allow the southbound bicycle lane to be striped and would correct the current sub-standard northbound bicycle lane. 4. Striping a contraflow bicycle lane on SW 6th northbound from Terwilliger to connect to Chestnut Street. This would allow for safer access from northbound Terwilliger to Chestnut rather than at the Chestnut-Terwilliger intersection which is at a blind corner. 5. Add intersection striping and marking of the Barbur crossing at this busy intersection. 6. Add buffers to bicycle lanes on I-5 Bridge and other locations south of Boones Ferry Rd, as feasible. 7. Update bike boxes on Garden Home Road by adding green color, appropriate signing and skip striping through conflict areas. 8. Improve the transition connection and guidance for bicyclists between Tryon State Park pathway (Terwilliger at Boones Ferry Road) and bicycle lanes on Terwilliger." 	SW Terwilliger, various locations	Bikeway Network Completion
15 Protected intersection at Foster / 122nd	Design and build protected intersection	SE Foster at 122nd	Bikeway Network Completion
16 Phase separation at Glisan-122nd	Signal modification and capital improvements (asphalt ramps) to separate bicycle and automobile movements.	NE Glisan at 122nd	Bikeway Network Completion
17 Signal improvements	<p>"This project will do two things. 1. It will improve push button access at 4 locations where necessary push buttons are not accessible to people riding bicycles on the roadway. These locations are: NE 41st and Glisan, NE 55th & Killingsworth, SE Lincoln & 60th, N Reno & Lombard. 2. It will dedicate \$20,000 to evaluate existing half-signals and hybrid beacons and re-time them for a quicker response.</p> <p>See https://portlandoregon.gov-my.sharepoint.com/:w:/g/personal/roger_geller_portlandoregon_gov/ETAdBNR0oW9Ih17ImNqz-2DIBUKcdPvRmocdxjZzv3186Lg?e=dsLfeI"</p>	NE Glisan and 41st; NE Killingsowrth and 55th; SE Lincoln and 60th; N Reno & Lombard	Bikeway Network Completion
18 Phase separation at Holgate-122nd	Signal modification at Holgate / 122nd to separate bicycle and automobile movements	Holgate and 122nd	Bikeway Network Completion

Project Name	Project Description	Project Location	Program
19 Converting buffered lanes to protected lanes	<p>"There are places where existing curb tight buffered bicycle lanes (or those with parking) can be converted, through addition of delineator posts or traffic separators, into protected lanes. This will require design engineering. Implementation likely to be done by contractors rather than by MO staff. Locations include: SW BH Highway 39th to City Limit N Vancouver Farragut to Slough NE 15th/16th Multnomah to Halsey Hawthorne Bridge Madison Viaduct SW Barbur Lane to Hooker SE Holgate I-205 to 130</p> <p>Upcoming buffered lane projects that could be converted to protected lanes include: NE Glisan NE 102nd"</p>	"N Vancouver Farragut to Slough NE 15th/16th Multnomah to Halsey Hawthorne Bridge Madison Viaduct SE Holgate I-205 to 130"	Bikeway Network Completion
20 NE 57th repaving	Sandy to Thompson; can be reconfigured to PBL	NE 57th Sandy to Thompson	Bikeway Network Completion
21 Bus stop platforms on protected lanes	Where space exists, construct bus platforms inside of protected lanes allowing bus stop in lane with bike pass-through; assume 40 stops @ \$100,000 per stop	Various locations	Bikeway Network Completion
22 92nd Avenue bicycle lanes	Bicycle lanes on 92nd Avenue between Pardee (one block south of Holgate) and Woodstock. Would necessitate parking removal (one side for substandard bicycle lanes; both sides for protected or buffered lanes) from Schiller to Reedway and from one side between Reedway to Ramona. Would require evaluation of intersection approaches to Foster and Woodstock.	SE 92nd Avenue Pardee to Woodstock	Bikeway Network Completion
23 N Vancouver buffered lane Killingsworth to Alberta	Extend buffered bicycle lane on N Vancouver from Alberta Street north to Killingsworth	N Vancouver, Alberta Street to Killingsworth	Bikeway Network Completion
24 Protected bicycle lanes on 122nd (scalable)	Will convert proposed buffered or delineator-protected bicycle lanes on 122nd Avenue to traffic-separator protected lanes. Project is scalable.	122nd Avenue; various extents	Bikeway Network Completion
25 N Denver protected/buffered bicycle lane	This segment of N Denver currently has conventional, narrow bicycle lanes. This project will create either buffered or protected lanes by removing on-street parking on one side of the street. Parking would remain on the other side.	N Denver, Lombard to Killingsworth	Bikeway Network Completion
26 Protected bicycle lane E Burnside Gap	Because of the narrow widths, this project would create either buffered or protected lanes by removing on-street parking on one side of the street. That would result in parking along one side of the street for approximately six blocks (71st-78th) and no parking on the street for 10 blocks (90th-83rd and 81st-78th). Two blocks (81st-83rd) already lack on-street parking.	E Burnside; 71st to 94th	Bikeway Network Completion

Project Name	Project Description	Project Location	Program
27 NE Killingsworth bicycle lane connection 37th to 42nd.	Design only for project that will stripe a bicycle lane connection between end of current bicycle lanes (just east of 42nd Avenue) to 40's neighborhood greenway (at 37th Avenue). Key design element will be identifying how to extend project to intersection of 42nd where space is constrained.	NE Killingsworth, 37th to 42nd	Bikeway Network Completion
28 Signalized crossing of SE Water at Caruthers		SE Caruthers at Water	Bikeway Network Completion
29 Buffered / Protected lanes on NE Glisan (32nd to 47th)	This project would reconfigure the roadway to provide buffered/protected bicycle lanes along this corridor.	NE Glisan, 32nd to 47th	Bikeway Network Completion
30 Protected bicycle lanes on NE Glisan Street; 22nd - 32nd	This has been identified as a desirable project for the past 10 years. NE Glisan in this stretch currently operates with a three-lane cross-section with two standard bicycle lanes. Curb-to-curb width is fifty-six feet. The plan would remove the center turn lane and convert the roadway to provide either buffered lanes or protected lanes. This project would maintain the newly implemented median refuge at 30th (part of the 20s greenway) and would likely install a new one at 24th (where there are bus stops).	NE Glisan Street, 22nd to 32nd	Bikeway Network Completion
31 Advisory Bicycle Lanes SE 2nd/3rd	Explore "industrial neighborhood greenway" design in CEID that uses advisory bicycle lanes	SE 2nd or 3rd; Division to Davis	Bikeway Network Completion
32 Extension of 3rd Avenue buffered lane and conversion to protected lane	Reconfigure the existing buffered bicycle lane between NW Flanders and SW Stark to a parking-protected lane. Extend parking protected bicycle lane south to Clay Street.	NW 3rd Avenue (Harvey Milk to Jefferson)	Bikeway Network Completion
33 Extension of 2nd Avenue protected bicycle lane	This would extend the existing parking-protected lane on SW 2nd Avenue south to Columbia.	NW 2nd Avenue (Jefferson to Washington)	Bikeway Network Completion
34 NE Broadway bicycle lane extension	Remove on-street parking and install protected bicycle lanes NE 26th to NE 24th	NE Broadway, NE 26th to NE 24th	Bikeway Network Completion
35 102nd bicycle lane extension from Prescott to Sandy	Extend bicycle lanes to Sandy from Prescott	102nd, Prescott to Sandy	Bikeway Network Completion
36 NWIM projects	Nhood greenway improvements; 50% match with parking revenue	Various locations	Bikeway Network Completion
37 Buffered / Protected bicycle lanes on NE Glisan (22nd to 47th)	Convert existing conventional bicycle lanes to either protected or buffered lanes by: eliminating center turn lane on 22nd to 32nd segment and removing one side of on-street parking 32nd to 47th.	NE Glisan St (22nd to 47th)	Bikeway Network Completion
38 Eleven intersections	These 11 neighborhood greenway crossing of arterial streets were identified for crossbike treatments. However, roadway conditions require hardier treatments. The intersections are: N Willamette at Bryant, NE MLK at NE Bryant, NE Cesar Chavez at Couch, NW 11th at Marshall, SE Morrison at 16th, SE Belmont at 16th, SE Washington at 86th, SE Stark at 86th, SE Glisan at 87th, SE 11th at Salmon and SE 12th at Salmon.	Eleven identified intersections of neighborhood greenways	Bikeway Network Completion
39 Extend SE Morrison Bikeway	Extend SE Morrison PBL to make connection with 16th Avenue Greenway	SE Morrison Street (16th to 12th)	Bikeway Network Completion

