Project Name	Project Location	Brief Project Description	Program
4th Avenue Buffered Bicycle Lane	NW 4th Avenue (Burnside to Glisan)	Extend 4th Avenue protected bicycle lane capital project by adding bicycle facility north of Burnside. Design would be buffered lane similar to design on SW Oak and SW Harvey Milk.	Bicycle Network Completion
Buffered / Protected bicycle lanes on NE Glisan (22nd to 47th)	NE Glisan St (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.	Bicycle Network Completion
Crossbikes (continued)	Multiple locations; neighborhood greenways crossing of collectors	There remain approximately 42 intersections eligible--or newly eligible for crossbike treatment. This project will address those remaining intersections to be implemented.	Bicycle Network Completion
Crossroads Connection	SW Capitol Hwy (Taylors Ferry to Huber)	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	Bicycle Network Completion
Eleven intersections	Eleven identified intersections of neighborhood greenways	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.	Bicycle Network Completion
Extend SE Morrison Bikeway	SE Morrison Street (16th to 12th)	Extend SE Morrison PBL to make connection with 16th Avenue Greenway	Bicycle Network Completion
Extension of SW 2nd Avenue protected bicycle lanes	NW 2nd Avenue (Jefferson to Washington)	Though not identified in CCIM, this will make important bicycle connections from Old Town to City Hall as part of a 2nd/3rd Avenue bicycle couplet	Bicycle Network Completion
Extension of SW 3rd Avenue buffered lane and conversion to protected lane	NW 3rd Avenue (Harvey Milk to Jefferson)	Though not identified in CCIM, this will make important bicycle connections from Old Town to City Hall as part of a 2nd/3rd Avenue bicycle couplet	Bicycle Network Completion
Front Avenue protected bicycle lane extension	NW Front Avenue (1900 Block to 21st or Nicolai)	Extend existing, LID-funded protected bicycle lane on Front Avenue from current terminus in 1900 block to either NW 21st or NW Nicolai.	Bicycle Network Completion
N Denver protected/buffered bicycle lane	N Denver (Lombard to Killingsworth)	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.	Bicycle Network Completion
N Interstate Avenue bicycle improvements	Multiple locations	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. Project elements are: 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)	Bicycle Network Completion
NE Killingsworth bicycle lane connection	NE Killingsworth (42nd to 37th)	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.	Bicycle Network Completion
NW Thurman buffered or protected bicycle lanes	NW Thurman Street (NW 14th to 19th)	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.	Bicycle Network Completion
Phase separation for 122nd-Glisan	Glisan and 122nd	Place-holder for now depending on how other funding develops and ultimate design chosen for this intersection. This project would modify the existing signal to create protected phasing for bikes.	Bicycle Network Completion
Phase separation for 122nd-Holgate intersection	Holgate and 122nd	Place-holder for now depending on how other funding develops and ultimate design chosen for this intersection. This project would modify the existing signal to create protected phasing for bikes.	Bicycle Network Completion
Preventing right-turn incursions into bike lanes; year 3 (had been: "protected intersections at freeway on-ramps and other heavy right turns)	Multiple	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.	Bicycle Network Completion
Protected bicycle lane E Burnside Gap	E Burnside (71st to 94th)	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.	Bicycle Network Completion
Protected bicycle lanes on 122nd Avenue	NE / SE 122nd Avenue; various segments (scalable) within Foster to San Rafael	Part of PBOT's strategy to fund elements of improvements on 122nd Avenue. This funding would provide traffic separators and--where needed--striping modifications to create protected bicycle lanes.	Bicycle Network Completion
Protected intersection design at Foster and 122nd	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	Bicycle Network Completion
Protection of NE 28th Avenue bicycle lanes	NE 28th Avenue (Glisan to Buston)	Convert buffered lanes on NE 28th Ave to protected lanes to prevent parking/stopping by delivery vehicles. Sullivan to Buxton.	Bicycle Network Completion
Signal improvements	Various locations	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. See https://portlandoregongov-my.sharepoint.com/:w:/g/personal/roger_geller_portlandoregon_gov/ETAdBNR0oW9Ihl7lmNqz2DIBUKcdPvRmocdxjZzv3186Lg?e=dsLfEi	Bicycle Network Completion

SW Primrose-Palantine Hill Connection	SW Primrose Street (Boones Ferry-Terwilliger), SW Terwilliger (Primrose-Lobelia), SW Palantine Hill Rd (Boones Ferry to Palantine Hill)	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.	Bicycle Network Completion
Traffic Separators on NE Glisan	NE Glisan (102nd to 122nd)	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.	Bicycle Network Completion
Two-way Nicolai protected bikeway	NW Nicolai Yeon to 30th	A former rail line running along the corriodor 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.	Bicycle Network Completion
