



Steve
Novick
Commissioner

MEMO

Leah Treat
Director

DATE: January 30, 2015

TO: City of Portland Planning and Sustainability Commission

FROM: Courtney Duke, AICP Senior Transportation Planner
Peter Hurley, Senior Transportation Policy Planner
Portland Bureau of Transportation

CC: Susan Anderson, Director BPS
Leah Treat, Director PBOT

SUBJECT: Transportation System Plan
February 24 Hearing and March 10 Work Session

Introduction

This staff report on the proposed Transportation System Plan components of the Comprehensive Plan (Goals and Policies; Major Projects and Citywide Programs Lists; and Financial Plan) is intended to inform the Planning and Sustainability Commission Hearing on February 24, 2015 and Work Session on March 10, 2015.

Portland's population is projected to grow over the next 20 years by more than 120,000 households and 80,000 jobs. The City will need to maintain, upgrade and expand existing transportation infrastructure to address the needs of current and new residents and businesses.

The Transportation System Plan (TSP) is the 20-year plan to guide transportation policies and investments in Portland consistent with growth forecasts. The TSP meets state and regional planning requirements and addresses local transportation needs. It includes policies that guide the maintenance, development and implementation of Portland's transportation system; a list of Major Projects and Citywide programs and a financial plan that will accommodate 20 years of population and employment growth; master street plans and modal plans; and strategies and regulations for implementation including street classification maps.

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The focus of this phase of the TSP update, as part of the Comprehensive Plan Update, is the goals and policies, the project and program lists and the financial plan. An initial candidate project list was made available for public review with the Proposed Draft Comprehensive Plan policies in July 2014. The candidate list was subsequently updated in October, responding to early comments. A PSC hearing on November 4, 2014 provided an opportunity for public input on the policies and draft project list. The continued February 24, 2015 hearing enables additional public comment on the projects and programs lists, and the financial plan. An updated version of the project and programs lists is transmitted with this staff report, along with a draft financial plan. This version is now sorted according to project and program priority into financially constrained and unconstrained lists, as well as completed, funded, modified and studies lists. The March 10, 2015 work session will enable the PSC to discuss all of the TSP-related material, and reflect on public testimony.

Modifications to master street plans and modal plans; new or modified strategies and regulations for implementation including street classification descriptions and/or maps will be a part of the next phases of the TSP update later in 2015 and 2016.

Message from Commissioner Steve Novick

The proposed Transportation System Plan divides Major Projects and Citywide Programs into those on the "constrained" and "unconstrained" list based on eleven criteria, including number of households (current and 2035 projected) that will benefit most from the improvement, number of employees (current and 2035 projected) who will benefit most from the improvement, safety, demonstrated community support, health, equity, economic benefit (including freight access and mobility), climate and cost effectiveness.

This is the Bureau's draft recommendation, not the end of the process. We fully expect Portlanders to question some of these preliminary choices, and argue that we are underestimating or overestimating the benefits of particular projects. Given that we do not expect the projected revenue to significantly increase as we refine our forecasts, we will not be able to add projects to the "constrained" list without moving others to the "unconstrained" list. So, we do ask that anyone who wants to see a project moved up to identify other projects (of equivalent cost) to be moved down.

In addition, in order to inform the Bureau's upcoming recommendation for our five year project, program and revenue priorities, please comment on what you believe to be the top investments and revenue sources the City should pursue in the next five years.

Testimony and Public Comments

Comments on policies, projects and programs were received through direct public engagement, the online Map App written and verbal testimony and the TSP email address. Many of these issues were also discussed in the Transportation Expert Group, a community advisory body appointed to provide input to staff. Pedestrian Advisory Committee, Bicycle Advisory Committee and Portland Freight Committee members also provided valuable recommendations. Comments influenced policy and project/program changes and modifications throughout the Comprehensive Plan process that are reflected in policy changes between the Working Draft and the Proposed Draft.

The most recent public involvement, especially testimony at PSC hearings, led to specific changes for consideration on policies at the March 10, 2015 PSC Work Session.

Policy Comments

There were no overarching themes in the comments, but a few comments stood out.

- Safety, both throughout the policies and in a vision zero goal, should be strengthened.
- Accessibility language should be strengthened.
- Trails should be part of the transportation system rather than the parks system.

Proposed language changes in Chapter 8 and 9 reflect these concerns, including a new multi-objective Policy in Chapter 8 related to Trails.

Chapter 8 and Chapter 3 highlight various uses and functions of the right of way (ROW), as well as a one size/design does not fit all approach to design of the system. These policy changes and direction reinforce existing and proposed City practice, plus reinforce the Pattern Area concepts. The few comments received were divided between support of these changes and opinion that the ROW was already overused. Staff did not recommend any changes to these policies.

Portland Bureau of Transportation is launching a City Wide Parking Strategy in 2015. There were some concerns that the proposed parking policies in the Comprehensive Plan are premature and should wait until the parking strategy is complete. The parking strategy team worked closely with comp plan team on the proposed policies and these proposed policies will guide the work of the strategy. The emphasis of the current parking strategy is on overhauling implementation tools related to parking, consistent with these policies.

There were a few comments related to greenways and the role of diversion on them as well as questions about bicycles on Civic Corridors. Implementing the bicycles classifications as well as revisions to other classifications related to civic corridors and greenways will be analyzed during our next phase. Staff shared diversion concerns with project management and design staff.

Project Comments

A variety of comments on specific projects were received through the Map App, public engagement and written and verbal testimony. Comments ranged from support to opposition of specific projects to detailed information on design and costs. As relevant to project selection criteria, support and opposition were factored into the project prioritization process/data. Details related to design are incorporated into our project database for future use during design and development of the projects. Project proposals that need additional detail and analysis will be moved into our studies section for additional review. These too are captured in the project database.

There were concerns expressed that no new projects were added, but have focused on adopted projects. Any new projects proposed will be in response to the land use changes or if the system is unable to meet level of service. At this point of analysis, new projects have not been identified nor evaluated. Some identified needs have been added to the studies and refinement studies lists. New projects may also be identified as part of the 2018 RTP update process.

Process Comments

There were comments and questions related to process. Some citizens feel the time for review of the candidate and proposed project list is too short; others are concerned that the TSP project list will be complete prior to the Comprehensive Plan.

The project list has been up on the Map App since June 2014; candidate list in October 2014; and minor updates released in early January 2014; with the staff recommendation list released January 30, 2014. Comments related to projects have been continually reviewed throughout the process; informing the project selection process; and will continue to do so.

In addition, some neighborhood representatives were concerned that the additional components of the TSP are not being reviewed and processed at the same time as the policies and projects. The TSP project list is a component of the comp plan and they are moving forward together. In 2015 as part of Periodic Review Task 5 (TSP Phase 2), we will be looking at classifications and other components of the TSP that will assist with implementation of the Comp Plan land use and policy changes. In 2016 we will update the remaining components of the TSP in order to comply with Metro, and ensure compliance with the State.

Sections and Discussion Issues

This memorandum provides a summary of the following for consideration at the February 24 PSC hearing and the March 10 Work Session.

- A Policies** – Overview of policy shifts and response to comments about policies. Including the transportation hierarchy, parking, trails, and ROW.

- B Projects, Programs, and Financials** – Overview of project and program list development and evaluation approach, Major Project and Citywide Program recommendations, and the financial plan, including revenue scenarios).
- C Public Involvement**– Highlights of public involvement for the TSP through Comprehensive Plan process and TSP process, Map App and TSP specific outreach.
- D Next Steps for TSP Update**- Update on next steps.

Attachments

- A Major Project and Citywide Programs Recommendation (list) (February 24, PSC Hearing)
- B Financial Plan (February 24, PSC Hearing)
- C TSP Major Project and Citywide Programs Methodology Report (February 24, PSC Hearing)
- D TSP Public Involvement Report (March 10, PSC Work Session)
- E Policy Change Table (March 10, PSC Work Session)

Section A Policies

Transportation goals and policies are primarily located in Chapter 9: Transportation of the Proposed Comprehensive Plan. Policies related to transportation are also found in Chapter 3: Urban Form, Chapter 4: Design and Development, Chapter 6: Economic Development, and Chapter 8: Public Facilities.

Chapter 9: Transportation has eight new and more robust goals for: achieving multiple goals, supporting great places, environmental sustainability, equity, health, economic prosperity, safety and cost effectiveness. Policies to support these goals are grouped by themes: Design and planning; Land use, Development and place making; Streets as public spaces; Modal policies; System Management; Parking management; Finance, programs, coordination.

Highlights of changes include transportation hierarchy to assist with modal priorities; new level of service (LOS) policy that does not rely on vehicle congestion; transportation affordability, funding policies; transit and motor vehicle policies; parking and transportation demand management policies; goods and services movement.

Chapter 8: Public Facilities has policies related to coordination, service extension, funding, asset management, and community benefits that impact transportation planning and infrastructure provision. Transportation specific policies are right of way policies that support the role of the public right of way in providing multiple public services including multimodal transportation access and movement, storm water management, water distribution, private utilities, plus community and commercial uses. Chapter 8 also highlights designing infrastructure improvements in context of location and pattern area. In addition, there are policies leading design of infrastructure for all users regardless of age, ability, or mode. Chapter 8 also has trails policies and a trails map; a first for the Comprehensive Plan.

Chapter 3: Urban Form and Chapter 4: Design and Development provide land use and transportation policy ties. As well as direction on street and sidewalk design through policies related to greenways, civic corridors, design and the pattern areas. There is an emphasis on the Pattern Areas and an emphasis on a one size/design does not fit all approach.

Chapter 6: Economic Development creates a strong land use and transportation connection as it relates to serving business districts and industrial land.

Proposed Policy Changes based on Comments and Staff Review (March 10 Work Session)

Detail of policy changes highlighted here as well as responses to other recommended changes and comments are attached in the Policy Changes Table.

Safety

VisionZero is a priority of the bureau and the City. Staff proposed changes to the Goal 9.G Safety to create a stronger connection to VisionZero.

Accessibility Language

Accessibility language was clarified and strengthened in Chapter 8 and Chapter 9.

Trails

Trail users were added to the definition of users in Chapter 8; and a new General Policy in Chapter 8 related to trails created that highlights trails are for recreational and transportation use. Staff is working together to review the new section and the trails map.

Transportation Demand Management

Staffs recommends moving Transportation Demand Management policies into a new section and add policies to highlight the importance of these programs and strategies in meeting our goals.

Parking Policies

Staff recommends minor edits to the proposed parking policies to ensure internal alignment. The Citywide Parking Strategy and the Centers and Corridors Parking TGM grant are implementation and tool kit processes and outcomes, rather than policy level recommendations. These provide the policy guidance for these parking-related initiatives.

Transportation Hierarchy

Staff proposes modifications to policy language to address concerns related to this policy. The language changes reflect the work of the Joint Modal Committee (comprised of leadership of the Pedestrian, Bicycle and Freight Committees, Modal Coordinators and Policy Staff) and the Modal Committees.

PBOT and BPS contracted with CH2MHill to review and recommend the policy and implementation concerns. Their recommendations along with discussions and recommendations from the Transportation Expert Group (TEG) and the JMC are leading staff to look towards the complete networks model from the City of Vancouver during our next phase of analysis and implementation.

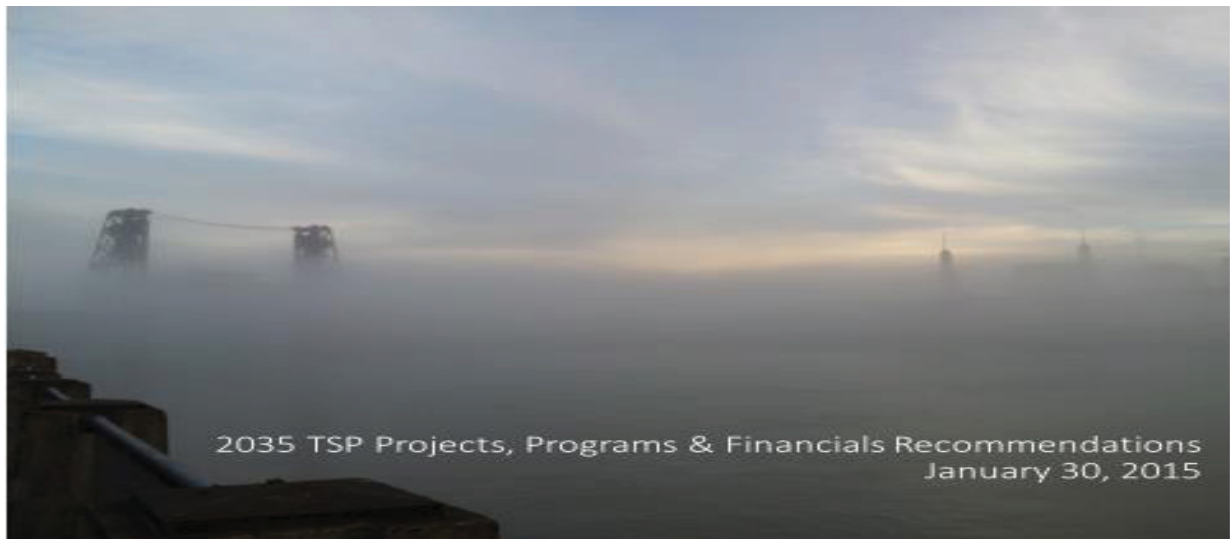
Most of the comments and areas of concern are related to implementation of the policy at the design and project level. As part of our implementation phase (Task 5) PBOT and BPS will conduct additional analysis related to street classifications and project design guidance. The outcome may be proposed changes to the classification descriptions and maps, plus modifications to internal protocols to address implementation concerns.

Changes to Policy 9.7 are recommended to further emphasize that the People Movement Policy does not trump goods movement concerns, especially in freight districts and on major priority truck streets.

Classification Changes

Analysis of current classification descriptions and maps reveals that they are sufficient to support the proposed changes in the urban design framework related to Civic Corridors and Greenways. As part of our implementation phase (Periodic Review Task 5) PBOT and BPS will conduct additional analysis. The outcome may be proposed changes to the classification descriptions and maps, to further implement the plan. This analysis will focus on resolving conflicts in locations where major bike, freight and transit networks converge on street segments with limited space.

Section B Major Projects, Citywide Programs, and Financial Plan Recommendations (February 24, 2015)



This section includes:

An **Overview** of the process, outcomes and benefits of the Bureau's projects, programs and financials recommendation.

The Bureau's draft recommended **Major Projects and Citywide Programs**.

- 201 Major Projects and nine Citywide Programs on the "Financially Constrained" list.
- 80 Major Projects on the "Unconstrained" list.
- Lists for "Other Agency Major Projects," "Funded Major Projects," "Projects Recommended for Studies," "Completed Major Projects," and "Recommended Modifications."

A **Financial Plan** showing five steps that integrate revenue forecasts and project/program recommendations.