Project Name	Project Description	Project Location	Program
40 Front Avenue protected bicycle lane extension	Extend existing, LID-funded protected bicycle lane on Front Avenue from current terminus in 1900 block to NW 26th.	NW Front Avenue (1900 Block to 26th)	Bikeway Network Completion
41 N Interstate Avenue bicycle improvements	<p>"Six discrete improvements to improve conditions on N Interstate Ave. There were 25 bicycle crashes on this corridor 1/1/2010-12/31/2014, mostly involving right-hooks at intersections.</p> <p>Project elements are:</p> <ul style="list-style-type: none"> a) green conflict markings at Lombard and elsewhere (\$15,000) b) bike lane extensions at all intersections (\$20,000) c) outreach to remove on-street parking to fill missing bike lane gaps/buffered lanes (\$50,000) d) Remove parking and add bike lane where missing and/or buffer existing lanes (\$100,000) d) Add buffered lanes where auto lanes are 12' or wider (\$25,000) e) Realign angled intersection between Russell and Larabee to minimize exposure; use interim measures for realignment (\$50,000)" 	Multiple locations	Bikeway Network Completion
42 NW Thurman buffered or protected bicycle lanes	Install buffered or protected bicycle lanes on NW Thurman to create a connection to the neighborhood (NWDA and Pearl) from the protected lanes on NW Naito.	NW Thurman Street (NW 14th to 19th)	Bikeway Network Completion
43 Preventing right-turn incursions into bike lanes; year 3 (had been: "protected intersections at freeway on-ramps and other heavy right turns)	Create protected intersections at high-volume right-turning locations. Multiple locations city wide where wider bicycle lanes become de facto turn lanes. This treatment prevents it.	Multiple	Bikeway Network Completion
44 Protected intersection design at Foster and 122nd	Place-holder for now depending on how other funding develops and ultimate design chosen for this intersection. This project would modify the lintersection to build a geometrically protected intersection	Foster and 122nd	Bikeway Network Completion
45 SW Primrose-Palantine Hill Connection	A design effort to improve connections between Terwilliger and Riverview Cemetery using Palantine Hill Rd and Primrose Rd. This route offers a lower-stress connection to and from the improved Sellwood Bridge and Lewis and Clark College than does longer rides on SW Terwilliger.	SW Primrose Street (Boones Ferry-Terwilliger), SW Terwilliger (Primrose-Lobelia), SW Palantine Hill Rd (Boones Ferry to Palantine Hill)	Bikeway Network Completion
46 Traffic Separators on NE Glisan	Current Glisan federal aid project between 102nd and 122nd will install buffered bicycle lanes on south side of street. North side will be parking protected. This project will add traffic separators to protect south side of roadway and create consistent protected facility east to city limit. Some slight infill on north side is also expected.	NE Glisan (102nd to 122nd)	Bikeway Network Completion

Project Name	Project Description	Project Location	Program
47 NE Broadway paving extension; protected bike lane, 11th to 2nd	"Project would reconfigure Broadway 2nd-24th to provide protected bicycle lanes. Lanes would be parking-protected in areas with on-street parking (east of 7th Avenue) and would be protected by traffic separators west of 7th. Intent of extension to 2nd Avenue is to tie in to potential near-term Albina Vision funding for lower Broadway that would provide a protected bike lane between the bridge and 2nd Avenue."	Broadway 2nd- 24th	Bikeway Network Completion
48 NE Weidler buffered/protected bike lane paving extension	"Project will build off a paving project with extents from 16th to 21st. Project will create buffered or protected bicycle lanes (depending on funding availability) from 2nd to 24th Avenue. Project will grind and restripe from 2nd to 16th and 21st to 24th. Intent is to create logical extents in order to create an entire corridor with protected bicycle lanes. A potential upcoming project could create protected bicycle lanes on Weidler east to 2nd Avenue. This project would tie in to that."	NE Weidler - 2nd to 24th Avenue	Bikeway Network Completion
49 Buffered/Protected bike lanes on 92nd Avenue	Remove on-street parking and update existing conventional bicycle lanes to protected or buffered bicycle lanes on SE 92nd Avenue between Clatsop and Woodstock. 92nd is a primary investment route for Kelly Elementary School. 92nd between Crystal Spring and Flavel also serves as a direct link between two segments of the I-205 pathway.	SE 92nd Avenue between Clatsop and Woodstock	Bikeway Network Completion
50 Upgrade to traffic separators existing delineator post protected bicycle lanes	Convert existing delineator-post protected bicycle lanes to traffic separators. Portland has approximately 11 lane miles of protected bicycle lanes that use plastic delineator posts. That is out of a total of 50 lane miles of protected lanes (as of January 2024)	Multiple locations	Bikeway Network Completion

Neighborhood Greenways

1	N Bank/Swenson/St. Johns SR2S & Greenway	Speed bumps, signs, and markings to connect for a SR2S priority connection.	Central to Burr	Neighborhood Greenways
2	110's neighborhood greenway phase 1, NE Klickitat to SE Main	Bumps, signs, markings, and short MUP. Potential signal need at Stark and 113th		Neighborhood Greenways
3	NE Skidmore greenway, I-205 to NE 115th	Bumps, markings, signs	I-205 to NE 115th	Neighborhood Greenways
4	170's neighborhood greenway, Springwater to Stark	Bumps, markings, signs. Potential crossing treatments needed. Overall project development needed.	Springwater to Stark	Neighborhood Greenways
5	SW Palatine/Primrose greenway, SW Terwilliger to SW Palater	Currently designed as a street with a centerline and high speeds. On Primrose: Removal of centerline; Speed Humps.	SW Palatine/Primrose, from SW Terwilliger to SW Palater	Neighborhood Greenways
6	NE 9th Greenway, NE Tillamook to NE Holman	Complete signs, bumps, markings for L2W greenway project. Smooth concrete on 9th from Tillamook to Thompson	NE Tillamook to NE Holman	Neighborhood Greenways
7	N Buchanan (Now N Burr via NOPIIM)	Speed bumps, signs, and markings to connect two key St. Johns bikeways	N Willamette to N Fessenden	Neighborhood Greenways

	Project Name	Project Description	Project Location	Program
8	NE-SE 60's	Pavement markings, sign, paint and post crossing, and speed bumps	NE Hancock to NE Davis	Neighborhood Greenways
9	Dolph Ct.	Fire friendly speed humps and markings. Cost estimate from SWIM includes sidewalk	SW Capitol Hwy - SW Barbur Blvd	Neighborhood Greenways
10	SE 45th Greenway (Hawthorne)	Project development for one of the Hawthorne paint and pave greenway connections	SE Woodward to SE Taylor	Neighborhood Greenways
11	SE Tolman	New neighborhood greenway connecting Mt Scott-Arleta and Lents neighborhoods	52nd to 96th	Neighborhood Greenways
12	SE 34th	Project development for one of the Hawthorne paint and pave greenway connections	SE Division to SE Salmon	Neighborhood Greenways
13	SW 50s	Markings and speed humps. Some segments are narrow and slow and do not need speed humps	SW Garden Home Rd - SW Taylors Ferry Rd	Neighborhood Greenways
14	Lower Montgomery	Markings and speed hump, uphill bike lanes	SW Vista Ave to SW 13th Ave	Neighborhood Greenways
15	NE Failing greenway	Markings and speed bumps	N Michigan to NE Ridgewood	Neighborhood Greenways
16	North Portland in Motion Greenways, Phase 1	Future neighborhood greenways (both new and improvements to existing network) from current planning effort underway.	Various North Portland streets	Neighborhood Greenways
17	North Portland in Motion Greenways, Phase 2	Future neighborhood greenways (both new and improvements to existing network) from current planning effort underway.	Various North Portland streets	Neighborhood Greenways
18	Northwest in Motion	Funding to help make temporary improvements as part of NWIM permanent.	Various North Portland streets	Neighborhood Greenways

Pedestrian Network Completion

1	SE Holgate Crossings (Phase 1 - FY 2022-23)	Phase 1 will provide 6 (of 16 total) crossing improvements along SE Holgate between SE 34th and SE 115th to meet joint PedPDX, SRTS, and Vision Zero high priority crossing spacing needs.	crossing improvements on Holgate at 62nd, 87th, 115th, 125th	Pedestrian Network Completion
2	Painting Maintenance Set Aside (FY 2022)	"Annual maintenance on Busy Streets painted curb extensions (e.g., repainting, new posts)"	Varies (citywide)	Pedestrian Network Completion
3	SE 111th Walkway (FY 2022)	BES has approached PBOT about with a leverage opportunity to provide a protected safer shoulder in conjunction with their wetlands resotation project along SE 111th. BES will pay for 60% of the project costs.	SE 111th	Pedestrian Network Completion
4	COVID Busy Streets Bus Platform Removal	removal of two Busy Streets installed asphalt bus platforms	80th/Washington and 82nd/Stark	Pedestrian Network Completion
5	North Portland in Motion Crossing Bundle		25 crossings in North Portland	Pedestrian Network Completion
6	SE Holgate Crossings (Phase 2 - FY 2023)	Phase 2 will provide 5 (of 16 total) crossing improvements along SE Holgate between SE 34th and SE 115th to meet joint PedPDX, SRTS, and Vision Zero high priority crossing spacing needs.	SE 34th to SE 115th	Pedestrian Network Completion
7	SE Thorburn sidewalk infill (FY 2023)	"Sidewalk infill for one block on the north side of the street in conjunction with the Connected Jade Montavilla RFFA project"	SE 73rd-74th	Pedestrian Network Completion
8	Painting Maintenance Set Aside (FY 2023)	"Annual maintenance on Busy Streets painted curb extensions (e.g., repainting, new posts)"	Varies (citywide)	Pedestrian Network Completion