Uphill bicycle lane SW 30th	SW 30th Ave (BH Highway to Iowa)	Project will stripe an uphill bicycle lane on this narrow roadway. This will facilitate a connection between protected bicycle lanes on BH highway and Gabriel Park and Multnomah Village.	Bicycle Network Completion
NE Alameda	NE Alameda, NE Fremont to NE 67th	Updated existing neighborhood greenway to meet operating guidelines	Neighborhood Greenway
NE 62nd & Tillamook traffic calming	NE 62nd, from Tillamook to Hancock. NE Tillamook, 62nd to 72nd.	Bumps to slow traffic on NE 62nd where NE Hancock greenway transitions to NE Tillamook bike lanes at NE 65th.	Neighborhood Greenway
SE Market Connector	SE Market, from SE 87th to 92nd.	Connect 4M bikeway to 80's neighborhood greenway with speed bumps, signs, and markings.	Neighborhood Greenway
NE 128th Connector	SE 128th, from NE Pacific to John Luby Park	Leverage new crossing at 128th and Halsey to create a direct connection to John Luby Park from HOP/130's greenways with bumps, signs and markings	Neighborhood Greenway
N Bank/Swenson/St. Johns	Central to Burr	Speed bumps, signs, and markings to connect for a SR2S priority connection.	Neighborhood Greenway
N Buchanan	N Willamette to N Fessenden	Speed bumps, signs, and markings to connect two key St. Johns bikeways	Neighborhood Greenway
NE 9th Greenway	NE Tillamook to NE Holman	Complete signs, bumps, markings for L2W greenway project. Smooth concrete on 9th from Tillamook to Thompson	Neighborhood Greenway
NE Skidmore	I-205 to NE 115th	Project construction for new greenway connecting I-205 path and Parkrose neighborhood	Neighborhood Greenway
NE Skidmore construction	I-205 to NE 115th	Bumps, markings, signs	Neighborhood Greenway
170's neighborhood greeenway	Springwater to Stark	Project development for 170's greenways.	Neighborhood Greenway
SW Palatine/Primrose	SW Terwilliger - SW Palater Rd	Currently designed as a street with a centerline and high speeds. On Primrose: Removal of centerline; Speed Humps.	Neighborhood Greenway
NE-SE 60's	NE Hancock to NE Davis	Pavement markings, sign, paint and post crossing, and speed bumps	Neighborhood Greenway
Dolph Ct.	SW Capitol Hwy - SW Barbur Blvd	Fire friendly speed humps and marking	Neighborhood Greenway
SE 45th Greenway (Hawthorne)	SE Woodward to SE Taylor	Project development for one of the Hawthorne paint and pave greenway connections	Neighborhood Greenway
170's neighborhood greeenway	Springwater to Stark	Construction for the 170's neighborhood greenway, likely including speed bumps, crossing improvements, markings and signs	Neighborhood Greenway
SE Tolman	52nd to 96th	New neighborhood greenway connecting Mt Scott-Arleta and Lents neighborhoods	Neighborhood Greenway
SE 34th	SE Division to SE Salmon	Project development for one of the Hawthorne paint and pave greenway connections	Neighborhood Greenway
SW 50s	SW Garden Home Rd - SW Taylors Ferry Rd	Markings and speed humps. Some segments are narrow and slow and do not need speed humps	Neighborhood Greenway
Lower Montgomery	SW Vista Ave to SW 13th Ave	Markings and speed hump, uphill bike lanes	Neighborhood Greenway
NE Failing greenway	N Michigan to NE Ridgewood	Markings and speed bumps	Neighborhood Greenway
North Portland in Motion Greenways, Phase 1	Various North Portland streets	Future neighborhood greenways (both new and improvements to existing network) from current planning effort underway.	Neighborhood Greenway
North Portland in Motion Greenways, Phase 2	Various North Portland streets	Future neighborhood greenways (both new and improvements to existing network) from current planning effort underway.	Neighborhood Greenway
Northwest in Motion	Various North Portland streets	Funding to help make temporary improvements as part of NWIM permanent.	Neighborhood Greenway
SE Holgate Crossings (Phase 1 - FY 2022)	SE 34th to SE 115th	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 prioirty crossing spacing needs.	Pedestrian Network Completion
Painting Maintenance Set Aside (FY 2022)	Varies (citywide)	Annual maintenance on Busy Streets painted curb extensions (e.g., repainting, new posts)	Pedestrian Network Completion
SE 111th Walkway (FY 2022)	SE 111th	BES has approached PBOT about with a leverage opportunity to provide a protected safer shoulder in conjunction with their wetlands resotration project along SE 111th. BES will pay for 60% of the project costs.	Pedestrian Network Completion
COVID Busy Streets Bus Platform Removal	80th/Washington and 82nd/Stark	removal of two Busy Streets installed asphalt bus platforms	Pedestrian Network Completion
SE Holgate Crossings (Phase 2 - FY 2023)	SE 34th to SE 115th	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 prioirty crossing spacing needs.	Pedestrian Network Completion
SE Thorburn sidewalk infill (FY 2023)	SE 73rd-74th	Sidewalk infill for one block on the north side of the street in conjunction with the Connected Jade Montavilla RFFA project	Pedestrian Network Completion
Painting Maintenance Set Aside (FY 2023)	Varies (citywide)	Annual maintenance on Busy Streets painted curb extensions (e.g., repainting, new posts)	Pedestrian Network Completion
Killingsworth Crossings (Phase 1 - FY 2024)	MLK to 42nd	Phase 1 will provide 3 new median island crossings to address joint PedPDX, SRTS, and Vision Zero crossing gaps	Pedestrian Network Completion