1. How the three revenue forecasts were developed.
2. How those forecasts were used to create Constrained and Unconstrained revenue scenarios.
3. How funding restrictions apply to project types.
4. How project and program types were matched with revenue forecasts.
5. How staff is analyzing, and will refine project, program and financial recommendations.

A **Methodology Report** explaining

- Development of the candidate Major Projects list
- Development of the Citywide Programs list
- Development of evaluation criteria
- Candidate Major Project evaluation
- Candidate Citywide Program evaluation
- Development of the Constrained Major Projects and Citywide Programs List.

Overview

Over the past fifteen months the Bureau engaged in an ambitious and innovative process to improve the quality of the baseline project, program and financial information we're using for the 2035 TSP, and to develop, test and apply an "outcomes based" approach to evaluate and prioritize investments to improve performance and cost effectiveness.

Highlights of the Bureau's work to improve the quality of project, program and financial information available to the public, decision-makers and staff include:

- An extensive clean-up of the 2007 TSP major project and reference lists. This included identifying and mapping completed and funded projects, new cost estimates for approximately 100 major projects, and updated project descriptions.
- A thorough review of revenue sources and forecasts from the 2014 RTP. This included multiple internal and external agency meetings, resulting in more financially realistic forecasts.
- Reviewing hundreds of projects in nineteen plans to update the candidate Major Projects and Citywide Programs lists.
- Vetting a candidate list of major projects through the Comprehensive Plan Map App from October 20, 2014 to January 30, 2015. To date we received over 700 project, program and policy comments, most through the Map App.
- Development of an ongoing Project Tracking System to provide regular updates on project status, showing more timely project status information and making the TSP more relevant.

Highlights of the Bureau's work to develop, test and apply an "outcomes based" approach to evaluate and prioritize investments include:

- Identified seven key outcomes.
 1. **Safety:** reduce fatalities and injuries
 2. **Access:** walking, bicycling and transit access to daily needs, including groceries, jobs, schools, parks and services
 3. **Economic Benefit:** revitalization, freight access and low cost access
 4. **Equity:** significant improvements for seniors, youth, low income people and people of color
 5. **Climate:** reduce climate pollution from transportation
 6. **Health:** increase walking and cycling
 7. **Cost Effectiveness:** prioritize the most cost-effective projects
- Developed outcome based project evaluation criteria consistent with the seven outcomes. Over eleven months the Bureau developed, tested and refined eleven criteria, including four economic benefit criteria (two freight specific) and one for community support and/or opposition.
- Used the criteria to evaluate 281 major projects and nine citywide programs. The major projects were evaluated using objective GIS data, and then reviewed by staff to eliminate anomalies.
- Created of more robust Citywide Programs. Historically, many small projects did not compete well for funding, and languished. The Bureau identified and evaluated nine citywide programs, most of which scored in the top half across multiple criteria. The Bureau is recommending ongoing city and grant funding for the expanded Citywide Programs. This will require new local and grant revenues.
- More closely matched project types to revenue sources, producing more realistic financial and project/program recommendations.

The result of improving the quality of the project, program and financial data and using an outcome based approach leads to:

- Greater transparency in why the Bureau is recommending specific projects or programs for local or grant funding.
- Creation of a five year “project development pipeline” of small and large projects aligned with federal, state, regional and city funding priorities.
- A higher likelihood of winning competitive grants, since projects and programs can be shown to achieve multiple goals in federal, state, regional and local plans.
- More complete (and therefore competitive) grant applications that garner the support of partner agencies and stakeholders by focusing project development resources on identified top priorities much earlier than currently.

- More small projects being funding through Citywide Programs.
- Use of the TSP five year project and program list to significantly inform the projects pursued for project development with agency partners and stakeholders, included in grant applications and the Bureau’s Capital Improvement Program (CIP) once project funding has been obtained. Detailed matching of Major Projects and Citywide Programs with specific funding opportunities will occur through regular updates to the Capital Improvement Program (CIP) and budget.

Major Projects and Citywide Programs

Citywide Programs

The proposal is to have a more robust set of nine Citywide Programs. Many small projects have not competed well for funding, and therefore have not been built. The proposal is to significantly expand funding for Citywide Programs in order to complete more small projects. Citywide Transportation Programs are designed to make small-scale investments in the transportation system on an ongoing basis. Most small-scale transportation projects serving identified needs will be on reference lists for each program to use as they evaluate project priorities. These reference lists will be primarily drawn from adopted plans and strategies, and will be updated over time as new plans and strategies are adopted. Some of these programs incorporate elements of existing programs within the City of Portland, while others are proposed as new programs.

The nine Citywide Programs are:

1. Pedestrian Network Completion
2. Bikeway Network Completion
3. Neighborhood Greenways
4. High Crash Corridors
5. Safe Routes to School
6. Transit Priority
7. Freight Priority
8. Transportation System Management
9. Transportation & Parking Demand Management

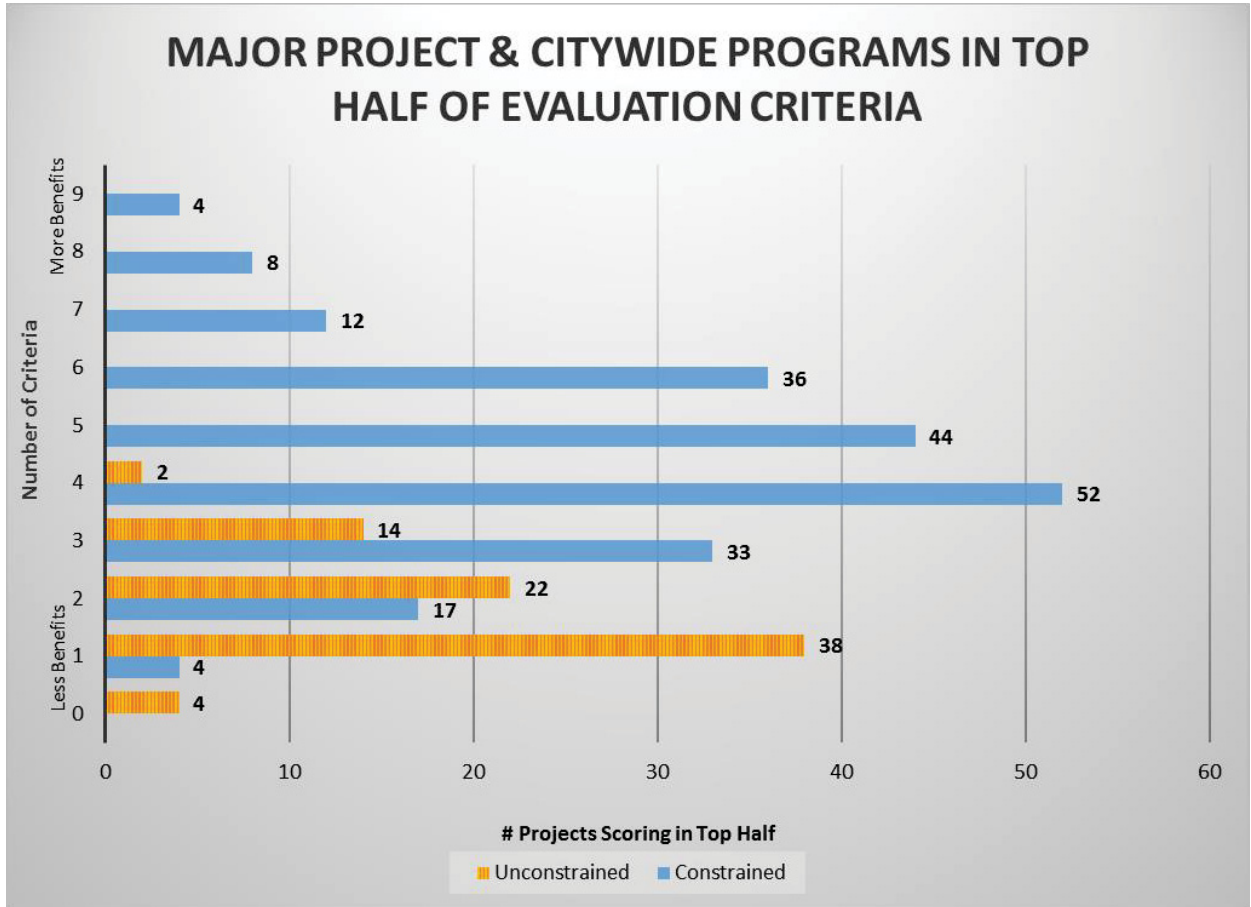
Major Projects and Citywide Programs are included on one of the following lists.

- **Financially Constrained Major Projects and Citywide Programs** which could be funded by the \$1.3 billion in the “Constrained” “reasonably aggressive” twenty year revenue forecast. 201 Major Projects and nine Citywide Programs are on this list.

- **Unconstrained Major Projects** which could be funded by the \$2.1 billion in the “Unconstrained” “optimistic” twenty year revenue forecast. 80 Major Projects are on this list.
- **Other Agency Major Projects** is the list of major transportation projects proposed to be led and primarily funded by agencies other than the City of Portland, such as ODOT, the Port of Portland, Multnomah County, or TriMet. The source for most of these projects is the Regional Transportation Plan, adopted in 2014. The City acknowledges the RTP projects on this list without agreeing or disagreeing with them. The City is proposing to initiate a collaborative evaluation of these projects and a discussion of additional projects prior to adoption of the 2018 RTP.
- **Funded Major Projects** is a list of major transportation projects led by any agency within the City of Portland that are fully or substantially funded, but have not yet been completed.
- **Projects Recommended for Studies** is a list of major transportation projects from the 2007 Transportation System Plan and/or the 2014 Regional Transportation Plan that are proposed for inclusion in the Studies section of the TSP due to significant staff and/or community questions. The projects will be studied to determine need, feasibility, functionality, and/or appropriate solutions. The Bureau is likely to recommend additional studies.
- **Completed Major Projects** is a list of major transportation projects led by any agency from the 2007 Transportation System Plan and/or 2014 Regional Transportation Plan that have been fully or substantially completed.
- **Recommended Modifications** is a list of major projects from the 2007 Transportation System Plan and/or 2014 Regional Transportation Plan are recommended to be moved to the Maintenance section of the TSP, incorporated into a Citywide Program, or removed.

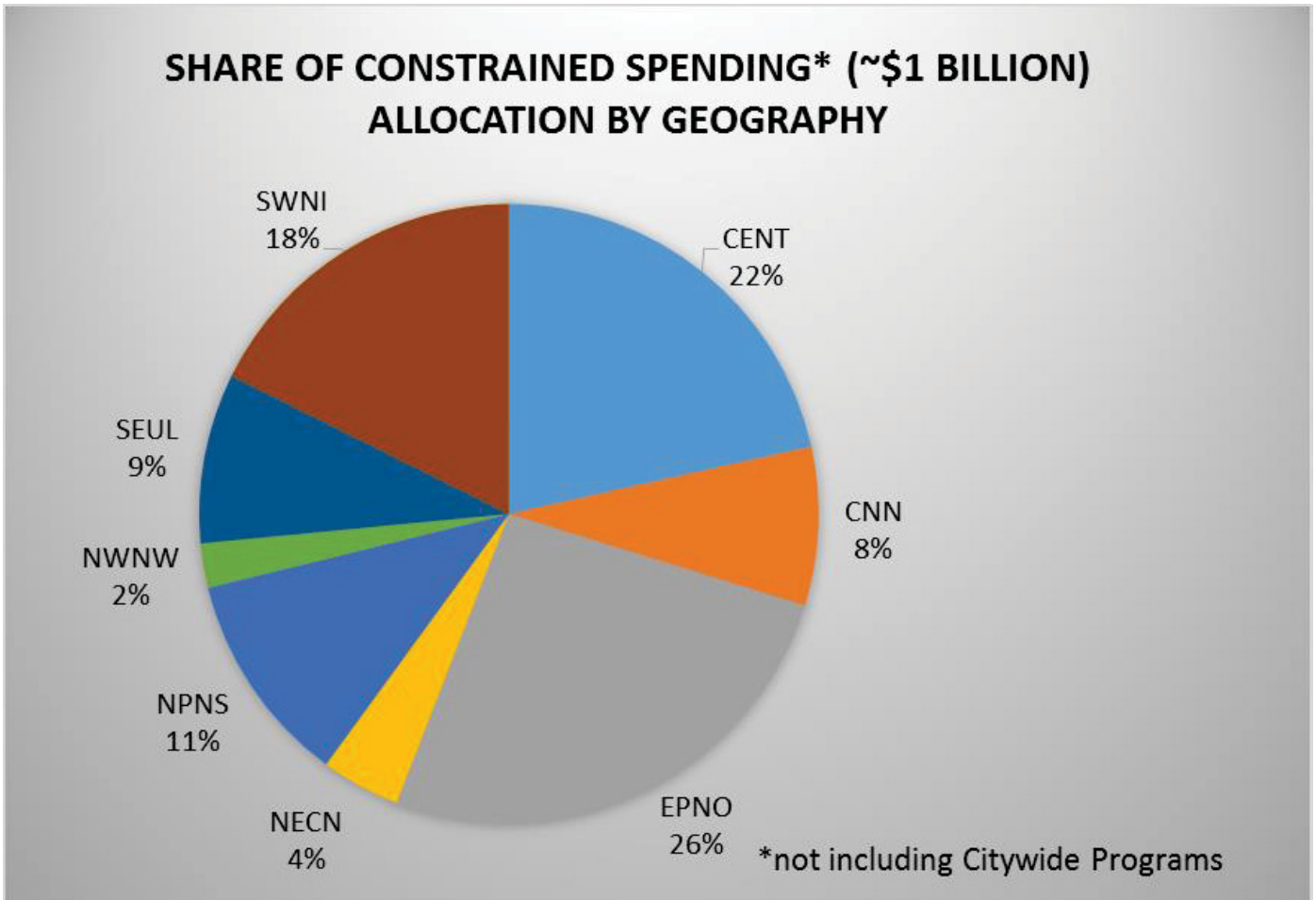
Results

The following chart shows how the 281 Constrained and Unconstrained Major Projects and 9 Citywide Programs performed across the 11 criteria used to evaluate projects.



156 of the 210 Major Projects and Citywide Programs on the Constrained List ranked in the top half of evaluation scores for 4 or more criteria. The majority of the Unconstrained Major Projects scored in the top half of evaluation scores for only 1 or 0 criteria. Evaluation scores will be available after being refined through the public comment period.

The chart below shows the distribution of the recommended constrained Major Projects spending by Neighborhood Coalition area. Several of the areas with relatively low recommended spending have relatively few Major Projects and a relatively lower households and jobs. (This chart does not show the proposed funding for Citywide Programs.)



The Major Projects and Citywide Program lists are in Attachment A.

Financial Plan

The Financial Plan explains the process and the results the Bureau used to match existing and potential Federal, State, Regional and City revenue sources with Major Projects and Citywide Programs.