	Project Name	Project Description	Project Location	Program
9	Killingsworth Crossings (Phase 1 - FY 2024)	crossings at 11, 13, 17, 35thPL, Chavez	MLK to 42nd	Pedestrian Network Completion
10	SE Holgate Crossings (Phase 3 - FY 2024)	Phase 3 will provide 5 (of 16 total) crossing improvements along SE Holgate between SE 34th and SE 115th to meet joint PedPDX, SRTS, and Vision Zero high priority crossing spacing needs.	SE 34th to SE 115th	Pedestrian Network Completion
11	Painting Maintenance Set Aside (FY 2024)	"Annual maintenance on Busy Streets painted curb extensions (e.g., repainting, new posts)"	Varies (citywide)	Pedestrian Network Completion
12	Killingsworth Crossings (Phase 2 - FY 2024)	Phase 1 will provide 3 new median island crossings to address joint PedPDX, SRTS, and Vision Zero crossing gaps; Mimi's ODOT crossing grant project scheduled for FY 2023 (7th, 20th, 22nd, 25th, 27th). Small Cap to add FIVE crossings at 11, 13, 17, 35thPL, Chavez)	MLK to 42nd	Pedestrian Network Completion
13	SW Broadway Ped Walkway (FY 2025)	Extend concrete crash barrier and replace guardrail on east side of the street to create a protected ped walkway on SW Broadway, north of SW Sherman		Pedestrian Network Completion
14	Painting Maintenance Set Aside (FY 2025)	"Annual maintenance on Busy Streets painted curb extensions (e.g., repainting, new posts)"	Varies (citywide)	Pedestrian Network Completion
15	Prescott Crossings (FY 2025)	Adding two crossings to David Backes Cully Neighborhood Streets Project (Prescott at 64th and 70th); maybe additional lighting	Prescott at 64th and 70th	Pedestrian Network Completion
16	Broadway Paving Coordination (FY 2025)	Pedestrian funding would be needed if we want to build any ped islands and marked crosswalks at unsignalized intersections to fill long gaps between 16th and 21st, and from 21st to 24th	NE Broadway from 16th to 24th	Pedestrian Network Completion
17	NE Glisan at 70th crossing (FY 25)	add curb extensions and ped refuge islands at 70th and Glisan	NE Glisan and 70th Ave	
18	NoPIM crossings (FY 2025)	2 ped crossings; N Wall & Houghton St and N Macrum Ave & N Columbia Way	Wall/Houghton; Macrum/Columbia	Pedestrian Network Completion
19	SE Woodstock & 60th Ave (FY 2025)	Identified in the Lower Southeast Rising Area Plan, a pedestrian crossing with refuge islands and curb extensions at SE 60th Avenue and SE Woodstock Blvd would help fill a ¼ mile crossing gap on Woodstock Blvd while creating a safe neighborhood greenway crossing for a new bikeway on SE 60th Avenue."	Woodstock and 60th Ave	Pedestrian Network Completion
20	SE 7th Ave and Sandy	Replace Paint and post curb extensions & ped refuge island with permanent	SE 7th Ave and Sandy	Pedestrian Network Completion
21	SE 7th Ave and Washington	Replace Paint and post curb extensions with permanent curb extensions	SE 7th Ave and Washington	Pedestrian Network Completion
22	SE 7th Ave and Salmon	Replace tough curb and post ped refuge island with permanent island	SE 7th Ave and Salmon	Pedestrian Network Completion
23	NE 43rd and Glisan	Replace Paint and post curb extensions with permanent curb extensions	NE 43rd and Glisan	Pedestrian Network Completion
24	SE Stark and 76th Ave	Replace Paint and post curb extensions with permanent curb extensions	SE Stark and 76th Ave	Pedestrian Network Completion
25	SE 92nd and Steele	Replace tough curb and post ped refuge island with permanent island	SE 92nd and Steele	Pedestrian Network Completion
26	NE 102nd and Morris	Replace tough curb and post ped refuge island with permanent island	NE 102nd and Morris	Pedestrian Network Completion

	Project Name	Project Description	Project Location	Program
27	NE 102nd and Knott	Replace tough curb and post ped refuge island with permanent island	NE 102nd and Knott	Pedestrian Network Completion
28	E Burnside and 50th Ave crossing improvement	TBD	E Burnside and 50th Ave	Pedestrian Network Completion
29	E Burnside and 57th Ave crossing improvement	TBD	E Burnside and 57th Ave	Pedestrian Network Completion
30	E Burnside and 62nd Ave crossing improvement	TBD	E Burnside and 62nd Ave	Pedestrian Network Completion
31	E Burnside and 66th Ave crossing improvement	TBD	E Burnside and 66th Ave	Pedestrian Network Completion
32	E Burnside and 69th Ave crossing improvement	TBD	E Burnside and 69th Ave	Pedestrian Network Completion
33	E Burnside and 72nd Ave crossing improvement	TBD	E Burnside and 72nd Ave	Pedestrian Network Completion
34	E Burnside and 84th Ave crossing improvement	TBD	E Burnside and 84th Ave	Pedestrian Network Completion
35	E Burnside and 90th Ave crossing improvement	TBD	E Burnside and 90th Ave	Pedestrian Network Completion
36	E Burnside and 94th Ave crossing improvement	TBD	E Burnside and 94th Ave	Pedestrian Network Completion
37	NE Alberta and 42nd Ave crossing improvement	TBD	NE Alberta and 42nd Ave	Pedestrian Network Completion
38	NE Glisan and 57th Ave crossing improvement	TBD	NE Glisan and 57th Ave	Pedestrian Network Completion
39	NE Glisan and 72nd Ave crossing improvement	TBD	NE Glisan and 72nd Ave	Pedestrian Network Completion
40	NE Glisan and 90th Ave crossing improvement	TBD	NE Glisan and 90th Ave	Pedestrian Network Completion
41	NE Glisan and 92nd Place crossing improvement	TBD	NE Glisan and 92nd Place	Pedestrian Network Completion
42	NE Glisan and 127th Ave crossing improvement	TBD	NE Glisan and 127th Ave	Pedestrian Network Completion
43	NE Glisan and 152nd Ave crossing improvement	TBD	NE Glisan and 152nd Ave	Pedestrian Network Completion
44	NE Halsey and 65th Ave crossing improvement	TBD	NE Halsey and 65th Ave	Pedestrian Network Completion
45	NE Halsey and 126th Ave crossing improvement	TBD	NE Halsey and 126th Ave	Pedestrian Network Completion
46	NE Halsey and 134th Place crossing improvement	TBD	NE Halsey and 134th Place	Pedestrian Network Completion
47	NE Halsey and 157th Ave crossing improvement	TBD	NE Halsey and 157th Ave	Pedestrian Network Completion
48	NE Sandy and NE 26th / Lawrence Avenue crossing improvement	upgrade existing crossing	NE Sandy and 26th/Lawrence	Pedestrian Network Completion
49	NE Sandy and NE 45th Ave crossing improvement	upgrade existing crossing	NE Sandy and 45th Ave	Pedestrian Network Completion
50	NE Sandy and 74th Ave crossing improvement	upgrade existing crossing	NE Sandy and 74th Ave	Pedestrian Network Completion
51	SE Cesar Chavez and Ankeny crossing improvement	upgrade existing crossing	SE Cesar Chavez and Ankeny	Pedestrian Network Completion
52	SE Cesar Chavez and Stephens crossing improvement	TBD	SE Cesar Chavez and Stephens	Pedestrian Network Completion

Project Name	Project Description	Project Location	Program	
53	SE Cesar Chavez and Grant Ct crossing improvement	TBD	SE Cesar Chavez and Grant Ct	Pedestrian Network Completion
54	SE 92nd Ave / Grace School mid block crossing improvement	TBD	SE 92nd Ave and mid-block in front of Grace School (between school and Caruthers St)	Pedestrian Network Completion
55	SE 92nd Ave and Francis crossing improvement	TBD	SE 92nd Ave and Francis	Pedestrian Network Completion
56	SE 92nd and Boise crossing improvement	TBD	SE 92nd and Boise	Pedestrian Network Completion
57	SE Foster at Bakery Outlet/Zenger Farms crossing improvement	TBD	SE Foster at Bakery Outlet/Zenger Farms	Pedestrian Network Completion
58	SE Foster and 125th Place crossing improvement	TBD	SE Foster and 125th Place	Pedestrian Network Completion
59	SE Foster at Cumberland Housing crossing improvement	TBD	SE Foster at Cumberland Housing driveway	Pedestrian Network Completion
60	SE Foster and 140th Ave crossing improvement	TBD	SE Foster and 140th Ave	Pedestrian Network Completion
61	SE Foster and 142nd crossing improvement	TBD	SE Foster and 142nd	Pedestrian Network Completion
62	SW 49th Avenue & Palatine St crossing improvement	TBD	SW 49th Avenue & Palatine St	Pedestrian Network Completion
63	Sidewalk infill E Burnside: SE Gilham to 69th Ave	Sidewalk infill	E Burnside: Gilham to 69th Ave	Pedestrian Network Completion
64	Sidewalk infill - SE Gilham: Burnside to SE 69th Ave	Sidewalk infill	SE Gilham: E Burnside to SE 69th Ave	Pedestrian Network Completion
65	Sidewalk infill - SE 151st Ave: Burnside to Davis	Sidewalk infill	SE 151st Ave: Burnside to Davis	Pedestrian Network Completion
66	Sidewalk infill - SE 91st Place: SE 91st Ave to SE 92nd Ave	Sidewalk infill	SE 91st Place: SE 91st Ave to SE 92nd Ave	Pedestrian Network Completion
67	Sidewalk infill - SE Hawthorne: 92nd Ave to 94th ave	Sidewalk infill	SE Hawthorne: 92nd Ave to 94th ave	Pedestrian Network Completion
68	Sidewalk infill - SE Ellis: SE 84th Ave to SE 92nd Ave	Sidewalk infill	SE Ellis: SE 84th Ave to SE 92nd Ave	Pedestrian Network Completion
69	Sidewalk infill - SE 87th Ave: SE Powell Blvd to SE Division St	Sidewalk infill	SE 87th Ave: SE Powell Blvd to SE Division St	Pedestrian Network Completion
70	Pedestrian Walkway hardening- SE 45th Ave: Flavel Drive to Knapp	Pedestrian walkway hardening	SE 45th Ave: Flavel Drive to Knapp	Pedestrian Network Completion
71	Pedestrian Walkway hardening- SE 4th Ave: Caruthers to Division Place	Pedestrian walkway hardening	SE 4th Ave: Caruthers to Division Place	Pedestrian Network Completion
72	Pedestrian Walkway or sidewalk- NE 111th Ave: Weidler to Morris	Pedestrian walkway or sidewalk	NE 111th Ave: Weidler to Morris	Pedestrian Network Completion
73	Pedestrian Walkway or sidewalk- NE Morris: 111th Ave to 117th Ave	Pedestrian walkway or sidewalk	NE Morris: 111th Ave to 117th Ave	Pedestrian Network Completion
74	Pedestrian Walkway or sidewalk- NE San Rafael: 111th Ave to 121st Ave	Pedestrian walkway or sidewalk	NE San Rafael: 111th Ave to 121st Ave	Pedestrian Network Completion