SE Holgate Crossings (Phase 3 - FY 2024)	SE 34th to SE 115th	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 prioirty crossing spacing needs.	Pedestrian Network Completion
Painting Maintenance Set Aside (FY 2024)	Varies (citywide)	Annual maintenance on Busy Streets painted curb extensions (e.g., repainting, new posts)	Pedestrian Network Completion
Killingsworth Crossings (Phase 2 - FY 2025)	MLK to 42nd	Phase 1 will provide 3 new median island crossings to address joint PedPDX, SRTS, and Vision Zero crossing gaps	Pedestrian Network Completion
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
Painting Maintenance Set Aside (FY 2025)	Varies (citywide)	Annual maintenance on Busy Streets painted curb extensions (e.g., repainting, new posts)	Pedestrian Network Completion
N Richmond & Lombard bus-only signal	N Richmond & Lombard bus-onl	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.	Transit priority
Line 17 (Holgate Blvd) bus stop improvements	Line 17 (Holgate Blvd) bus stop i	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 curb-side 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.	Transit priority
Line 73 Transit Improvements	NE/SE 122nd Avenue	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.	Transit priority
Line 72 Transit Improvements	N/NE Killingsworth/Alberta	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.	Transit priority
Line 14 Transit Improvements	SE Foster Rd	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.	Transit priority
Line 4 Transit Improvements	N Lombard/St Louis/Fessenden/Willis/Denver	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.	Transit priority
Line 19 Transit Improvements	NE Glisan St	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.	Transit priority
Line 72 Transit Improvements	Line 72 along N/NE Killingsworth	Improve transit speed and reliability. Line 72 on 82nd Ave is anticipated to receive significant investment, possibly including BRT. The rest of Line 72 from Swan Island to Cully Blvd experiences delays and needs analysis to identify speed and reliability improvements. An initial spot improvement was identified on NE Alberta at 15th Ave through the Rose Lane Project, though currently unfunded.	Transit priority
Line 19 Transit Improvements	Line 19 along NE Glisan St	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.	Transit priority
Line 35 Transit Improvements	Line 35 (whole line including SW Macadam & N Greeley)	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.	Transit priority
Line 4/44 Transit Improvements	Line 4/44 along N Vancouver/Williams	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.	Transit priority

SW Yamhill/Morrison MAX Red and Blue Line si	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.	Transit priority
Bus Stop Optimization	Citywide	Programmatic allocation for Bus Stop Optimization initiated by the Transit program to improve transit speed and reliability --$25k per year for 5 years. Projects could include stop consolidation or relocation, changes to the curb zone use, and other improvements to make new or remaining bus stops better, ADA access and more comfortable. Potential corridors include E Burnside, MLK, Sandy and 122nd Ave. This includes several corridors which were identified through Rose Lane Project development.	Transit priority
Bus Stop Accessibility	Citywide	Programmatic allocation for bus stop accessibility improvements, mostly opportunistically coupled with and leveraging other projects (paving, quick-build, etc.)--$25k per year for 5 years. Potential corridors include SE Holgate and NE Fremont. 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.	Transit priority
Signal retiming - W Burnside	W Burnside from 2nd to 14th; 15th to 24th (20 signals)	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.	TSMO
Signal retiming - SW Barbur	SW Barbur Blvd from SW Capitol Hwy to SW Sheridan (7 signals)	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.	TSMO
Signal retiming - NW Everett/Glisan	NW Everett/Glisan from I-405/16th Ave to 10th Ave (11 signals)	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.	TSMO
Signal retiming - NE 33rd	NE 33rd from Killingsworth to Sandy (10 signals)	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.	TSMO
Signal retiming - NW Yeon	NW Yeon from NW Nicoli to Kittrege (4 signals)	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.	TSMO
Proactive LPI evaluation (e.g. on high crash corridors, near schools)	Signalized intersections citywide	We are currently reactive to LPI requests and, with the exeption of High Ped Crash intersections, do not seek where LPIs would be most beneficial. This would create a source of funding for a more proactive LPI evaluation/ implementation program	TSMO
Infill lighting	Citywide	This project will provide funding for planning and constructing additional lighting fixtures and poles, as well as coordinating power service to them. It would cover unimproved streets and other locations, as needed.	TSMO
Detection replacements at locations with failing detection	Signalized intersections citywide	We have a list of locations with detection problems. This would cover locations that have been recently added, or where we currently lack funding	TSMO