The results are three twenty year revenue scenarios:

- Existing revenue sources are forecast to provide \$811.7 million.
- Existing plus “reasonably aggressive” revenue is forecast to provide \$1,333.9 million – this is also known as the “constrained” revenue forecast.
- A higher, “optimistic” revenue forecast is for \$2, 159 million.

The process involved five steps to create the 2035 TSP Financial Plan. These steps represent an iterative, not sequential, process.

Step One: Identify existing and potential revenue sources, then forecast twenty year revenues for each source.

Step Two: Create three funding scenarios: 1) Existing revenue sources; 2) Constrained (reasonably aggressive forecast); and 3) Unconstrained (optimistic forecast).

Step Three: Identify funding restrictions for each revenue stream. Funds can be restricted to certain uses based on laws or projections of past funding patterns.

Step Four: Match Major Projects and Citywide Programs with Constrained and Unconstrained revenue forecasts.

Step Five: Refine constrained and unconstrained scenarios based on additional analysis and modeling, public and agency comments, and direction from the Planning & Sustainability Commission.

The Financial Plan is Attachment B.

Methodology Report

The Methodology report includes detail on:

- 1) Development of the candidate Major Projects list
- 2) Development of the Citywide Programs list
- 3) Development of Evaluation Criteria
- 4) Candidate Major Project Evaluation
- 5) Candidate Citywide Program Evaluation
- 6) Development of Constrained Major Projects and Citywide Programs List.

The Methodology Report is Attachment C.

C Public Involvement (March 10, 2015 Work Session)

Below is an overview of public involvement related to TSP and transportation components of the Comprehensive Plan. A detailed Public Involvement Report is attached, with an overview of comments on page 2: Testimony and also outlined in the attached Policy Changes Table.

Public involvement and engagement is an important component of developing the goals and policies and creating and reviewing the project and program lists. Public comments throughout the process have influenced the policies and specifically changes from the Working Draft to the Proposed Draft. As noted above in the Testimony section, a number of comments have resulted in meaningful changes to policies and to projects and programs.

PBOT Staff has been involved with public engagement and public involvement related to the Comprehensive Plan Update; the goals and policies; the project list and the Portland Plan since 2009. Public involvement activities prior to January 1, 2014 were conducted primarily by BPS in support of creating a Comprehensive Plan working draft. PBOT participated in these activities, and outcomes informed the working draft of the TSP update.

Beginning with the drafting of the Portland Plan in 2009, equity was established as a foundational goal which is now underpinning the Comp Plan and TSP updates. During Portland Plan outreach, PBOT staff assisted with workshop and fair facilitation and also attended work sessions from 2009-2012. The Portland Plan also elevated public health considerations in City policy, and lead to a greater level of emphasis on active transportation in the TSP. Several other follow-up actions related to the TSP were included in the Portland Plan, including exploration of potential revenue source, which informed the financial plan presented with this reports (Portland Plan Action #123). Through adoption of the Portland Plan the City Council also re-affirmed mode split and carbon emission reduction targets that have informed the TSP.

BPS formed ten Policy Expert Groups (PEGs) in May 2012 to help develop, review and provide comments to City staff on proposed policy recommendations for the Portland Comprehensive Plan Update. PBOT was the lead staff for the Networks PEG and PBOT staff were also on the Infrastructure Equity PEG; the Networks TEG, and Schools PEG. The Infrastructure Equity and Networks especially informed the draft polices and goals for the TSP. Some members of these PEGs later became members of the Transportation Expert Group.

Public outreach conducted by BPS in 2013 generated comments that reflected strong support for broad TSP policies, though more clarification was requested regarding transportation hierarchy, equity, and funding.

PBOT-led public involvement in 2014 and 2015 included the formation and monthly meeting of the Transportation Expert Group (TEG); open houses; use of the Map App; TSP specific meetings with District Coalition Land Use and Transportation Committees; presentations to the three Modal Committees; and creation of a Joint Modal Committee. Staff also created a TSP Update Website; created standardized presentations and materials. As of January 2015 the Planning and Sustainability Commission had received over 700 individual public comments about transportation-related policies and issues, and over 800 comments related to specific projects (via online Map App hosted by BPS).

Ongoing efforts include keeping the website updated, coordinating with BPS, coordination of the TEG as well as working with underrepresented communities for the next phases of the TSP update and integration into other Bureau outreach efforts.

Public Involvement Report is Attachment D.

D Next Steps for TSP Update

Step 2 (Periodic Review Task 5; 2015) – The next components of the TSP update are related to implementation and will be at the PSC in late fall 2015. Staff is refining deliverables to meet the Task 5 implementation goals but they will probably include:

- Additional or refined parking policies, objectives, and code changes;
- Classification descriptions and map changes, including changes related to the Bike Plan for 2030;
- Updated Master Street Plans (South Waterfront and Gateway);
- Level of Service policy or code changes related to the System Completeness project;
- A modeling/system performance report;
- Additional Transportation Demand Management (TDM) policy refinement, objectives and code changes.

Step 3 (2016): In 2016 PBOT will update other complements of the TSP that are not a part of the state mandated Periodic Review Work Plan. These include District-specific Policies, refinement of Modal Plans, web integration, studies and refinement plan chapter updates.

Transportation System Plan Update



City of Portland Major Projects & Citywide Programs

This is the list of major transportation projects and programs proposed for inclusion in the Transportation System Plan as City of Portland projects. Constrained projects and programs are those that could be funded over the next 20 years based on current revenue forecasts. Anticipated timeframes for implementation are shown for all Constrained projects and programs. Projects and programs were recommended for the financially Constrained portion of the list based on how well they align with adopted City goals and policies, how cost effective they would be in achieving those goals, and the level of community support for each project. Unconstrained projects are on the major projects list as identified needs, but they are unlikely to be funded over the next 20 years without substantial new revenue sources.

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost (\$2014)	Financially Constrained (Within Revenue Forecast)	Timeframe
10005		Portland	Portland	Pedestrian Network Completion Program	Citywide	Gaps and deficiencies in Portland's pedestrian network present significant barriers to pedestrians. Many of these can be remedied through modest expenditures to address the most critically needed improvements. These projects should contribute to an increase in safe walking as disincentives to usage are eliminated and the continuity of the pedestrian network is improved. Example projects include sidewalk gap infill, sidewalk improvements, safer shoulders, shared streets, pathways, trails, crossing improvements, wayfinding improvements, accessibility improvements, and signal modifications. The program will also work to identify and implement needed improvements in designated Pedestrian Districts.	\$ 63,440,000	X	Years 1 - 20
10006		Portland	Portland	Bikeway Network Completion Program	Citywide	Gaps and deficiencies in Portland's bikeway network present significant barriers to bicyclists. Many of these can be remedied through modest expenditures to address the most critically needed improvements. These projects should contribute to an increase in safe bicycling as disincentives to usage are eliminated and the continuity of the bikeway network is improved. Example projects include new bike lanes and sharrows, improvements to existing bikeways, wayfinding improvements, colored bike boxes and lanes, and signal modifications. This program will coordinate with paving projects to ensure that new striping designs are developed ahead of time and implemented in conjunction with paving. The program will also work to identify and implement needed improvements in designated Bicycle Districts.	\$ 23,920,000	X	Years 1 - 20

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost (\$2014)	Financially Constrained (Within Revenue Forecast)	Timeframe
10007		Portland	Portland	Neighborhood Greenways Program	Citywide	The Neighborhood Greenway system provides a network of safe and comfortable pedestrian/bicycle priority routes on low-volume, low-speed streets. The Neighborhood Greenway network will be improved and expanded over time through inexpensive treatments that lower speeds, reduce automobile volumes, create safer crossings of busy streets, and provide wayfinding. Example project elements include speed bumps, sharrows, signage, diverters, curb ramps, lighting, and improved crossings.	\$ 19,220,000	X	Years 1 - 20
10008		Portland	Portland	High Crash Corridor Program	Citywide	High Crash Corridors are streets in Portland with a high concentration of crashes. The High Crash Corridor program uses relatively inexpensive education, enforcement and engineering solutions to address crash problems in a short period of time. Example projects include improved crossings, lane reorganizations, curb extensions, median islands, speed reader boards, and speed/crosswalk enforcement.	\$ 63,860,000	X	Years 1 - 20
10009		Portland	Portland	Safe Routes to School Program	Citywide	Portland Safe Routes to School is a partnership of the City of Portland, schools, neighborhoods, community organizations and agencies that advocates for and implements programs that make walking and biking around our neighborhoods and schools fun, easy, safe and healthy for all students and families while reducing our reliance on cars. The Portland Safe Routes to School program currently provides Education, Encouragement, Engineering, Enforcement, and Evaluation in an Equitable manner (6 'E's) to support students in schools to be safe, have fun, grow healthy and get there.	\$ 77,680,000	X	Years 1 - 20
10010		Portland	Portland	Transit Priority Program	Citywide	Improve transit speed, reliability, safety, and access along major transit corridors. Example projects include sidewalk infill, crossing improvements, stop improvements, stop consolidation or relocation, signal priority, queue jumps, and transit-only lanes. The program will coordinate with TriMet and other transit agencies to identify and implement these improvements.	\$ 9,500,000	X	Years 1 - 20
10011		Portland	Portland	Freight Priority Program	Citywide	Improve freight speed, reliability, safety, and access along major freight routes. Example projects include signal priority, freight-only lanes, queue jumps, loading zones, and turning radius improvements. The program will coordinate with the Port of Portland and other freight-related organizations to identify and implement these improvements.	\$ 9,500,000	X	Years 1 - 20

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost (\$2014)	Financially Constrained (Within Revenue Forecast)	Timeframe
10012		Portland	Portland	Transportation System Management Program	Citywide	Transportation System Management (TSM) seeks to identify improvements to enhance the capacity of existing system through operational improvements. Through better management and operation of existing transportation facilities, these techniques are designed to improve traffic flow, air quality, and movement of vehicles and goods, as well as enhance system accessibility and safety. Example projects include corridor signal timing, electronic message boards, variable speed limits, traveler information services, traffic cameras, bluetooth readers, and other intelligent transportation system (ITS) elements.	\$ 9,500,000	X	Years 1 - 20
10013		Portland	Portland	Transportation & Parking Demand Management Program	Citywide	Transportation & Parking Demand Management (TDM) seeks to better utilize existing capacity in the transportation system and parking supply by reducing single-occupant automobile trips through demand management strategies. This is achieved by encouraging people through education, outreach, incentives and pricing to choose other modes, share rides, travel outside peak times, and telecommute, among other methods. TDM program elements include SmartTrips outreach, TDM Plan requirements for new development, and parking management planning and implementation. TDM is often implemented in partnerships with community organizations, neighborhood and business associations, developers and property managers.	\$ 19,500,000	X	Years 1 - 20
20002	10266	Portland	Portland / ODOT	I-405 Corridor ITS	14th/16th, NW (Glisan - Burnside); 13th/14th, SW (Burnside - Clay)	ITS improvements at six signals between Clay and Glisan including communications infrastructure, closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow.	\$ 505,080	X	Years 11 - 20
20005		Portland	UPRR	NW 10th Ave Pedestrian/Bicycle Bridge	10th, NW (Overton - Naito Parkway)	Construct a pedestrian/bicycle bridge over the railroad tracks.	\$ 2,293,250	X	Years 11 - 20
20007	10164	Portland	Portland	South Portal Intersection Improvements	Bancroft/Hood/Macadam, SW	Improve the South Portal to the North Macadam District (intersection of Bancroft, Hood, and Macadam) to address safety and capacity issues.	\$ 20,000,000	X	Years 1 - 10

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost (\$2014)	Financially Constrained (Within Revenue Forecast)	Timeframe
20008	10240	Portland	Portland	Belmont to MLK Ramp Realignment	Belmont St, SE (ramp to MLK)	Realign the ramp from Belmont to MLK to provide better access to the Central Eastside.	\$ 2,104,500	X	Years 11 - 20
20014	10250	Portland	Portland	W Burnside Corridor Improvements	Burnside St, W (NW 15th to NW 23rd)	Design and construct boulevard improvements including pavement reconstruction, wider sidewalks, curb extensions, safer crossings, new traffic signals, and traffic management.	\$ 9,173,000	X	Years 1 - 10
20016	10264	Portland	Portland / ODOT	Central City TSM	Central City	Implement Central City TSM improvements to arterials.	\$ 3,240,930	X	Years 11 - 20
20017	10260	Portland	Portland	SW Clay/2nd Intersection Improvements	Clay St & 2nd Ave, SW	Make intersection improvements, including signalization.	\$ 500,000	X	Years 1 - 10
20018	10241	Portland	Portland	Clay/MLK Intersection Improvements	Clay St & MLK Jr Blvd, SE	Geometric, signalization, and channelization improvements to allow access to westbound Clay street from southbound MLK.	\$ 1,296,372	X	Years 1 - 10
20027		Portland	ODOT	South Portland Connectivity Improvements	I-405/US26/Ross Island Bridge, SW	Construct new freeway access from Ross Island Bridge to I-405 and US 26 to improve connections between regional facilities and separate traffic from neighborhood streets.	\$ 50,000,000		
20039	10248	Portland	Portland	South Waterfront Ped/Bike Improvements	South Waterfront District, SW	Implement pedestrian and bicycle district access improvements identified in the North Macadam Transportation Development Strategy.	\$ 3,250,050	X	Years 1 - 10

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost (\$2014)	Financially Constrained (Within Revenue Forecast)	Timeframe
20040	10253	Portland	Portland	South Waterfront Street Connections	Arthur, Gibbs, & Lowell, SW (River Parkway - Moody)	Arthur, Gibbs, and Lowell are the primary connectors between Moody-Bond and River Parkway and will be constructed in phases as development occurs in North Macadam District.	\$ 5,261,250	X	Years 1 - 10
20042	10249	Portland	TriMet	South Waterfront Transit Improvements	South Waterfront, SW	Implement transit improvements identified in the North Macadam Transportation Development Strategy, including multi-modal transit hub and local bus service improvements.	\$ 2,806,000	X	Years 1 - 10
20043		Portland	Portland	Old Town / Chinatown Streetscape Improvements	Old Town / Chinatown District, NW	Design and construction of public improvements in Old Town/Chinatown to enhance cultural identity. Includes sidewalks, street trees, and redevelopment assistance to private properties.	\$ 4,000,000	X	Years 1 - 10
20050	10237	Portland	Portland / ODOT	Southern Triangle Circulation Improvements	Southern Triangle, SE (area bounded by Powell, 12th, railroad, river, and Hawthorne Br)	Improve local street network and regional access routes in the area between Powell, 12th, Willamette River, railroad mainline, and Hawthorne Bridge. Improve freeway access route from CEID to I-5 SB via the Ross Island Bridge.	\$ 4,051,163	X	Years 1 - 10
20057	10162	Portland	Portland	Willamette Greenway Trail Extension	Willamette Greenway Trail, SW (Marquam Br - Lowell)	Provide two paths in order to separate bicyclists from pedestrians in remaining gaps (Marquam Bridge to SW Gibbs, SW Lowell to SW Lane, Benz Springs) of South Waterfront's Willamette Greenway trail.	\$ 2,430,845	X	Years 1 - 10
20063		Portland	Portland	Belmont/Morrison Bikeway	Belmont/Morrison St, SE (Water - 34th)	Design and implement bicycle facilities.	\$ 1,870,000	X	Years 11 - 20