Project Name	Project Description	Project Location	Program
75 Pedestrian Walkway or sidewalk- NE 114th Ave: Halsey to San Rafael	Pedestrian walkway or sidewalk	NE 114th Ave: Halsey to San Rafael	Pedestrian Network Completion
76 Sidewalk infill - SE Market: 162nd to 169th Ave	Sidewalk infill	SE Market: 162nd to 169th Ave	Pedestrian Network Completion
77 Pedestrian Walkway or sidewalk- SE 145th Ave: Powell to Clinton	Pedestrian walkway or sidewalk	SE 145th Ave: Powell to Clinton	Pedestrian Network Completion
78 Guardrail 1228 SW Cardinell Drive to Cardinell Way	Guardrail	1228 SW Cardinell Drive to Cardinell Way	Pedestrian Network Completion

Vision Zero

1	N Broadway intersection safety, N Benton Avenue	Analyze for potential modification: extending pedestrian signal timing, changing driveway access at Broadway Inn	N Broadway and Benton	Vision Zero
2	N Broadway intersection safety, N Flint Avenue	Analyze right turn restriction (westbound to northbound); Add bike conflict markings	N Broadway and Flint	Vision Zero
3	N Broadway intersection safety, N Larrabee Avenue	Bike box; High visibility crosswalks; Separate signal phase for bikes	N Broadway and Larrabee	Vision Zero
4	N Broadway intersection safety, N Ross Avenue	Analyze right turn restriction similar to the existing right turn restriction at Wheeler	N Broadway and Ross	Vision Zero
5	N Broadway intersection safety, N Vancouver Avenue	High visibility crosswalks; Signal separation for pedestrian; Analyze removing double left turns; Reflective backplates	N Broadway and Vancouver	Vision Zero
6	N Broadway intersection safety, N Wheeler Avenue	Create a marked crossing with necessary safety features	N Broadway and Wheeler	Vision Zero
7	N Broadway intersection safety, N Williams Avenue	Reflective backplates	N Broadway and Williams	Vision Zero
8	N Broadway intersection safety, Benton to Larrabee	Move bikes next to curb; If possible adding bike signal at Larrabee	N Broadway from Benton to Larrabee	Vision Zero
9	N Broadway corridor safety, Larrabee to bridge	Address vehicle-bicycle conflict at the slip lane	N Broadway from Larrabee to bridge	Vision Zero
10	N Broadway corridor safety, Larrabee to Grand	Add bike conflict markings along Broadway	N Broadway, Larrabee to Grand	Vision Zero
11	NE Broadway intersection safety, Grand, Martin Luther King Jr, Broadway, Weidler	Martin Luther King Jr, Grand, Broadway, Weidler: Analyze removal of double left turns	Martin Luther King Jr, Grand, Broadway, and Weidler	Vision Zero
12	NE Broadway intersection safety, Martin Luther King Jr Boulevard	Reflective backplates; Bike conflict markings through intersection	NE Broadway and Martin Luther King Jr	Vision Zero
13	NE Broadway intersection safety, NE Grand Avenue	Separate pedestrian signal phase from left turns (if continue to allow double left turns)	NE Broadway and Grand	Vision Zero
14	NE Broadway intersection safety, NE 7th Avenue	Centerline hardening	NE Broadway and 7th	Vision Zero
15	NE Broadway intersection safety, NE 9th Avenue	Reflective backplates	NE Broadway and 9th	Vision Zero
16	NE Broadway intersection safety, NE 10th Avenue	Reflective backplates	NE Broadway and 10th	Vision Zero
17	NE Broadway intersection safety, NE 11th Avenue	Mark north leg crosswalk	NE Broadway and 11th	Vision Zero
18	NE Broadway intersection safety, NE 14th Avenue	Reflective backplates	NE Broadway and 14th	Vision Zero
19	NE Broadway intersection safety, NE 15th Avenue	Reflective backplates; Centerline hardening of south leg	NE Broadway and 15th	Vision Zero

	Project Name	Project Description	Project Location	Program
20	NE Broadway intersection safety, NE 16th Avenue	Pedestrian head starts; Reflective backplates; Centerline hardening of north leg and south leg	NE Broadway and 16th	Vision Zero
21	NE Broadway intersection safety, NE 21st Avenue	Pedestrian head starts; Reflective backplates; Centerline hardening of north leg and south leg	NE Broadway and 21st	Vision Zero
22	NE Broadway intersection safety, NE 24th Avenue	Reflective backplates; Extend island west (make bigger) with a bike cut-out for straight movement	NE Broadway and 24th	Vision Zero
23	NE Broadway intersection safety, NE 28th Avenue	High visibility crosswalks; Reflective backplates	NE Broadway and 28th	Vision Zero
24	NE Broadway intersection safety, NE 33rd Avenue	Reflective backplates	NE Broadway and 33rd	Vision Zero
25	N/NE Columbia intersection safety	At all intersections that need it: add reflective backboards, 12-inch signal heads, pedestrian head starts, high visibility crosswalks	N/NE Columbia from N Burgard to NE Columbia Ct	Vision Zero
26	N/NE Columbia intersection lighting	At all intersections that need it: add lighting	N/NE Columbia from N Burgard to NE Columbia Ct	Vision Zero
27	N/NE Columbia corridor safety	Along corridor: add rumble strips and/or reflective pavement markings as feasible	N/NE Columbia from N Burgard to NE Columbia Ct	Vision Zero
28	N Columbia intersection safety, N Portsmouth Avenue	Reflective backplates; 12-inch signal heads; Pedestrian head start; Lighting; High visibility crosswalks	N Columbia and N Portsmouth	Vision Zero
29	N Columbia intersection safety, N Fiske Avenue	Better lighting; Consider striping fog line	N Columbia and N Fiske	Vision Zero
30	N Columbia intersection safety, N Chautauqua Boulevard	Signal ahead sign	N Columbia and N Chautauqua	Vision Zero
31	N Columbia corridor safety, Peninsula Crossing Trail to Chautauqua	Rumble strips with paving in 2024	N Columbia from Peninsula Crossing Trail to N Chautauqua	Vision Zero
32	N Columbia safety, Peninsula Crossing Trail bridge median	Peninsula Crossing Trail: Bridge replacement: add raised center median	N Columbia and Peninsula Crossing Trail	Vision Zero
33	N Columbia intersection safety, N Interstate Place	Add center median island on west leg of N Columbia Boulevard	N Columbia and Interstate	Vision Zero
34	N Columbia safety, near I-5 overpass	Add ramp signal	N Columbia and I-5 ramp signal	Vision Zero
35	N Columbia safety, near I-5 overpass	East of I-5 overpass: Center turn lane delineation	N Columbia, east of I-5 overpass	Vision Zero
36	N Columbia intersection safety, N Kerby Avenue	Add signalized crossing	N Columbia and Kerby	Vision Zero
37	N Columbia intersection safety, N Vancouver Avenue	Add bike box, crossbikes; No turn on red; Add protected phase for left turn	N Columbia and Vancouver	Vision Zero
38	NE Columbia intersection safety, NE Martin Luther King Jr Boulevard	Pedestrian head start; High visibility crosswalks; Centerline hardening on three legs where it does not exist, especially on west leg; Vertical delineators on north leg of NE Martin Luther King Jr Boulevard	NE Columbia and Martin Luther King Jr	Vision Zero
39	NE Columbia intersection safety, NE 17th Avenue	Lighting; Analyze temporary paint-and-post intersection realignment, in advance of planned Lombard and 17th realignment	NE Columbia and 17th	Vision Zero
40	NE Columbia intersection safety, NE 21st Avenue	Stop bar at the driveway; Analyze pedestrian signal at driveway; Centerline hardening along left turn lanes	NE Columbia and 21st	Vision Zero

Project Name	Project Description	Project Location	Program
41 NE Columbia intersection safety, NE 42nd/47th Avenue	Centerline hardening on east leg and south leg, Consider mountable bumps near intersection for truck movements; Pedestrian head start; Larger signal heads; Reflective backplates	NE Columbia and 42nd/47th	Vision Zero
42 NE Airport Way intersection safety, NE 138th to 158th avenues	High visibility crosswalks; Reflective backplates; 12-inch lenses; Right turn calming bumps; Pedestrian head starts; Bike lane conflict markings; Narrow to 11-foot travel lanes and 10-foot center turn lane approaching intersections; add 4-foot pedestrian island between turn lane and travel lane at intersection	NE Airport Way at 138th, 148th, and 158th	Vision Zero
43 NE Airport Way intersection safety, NE 138th to 158th avenues	Add flexible posts along center median curve; reflective pavement markings at curves; advisory speed signs around curves	NE Airport Way from 138th to 158th	Vision Zero
44 NE Airport Way intersection safety, NE 148th to 158th avenues	Add lighting at intersections	NE Airport Way at 148th and 158th	Vision Zero
45 NE Glisan intersection safety, NE 82nd Avenue	Reflective backplates; Check lighting levels at the intersection; Analyze signal cycle length reduction; Pedestrian head starts; Analyze with Trimet for moving eastbound bus stop closer to intersection	NE Glisan and 82nd	Vision Zero
46 NE Glisan intersection safety, NE 97th Avenue	Fill in with concrete hashed area ahead of eastbound left turn lane at NE 99th Ave	NE Glisan and 97th	Vision Zero
47 NE Glisan intersection safety, NE 99th Avenue	Eastbound and westbound left turn calming; Reflective backplates; Pedestrian head starts	NE Glisan and 99th	Vision Zero
48 NE Glisan intersection safety, NE 100th Avenue	100th: Add pedestrian crossing	NE Glisan and 100th	Vision Zero
49 NE Glisan intersection safety, West on-ramp to I-205 SB	West on-ramp: Add reflective backplates; High visibility crosswalks; Pursue with ODOT for removing eastbound to southbound right turn pocket (which is very short)	NE Glisan, west on-ramp to I-205 SB	Vision Zero
50 NE Glisan intersection safety, East on-ramp to I-205 NB	East on-ramp: Pedestrian head starts; Reflective backplates; High visibility crosswalks; Pursue with ODOT for "no right on red" sign when pedestrian signal is activated	NE Glisan, east on-ramp to I-205 NB	Vision Zero
51 NE Halsey intersection safety, NE 102nd Avenue	Pedestrian head starts; Northbound to eastbound and eastbound to southbound: Analyze adding dynamic "no right on red" signs; Northbound bike lane: Bike box and bike conflict striping; North leg (eastbound to northbound movement): Centerline hardening with turn calming bumps; East leg: Right turn calming from northbound to eastbound, including hash out former right turn lane and possibly add bumps	NE Halsey and 102nd	Vision Zero
52 NE Halsey intersection safety, NE 104th Avenue	Add stop bars	NE Halsey and 104th	Vision Zero
53 NE Halsey intersection safety, NE 108th Avenue	Add stop bars; Northwest corner: Vision clearance	NE Halsey and 108th	Vision Zero
54 NE Halsey corridor safety, NE 108th to 119th avenues	Vision clearance ahead of big driveways	NE Halsey from 108th to 119th	Vision Zero
55 NE Halsey corridor safety, NE 119th to 126th avenues	Add pedestrian crossings; Analyze protected bike lanes	NE Halsey from 119th to 126th	Vision Zero
56 NE Halsey intersection safety, NE 148th Avenue	Reflective backplates; southwest corner lighting	NE Halsey and 148th	Vision Zero