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost (\$2014)	Financially Constrained (Within Revenue Forecast)	Timeframe
20065	10242	Portland	Portland	Interstate-Larrabee Ramp Removal	Interstate Ave, N (southbound ramp to Larrabee)	Remove the existing N Interstate to Larrabee southbound flyover ramp (Bridge #153) and construct multimodal transportation improvements to the alternate southbound route to N Broadway. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.	\$ 1,000,000	X	Years 1 - 10
20068	10243	Portland	Portland	NE 12th Ave Bridge Replacement	12th Ave, NE (over I-84 and railroad tracks)	Replace the existing 12th Ave bridge (Bridge #025) over I-84 with a new structure. Provide improved pedestrian and bicycle facilities. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.	\$ 9,736,909	X	Years 11 - 20
20069		Portland	Railroad	NW Marshall Pedestrian/Bicycle Bridge	Marshall, NW (9th - Naito Parkway)	Construct a pedestrian/bicycle bridge over the railroad tracks.	\$ 2,751,900	X	Years 11 - 20
20070	10263	Portland	Portland	NW Naito Safety Improvements	Naito Pkwy, NW (Broadway Bridge - North of Terminal One)	Construct multimodal safety improvements including pedestrian improvements and bicycle facilities. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.	\$ 4,559,750	X	Years 1 - 10
20073		Portland	Portland	SE Stark/Washington Corridor Improvements	Stark/Washington, SE (Water - Sandy)	Improve safety and capacity by resurfacing and signaling Stark and Washington as they intersect with MLK, Grand, and Sandy. Project may include a couplet design with bicycle facilities from Water to Sandy.	\$ 2,000,000	X	Years 11 - 20
20075		Portland	Portland	Water/Stark Corridor Improvements	Water Ave, SE (Stark - Clay); Stark St, SE (Water - 3rd)	Construct the multimodal transportation enhancements laid out in the Central Eastside Street Plan.	\$ 2,000,000	X	Years 11 - 20
20077	11645	Portland	Portland	Inner Eastside Pedestrian/Bicycle Bridge	7th/8th/9th Ave, NE (over I-84)	Construct a pedestrian/bicycle bridge across Interstate 84 connecting the Lloyd District to the Central Eastside Industrial District.	\$ 8,300,000	X	Years 1 - 10

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20078		Portland	Portland	Lloyd District Pedestrian Improvements	7th/9th Ave, NE (Broadway - Lloyd Blvd)	Construct sidewalk improvements, mid-block crossings, and other enhancements to create a more pedestrian-oriented streetscape.	\$ 5,045,150	X	Years 1 - 10
20079		Portland	Portland	Lloyd Blvd Pedestrian Improvements	Lloyd Blvd, NE (Grand - 12th)	Widen and enhance the pedestrian walkway along the south edge of Lloyd Blvd.	\$ 1,677,237	X	Years 11 - 20
20089	10171	Portland	Portland	W Burnside/Couch Corridor Improvements, Phase 1	Burnside/Couch, W/NW (Burnside Bridge - NW 15th)	Construct transportation improvements including traffic signals, turn lanes, curb extensions, bicycle network improvements, crossing improvements, and improvements for transit operations.	\$ 5,000,000	X	Years 1 - 10
20091	10171	Portland	Portland	W Burnside/Couch Corridor Improvements, Phase 2	Burnside/Couch, W/NW (Burnside Bridge - NW 15th)	Implements a one-couplet design including new traffic signals, widened sidewalks, curb extensions, bike lanes, on-street parking and street trees. This project will be coordinated with ODOT to address potential impacts to the I-405 interchanges, overcrossings and ramps.	\$ 70,895,353		
20097	10232	Portland	Portland	NW Flanders Neighborhood Greenway	Flanders St, NW (24th - Steel Bridge)	Design and implement a neighborhood greenway from the Steel Bridge to NW 24th, including a pedestrian/bicycle bridge over I-405.	\$ 3,000,000	X	Years 1 - 10
20104		Portland	Portland	Pearl District Traffic Signals, Phase 2	Pearl District, NW	Construct new traffic signals at Couch & 12th, North Park Blocks & Burnside, Flanders & Broadway, 9th & Glisan, 8th & Glisan, 9th & Everett, Park & Everett, Northrup & 11th, Northrup & 12th, Northrup & 13th, Northrup & 14th, Northrup & 15th, and Northrup & 16th.	\$ 3,368,000	X	Years 11 - 20
20105		Portland	Portland	Pearl District Crossing Improvements	Pearl District, NW	Construct improved crossings with curb extensions and/or rapid flash beacons at 14th & Everett, 14th & Johnson, 14th & Marshall, 14th & Overton, 14th & Flanders, 14th & Pettygrove, and 14th & Raleigh.	\$ 500,000	X	Years 1 - 10
20106		Portland	ODOT	I-405 South Portland Crossing Improvements	I-405, SW (Harbor Dr - Broadway)	Improve opportunities for bicycles and pedestrians to cross over/under I-405 on Harbor Drive, Natio Parkway, 1st, 4th, 5th, 6th, and Broadway.	\$ 5,000,000	X	Years 11 - 20

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30001		Portland	Portland	Ainsworth Bridge Pedestrian/Bicycle Improvements	Ainsworth St, N (Bridge over I-5)	Construct improvements to the bridge to create a safe and pleasant crossing for pedestrians and bicyclists over I-5.	\$ 1,375,950		
30004	10341	Portland	Portland	Columbia Blvd Pedestrian Improvements	Columbia Blvd, N (Swift - Portland Rd; Argyle Way - Albina)	Construct sidewalks and crossing improvements. Project design will consider freight movement needs, consistent with policies, street classification(s), and uses.	\$ 4,213,209		
30005	10331	Portland	Portland	Columbia Blvd / Railroad Bridge Replacement	Columbia Blvd, N (bridge over railroad tracks)	Replace the existing fracture critical Columbia Blvd bridge (#078) over railroad tracks with a new structure, and perform seismic upgrades on parallel bridge (#078A).	\$ 3,839,995	X	Years 11 - 20
30006		Portland	Portland	Columbia Blvd Noise Walls	Columbia Blvd, N (Oswego - Denver)	Install noise walls on the south side.	\$ 1,000,000		
30008	10342	Portland	Portland	Columbia Blvd ITS	Columbia Blvd, N/NE (I-205 - Burgard)	Communications infrastructure including closed circuit TV cameras, truck priority detection, variable message signs for remote monitoring and control of traffic flow for six signals.	\$ 589,260	X	Years 1 - 10
30012	10267	Portland	Portland	Going St Multi-use Path	Going St, N (Interstate - Basin)	Design and implement a multi-use path.	\$ 768,000	X	Years 11 - 20
30014		Portland	Portland	Falling Street Ped/Bike Improvements	Falling St, N (Interstate - Mississippi)	Street improvements to provide a safe and pleasant connection between the Overlook MAX station and the Mississippi District, including pedestrian/bicycle way-finding and festival street treatments.	\$ 733,840	X	Years 11 - 20
30016		Portland	Portland	Going/Greeley Interchange Improvements	Going/Greeley, N	Redesign Going/Greeley interchange including climbing lane on Going to improve truck movement between Swan Island, Lower Albina, and I-5.	\$ 16,750,000		
30018		Portland	Portland	Hayden Island Street Network Improvements, Phase 1	Hayden Island, N	Implement street plan for Hayden Island to improve circulation and access for all modes.	\$ 1,834,600		

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30030	10294	Portland	Portland	N Killingsworth Streetscape Improvements	Killingsworth St, N (Greeley - Denver)	Design and implement streetscape improvements to enhance sidewalks, lighting, crossings, transit stops, and signals.	\$ 1,851,960		
30035	10332	Portland	ODOT	Lombard St ITS	Lombard St, N/NE (MLK Jr - Philadelphia)	Communications infrastructure including closed circuit TV camera, Bluetooth detection, improved bus priority variable message signs for remote monitoring and control of traffic flow at the intersections with MLK Jr, Interstate, Greeley, Portsmouth, Philadelphia/Vanhoe.	\$ 673,440	X	Years 1 - 10
30037	10299	Portland	ODOT	N Lombard Corridor Improvements	Lombard St, N (I-5 - Chautauqua)	Design and implement transportation and streetscape improvements to improve safety and promote pedestrian-oriented uses along the corridor and to create a safe, pleasant pedestrian link over I-5, including intersections improvements at Montana & Lombard and an improved pedestrian crossing of the Interstate 5 on-ramp. The project will be coordinated with ODOT to address potential impacts to Lombard and the I-5 interchange.	\$ 5,000,000	X	Years 1 - 10
30038	10346	Portland	Portland	Marine Dr ITS	Marine Dr, N/NE (Portland Rd - 185th)	Install CCTV at N Portland Rd and changeable message signs at Portland Rd, Vancouver and 185th	\$ 238,510	X	Years 1 - 10
30042		Portland	TriMet	MLK Jr Blvd Transit Improvements	MLK Jr Blvd, NE (Broadway - Lombard)	Provide capital improvements that enhance the frequent bus service along MLK Jr Blvd.	\$ 1,926,330	X	Years 11 - 20
30050	10182	Portland	ODOT	St Johns Pedestrian Improvements	St Johns Pedestrian District, N	Enhance pedestrian access to transit, improve safety, and enhance the streetscape such as better lighting and crossings. Improvements including realigning the "ivy" island, curb extensions, a new traffic signal at Richmond/Lombard, and pedestrian connections between St. Johns and the riverfront based on the St Johns/Lombard Plan.	\$ 5,000,000	X	Years 1 - 10
30056	10339	Portland	Portland	Columbia Blvd Protected Bikeway	Columbia Blvd, N/NE (MLK Jr Blvd - Lombard St)	Design and implement a protected bikeway or multi-use path. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.	\$ 6,000,000	X	Years 11 - 20
30059		Portland	ODOT	N Lombard Main Street Improvements	Lombard, N (N Tyler - N Woolsey)	Implement main street improvements along N Lombard consistent with the St Johns/Lombard Plan, including curb extensions and street lighting. Provide separated in-roadway bicycle facilities from Ida to Portsmouth.	\$ 1,834,600	X	Years 11 - 20

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30068		Portland	Portland	Burgard St Viaduct Replacement	Burgard, N (Bridge over UPRR)	Replace the existing N Burgard St Viaduct (#001) over the UPRR tracks. Include pedestrian and bicycle facilities. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.	\$ 3,045,241	X	Years 1 - 10
30072	10373	Portland	Portland	Rivergate ITS	Rivergate, N	Connect real-time information to ODOT's Highway ITC systems.	\$ 480,000	X	Years 1 - 10
30080	10218	Portland	Portland	Burgard/Lombard Corridor Improvements	Burgard/Lombard, N (UPRR Bridge - Columbia Blvd)	Widen street to include two 12-foot travel lanes, a continuous left turn lane, and pedestrian and bicycle facilities. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.	\$ 14,000,000	X	Years 1 - 10
30081	10219	Portland	Portland	Argyle on the Hill	Argyle, N (Columbia - Denver)	New N Argyle street connection, west of I-5. Construct a new arterial roadway north of existing street alignment and reconstruct existing street as a local street in a Pedestrian District as recommended by the I-5 Delta Park project in the Argyle on the Hill Alternative.	\$ 11,773,032		
30083		Portland	Portland	Hayden Island Street Network Improvements, Phase 2	Hayden Island, N	Implement street plan for Hayden Island to improve circulation and access for all modes.	\$ 1,834,600		
30084		Portland	Portland	Columbia Blvd / Columbia Way Bridge Replacement	Columbia Blvd, N (bridge over Columbia Way)	Replace the existing structurally deficient Columbia Blvd bridge (#079) over Columbia Way with a new structure.	\$ 6,993,958	X	Years 11 - 20
40003		Portland	Portland	26th & Regents Intersection Improvements	26th & Regents, NE	Reconstruct intersection including pedestrian refuge to improve traffic flow and safety.	\$ 500,000		
40006	10337	Portland	Portland	Marine Dr & 33rd Intersection Improvements	Marine Dr & 33rd Ave, NE	Signalize intersection to improve freight operations.	\$ 500,000	X	Years 1 - 10

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40007	10335	Portland	Portland	NE 42nd/47th Ave Bridge & Corridor Improvements	42nd/47th Ave, NE (Killingsworth - Columbia)	Replace the NE 42nd Ave Bridge (#075) over NE Portland Hwy and the adjacent railway, and add pedestrian and bicycle facilities to the bridge and the roadway from Killingsworth to Columbia. This project will remove the weight restriction, maintain vertical clearance for over-dimensional freight, and provide pedestrian and bicycle facilities. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.	\$ 12,000,000	X	Years 1 - 10
40009	10210	Portland	Portland	NE 47th Ave Corridor Improvements	47th Ave, NE (Columbia - Cornfoot)	Widen and reconfigure intersections to better facilitate truck turning movements to the cargo area located within the airport area. Project includes sidewalk and bikeway improvements. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.	\$ 5,541,678	X	Years 1 - 10
40012		Portland	Portland	NE 72nd Ave Pedestrian Improvements	72nd Ave, NE (Emerson - Prescott)	Construct sidewalks, curbs, and storm drainage improvements along 72nd and improve pedestrian crossings..	\$ 5,348,876	X	Years 1 - 10
40013		Portland	ODOT	82nd Ave Corridor Improvements	82nd Ave, NE/SE, (Killingsworth - Clatsop)	Design and implement multimodal improvements to sidewalks, crossings, transit stops, striping, and signals to enhance ped/bike safety, access to transit, and transit operations. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.	\$ 5,000,000	X	Years 1 - 10
40016		Portland	ODOT	NE 82nd Ave Ped/Bike Improvements, Phase 2	82nd, NE (Alderwood - Columbia Blvd)	Construct pedestrian and bicycle facilities. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.	\$ 3,603,402	X	Years 11 - 20
40020		Portland	Portland	NE 92nd Ave Ped/Bike Improvements	92nd Ave, NE (Fremont - Halsey)	Design and implement bicycle facilities. Construct sidewalks to provide access to transit and schools.	\$ 5,109,394		
40027	10338	Portland	Portland	Alderwood Bikeway, Phase 2	Alderwood St, NE, (Cornfoot - Columbia Blvd)	Design and implement bicycle facilities. Project includes shoulder widening. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.	\$ 2,491,662	X	Years 1 - 10

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40028		Portland	Portland	NE Argyle Street Extension	Argyle, NE (14th - MLK Jr)	Extend NE Argyle to provide a more connected street grid. This street will serve as a collector/distributor for industrial businesses and reduce traffic congestion at the MLK/Columbia intersection.	\$ 11,397,579		
40036	10340	Portland	Portland	Cornfoot Rd Corridor Improvements	Cornfoot Rd, NE (47th - Aldenwood)	Construct a multi-use path on the north side of Cornfoot Rd and install missing guardrail segments on the south side. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.	\$ 3,626,000	X	Years 1 - 10
40037		Portland	Portland	Cully Blvd Safety Improvements	Cully Blvd, NE (Columbia Blvd - Fremont)	Design and implement pedestrian and bicycle facilities.	\$ 4,000,000	X	Years 1 - 10
40039	10293	Portland	Portland	NE Fremont Streetscape Improvements	Fremont St, NE (42nd-52nd)	Design and implement streetscape improvements to enhance sidewalks, lighting, crossings, transit stops, and signals.	\$ 7,446,133		
40045	10268	Portland	Portland	Hollywood Town Center Safety Improvements	Hollywood Town Center, NE	Implement multimodal safety improvements including traffic signals, restriping, improved pedestrian crossings, and connections to transit center.	\$ 7,000,000	X	Years 11 - 20
40053		Portland	Portland	NE Killingsworth Safety Improvements	Killingsworth St, NE (Williams - 33rd)	Design and implement traffic calming and pedestrian crossing improvements.	\$ 900,000	X	Years 11 - 20
40058	10302	Portland	Portland	Grand/MLK ITS	Grand/MLK, NE/SE (Columbia Blvd - Clay)	Install ITS infrastructure (communication network, enhanced bus detection, Bluetooth detection, CCTV cameras, and vehicle/pedestrian detectors). These ITS devices allow us to provide more efficient and safe operation of our traffic signal system consistent with our policies of moving people more effectively.	\$ 989,115	X	Years 11 - 20
40059		Portland	Portland	MLK Jr Blvd Freight Improvements	MLK Jr, NE (Columbia - Lombard)	Expand roadway to provide better connection between streets for improved freight movement in and through the area.	\$ 12,605,000		

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40062		Portland	Portland	N Mississippi Streetscape Improvements	Mississippi Ave, N (Fremont - Skidmore)	Construct streetscape improvements to enhance the area as a Pedestrian District.	\$ 2,500,000	X	Years 11 - 20
40065	10310	Portland	Portland	NE Prescott Safety Improvements	Prescott St, NE (81st - 122nd)	Construct bicycle facilities, sidewalks, and crossing improvements for pedestrian and bicycle safety and to improve access to transit.	\$ 2,000,000	X	Years 1 - 10
40068	10180	Portland	Portland	Sandy Blvd Corridor Improvements, Phase 2	Sandy Blvd, NE (47th - 101st)	Retrofit existing street with multi-modal street improvements including bicycle facilities, redesign of selected intersections to improve pedestrian crossings, streetscape, and safety improvements. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.	\$ 6,481,860	X	Years 11 - 20
40069	10301	Portland	Portland	Sandy Blvd ITS	Sandy Blvd, NE (82nd - Burnside)	Install ITS infrastructure (communication network, enhanced bus detection, Bluetooth detection, CCTV cameras, and vehicle /pedestrian detectors). These ITS devices allow us to provide more efficient and safe operation of our traffic signal system consistent with our policies of moving people more effectively.	\$ 519,110	X	Years 1 - 10
40071	10311	Portland	Portland	Mason Neighborhood Greenway	Mason St, NE (Michigan - Sandy)	Design and implement a bikeway using neighborhood greenway and/or separated in-roadway treatments, with crossing improvements as needed.	\$ 1,000,000	X	Years 1 - 10
40079		Portland	Portland	Marine Dr Intersection Improvements	Marine/Bridgeton and Marine/Faloma/6th, NE	Intersection improvements at NE Bridgeton Rd and NE Faloma & 6th.	\$ 1,866,706		
40082	10220	Portland	Portland	NE Seventies Neighborhood Greenway	70s Aves, NE (Thomas Cully Park - I-84)	Design and implement a bikeway using neighborhood greenway and/or separated in-roadway treatments, with crossing improvements as needed at major streets.	\$ 1,409,019	X	Years 1 - 10
40086	10320	Portland	Portland	Halsey St Bikeway	Halsey St, NE (39th - I-205)	Design and implement separated in-roadway bicycle facilities.	\$ 8,957,492	X	Years 11 - 20

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40100		Portland	Portland	NE 33rd Ave Bridge and Ramp Replacement	33rd Ave, NE (over railroad tracks and Columbia Blvd)	Replace the existing 33rd Ave bridge (#009) over railroad tracks and ramp over Columbia (#009A) with new structures. Provide improved pedestrian and bicycle facilities. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.	\$ 15,214,459	X	Years 11 - 20
40102	10376	Portland	Portland	Columbia Blvd Street Widening	Columbia Blvd, NE (60th - 82nd)	Widen Columbia Blvd to a five-lane cross-section. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.	\$ 14,859,000		
40104		Portland	Railroad/ODOT	Sullivan's Gulch Trail, Phase 2	Banfield Corridor, NE (21st - I-205)	Construct a multi-use trail for pedestrians and bicycles within the Banfield (I-84) Corridor from 21st Ave to I-205.	\$ 28,200,000	X	Years 11 - 20
40105		Portland	Portland	Tillamook Bikeway Gaps	Tillamook St, NE (62nd - 65th & 78th - 92nd)	Design and implement bicycle facilities to fill in gaps in the Tillamook Bikeway.	\$ 1,969,000	X	Years 1 - 10
40106		Portland	Portland	Inner Sandy Blvd Bikeway	Sandy Blvd, NE (12th - 47th)	Design and implement separated in-roadway or protected bicycle facilities. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.	\$ 4,476,520	X	Years 11 - 20
40107		Portland	Portland	Outer Alberta Neighborhood Greenway	Alberta St, NE (77th - I-205 Path)	Design and implement a neighborhood greenway.	\$ 520,000	X	Years 1 - 10
40108		Portland	Portland	NE Broadway Corridor Improvements, Phase 2	Broadway, NE (24th - 42nd)	Design and implement bicycle facilities, ped/bike crossing improvements, transit improvements, and streetscape amenities.	\$ 3,500,000	X	Years 11 - 20
40109		Portland	Portland	NE 14th Ave Neighborhood Greenway	14th Ave, NE (Halsey - Lombard)	Design and implement bicycle facilities.	\$ 774,000	X	Years 11 - 20

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40110		Portland	Portland	Upper NE 22nd Ave Neighborhood Greenway	22nd Ave, NE (Tillamook - Lombard)	Design and implement bicycle facilities.	\$ 685,000	X	Years 11 - 20
40111		Portland	Portland	NE Simpson St Neighborhood Greenway	Simpson St, NE (33rd - Portland Hwy)	Design and implement bicycle facilities.	\$ 560,000	X	Years 1 - 10
50001	10288	Portland	Portland	Parkrose Connectivity Improvements	102nd and 109th, NE (Killingsworth - Sandy); Killingsworth, NE (109nd - 102nd)	Supplement access route for commercial properties in Parkrose by creating a loop road connection serving truck access functions, pedestrian, and bike connectors.	\$ 10,612,379		
50004		Portland	Portland	NE 102nd Ave Corridor Improvements	102nd Ave, NE (Sandy - Weidler)	Construct sidewalks and improved crossings, install bicycle facilities, and make traffic safety improvements.	\$ 5,224,878	X	Years 1 - 10
50009	10330	Portland	Portland	NE 148th Ave Ped/Bike Improvements	148th Ave, NE (Marine Dr - Gilsan)	Design and implement bicycle facilities, including intersection crossing improvements at 148th & Sandy (Marine Dr - I-84). Construct a sidewalk on the west side of the street (Halsey - Gilsan).	\$ 2,568,893	X	Years 1 - 10
50012		Portland	Portland	NE 162nd Ave Bikeway	162nd Ave, NE (Sandy - Thompson)	Design and implement separated in-roadway bicycle facilities.	\$ 4,107,779		
50014		Portland	Portland	Gateway 99th/Pacific Streetscape Improvements	99th Ave, NE (Halsey - Gilsan); Pacific St, NE (97th - 102nd)	Reconstruct primary local main street network and improve the pedestrian streetscape on NE 99th from Halsey to Gilsan and NE Pacific from 97th to 102nd.	\$ 3,708,185	X	Years 1 - 10
50015	10314	Portland	Portland	Gateway 99th/96th Streetscape Improvements	99th Ave, NE/SE (Gilsan - Washington); 96th Ave, SE (Washington - Market)	Reconstruct primary local main street in Gateway Regional Center.	\$ 4,910,500	X	Years 1 - 10

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost (\$2014)	Financially Constrained (Within Revenue Forecast)	Timeframe
50016	10213	Portland	Portland	Airport Way ITS	Airport Way, NE (I-205 - 158th)	Install needed ITS infrastructure (communication network, new traffic controllers, CCTV cameras, and vehicle /pedestrian detectors). These ITS devices allow us to provide more efficient and safe operation of our traffic signal system.	\$ 278,251	X	Years 1 - 10
50019	10204; 10326	Portland	Portland	Gateway Street Improvements, Phase 1	Gateway Regional Center, NE/SE	High priority local and collector streets and pedestrian improvements in the Gateway Regional Center.	\$ 32,648,540	X	Years 1 - 10
50020	10205; 10328	Portland	Portland	Gateway Street Improvements, Phase 2	Gateway Regional Center, NE/SE	High priority local and collector streets and pedestrian improvements in the Gateway Regional Center.	\$ 4,209,000	X	Years 11 - 20
50022	10327	Portland	Portland	Gateway Regional Center TSM	Gateway Regional Center, NE/SE	Implement a comprehensive traffic management plan throughout the regional center to reduce cut-through traffic on residential streets and improve traffic flow on regional streets. Project includes utility improvements.	\$ 1,944,558	X	Years 11 - 20
50024	10318	Portland	Portland	Gateway-Glisan Streetscape Improvements	Glisan St, NE (I-205 - 106th)	Implement Gateway regional center plan with boulevard design retrofit, new traffic signals, bike facilities, improved pedestrian facilities and crossings, and street lighting.	\$ 3,240,930	X	Years 1 - 10
50025	10203	Portland	Portland	Outer Glisan Safety and Streetscape Improvements	Glisan St, NE (122nd - City Limits)	Install bicycle facilities on existing street. Install street trees (requires sidewalk widening, curb extensions, and/or bioswales). Install a signal at 131st Pl to improve pedestrian and vehicular access to Glisan St.	\$ 1,963,022	X	Years 11 - 20
50027		Portland	Portland	San Rafael Pedestrian Improvements	Halsey - San Rafael & 118th - 132nd, NE	Improve pedestrian access to the San Rafael Shopping Center, including street trees.	\$ 500,000	X	Years 11 - 20

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost (\$2014)	Financially Constrained (Within Revenue Forecast)	Timeframe
50028		Portland	Portland	Outer Halsey Pedestrian Improvements	Halsey St, NE (122nd-162nd)	Construct sidewalks, crossing improvements for pedestrian travel, and access to transit improvements.	\$ 6,389,475	X	Years 1 - 10
50030	10329	Portland	Portland	Marine Dr. & 122nd Intersection Improvements	Marine Dr. & 122nd, NE	Signalize and widen dike to install left turn lane on Marine Drive.	\$ 2,361,249	X	Years 1 - 10
50032		Portland	Portland	Parkrose Pedestrian Improvements	105th Ave, NE (Sandy - Skidmore)	Construct sidewalk and crossing improvements to provide access to transit and schools.	\$ 1,277,895	X	Years 11 - 20
50035		Portland	ODOT	Outer Sandy Blvd Corridor Improvements	Sandy Blvd, NE (141st - City Limits)	Widen street to three lanes with sidewalks and bike lanes. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.	\$ 2,751,900	X	Years 11 - 20
50037		Portland	Portland	San Rafael/Tillamook Neighborhood Greenway	San Rafael/Tillamook, NE (108th - 148th)	Design and implement a neighborhood greenway, with improved crossings at major streets.	\$ 1,777,000	X	Years 1 - 10
50038		Portland	Portland	Parkrose Heights Pedestrian Improvements	San Rafael, NE (111th-122nd); Sacramento St, NE (111th-117th); 111th Ave, NE (San Rafael-Sacramento)	Construct sidewalks and crossing improvements to provide access to transit and schools.	\$ 13,740,690		
50044		Portland	Portland	Parkrose Neighborhood Greenway	Fremont St/Ct, NE (102nd - 115th); 115th Ave, NE (Fremont Ct - Sandy); New trail (I-205 Path - Fremont)	Design and implement a neighborhood greenway. Project includes a multi-use path and bridge from I-205 Path to NE Fremont St and sidepath along the south side of NE Fremont St.	\$ 2,000,000	X	Years 1 - 10
50045		Portland	Portland	Woodland Park Neighborhood Greenway	Multnomah St, NE (Gateway Transit Center - 99th); 99th Ave, NE (Multnomah - Halsey); Halsey St, NE (99th - 100th); 100th Ave/Idler/101st/Bell/	Design and implement a neighborhood greenway. Project potentially includes cycle tracks on 99th, Halsey, and 102nd.	\$ 1,000,000	X	Years 1 - 10

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost (\$2014)	Financially Constrained (Within Revenue Forecast)	Timeframe
50046		Portland	Portland	Knott/Russell Neighborhood Greenway	Knott/Russell/Brazeel/Sacramento/Thompson, NE (102nd - 162nd)	Design and implement a neighborhood greenway. Project includes crossing improvements at 102nd, 122nd, and 148th.	\$ 292,000	X	Years 1 - 10
50047		Portland	Portland	Holladay/Oregon/Pacific (HOP) Greenway	Holladay/Oregon/Pacific, NE (Gateway TC - East Holladay Park)	Design and implement a neighborhood greenway. Project includes crossing improvements at 102nd and 122nd and improvement of gravel streets at Oregon (110th - 111th) and Holladay (118th - 119th).	\$ 500,000	X	Years 1 - 10
50048		Portland	Portland	NE 111th Pedestrian Improvements	111th Ave/Dr, NE (Klickitat - Halsey)	Design and implement pedestrian facilities.	\$ 4,990,000	X	Years 1 - 10
50049		Portland	Portland	122nd Ave Corridor Improvements	122nd Ave, NE/SE (Sandy - Foster)	Design and implement multimodal improvements to sidewalks, crossings, bicycle facilities, transit stops, striping, and signals to enhance ped/bike safety, access to transit, and transit operations. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.	\$ 8,000,000	X	Years 1 - 10
50050		Portland	Portland	East Fremont Bikeway	Fremont St, NE (122nd - 141st)	Design and implement bicycle facilities.	\$ 951,000	X	Years 11 - 20
50051		Portland	Portland	East Shaver Bikeway	Shaver St, NE (1-205 Path - 141st Dr)	Design and implement bicycle facilities.	\$ 529,000	X	Years 11 - 20
50052		Portland	Portland	NE/SE 111th Ave Neighborhood Greenway	111th Ave / Main St, NE/SE (1-84 - 96th)	Design and implement bicycle facilities.	\$ 750,000	X	Years 11 - 20