Project Name	Project Description	Project Location	Program	
57	NE Halsey intersection safety, NE 157th Avenue	Stop sign ahead; Stop bar in the northbound direction	NE Halsey and 157th	Vision Zero
58	NE Halsey intersection safety, NE Barr Road	Barr curve: Green crossing for bike lane along curve; Square up intersection at the triangle	NE Halsey and Barr	Vision Zero
59	NE Halsey intersection safety, NE 162nd Avenue	West leg: Centerline hardening	NE Halsey and 162nd	Vision Zero
60	NE Martin Luther King Jr intersection safety, NE Prescott Street	Reflective backplates; High visibility crosswalks; Move northbound bus stop far side where ped crossing is	NE Martin Luther King Jr and Prescott	Vision Zero
61	NE Martin Luther King Jr intersection safety, NE Shaver Street	Pedestrian head starts; Reflective backplates; Lighting on NE corner; Analyze addition of "no turn on red" sign, bike box, bike lanes leading to bike box	NE Martin Luther King Jr and Shaver	Vision Zero
62	NE Martin Luther King Jr intersection safety, NE Everett Street	Pursue with ODOT curb ramps (possibly, modular ramp) and crosswalk; Add "Turning cars yield to pedestrian" sign; Add lighting on southeast corner	NE Martin Luther King Jr and Everett	Vision Zero
63	NE Martin Luther King Jr intersection safety, NE Davis Street	Centerline hardening; add "no turn on red" sign; Pedestrian head starts; Reflective backplates	NE Martin Luther King Jr and Davis	Vision Zero
64	NE Martin Luther King Jr intersection safety, NE Couch Street	Reflective backplates; westbound bike conflict striping across Martin Luther King Jr Boulevard; Pavement markings to show lane directions approaching signal	NE Martin Luther King Jr and Couch	Vision Zero
65	SE 92nd intersection safety, SE Stark Street	Shield northbound signals so not visible from Washington Street, or change signal timing so Washington Street signal turns green before Stark Street; 12-inch signal heads; Reflective backplates	SE 92nd and Stark	Vision Zero
66	SE 92nd intersection safety, SE Foster Road	Add one way sign to lamp post for 92nd NB	SE 92nd and Foster	Vision Zero
67	SE 92nd intersection safety, Foster and Woodstock	Reflective backplates; Pedestrian head starts	SE 92nd at Foster and Woodstock	Vision Zero
68	SE 92nd corridor safety, Foster to Woodstock	Consider removing right turn lane on 92nd NB to continue bike lane	SE 92nd from Foster to Woodstock	Vision Zero
69	SE Holgate intersection safety, 82nd Avenue	Reflective backplates; Turn calming on all legs; Pedestrian head starts (adding priority crossing at 82nd if not possible all); Tighten westbound travel lane on east leg	SE Holgate and 82nd	Vision Zero
70	SE Holgate corridor safety, SE 82nd to 92nd avenues	Speed cushions; Analyze three lane cross section with bike lanes	SE Holgate from 82nd to 92nd	Vision Zero
71	SE Holgate intersection safety, 84th Avenue	Add northbound and southbound protected left turns, split phase	SE Holgate and 84th	Vision Zero
72	SE Holgate intersection safety, 92nd Avenue	Continue bike lane through intersection (see segment from 92nd to 103rd avenues for recommendations), remove parking where needed; Reduce westbound lanes (project development needed to determine configuration); Reflective backplates; Pedestrian head starts	SE Holgate and 92nd	Vision Zero
73	SE Holgate corridor safety, SE 92nd to 103rd avenues	Vertical delineation to narrow roadway; Lighting upgrades to meet guidelines; Evaluate all stop-controlled side streets for stop bars; At unsignalized intersections: shifting bike lane to the curve approaching each intersection and use the open space by adding painted pedestrian islands (increase bike visibility and shorten pedestrian crossings)	SE Holgate from 92nd to 103rd	Vision Zero

Project Name	Project Description	Project Location	Program
74 SE Holgate intersection safety, 96th Avenue	Curb extension to block parking	SE Holgate and 96th	Vision Zero
75 SE Holgate corridor safety, I-205 overpass	Segment I-205 bridge: Cleanup striping (both directions), create eastbound bike lane, add vertical elements to westbound bike lane buffer, add centerline hardening or delineation on yellow centerline	SE Holgate and I-205 bridge	Vision Zero
76 SE Holgate intersection safety, SE 101st Avenue	Stop bars on both north and south legs	SE Holgate and 101st	Vision Zero
77 SE Holgate intersection safety, SE 112th Avenue	If unsuccessful in getting All Roads Transportation Safety funding: Reflective backplates and Pedestrians head starts	SE Holgate and 112th	Vision Zero
78 SE Holgate intersection safety, 122nd Avenue	Pursue with TriMet moving bus stop closer to intersection; Reflective backplates; Pedestrian head starts; West-leg: adjust lane allocation to gain wider or buffered bike lane, or add split bike phase with bike lanes at curb	SE Holgate and 122nd	Vision Zero
79 W Burnside intersection safety, 2nd Avenue	Add "no left turn" sign for eastbound movement; Add turn calming bump between eastbound bike lane and travel lane approaching 2nd Avenue; Reflective backplates	W Burnside and 2nd	Vision Zero
80 W Burnside intersection safety, 3rd Avenue	Reflective backplates; Analyze shortening signal cycle length (to address pedestrian signal disregard)	W Burnside and 3rd	Vision Zero
81 W Burnside intersection safety, 4th Avenue	Pedestrian head start; Reflective backplates	W Burnside and 4th	Vision Zero
82 W Burnside intersection safety, 5th Avenue	High visibility crosswalks; Backplates; Harden east leg of intersection	W Burnside and 5th	Vision Zero
83 W Burnside intersection safety, 6th Avenue	High visibility crosswalks; Reflective backplates	W Burnside and 6th	Vision Zero
84 W Burnside intersection safety, Broadway	Reflective backplates	W Burnside and Broadway	Vision Zero
85 W Burnside intersection safety, 10th Avenue	High visibility crosswalk; Reflective backplates; Pedestrian head start; Left turn calming on west leg; Analyze a pedestrian scramble; Analyze elimination northbound to westbound left turn pocket	W Burnside and 10th	Vision Zero
86 W Burnside intersection safety, 11th Avenue	High visibility crosswalks; Reflective backplates; Pedestrian head starts	W Burnside and 11th	Vision Zero
87 W Burnside intersection safety, 14th Avenue	High visibility crosswalks; Reflective backplates; Pedestrian head starts; Extend bike lane through intersection (use MMA as a solid green line with white dashes)	W Burnside and 14th	Vision Zero
88 W Burnside intersection safety, 15th Avenue	High visibility crosswalks; Reflective backplates	W Burnside and 15th	Vision Zero
89 W Burnside corridor safety, 18th to 21st avenues	Add "watch for pedestrian" signs at these driveways: Stadium Shopping Center, Taco Bell	W Burnside from 18th to 21st	Vision Zero
90 W Burnside intersection safety, 20th Avenue	Reflective backplates; northbound to westbound protected left turn lane; Pedestrian head start; Add left turn calming bumps on east and west legs of intersection	W Burnside and 20th	Vision Zero
91 W Burnside intersection safety, 21st Avenue	Reflective backplates; Relocate southeast utility pole; "No turn on red" (especially northbound movement)	W Burnside and 21st	Vision Zero
92 W Burnside intersection safety, 23rd / Vista avenues	Reflective backplates	W Burnside and 23rd / Vista	Vision Zero