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost (\$2014)	Financially Constrained (Within Revenue Forecast)	Timeframe
60004		Portland	Portland / ODOT	NW Bridge Ave Multi-use Path	Bridge Ave, NW (St Helens Rd - St Helens Rd)	Construct a multi-use path along Bridge Avenue between both St Helens Rd intersections.	\$ 1,447,178	X	Years 11 - 20
60005		Portland	Portland	Barnes & Burnside Intersection Improvements	Barnes/Burnside, NW	Install a signal or 4-way stop at Barnes & Burnside near the Wildwood Trail and Pittock Mansion entrance.	\$ 458,650		
60006	10166	Portland	Portland	Outer W Burnside Corridor Improvements	Burnside St, W (23rd - Skyline)	Widen street to add bicycle facilities, improve sidewalks, lighting, crossings and provide traffic signals and turn lanes at Burnside & Skyline.	\$ 13,573,745		
60007		Portland	Portland	Cornell Bikeway	Cornell, NW (30th - City Limits)	Design and implement bicycle facilities.	\$ 19,171,451		
60008		Portland	Portland	NW Everett/Gisan Corridor Improvements	Everett/Gisan, NW (Broadway - 23rd)	Install improved pedestrian crossings, remodel traffic signals, improve signage at freeway crossings, install new and/or enhance existing bicycle facilities, and provide additional improvements along the corridor to improve safety at high crash locations.	\$ 4,000,000	X	Years 11 - 20
60015	10221	Portland	Portland	Skyline Bikeway	Skyline, NW (Hwy 26 - City Limits)	Widen street in order to add bicycle facilities and gravel shoulders.	\$ 8,088,812		
60018	11117	Portland	ODOT / Railroad	Willbridge Industrial Area Rail Overcrossing	Willbridge Industrial Area NW (St Helens Rd - Front Ave)	Provide an alternative crossing of the BNSF Railroad to improve connectivity and safety between US 30 and the industrial properties served by NW Front Avenue in the Willbridge area of the NW Industrial District.	\$ 23,113,022		
60019		Portland	ODOT	NW St Helens Rd Safety Improvements	St Helens Rd, NW (107th - Kittridge)	Design and implement pedestrian and bicycle facilities. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.	\$ 5,000,000	X	Years 11 - 20

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost (\$2014)	Financially Constrained (Within Revenue Forecast)	Timeframe
60023	10175	Portland	ODOT	Yeon/St Helens ITS	Yeon/St Helens, NW (US30)	Install needed ITS infrastructure (communication network, new traffic controllers, CCTV cameras, and vehicle /pedestrian detectors). These ITS devices allow us to provide more efficient and safe operation of our traffic signal system.	\$ 885,499	X	Years 11 - 20
60024	10351	Portland	Portland	Wildwood Trail Bridge	Wildwood Trail & Burnside, W	Construct pedestrian overcrossing where Burnside intersects the Wildwood Trail to eliminate at-grade crossing.	\$ 2,126,948	X	Years 1 - 10
60025		Portland	Portland	Fairview Blvd Bikeway	Fairview Blvd, SW (Kingston - Skyline)	Design and implement bicycle facilities.	\$ 30,668,294		
60027	11744	Portland	Portland / ODOT	23rd & Vaughn Intersection Improvements	23rd & Vaughn, NW	Improve the intersection of NW 23rd & Vaughn in accordance with the adopted Northwest Master Plan for Con-way Site.	\$ 1,540,000	X	Years 1 - 10
60029		Portland	Multnomah County	NW Miller Rd Ped/Bike Improvements	Miller, NW (Barnes - Cornell)	Design and implement bicycle and pedestrian facilities.	\$ 7,666,234		
60030		Portland	Portland	NW/SW 20th Ave Neighborhood Greenway	20th Ave, NW/SW (Mill - Raleigh)	Design and implement bicycle facilities.	\$ 623,000	X	Years 1 - 10

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost (\$2014)	Financially Constrained (Within Revenue Forecast)	Timeframe
70001		Portland	Portland	SE 13th Ave Streetscape Improvements	13th Ave, SE (Malden - Tacoma)	Plan and implement streetscape and transportation improvements to increase opportunities to walk and enhance the main street character.	\$ 2,223,555		
70005	10315	Portland	Portland	Cesar Chavez Corridor Improvements	Cesar Chavez Blvd, NE/SE (Sandy - Woodstock)	Reconstruct street, upgrade sidewalks, and add pedestrian/bicycle crossing improvements. Upgrade signals and make striping changes to improve traffic safety and transit operations.	\$ 5,000,000	X	Years 11 - 20
70006		Portland	Portland	60th Ave Corridor Improvements	60th Ave, NE/SE (Gilsan - Belmont)	Design and implement signal and intersection improvements to improve safety. Includes the intersections with Belmont, Stark, Burnside, and Gilsan.	\$ 2,000,000		
70008	10271	Portland	Portland	SE 92nd Ave Bikeway	92nd Ave, SE (Holgate - Woodstock)	Design and implement bicycle facilities.	\$ 3,583,786		
70009	10292	Portland	Portland	Belmont Streetscape Improvements	Belmont St, SE (25th - 43rd)	Design and implement streetscape improvements to enhance sidewalks, lighting, crossings, transit stops, and signals.	\$ 5,722,698	X	Years 11 - 20
70010	11558	Portland	Portland	Inner E Burnside Safety Improvements	Burnside St, E (28th - 82nd)	Design and implement bicycle facilities and improve pedestrian crossings to provide access to schools and transit.	\$ 5,000,000	X	Years 1 - 10
70013	10193	Portland	Portland	Inner Division Corridor Improvements, Phase 2	Division St, SE (Cesar Chavez - 60th)	Design and implement streetscape improvements to enhance sidewalks, lighting, crossings, access to transit, transit stops, and signals. Add separated in-roadway bicycle facilities (52nd - 60th).	\$ 2,000,000	X	Years 11 - 20
70014	10289	Portland	Portland	Inner Division Corridor Improvements, Phase 3	Division St, SE (60th - I-205)	Construct improvements that enhance access to transit, improve safety and enhance the streetscape such as traffic signals, lighting, bus shelters, benches, and crossings.	\$ 5,000,000	X	Years 11 - 20

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost (\$2014)	Financially Constrained (Within Revenue Forecast)	Timeframe
70015		Portland	TriMet	SE Division St Transit Improvements	Division St, SE (7th - City Limits)	Provide capital improvements that benefit frequent bus service along Division from downtown Portland to Gresham.	\$ 5,000,000	X	Years 11 - 20
70017	10270	Portland	Portland	Ellis Ped/Bike Improvements	Ellis St, SE (92nd - Foster)	Design and implement pedestrian and bicycle facilities.	\$ 2,500,000	X	Years 1 - 10
70019	10222	Portland	Portland	Flavel Dr Roadway Improvements	Flavel Dr, SE (45th - Clatsop)	Fully improve street from SE 45th to Clatsop Street with travel lanes, curbs, swales, sidewalks, and separated in-roadway bicycle facilities from 52nd to Clatsop.	\$ 7,294,088		
70020		Portland	Portland	SE Flavel St Pedestrian Improvements	Flavel St, SE (82nd - 92nd)	Construct sidewalks and crossing improvements.	\$ 1,277,895	X	Years 1 - 10
70024	10186	Portland	Portland	Lents Town Center Improvements, Phase 2	Foster/Woodstock, SE (94th - 101st)	Implement Lents Town Center Business District Transportation Plan with new traffic signals, pedestrian amenities, wider sidewalks, pedestrian crossings, and street lighting.	\$ 11,510,000	X	Years 1 - 10
70027		Portland	Portland	Harney Dr Bikeway	Harney Dr, SE (52nd - Flavel)	Design and implement bicycle facilities.	\$ 1,252,000		
70028		Portland	Portland	Harold St Bikeway	Harold St, SE (52nd - Foster)	Design and implement bicycle facilities.	\$ 1,414,000		
70031	10305	Portland	Portland	Middle Holgate Bikeway	Holgate Blvd, SE (52nd - Holgate)	Design and implement bicycle facilities.	\$ 2,000,000	X	Years 11 - 20

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost (\$2014)	Financially Constrained (Within Revenue Forecast)	Timeframe
70032	10306	Portland	Portland	Holgate Blvd Corridor Improvements	Holgate Blvd, SE (39th - 52nd)	Reconstruct pavement structure and stormwater drainage facilities, improve corner curb ramps to ADA standards, improve pedestrian crossings, and add bicycle facilities.	\$ 10,000,000		
70033	10307	Portland	Portland	Inner Holgate Bikeway	Holgate Blvd, SE (McLoughlin - 39th)	Design and implement bicycle facilities. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.	\$ 2,000,000	X	Years 11 - 20
70041		Portland	Portland	Inner Milwaukie Streetscape Improvements	Milwaukie Ave, SE (Gideon - Mall)	Design and implement streetscape improvements to enhance sidewalks, lighting, crossings, transit stops, and signals.	\$ 4,838,299	X	Years 1 - 10
70042	10295	Portland	Portland	Outer Milwaukie Streetscape Improvements	Milwaukie Ave, SE (Yukon - Tacoma)	Design and implement streetscape improvements to enhance sidewalks, lighting, crossings, transit stops, and signals.	\$ 5,386,378		
70044		Portland	Portland	Mt Scott Blvd Ped/Bike Improvements	Flavel / Mt Scott Blvd, SE (92nd - 112th)	Build a continuous walkway for pedestrian travel and access to transit with crossing improvements at transit stop locations. Design and implement bicycle facilities.	\$ 4,676,654		
70045	10259	Portland	ODOT	Inner Powell Blvd Corridor Improvements	Powell Blvd, SE (Ross Island Bridge - 50th)	Retrofit existing street with multimodal safety improvements including enhanced pedestrian and bicycle crossings, pedestrian and bike activated signals, median islands with trees, redesign of selected intersections and stormwater management facilities. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.	\$ 7,997,100	X	Years 11 - 20
70046		Portland	ODOT	Inner Powell Bikeway	Powell Blvd, SE (71st - I-205)	Design and implement bicycle facilities. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.	\$ 4,767,667	X	Years 11 - 20
70049		Portland	Portland	Reedway Ped/Bike Overcrossing	Reedway St, SE (23rd - 26th)	Construct a pedestrian/bicycle overcrossing of McLoughlin Blvd, light rail, and railroad tracks.	\$ 5,000,000	X	Years 11 - 20

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost (\$2014)	Financially Constrained (Within Revenue Forecast)	Timeframe
70052	10220	Portland	Portland	SE Seventies Neighborhood Greenway	70th to 80th Aves, NE/SE (I-84 - Clatsop)	Design and implement a bikeway using neighborhood greenway and/or separated in-roadway treatments, with crossing improvements as needed at major streets. Project includes parallel segments on both 76th and 80th through the Montavilla neighborhood.	\$ 2,818,037	X	Years 1 - 10
70055		Portland	Portland	Tacoma Main Street Improvements	Tacoma St, SE (Sellwood Bridge - McLoughlin)	Implement boulevard design based on Tacoma Main Street study recommendations and incorporate McLoughlin Neighborhoods Project recommendations.	\$ 5,842,113		
70057	10298	Portland	Portland	Tacoma St ITS	Tacoma St, SE (Sellwood Bridge - 45th/Johnson Creek)	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow for four signals.	\$ 231,495		
70059	10325	Portland	Portland	Inner Glisan Bikeway	Glisan St, NE (47th - I-205)	Design and implement bicycle facilities.	\$ 5,352,131	X	Years 11 - 20
70070		Portland	Portland	SE 14th/15th Neighborhood Greenway	14th/15th Ave, SE (Ellis - Linn)	Design and implement a neighborhood greenway including jogs on Malden, Tolman, and Ellis.	\$ 688,530	X	Years 11 - 20
70071		Portland	Portland	Sixties Neighborhood Greenway	60s Aves, NE/SE (Hancock - Springwater Trail)	Design and implement bicycle facilities.	\$ 1,500,000	X	Years 1 - 10
70072		Portland	Portland	SE Washington Bikeway Gap	Washington St, SE (76th - 92nd)	Design and implement bicycle facilities. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.	\$ 783,000	X	Years 1 - 10
70073		Portland	Portland	SE 34th Ave Neighborhood Greenway	34th Ave, SE (Gladstone - Burnside)	Design and implement bicycle facilities.	\$ 540,000	X	Years 1 - 10

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost (\$2014)	Financially Constrained (Within Revenue Forecast)	Timeframe
70074		Portland	Portland	Inner SE Steele Bikeway	Steele St, SE (33rd - 52nd)	Design and implement bicycle facilities.	\$ 1,077,000	X	Years 11 - 20
70075		Portland	Portland	Lower SE Bikeway Network Improvements	Knapp/Ogden, SE (27th - 92nd); Tolman, SE (28th - 92nd); Ramona/Knight, SE (38th - 77th); Woodstock, SE (Cesar Chavez - 52nd); 77th Ave, SE (Duke - Raymond); Raymond, SE (72nd - 87th); 42nd Ave, SE (Ramona - Crystal Springs)	Design and implement bicycle facilities according to the recommendations in the Bicycle Plan for 2030.	\$ 5,000,000	X	Years 1 - 10
80001	10323	Portland	Portland	Cherry Blossom/112th Ped/Bike Improvements	Cherry Blossom / 112th Ave / 111th Ave, SE (Washington - Mt Scott Blvd)	Design and implement pedestrian and bicycle facilities.	\$ 2,070,127	X	Years 1 - 10
80004	10199	Portland	Portland	SE 136th Ave Ped/Bike Improvements	136th Ave, SE (Division - Foster)	Construct missing sidewalks on both sides of the street and add bicycle facilities.	\$ 5,000,000	X	Years 11 - 20
80005		Portland	Portland	SE 148th Ave Pedestrian Improvements	148th Ave, SE (Burnside - Powell Butte Park)	Construct sidewalks, curbs, and drainage improvements.	\$ 5,000,000	X	Years 1 - 10
80009	10290	Portland	Portland	Outer Division Corridor Improvements	Division St, SE (I-205 - 174th)	Construct streetscape improvements to enhance sidewalks, lighting, crossings, bus shelters and benches, and bicycle facilities.	\$ 5,710,912	X	Years 11 - 20
80010	10348	Portland	Portland	Outer Foster Rd Pedestrian Improvements	Foster Rd, SE (I02nd - Foster Pl)	Construct sidewalks and crossing improvements to facilitate pedestrian travel and access to transit.	\$ 1,403,000	X	Years 11 - 20

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost (\$2014)	Financially Constrained (Within Revenue Forecast)	Timeframe
80012		Portland	Portland	Outer Holgate Ped/Bike Improvements	Holgate Blvd, SE (92nd - 136th)	Construct sidewalks and crossing improvements to facilitate pedestrian travel and access to transit. Provide bicycle facilities (122nd - 136th).	\$ 6,000,000	X	Years 1 - 10
80014		Portland	Portland	Mill Park Pedestrian Improvements	Market St, SE (96th - 130th); Mill St, SE (130th - 148th); 101st Ave, SE (Market - Division); 117th Ave, SE (Stark - Division); 130th Ave, SE (Stark - Division)	Construct sidewalks and crossing improvements to enhance pedestrian travel and access to transit and schools.	\$ 10,000,000	X	Years 11 - 20
80015	11648	Portland / ODOT	ODOT	Outer Powell Blvd Corridor Improvements, Phase 1	Powell Blvd, SE (116th - 136th)	Widen street to three to four lanes (inclusive of a center turn lane) with sidewalks and buffered bike lanes or other enhanced bike facility. Add enhanced pedestrian and bike crossings. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.	\$ 19,768,416	X	Years 1 - 10
80016		Portland	Portland	Powellhurst/Gilbert Pedestrian Improvements	Ramona St, SE (122nd - 136th); Harold St, SE (102nd-128th); Boise St, SE (116th - 127th); 103rd/104th Ave, SE (Powell-Foster); 130th Ave, SE (Powell - Holgate)	Construct sidewalks, curbs, and drainage, as well as crossing improvements to enhance pedestrian travel and access to transit and schools.	\$ 10,000,000	X	Years 11 - 20
80017	10321	Portland	Portland	Outer Stark Ped/Bike Improvements	Stark, SE (108th - City Limits)	Construct sidewalks and crossing improvements and provide bicycle facilities. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.	\$ 8,209,130	X	Years 1 - 10
80018	10319	Portland	Portland	Gateway--Stark/Washington Streetscape Improvements	Stark/Washington, SE (92nd - 111th)	Implement Gateway regional center plan with boulevard design retrofit including new traffic signals, improved pedestrian facilities and crossings, and street lighting. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.	\$ 6,157,767	X	Years 1 - 10

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost (\$2014)	Financially Constrained (Within Revenue Forecast)	Timeframe
80020	11637	Portland	Portland	4M Neighborhood Greenway	Market / Mill / Millmain / Main, SE (I-205 - 174th)	Design and implement a neighborhood greenway, with improved crossings at major streets.	\$ 450,000	X	Years 1 - 10
80021		Portland	Portland	SE Clatsop St Corridor Improvements	Clatsop, SE (Deardorf / 132nd - 162nd)	Design and implement multimodal improvements based on Pleasant Valley Concept and Implementation Plan recommendations.	\$ 7,013,394		
80023		Portland	Portland	162nd & Clatsop Intersection Improvements	162nd & Clatsop, SE	Install a signal at the intersection.	\$ 500,000		
80024	10536	Portland	Multnomah Co / Clackamas Co	Clatsop Street Extension	Clatsop, SE (162nd - Cheldelin Rd)	Extend street east into Pleasant Valley based on the Pleasant Valley Implementation Plan.	\$ 4,202,582		
80025	10347	Portland	Portland	Pleasant Valley Foster Rd Extension	Foster Rd, SE (Jenne - Glese Rd)	Design and implement multimodal improvements based on the Pleasant Valley Implementation Plan recommendations.	\$ 2,525,400		
80026		Portland	Portland	SE 162nd Ave Corridor Improvements	162nd, SE (Foster Rd - Clatsop)	Construct multimodal improvements based on the Pleasant Valley Concept and Implementation Plan recommendations.	\$ 6,421,100		
80028		Portland	Portland	SE/NE 135th Ave Neighborhood Greenway	135th Ave, SE/NE (Division - Pacific)	Design and implement bicycle facilities.	\$ 914,000	X	Years 11 - 20
80029		Portland	Portland	SE/NE 146th Ave Neighborhood Greenway	146th Ave, SE/NE (Powell - Glisan)	Design and implement bicycle facilities.	\$ 562,000	X	Years 11 - 20

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost (\$2014)	Financially Constrained (Within Revenue Forecast)	Timeframe
80030		Portland	Portland	Outer Harold Bikeway	Harold St, SE (104th - 136th)	Design and implement bicycle facilities.	\$ 1,566,000		
80031		Portland	Portland	SE/NE 117th Ave Neighborhood Greenway	117th Ave, SE/NE (Springwater Trail - I-84)	Design and implement bicycle facilities.	\$ 1,289,000	X	Years 11 - 20
80032	11742	Portland / ODOT	ODOT	Outer Powell Blvd Corridor Improvements, Phase 2	Powell Blvd, SE (I-205 - 174th)	Widen street to three to four lanes (inclusive of a center turn lane) with sidewalks and buffered bike lanes or other enhanced bike facility. Add enhanced pedestrian and bike crossings. Project design will consider freight movement needs, consistent with policies, street classification(s), and uses.	\$ 46,783,156	X	Years 11 - 20
80033	10312	Portland	TriMet	Eastside MAX Station Pedestrian Improvements	82nd Ave, 148th Ave, & 162nd Ave MAX Stations, NE/SE	Retrofit existing streets along eastside MAX and at intersecting streets to include better sidewalks and crossings, curb extensions, bus shelters, and benches at 82nd, 148th, and 162nd stations.	\$ 3,156,750	X	Years 1 - 10
90001		Portland	Portland	Montgomery to Vista Bikeway	12th/Broadway/Cardinell/Davenport, SW (Montgomery - Vista)	Design and implement bicycle facilities.	\$ 4,135,188		
90002		Portland	Portland	SW 19th Ave Ped/Bike Improvements	19th, SW (Barbur - Spring Garden)	Design and implement bicycle and pedestrian facilities.	\$ 749,177	X	Years 11 - 20
90003		Portland	Portland	SW 25th/Kanan Pedestrian Improvements	25th/Kanan, SW (23rd - Beaverton-Hillsdale Hwy)	Construct a walkway for pedestrian travel and access to transit.	\$ 1,597,369		

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost (\$2014)	Financially Constrained (Within Revenue Forecast)	Timeframe
90004		Portland	Portland	26th Ave Ped/Bike Improvements	26th Ave, SW (30th - Taylors Ferry)	Design and implement pedestrian and bicycle facilities.	\$ 1,000,000	X	Years 11 - 20
90005	10276	Portland	Portland	SW 30th Ave Ped/Bike Improvements	30th Ave, SW (Vermont - Beaverton-Hillsdale Hwy)	Design and implement pedestrian and bicycle facilities, and improve the pedestrian crossing at Beaverton-Hillsdale Hwy & 30th. Project requires street widening.	\$ 1,839,333		
90006		Portland	Portland	Inner SW 35th Ave Ped/Bike Improvements	35th Ave, SW (Vermont - Barbur)	Design and implement pedestrian and bicycle facilities.	\$ 6,314,316		
90007		Portland	Portland	Outer SW 35th Ave Ped/Bike Improvements	35th Ave, SW (Taylors Ferry - Stephenson)	Add bicycle facilities, sidewalks, crossing improvements, and median islands.	\$ 1,440,161	X	Years 11 - 20
90008		Portland	Portland	SW 45th Ave Ped/Bike Improvements	45th Ave / 45th Dr / 48th Ave, SW (Cameron - Taylors Ferry)	Design and implement pedestrian and bicycle facilities.	\$ 5,177,241	X	Years 11 - 20
90009		Portland	Portland	SW 48th/Alfred Bikeway	48th/Alfred, SW (Taylors Ferry - 55th)	Design and implement bicycle facilities.	\$ 648,488	X	Years 11 - 20
90011		Portland	Portland	SW 55th/Pasadena/Pomona/64th Bikeway	55th/Pasadena/Pomona/64th, SW (Taylors Ferry - Barbur)	Design and implement bicycle facilities.	\$ 6,480,415		
90012		Portland	Portland	SW 62nd/61st Ped/Bike Improvements	62nd/61st, SW (Taylors Ferry - Pomona)	Provide bicycle facilities, including shoulder widening and drainage, and construct sidewalks.	\$ 4,375,701		

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost (\$2014)	Financially Constrained (Within Revenue Forecast)	Timeframe
90013		Portland	Portland	SW Arnold Ped/Bike Improvements	Arnold, SW (Boones Ferry - 35th)	Design and implement bicycle and pedestrian facilities.	\$ 3,191,287		
90014		Portland	ODOT	Barbur Blvd ITS	Barbur Blvd, SW	Install intelligent transportation system infrastructure to improve safety and enhance traffic flow.	\$ 550,000	X	Years 1 - 10
90016	10283	Portland	ODOT	Inner Barbur Corridor Improvements	Barbur Blvd, SW (3rd - Tenwilliger)	Design and implement transit, bicycle, and pedestrian improvements. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.	\$ 3,669,200	X	Years 1 - 10
90017	10285	Portland	ODOT	Outer Barbur Corridor Improvements	Barbur Blvd, SW (Tenwilliger - City Limits)	Complete boulevard design improvements including sidewalks and street trees, safe pedestrian crossings, enhanced transit access and stop locations, traffic signal at Barbur & 30th, and enhanced bicycle facilities. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.	\$ 13,759,500	X	Years 11 - 20
90019	10281	Portland	Portland	Beaverton-Hillsdale Hwy ITS	Beaverton-Hillsdale Hwy, SW	Install needed ITS infrastructure (communication network, new traffic controllers, CCTV cameras, and vehicle /pedestrian detectors). These ITS devices allow us to provide more efficient and safe operation of our traffic signal system.	\$ 315,675	X	Years 1 - 10
90020	10279	Portland	Portland	Beaverton-Hillsdale Hwy Corridor Improvements	Beaverton-Hillsdale Hwy, SW (Capitol Hwy - 65th)	Build new sidewalks, improve existing sidewalks, improve crossings, and enhance access to transit. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.	\$ 3,565,023	X	Years 1 - 10
90022	10277	Portland	Portland	Bertha Blvd Ped/Bike Improvements	Bertha Blvd, SW (Beaverton-Hillsdale Hwy - Vermont)	Design and implement pedestrian and bicycle facilities. Project requires street widening. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.	\$ 2,104,500	X	Years 1 - 10

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost (\$2014)	Financially Constrained (Within Revenue Forecast)	Timeframe
90023	10308	Portland	Portland	Boones Ferry Rd Bikeway	Boones Ferry Rd, SW (Terwilliger - City Limits)	Design and implement bicycle facilities.	\$ 7,015,000		
90024		Portland	Portland	SW Broadway Dr Pedestrian Improvements	Broadway Dr, SW (Sherwood - Grant)	Construct a walkway and crossing improvements.	\$ 4,676,654		
90025		Portland	Portland	SW Cameron Rd Pedestrian Improvements	Cameron Rd, SW (45th - Shattuck)	Construct a walkway for pedestrian travel and access to transit.	\$ 2,814,276		
90026	10189	Portland	Portland	Capitol Hwy Corridor Improvements	Capitol Hwy, SW (Multnomah Blvd - Taylors Ferry)	Replace existing roadway and add sidewalks, improved crossings, bicycle facilities, and stormwater management.	\$ 10,000,000	X	Years 1 - 10
90027	10303; 11638	Portland	Portland	Outer Capitol Hwy Corridor Improvements	Capitol Hwy, SW (West Portland Town Center - 49th)	Construct curb extensions, medians, improved crossings, and other pedestrian improvements. Make safety improvements including left turn pockets and improved signal timing.	\$ 3,900,626	X	Years 11 - 20
90028	10274	Portland	Portland	B-H Hwy/Bertha/Capitol Hwy Improvements	Beaverton-Hillsdale /Bertha/Capitol Hwy, SW	Redesign intersection to improve safety.	\$ 1,403,000	X	Years 1 - 10
90029	10273	Portland	Portland	Inner Capitol Hwy Corridor Improvements	Capitol Hwy, SW (Terwilliger - Sunset)	Construct sidewalks, crossing improvements for access to transit, and bike improvements, and install left turn lane at the Capitol/Buringame intersection.	\$ 2,806,000	X	Years 11 - 20
90031		Portland	Portland	SW Dosch Rd Ped/Bike Improvements	Dosch Rd, SW (Patton - B-H Hwy)	Design and implement pedestrian and bicycle facilities.	\$ 5,269,889		

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost (\$2014)	Financially Constrained (Within Revenue Forecast)	Timeframe
90033	11116	Portland	Portland	Garden Home Ped/Bike Improvements	Garden Home Rd, SW (Multnomah - Capitol Hwy)	Design and implement pedestrian and bicycle facilities.	\$ 10,218,488		
90034	10226	Portland	Portland	SW Hamilton Ped/Bike Improvements	Hamilton St, SW (Dosch - Scholls Ferry)	Widen street to provide two travel lanes, bicycle facilities, curbs, and sidewalks.	\$ 12,420,360		
90038		Portland	Portland	SW Humphrey Blvd Ped/Bike Improvements	Humphrey Blvd, SW (Patton - Scholls Ferry)	Design and implement pedestrian and bicycle facilities.	\$ 4,000,000		
90043		Portland	Portland	SW Lancaster Rd Ped/Bike Improvements	Lancaster Rd, SW (Taylors Ferry - Stephenson)	Design and implement pedestrian and bicycle facilities.	\$ 10,218,488		
90046	10173	Portland	ODOT	Macadam ITS	Macadam, SW (Bancroft - Sellwood Br)	Install needed ITS infrastructure (communication network, new traffic controllers, CCTV cameras, and vehicle /pedestrian detectors). These ITS devices allow us to provide more efficient and safe operation of our traffic signal system.	\$ 401,794		
90047	10309	Portland	ODOT	SW Macadam Ped/Bike Improvements	Macadam, SW (Bancroft - County line)	Improve pedestrian and bicycle crossings of Macadam and connections to the Willamette Greenway Trail. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.	\$ 1,000,000	X	Years 11 - 20
90048	10286	Portland	Portland	Markham School Pedestrian/Bicycle Overpass	SW 52nd - Markham School (bridge over I-5 and Barbur Blvd)	Construct pedestrian/bicycle path and bridge over Barbur Blvd and I-5 to connect SW Alfred and SW 52nd to the rear of Markham School.	\$ 4,861,395	X	Years 11 - 20
90049		Portland	Portland	Marquam Hill Pedestrian Improvements, Phase 2	Gibbs St, SW (13th - 11th); Marquam Hill Rd, SW (Gibbs - Fairmount)	Design and implement pedestrian facilities.	\$ 2,353,761	X	Years 11 - 20