Transit Priority

1	<p>Bus Stop Optimization</p>	<p>Programmatic allocation for Bus Stop Optimization initiated by the Transit program to improve transit speed and reliability. We propose a minimum of \$50k per year of Transit Quick Build for 5 years. Project to include bus stop consolidation or relocation, changes to the curb zone use, and other improvements to make new or remaining bus stops better, ADA accessible and more comfortable. When a new bus stop is established or relocated, under the ADA, the new bus stop location must meet ADA guidance and standards. Potential corridors include E Burnside, MLK, Sandy, Killingsworth, 122nd Ave or others. This includes several corridors which were identified through Rose Lane Project development. Types of ADA improvements could include: concrete pads in the sidewalk furnishing zone for bus ramp deployment, on-street parking removal, curb extensions, wider sidewalk, changes to meet ADA grades along the accessible path, nearby curb ramps or similar ADA barrier removal. Further project development is needed to identify and scope improvements. Look for opportunities to partner with TriMet, and PBOT Pedestrian, Biking and Safety programs to coordinate and include enhanced crossings, shelters, bike friendly bus stop curb extensions or other improvements.</p>	<p>Citywide</p> <p>Transit Priority</p>
2	<p>Bus Stop ADA Accessibility</p>	<p>Programmatic allocation for bus stop accessibility improvements, mostly opportunistically coupled with and leveraging other projects (paving, quick-build, etc.) We propose a minimum of \$50k per year of Transit Quick Build for 5 years. Potential corridors include SE Holgate, NE Fremont and N Willamette Blvd. With additional funding, could expand to multiple corridors per year. Types of improvements could include: concrete pads in the sidewalk furnishing zone for bus ramp deployment, on-street parking removal, curb extensions, wider sidewalk, changes to meet ADA grades along the accessible path, nearby curb ramps or similar ADA barrier removal.</p>	<p>Citywide</p> <p>Transit Priority</p>
3	<p>Next Generation Transit Signal Priority (TSP) expansion to other spots, and short corridors.</p>	<p>Programmatic allocation for expanding Next Generation Transit Signal Priority (TSP) to other spots, and short corridors. Upgrade PBOT signal and communications hardware, procure/activate LYT cloud software and perform signal timing/programming work, and more.</p>	<p>Citywide</p> <p>Transit Priority</p>

Project Name	Project Description	Project Location	Program
4 Concrete Bus Pads retrofits in the roadway at bus stops	Programmatic allocation for installing Concrete Bus Pads retrofits in the roadway at bus stops to preserve pavement condition. May be delivered as stand-alone projects, or opportunistically coupled with and leveraging other projects (paving, quick-build, etc.). Projects are selected and prioritized based on frequency of buses per day, bus stop ridership activity (daily ons/offers), service increases, pavement condition, equity benefits, cost and feasibility of solutions.	Citywide	Transit Priority
5 Red Pavement Marking Retrofits in transit priority lanes	Programmatic allocation for installing Red Pavement Markings to retrofit existing transit priority lanes, to reduce driver incursions in transit priority lanes by improving visibility and driver awareness. Primary focus is on retrofitting existing transit priority lanes with no red or early experiential use of red, whether that be historic/legacy transit priority lanes installed prior the use of Red Pavement Markings inclusion in the MUTCD, lanes installed without red during our FHWA Experimental use of red, lanes installed as pilots through the Rose Lane Project or other reasons.	Citywide	Transit Priority
6 Temporary platform upgrades and conversions to permanent	This project would help maintain temporary platforms and transition them to permanent solutions, once quick-build and pilot projects are completed and the final location, configuration and design is decided. Existing temporary platforms are typically located at bus stops. Many are configured with bike facilities ramped up, over and behind a step-out zone to improve bus and bicycle interactions at bus stops. The platforms can also minimize parking removal in areas with high demand for the curb zone, allow buses to stop in lane, and provide more space on the sidewalk for people waiting for transit or traveling along the sidewalk. This project may include the following activities and capital improvements: <ol style="list-style-type: none"> 1. Design and construction of concrete platforms to replace temporary modular platforms made by Zicla or temporary asphalt platforms. 2. Provide near-term cleaning, maintenance, repair and other operational needs to ensure temporary modular platforms are successful for all users. 3. Reconfigure existing temporary platforms to better meet current design guidance or feedback received through evaluation and pilot projects. 4. Re-locate/re-deploy Zicla platforms to new temporary locations. 	Multiple. Existing Zicla temporary platform locations: <ol style="list-style-type: none"> 1. NW 18th at Flanders (Installed August 2020) 2. NW 19th at Flanders (Installed August 2020) 3. SE Hawthorne at 6th Ave (Installed July 2021) 4. SE Hawthorne at 12th Ave (Installed July 2021) 5. NW Broadway at NW Couch, used for parking passenger loading/unloading. (Installed October 2020) 	Transit Priority
7 Make existing Rose Lane pilot projects permanent	Complete any additional modifications, mitigation or refinements to harden and make permanent. May include additional signage, striping, red pavement markings, signal upgrades and adjustments, diversion mitigation, concrete bus stop curb extensions, concrete bus pads in the roadway and other improvements. Examples: SW Capitol Hwy, SE Hawthorne (Grand - 12th)	Current Rose Lane Project locations	Transit Priority

Project Name	Project Description	Project Location	Program
8 Inner SE Hawthorne and Madison Transit Signal Modification project	Improve transit speed and reliability benefiting bus Line 14, 10 and 70. Expand Next Generation Transit Signal Priority (TSP) to inner SE Hawthorne and Madison couplet between Grand Ave and 12th Ave. Add bus signal queue jump on SE Hawthorne at 11th Ave and potentially on SE Madison at Grand Ave. Upgrade PBOT signal and communications hardware, procure/activate LYT cloud software and perform signal timing/programming work. This project modifies a Rose Lane pilot project following initial monitoring to improve performance.	Inner SE Hawthorne and Madison couplet between Grand Ave and 12th Ave	Transit Priority
9 N Richmond & Lombard bus-only signal	Improve transit speed and reliability. Needed for desired re-route of Lines 4, 16, and 44 to turn left from Richmond to Lombard rather than making multiple turns on local streets. Will provide significant benefits to multiple lines. ODOT coordination needed. Project development already completed through DEA contract. TriMet STIF grant match funding is anticipated.	N Richmond & Lombard	Transit Priority
10 Line 17 (Holgate Blvd) bus stop improvements	Leverages pedestrian crossing quick-build project on SE Holgate Blvd, allowing us to consolidate bus stops, move bus stops to better locations at marked crossings, remove parking at bus stops to allow curbside access, and improve bus stop ADA accessibility. Anticipated to leverage \$25k of Pedestrian Quick-build and \$50k of TriMet funding (request pending) for stop improvements.	Line 17 (Holgate Blvd)	Transit Priority
11 Line 73 Transit Improvements	Improve transit travel time and reliability. Examples of typical project types include Right Turn Except Bus signage, short transit priority lanes at busy intersections, adding turn pockets, modifying signal timing or detection to favor transit movements, and improving bus stop design to reduce time spent pulling in and out of stops. Exact project locations are identified annually based on data-driven transit performance monitoring in partnership with TriMet using their CAD-AVL data. Projects are selected and prioritized based on transit delay and reliability measures, transit ridership, equity benefits, cost and feasibility of solutions. Update: focus on approaches to Burnside (Davis - Oak), BAT lane in southbound or each direction, enhanced bike facility separate from right-turn lane, potential driveway access changes to TriMet Menlo P&R.	NE/SE 122nd Avenue	Transit Priority

Project Name	Project Description	Project Location	Program
12 Line 14 Transit Improvements	<p>Improve transit travel time and reliability. Examples of typical project types include Right Turn Except Bus signage, short transit priority lanes at busy intersections, adding turn pockets, modifying signal timing or detection to favor transit movements, and improving bus stop design to reduce time spent pulling in and out of stops. Exact project locations are identified annually based on data-driven transit performance monitoring in partnership with TriMet using their CAD-AVL data. Projects are selected and prioritized based on transit delay and reliability measures, transit ridership, equity benefits, cost and feasibility of solutions.</p>	SE Foster Rd	Transit Priority
13 Line 4 Transit Improvements	<p>Improve transit travel time and reliability. Examples of typical project types include Right Turn Except Bus signage, short transit priority lanes at busy intersections, adding turn pockets, modifying signal timing or detection to favor transit movements, and improving bus stop design to reduce time spent pulling in and out of stops. Exact project locations are identified annually based on data-driven transit performance monitoring in partnership with TriMet using their CAD-AVL data. Projects are selected and prioritized based on transit delay and reliability measures, transit ridership, equity benefits, cost and feasibility of solutions.</p>	N Lombard/St Louis/Fessenden/Willis/Denver	Transit Priority
14 Line 72 Transit Improvements	<p>Improve transit speed and reliability for the segment of Line 72 along N/NE Killingsworth/Alberta. Line 72 on 82nd Ave is anticipated to receive significant investment, possibly including a BRT project leveraging FTA funding. This will likely result in splitting line 72 into two separate bus lines and require a transfer by riders traveling between the Killingsworth/Alberta and 82nd Ave segments. A series of transit priority treatments from the ETC Toolbox along the Killingsworth/Alberta segment from Swan Island to Cully Blvd/82nd Ave (depending upon 82nd Ave transit terminus) would improve rider experience, reduce bus delays and help mitigate the time penalty from a transfer. Scope may also include bus stop and ADA access improvements. Further analysis and project development is needed to identify and scope improvements. An initial spot improvement was identified on NE Alberta at 15th Ave through the Rose Lane Project, though currently remains unfunded. Potential improvements being identified through 82nd Ave Transit Project and regional Better Bus program in 2023-2024.</p>	Line 72 along N/NE Killingsworth/Alberta	Transit Priority

Project Name	Project Description	Project Location	Program
15 Line 19 Transit Improvements	Improve transit speed and reliability. Identified as a priority by TriMet over the years. Near-frequent line experiences significant delays along Glisan corridor. Many opportunities to adjust pro-time parking, and potential to convert some locations to bus lanes. Examples of typical project types include Right Turn Except Bus signage, short transit priority lanes at busy intersections, adding turn pockets, modifying signal timing or detection to favor transit movements, and improving bus stop design to reduce time spent pulling in and out of stops. Exact project locations are identified annually based on data-driven transit performance monitoring in partnership with TriMet using their CAD-AVL data. Projects are selected and prioritized based on transit delay and reliability measures, transit ridership, equity benefits, cost and feasibility of solutions.	Line 19 along NE Glisan St	Transit Priority
16 Line 35 Transit Improvements	Improve transit speed and reliability. Identified as a priority by TriMet over the years. Near-frequent line experiences significant delays along Greeley and Macadam. Opportunity to coordinate with North Portland in Motion on changes to Portsmouth, Willis, and Greeley.	Line 35 (whole line including SW Macadam & N Greeley)	Transit Priority
17 Line 4/44 Transit Improvements	Improve transit speed and reliability. Improvements were identified through Rose Lane Project, but deferred to future years to give enough time for significant public involvement and trust-building with community.	Line 4/44 along N Vancouver/Williams	Transit Priority
18 TriMet Line 6 Transit Spot Improvements	Transit spot improvements to address locations with greatest frequency and length of transit delay, and to address access issues. Treatments could include new or lengthened turn pockets, signal modifications, queue bypass lanes, right turn except bus lanes, bus stop curb extensions, accessibility improvements, stop consolidation, and far-side stop improvements.	MLK Jr Blvd, and other streets where bus line 6 is routed. (Line 6 route)	Transit Priority
19 N Greeley Bus and Truck priority lane	Improve freight and transit speed and reliability benefitting bus lines 35 and 72. Convert the rightmost northbound lane into bus & truck only and consider additional signal upgrades, to reduce transit delay from the addition of a bike-only signal phase added during the Multi-Use Path project. TriMet STIF grant match funding is anticipated.	N Greeley Ave (I-5 off ramp to north of Going St)	Transit Priority
20 NE Sandy Blvd (Chavez - 37th) Transit Priority Spot Improvement	Improve transit speed and reliability benefitting bus Line 12. Remove on-street parking (pro-time, peak hours) and extend right turn pocket almost all the way back to Chavez. TriMet STIF grant match funding is anticipated.	NE Sandy Blvd (Chavez - 37th)	Transit Priority
21 NW Vaughn St (approaching 23rd) Transit Spot Improvement	Improve transit speed and reliability benefitting bus Line 15 and 77. Extend right turn pocket from 23rd to 24th.	NW Vaughn St (approaching 23rd)	Transit Priority

Project Name	Project Description	Project Location	Program
22 NW 21st and 23rd Ave Bus Stop Enhancements and Optimization/ Better Bus Stops.	Bus Stop Enhancements and Optimization/ Better Bus Stops benefitting bus lines 15 and 77. Including 21st/Irving, 23rd/Irving, other stops in the BES sewer project area.	NW 21st and 23rd Ave	Transit Priority
23 NE Sandy Blvd Transit Priority Spot Improvement	Improve transit speed and reliability benefitting bus Line 12. Convert outer lane at select locations to "right turn except bus", typically with short bus lane far-side to serve the next bus stop.	NE Sandy Blvd at Prescott St, Fremont St, Broadway, 37th, Irving, Glisan	Transit Priority
24 W Burnside BAT lane, Eastbound	Improve transit speed and reliability benefitting bus Line 20, 15 and . Convert eastbound lane to BAT lane from 23rd Place to 15th Ave.	W Burnside St (23rd Pl - 15th Ave)	Transit Priority
25 Better Bus program candidate locations	This is a placeholder for emerging candidate locations for project development through the Metro & TriMet regional Better Bus program, formerly the Regional ETC Pilot program.	Multiple TBD	Transit Priority
26 NOPIM transit projects	Placeholder for forthcoming recommendations from North Portland in Motion underway in 2023.	North Portland In Motion (NOPIM) plan area	Transit Priority
27 FX 2-Division and line 70 bus speed and reliability improvements, SE 8th/ 11th/12th Ave Railroad Crossing	<p>"This project would include early implementation of low cost, near-term solutions and mitigation measures to minimize the impacts of the freight train causing extended street closures at the rail-road crossing of 8th, 11th and 12th avenues and Clinton St. PBOT has received a planning grant to develop solutions and mitigation recommendations. We are seeking funding to begin implementation of near-term outcomes from the planning work.</p> <p>Potential improvement might include advanced detection, signal timing adjustments, early warning indication of extended train crossings and traffic delay could help bus operators make better and timely use of detour routes and avoid getting stuck in traffic sooner.</p> <p>Other potential improvements in Ladd Addition could include bus/bike only apertures along SE Ladd at SE Division and SE Hawthorne to improve the bicycle environment and transit operations while discouraging cut-through motor vehicle movement."</p>	Rail-road crossing of SE 8th, 11th and 12th avenues and SE Clinton St	Transit Priority
28 "148th Ave Safety & Access to Transit Improvements"	Project development and early design work to determine new scope of improvements and cost estimate. Work from the RFFA grants application proposed project and cost estimate. Coordinate with other modal/ADA coordinators to develop scope.		Transit Priority

Project Name	Project Description	Project Location	Program
29 148th Ave Bus Stop Improvements to Support new TriMet bus line service	The project's improvements will prepare the corridor for transit service in coordination with TriMet. Project should be timed for construction in advance of TriMet beginning service for a new bus line along 148th Ave. This timeline is still to be determined. The minimum improvements would be ADA accessible bus stops, such as short segments of sidewalk at the bus stop, on-street parking removal so the bus can reach the curb and curb ramps at the nearest intersection. Additional improvements could be combined with Quick Build requests under other program areas to increase the budget and scope, such as enhanced crossings, more sidewalk segments, bike facilities, curb extensions, signal improvements and more. Additional project development needed to refine scope, design and cost estimate.	Route of the new bus line serving 148th Ave and more.	Transit Priority
30 Streetcar: station upgrades	A multi-year effort to address needs at 35 stations. Estimated cost is \$40,000/station.	Existing Streetcar system	Transit Priority
31 Streetcar: PSU Urban Plaza Double-sided loading	This project will add pavers to the south side of the existing streetcar platform to allow for double-sided boarding. The project will also make minor adjustments to the existing platform to improve passenger safety and improve TWC performance.	PSU Urban Plaza, between SW 4th/5th, Mill and Montgomery	Transit Priority
32 Outer E Burnside MAX signal upgrades	Signal upgrades to speed up buses crossing the MAX line and make multimodal improvements.	Outer E Burnside (102nd - 162nd)	Transit Priority
33 SW Yamhill/Morrison MAX Red and Blue Line signal controller upgrades	Upgrades signal controllers and other signal hardware along the MAX lines running on Yamhill and Morrison in downtown Portland. This will allow more efficient operations of light rail service by better adapting to changing traffic conditions and reducing wasted signal time.	SW Yamhill/Morrison MAX Red and Blue Line signal controller upgrades	Transit Priority

Freight Priority

1 NE47th Ave and Cornfoot Rd.	Evaluate truck turning and design needs for the bike/pedestrian facility transition at the northern terminus of the NE47th Ave improvement project. Work with project manager and CD engineer to determine if additional improvements are needed at the west-end of Cornfoot Rd to safely accommodate bike/ped crossings and provide adequate truck turning radius improvements.	NE47th Ave and Cornfoot Rd.	Freight Priority
2 SE Powell Blvd and SE 26th Ave Intersection	Evaluate need to pull back the stop bar on SE 26th Ave to better accommodate truck turning movements onto SE Powell Blvd and minimize conflicts with other vehicles and vulnerable users.	SE Powell Blvd and SE 26th Ave Intersection	Freight Priority
3 SE Holgate and SE 26th Ave Intersection	Evaluate need to pull back the stop bar on SE Holgate to better accommodate truck movements to and from the Brooklyn Rail Yard and minimize conflicts with other vehicles. Also evaluate the feasibility of adjusting the lane widths on SE 26th Ave to better accommodate truck turning into Holgate.	SE Holgate and SE 26th Ave Intersection	Freight Priority

Project Name	Project Description	Project Location	Program
4 NE Columbia Blvd and Lombard Place Intersection and NE Lombard (US 30 Bypass and Lombard Place)	Determine if there are any operational improvements to better accommodate over-dimensional truck movements from NE Columbia and NE Lombard/US30Bypass onto Lombard Place.	NE Columbia Blvd and Lombard Place Intersection and NE Lombard (US 30 Bypass and Lombard Place)	Freight Priority
5 NE 60th Ave between Halsey and Gleason	Evaluate truck turning needs from NE 60th Ave to the I-84 entry ramp at NE Willow Street. Update truck signage as needed along NE 60th in accordance with its TSP designation as a Truck Access Street.	NE 60th Ave between Halsey and Gleason	Freight Priority
6 E Burnside/NE 26th Ave/NE Couch	Evaluate truck turning and operational needs to/from E Burnside for trucks serving the Coke a Cola facility on NE Couch. Evaluate need to remove on-street parking to better accommodate truck movements.	E Burnside/NE 26th Ave/NE Couch	Freight Priority
7 Wayfinding Signage	Prepare a work program and schedules for replacing outdated and installing new directional signage needs in industrial districts.		Freight Priority
8 823-SAFE	Review the 823-SAFE and TRAC-IT log to identify potential freight system improvements.		Freight Priority
9 Truck Parking and Loading	Work with PBOT Parking Enforcement staff to identify candidate truck parking and loading needs and improvements such as signage and/or striping for additional on-street loading zones in business and industrial districts.		Freight Priority
10 Truck Turning Movement Improvements	Hold work session with CEID stakeholders to identify impediments to safe and efficient truck turning movements - i.e., inadequate turning radius, close vehicular parking at intersections, conflicts with pedestrian crossings etc. and recommend design solutions		Freight Priority
11 Last-Mile Delivery Improvements	Develop outreach strategy with local freight operators to identify problem locations for last-mile deliveries in the central city. This may include site visits to targeted freight delivery companies, working with freight focus groups or amendments to existing reporting mechanisms such as 823-SAFE.		Freight Priority

Transportation System Management

1 Accessible Pedestrian Signal (APS) retrofits	Replace legacy push buttons with Accessible Pedestrian Signals. In some cases this may require new pedestrian signal poles, wiring, and related signal equipment/labor/design.	Priority locations. We have GIS data on APS presence and can prioritize locations based on accessibility, safety, equity and/or constructibility.	Transportation System Management
2 Detection replacements at locations with failing detection	We have a list of locations with detection problems. This would cover locations that have been recently added, or where we currently lack funding	Signalized intersections citywide. Prioritize based on equity and safety metrics.	Transportation System Management
3 Residential infill lighting	This project will provide funding for planning and constructing additional residential lighting fixtures and poles, as well as coordinating power service to them. It would cover unimproved streets and other locations, as needed.	Citywide. We have a list of locations with lighting requests/needs and can prioritize these with equity and safety metrics.	Transportation System Management

Project Name	Project Description	Project Location	Program
4 Proactive Pedestrian Head Start/LPI evaluation (e.g. on high crash corridors, near schools)	Proactively evaluate network for LPI implementation, including design/timing/labor/management and equipment.	Signalized intersections citywide, using GIS data on existing LPIs, crash incidence/risk (from Vision Zero), and roadway characteristics.	Transportation System Management
5 Pedestrian signal countdown modules	Replace failed pedestrian signal modules so that pedestrians can have as much info as possible when deciding when to cross/entering a crosswalk. Many pedestrian countdown modules have failed or are beyond their estimated lifespan.	Signalized intersections citywide; prioritize based on safety, equity and requests.	Transportation System Management
6 Replacement of rod-style ornamental pole foundations	Retrofit old rod-style ornamental pole foundations when ADA ramp upgrades are planned/performed. Evaluate, design and install modern pole foundations to support ornamental street light poles.	Mostly downtown	Transportation System Management
7 Reflective backplate installations	Add reflective backplates to improve the visibility of the signal, making it more conspicuous in both daytime and nighttime conditions than locations with no/black borders.	Citywide. We have a list of locations and can prioritize these with equity and safety metrics.	Transportation System Management
8 Signal retiming - W Burnside	Evaluate, implement and document signal timing changes to improve safety, mobility and wait times in the corridor. Review detection and other signals equipment. Analyze travel times, cycle lengths, traffic counts, crash history and other relevant data. Model appropriately. Make field observations. Replace any failing detection/wiring.	W Burnside from 2nd to 14th; 15th to 24th (20 signals)	Transportation System Management
9 Signal retiming - NW Everett/Glisan	Evaluate, implement and document signal timing changes to improve safety, mobility and wait times in the corridor. Review detection and other signals equipment. Analyze travel times, cycle lengths, traffic counts, crash history and other relevant data. Model appropriately. Make field observations. Replace any failing detection/wiring.	NW Everett/Glisan from I-405/16th Ave to 10th Ave (11 signals)	Transportation System Management
10 Signal retiming - NE 33rd	Evaluate, implement and document signal timing changes to improve safety, mobility and wait times in the corridor. Review detection and other signals equipment. Analyze travel times, cycle lengths, traffic counts, crash history and other relevant data. Model appropriately. Make field observations. Replace any failing detection/wiring.	NE 33rd from Killingsworth to Sandy (10 signals)	Transportation System Management
11 Signal retiming - NW Yeon	Evaluate, implement and document signal timing changes to improve safety, mobility and wait times in the corridor. Review detection and other signals equipment. Analyze travel times, cycle lengths, traffic counts, crash history and other relevant data. Model appropriately. Make field observations. Replace any failing detection/wiring.	NW Yeon from NW Nicolli to Kittrege (4 signals)	Transportation System Management

Project Name	Project Description	Project Location	Program
12 Signal Detection Marking - Wait Here for Green	Install markings to help people bicycling understand where to be detected by the traffic signal. Many locations currently have faded or no markings, and many people biking do not understand how to call a green light.	Citywide locations where bikeways intersect major streets at traffic signals; we have GIS data on current marking locations	Transportation System Management

Public Realm

1 Street Plaza, SE Clinton St from 25th -26th Ave	<p>"Construct a permanent street plaza using interim materials on SE Clinton Street, from SE 25th Ave to SE 26th Ave. This project formalizes a covid-era pop up street plaza.</p> <p>Design should implement the Street Plaza Design Standards (under development 2023). Materials will be largely surface treatments only, with little civil construction.</p> <p>Site specific needs include removal of speed bumps to maximize usable street plaza area, and inclusion of a high-quality central bikeway."</p>	SE Clinton St from 25th -26th Ave	Public Realm
2 Upgrade of Rainbow Road Street Plaza to Permanent Plaza	<p>"Construct a permanent street plaza using interim materials on SE Ankeny Street, from SE 28th Ave to SE 27th Ave. This project formalizes a covid-era pop up street plaza.</p> <p>Design should implement the Street Plaza Design Standards (under development 2023-2024). Materials will be largely surface treatments only, with little civil construction.</p> <p>Site specific needs include design and installation of overhead lighting and inclusion of a high-quality central bikeway."</p>	SE Ankeny St from 28th -27th Ave	Public Realm
3 Plaza Decorative Lighting (overhead and trees)	Installation of scalable decorative lighting options. Depending on site conditions, ornamental lighting may range from street tree lighting to overhead catenary string lighting supported by cables. Expenses may include materials, installation, building attachments, design, permitting (if applicable), and replacement costs.	Plaza Site Inventory (see site directory)	Public Realm

Project Name	Project Description	Project Location	Program
4 Hardening/upgrading existing street closure barriers	This series of projects will replace existing temporary traffic control devices to semi-permanent designs that increase attractiveness and improve quality/durability of road closures.	Plaza Site Inventory (see site directory)	Public Realm
5 New Exploratory (Pop-up) Plaza Purchase & Deployment	Install an Exploratory (temporary) Street Plaza using temporary plaza toolkit materials (with 1 to 3 year material durability) to explore the feasibility of adding additional public space to support community activation and local business.	Citywide	Public Realm
6 Plaza maintenance and operations	Replacement materials and labor for existing Street Plaza site repairs and upgrades.	Plaza Site Inventory (see site directory)	Public Realm

Safe Routes to School

Intersection Design and Speed Bumps, NE 131st PL/ Prescott/Shaver	<p>"Project came out of a PBOT Gun Violence Response program. PBOT worked with Pathfinder Network to collect student design ideas that will be incorporated into the project.</p> <p>A street painting to visually narrow the roadway from 44-feet to 28th-feet wide, 131st PL, Prescott to Shaver; curbstops or other materials may be used to reenforce the narrowing of the roadway.</p> <p>A traffic circle at the intersection of 131st PL and Prescott. Could also have a large street painting covering the entire intersection of 131st PL and Prescott. The traffic circle and/or street painting will include a contrasting designed stripe in the crossing area for all four legs; placemaking elements based on the Pathfinder Network student work</p> <p>A series of speed bumps will be installed along 131st PL, Sandy to Shaver & Prescott, 125th to 134th</p> <p>Wendy Cawley is OK with providing an exception with elements that would typically not be placed on Neighborhood Collector streets."</p>	NE 131st PL/Prescott/Shaver	Safe Routes to School
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Note: The following summary of Safe Routes to School projects includes the complete roster of projects that have been identified to date. This includes quick build projects as well as larger capitol projects.

High School Cluster	Project Type	Number of Projects	Program
Centennial	Construct Walkway	47	Safe Routes to School
	Crossing Improvement	10	
	Mark or Update Crosswalk	6	
	Shared Use Path	4	
	Signalized Intersection Review	1	
	Traffic Calming	0	
	<i>Total</i>	68	
Cleveland	Construct Walkway	33	Safe Routes to School
	Crossing Improvement	29	
	Mark or Update Crosswalk	55	
	Shared Use Path	3	
	Signalized Intersection Review	2	
	Traffic Calming	1	
	<i>Total</i>	123	

High School Cluster	Project Type	Number of Projects	Program
David Douglas	Construct Walkway	107	Safe Routes to School
	Crossing Improvement	27	
	Mark or Update Crosswalk	39	
	Shared Use Path	2	
	Signalized Intersection Review	10	
	Traffic Calming	1	
	<i>Total</i>	<i>186</i>	
Franklin	Construct Walkway	54	Safe Routes to School
	Crossing Improvement	18	
	Mark or Update Crosswalk	64	
	Shared Use Path	1	
	Signalized Intersection Review	3	
	Traffic Calming	1	
	<i>Total</i>	<i>141</i>	
Jefferson	Construct Walkway	77	Safe Routes to School
	Crossing Improvement	92	
	Mark or Update Crosswalk	109	
	Shared Use Path	7	
	Signalized Intersection Review	2	
	Traffic Calming	6	
	<i>Total</i>	<i>293</i>	
Lincoln	Construct Walkway	30	Safe Routes to School
	Crossing Improvement	7	
	Mark or Update Crosswalk	20	
	Shared Use Path	8	
	Signalized Intersection Review	1	
	Traffic Calming	1	
	<i>Total</i>	<i>67</i>	
McDaniel	Construct Walkway	2	Safe Routes to School
	Crossing Improvement	1	
	Mark or Update Crosswalk	0	
	Shared Use Path	0	
	Signalized Intersection Review	0	
	Traffic Calming	0	
	<i>Total</i>	<i>3</i>	
Parkrose	Construct Walkway	36	Safe Routes to School
	Crossing Improvement	6	
	Mark or Update Crosswalk	7	
	Shared Use Path	1	
	Signalized Intersection Review	0	
	Traffic Calming	0	
	<i>Total</i>	<i>50</i>	

High School Cluster	Project Type	Number of Projects	Program
Reynolds	Construct Walkway	15	Safe Routes to School
	Crossing Improvement	1	
	Mark or Update Crosswalk	3	
	Shared Use Path	0	
	Signalized Intersection Review	0	
	Traffic Calming	0	
	<i>Total</i>	<i>19</i>	
Wilson	Construct Walkway	131	Safe Routes to School
	Crossing Improvement	29	
	Mark or Update Crosswalk	22	
	Shared Use Path	23	
	Signalized Intersection Review	2	
	Traffic Calming	0	
	<i>Total</i>	<i>207</i>	