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost (\$2014)	Financially Constrained (Within Revenue Forecast)	Timeframe
90050	11351	Portland	Portland	SW Multnomah Blvd Ped/Bike Improvements, Phase 2	Multnomah Blvd, SW (31st - 45th)	Provide separated pedestrian and bicycle facilities, along with stormwater management facilities.	\$ 5,000,000	X	Years 1 - 10
90052		Portland	Portland	SW Palatine Hill Rd Ped/Bike Improvements	Palatine Hill Rd, SW (Boones Ferry - City Limits); Riverview Cemetery, SW (Palatine Hill Rd - Macadam)	Design and implement pedestrian and bicycle facilities on Palatine Hill Rd. Design and implement an enhanced shared roadway bicycle facility through Riverview Cemetery from SW Palatine Hill Rd to SW Macadam Ave.	\$ 9,173,000		Years 11 - 20
90053		Portland	Portland	SW Palatine Street Extension	Palatine St, SW (27th - Lancaster)	Complete neighborhood collector to provide multimodal access to Lancaster Rd.	\$ 2,120,098		
90054		Portland	Portland	SW Patton Rd Ped/Bike Improvements	Patton Rd, SW (Homar - Shattuck)	Design and implement pedestrian and bicycle facilities.	\$ 5,719,678		
90055		Portland	Portland	SW Pomona St Ped/Bike Improvements	Pomona St, SW (35th - Barbur)	Design and implement pedestrian and bicycle facilities.	\$ 2,476,710		
90059		Portland	Portland	SW Shattuck Rd Ped/Bike Improvements	Shattuck Rd, SW (Patton - Vermont)	Design and implement pedestrian and bicycle facilities.	\$ 5,875,307		Years 11 - 20
90060	10235	Portland	ODOT	South Portland Corridor Improvements	Naito Pkwy, SW (Arthur - Barbur)	Reconstruct Naito Pkwy as a two-lane road with bicycle facilities, sidewalks, left turn pockets, and on-street parking. Includes realignment/grading at intersecting streets; removal of Barbur tunnel, Ross Island Br ramps, Arthur/Kelly viaduct, and Grover pedestrian bridge. This project will be coordinated with ODOT and the Southwest Corridor Plan, and will consider impacts to ODOT facilities including Naito Parkway and the Ross Island Bridge.	\$ 39,695,079	X	Years 11 - 20

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost (\$2014)	Financially Constrained (Within Revenue Forecast)	Timeframe
90061		Portland	Portland	SW Spring Garden St Ped/Bike Improvements	Spring Garden/22nd, SW (Taylors Ferry - Multnomah)	Design and implement pedestrian and bicycle facilities, including improved crossings at 22nd & Barbur and 22nd & Multnomah.	\$ 3,820,555		
90062	11345	Portland	Portland	SW Stephenson Ped/Bike Improvements	Stephenson, SW (Boones Ferry - 35th)	Design and implement bicycle and pedestrian facilities.	\$ 3,191,287		
90063	10280	Portland	Portland	Sunset Blvd Ped/Bike Improvements	Sunset Blvd, SW (Dosch - Capitol)	Design and implement pedestrian and bicycle facilities and improved crossings. Project requires street widening.	\$ 9,204,384		
90064	10284	Portland	Portland	Outer Taylors Ferry Ped/Bike Improvements	Taylors Ferry, SW (Capitol Hwy - City Limits)	Provide bicycle facilities, including shoulder widening and drainage, and construct sidewalks for access to transit (40th - 60th).	\$ 4,400,000		
90065		Portland	Portland	Inner Taylors Ferry Ped/Bike Improvements	Taylors Ferry, SW (Macadam - 35th)	Widen shoulder in uphill direction on SW Taylors Ferry Rd from Macadam to Terwilliger to provide bicycle climbing lane and stripe bike lanes from Terwilliger to 35th. Construct sidewalks for pedestrian travel and access to transit.	\$ 1,651,140	X	Years 11 - 20
90066		Portland	Multnomah County	SW Terwilliger Ped/Bike Improvements	Terwilliger, SW (Taylors Ferry - County Line)	Design and implement pedestrian and bicycle facilities, including improved crossings at Lewis & Clark and Maplecrest Dr.	\$ 1,174,144	X	Years 1 - 10
90067	10275, 11131	Portland	Portland	SW Vermont St Ped/Bike Improvements	Vermont St, SW (30th - Oleson)	Add bicycle facilities, construct sidewalks, and redesign intersection at 25th. Project requires street widening.	\$ 7,909,800		
90068	10287	Portland	Portland / ODOT	West Portland Town Center Pedestrian Improvements	West Portland Town Center, SW	Improve sidewalks, lighting, crossings, bus shelters, and benches on Barbur, Capitol Hwy, and surrounding neighborhood streets.	\$ 7,015,000	X	Years 11 - 20

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost (\$2014)	Financially Constrained (Within Revenue Forecast)	Timeframe
90069	10282	Portland	ODOT	West Portland Crossroads Intersection Improvements	Barbur / Capitol / Huber / Taylors Ferry, SW	Construct safety improvements for all modes at the intersections of Capitol Hwy, Taylors Ferry, Huber, and Barbur, including possible modifications to the I-5 ramps. This project will be coordinated with ODOT because it is within the interchange influence area.	\$ 40,000,000		
90070	10272	Portland	Portland	Capitol/Vermont/30th Intersection Improvements	Capitol Hwy, SW (Vermont - 30th)	Realign the Capitol/Vermont/30th intersection and provide sidewalks, bike lanes, and drainage improvements.	\$ 1,898,314	X	Years 1 - 10
90071		Portland	Multnomah County	Willamette Greenway Trail Extension	Willamette Greenway, SW (Sellwood Bridge - County Line)	Extend the Willamette Greenway Trail from the Sellwood Bridge to the County line.	\$ 2,000,000	X	Years 11 - 20
90072		Portland	Portland	Lesser Road Ped/Bike Improvements	Lesser Rd / Capitol Hwy, SW (49th - Kruse Ridge)	Design and implement pedestrian and bicycle facilities.	\$ 6,792,853		
90073		Portland	Portland	SW Dolph Ct Ped/Bike Improvements	Dolph Ct, SW (26th - Capitol Hwy)	Design and implement pedestrian and bicycle facilities.	\$ 8,000,000		
90079		Portland	Multnomah County	SW 55th Dr Pedestrian Improvements	55th Dr, SW (South of Patton Rd)	Add sidewalks to both sides of street.	\$ 2,734,695		
90086		Portland	Portland	Red Electric Trail to Corbett Connector	Slavin Rd, SW (Barbur - Corbett)	Build multi-use trail on Slavin Road from Barbur to Corbett.	\$ 7,100,000	X	Years 11 - 20
90087		Portland	Portland	Hood Ave Pedestrian Improvements	Hood Ave, SW (Lane - Macadam)	Install sidewalk with barrier along east side and pedestrian crossing at Lane Street.	\$ 1,000,000	X	Years 1 - 10
90088		Portland	Portland	Marquam Hill Pedestrian Connector	Gibbs Street right-of-way, SW (Barbur - Tenwilliger)	Construct a new pedestrian walkway under the tram within the Gibbs right-of-way through the Tenwilliger Parkway. The steep grade and forested area will require lighting and stairs.	\$ 3,000,000	X	Years 11 - 20

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost (\$2014)	Financially Constrained (Within Revenue Forecast)	Timeframe
90089		Portland	ODOT	Multnomah Viaduct Safety Improvements	Multnomah Blvd, SW (I-5 Crossing)	Construct new bicycle and pedestrian facilities at or parallel to Multnomah Blvd viaduct crossing I-5.	\$ 1,664,243		
90090		Portland	Portland	Barbur to PCC Neighborhood Greenway	53rd Ave, SW (Barbur - PCC)	Design and implement a neighborhood greenway connection between Barbur Blvd and PCC. Improve intersection at 53rd and Pomona to increase safety.	\$ 850,000	X	Years 1 - 10
90091		Portland	Portland	Terwilliger Bikeway Gaps	Terwilliger, SW	Design and implement bicycle facilities to fill in gaps in the Terwilliger Bikeway.	\$ 1,000,000	X	Years 1 - 10
90092		Portland	Portland	Inner Canby Neighborhood Greenway	Canby St, SW (45th - 35th)	Design and implement bicycle facilities.	\$ 516,000	X	Years 1 - 10
90093		Portland	Portland	Nevada Ct Neighborhood Greenway	Nevada Ct, SW (45th - Capitol Hill Rd)	Design and implement bicycle facilities.	\$ 653,000	X	Years 1 - 10
90094		Portland	Portland	Fairmount Blvd Bikeway	Fairmount Blvd, SW (loop from Talbot Rd to Talbot Rd)	Design and implement bicycle facilities.	\$ 845,000		
90095		Portland	Portland	Montgomery Bikeway	Montgomery SW/Dr, SW (Patton - Harbor)	Design and implement bicycle facilities.	\$ 1,082,000		
90096		Portland	ODOT	US 26 Multi-use Path	US 26 (Canyon Ct - Canyon Rd / Murray St)	Design and implement a multi-use path.	\$ 1,596,000	X	Years 11 - 20

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost (\$2014)	Financially Constrained (Within Revenue Forecast)	Timeframe
90097		Portland	ODOT	Lower I-405 Multi-use Path	I-405 (6th - Montgomery)	Design and implement a multi-use path.	\$ 572,000	X	Years 11 - 20
90098		Portland	Portland	Capitol Hwy / Bertha Blvd Bridge Replacement	Capitol Hwy, SW (bridge over Bertha Blvd)	Replace existing weight-restricted bridge over Bertha Blvd (#081) with a new structure with improved vertical clearance.	\$ 5,326,682		
90099		Portland	Portland	Capitol Hwy / Multnomah Blvd Bridge Replacement	Capitol Hwy, SW (bridge over Multnomah Blvd)	Replace existing weight-restricted bridge over Multnomah Blvd (#082) with a new structure.	\$ 7,156,281		
101640	10164	Portland	Portland	Moody Ave Extension	Moody Ave, SW (Bancroft - Hamilton Ct)	Extend SW Moody Ave from Bancroft to Hamilton Ct to improve circulation within the South Waterfront neighborhood.	\$ 20,590,000	X	Years 1 - 10
101910	10191	Portland	Portland	Garden Home & Multnomah Intersection Improvements	Garden Home Rd & Multnomah Blvd, SW	Improve and signalize the intersection of Garden Home & Multnomah.	\$ 1,931,033	X	Years 1 - 10
102340	10234	Portland	Portland / Port	Columbia Slough Trail Gaps	Columbia Slough Trail, N/NE	Close gaps in Columbia Slough Trail: North Slough to North Portland Rd; I-5 to NE Elrod; NE Elrod to NE 82nd Ave; NE 82nd Ave to 92nd Ave; I-205 to approx. NE 128th; NE 145th to 158th, Peninsula Canal, Cross-Levee, Delta Park Trail.	\$ 8,460,000	X	Years 11 - 20
103540	10354	Portland	Portland	Red Electric Trail	Red Electric Trail, SW	Build remaining segments of the Red Electric Trail to provide an east-west route for pedestrians and cyclists in SW Portland that connects the existing Fanno Creek Greenway Trail to Willamette Park.	\$ 17,653,000	X	Years 11 - 20

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost (\$2014)	Financially Constrained (Within Revenue Forecast)	Timeframe
110910	11091	Portland / Port	ODOT	Killingsworth/I-205 Interchange Improvements	Killingsworth/I-205, NE	Widen the southbound on-ramp to three lanes, including for one for Freight and HOV use.	\$ 750,000	X	Years 1 - 10
111970	11197	Portland	Portland	Swan Island Active Transportation Improvements	Swan Island, N	Improve access and mobility on Swan Island by constructing the recommended bikeway and trail network in the Portland Bicycle Plan for 2030.	\$ 9,000,000	X	Years 11 - 20
111980	11198	Portland	ODOT	PMLR Active Transportation Improvements	Portland-Milwaukie Light Rail Corridor, SE	Construct a shared-use path along SE McLoughlin Blvd from 17th Ave to the Springwater Corridor Trail and build a bicycle parking center at the Tacoma/Springwater light rail station. This project will be coordinated with ODOT to determine the alignment along McLoughlin Blvd.	\$ 8,000,000	X	Years 11 - 20
113200	11320	Portland	Portland	60th Ave MAX Station Area Improvements	60th Ave MAX Station Area, NE	Implement pedestrian and bicycle improvements in the 60th Ave MAX Station Area identified in the Eastside MAX Station Area Communities Project.	\$ 7,570,723	X	Years 1 - 10
113230	11323	Portland	Railroad / ODOT	Sullivan's Gulch Trail, Phase 1	Banfield Corridor, NE (Eastbank Esplanade - 21st)	Construct a multi-use trail for pedestrians and bicycles within the Banfield (I-84) Corridor from the Eastbank Esplanade to NE 21st Ave.	\$ 7,700,000	X	Years 1 - 10
113610	11361	Portland	Portland	Portland Bike Share	Central City and Inner Neighborhoods	Design and implement a bike share system.	\$ 4,690,000	X	Years 1 - 10
116330	11633	Portland / Gresham	Portland / Gresham	Gresham-Fairview Trail, Phase 5	Sandy - Marine, NE (on or near 185th Ave)	Design and construct a multi-use path connecting Sandy Blvd and Marine Dr (Segment E in Gresham Fairview Trail Master Plan).	\$ 1,000,000	X	Years 11 - 20

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost (\$2014)	Financially Constrained (Within Revenue Forecast)	Timeframe
116340	11634	Portland	Portland	NE 7th/9th Neighborhood Greenway	7th/9th Ave, NE (Holman I-84)	Design and implement a bikeway using neighborhood greenway and/or separated in-roadway treatments along 7th Ave and/or 9th Ave through NE Portland and the Lloyd District, with crossing improvements as needed.	\$ 555,000	X	Years 1 - 10
116350	11635	Portland	Portland	SE 7th/9th Neighborhood Greenway	7th/9th Ave, NE/SE (I-84 - Center)	Design and implement a bikeway using neighborhood greenway and/or separated in-roadway treatments through the Central Eastside Industrial District, Southern Triangle, and Brooklyn neighborhood, with crossing improvements as needed.	\$ 700,000	X	Years 1 - 10
116360	11636	Portland	Portland	NE Multnomah Protected Bikeway Improvements	Multnomah St, NE (Wheeler - 16th)	Construct permanent improvements to the NE Multnomah St protected bikeway.	\$ 1,000,000	X	Years 1 - 10
116390	11639	Portland / ODOT	Portland / ODOT	Johns Landing Streetcar Extension	Lowell - Willamette Park, SW	Corridor Alternatives Analysis, public outreach, planning, design, engineering, and construction for future streetcar extension from Portland to Johns Landing.	\$ 80,000,000	X	Years 11 - 20
116400	11640	Portland	Portland	North Portland Greenway Trail, Segment 1	Kelley Point Park - Columbia Blvd, N	Build a multi-use trail connecting Kelley Point Park to N Columbia Blvd at Chimney Park.	\$ 9,559,102		
116410	11641	Portland	Portland	North Portland Greenway Trail, Segment 2	Columbia Blvd - Cathedral Park, N	Build a multi-use trail connecting Chimney Park, Pier Park, Baltimore Woods, Cathedral Park, and St Johns.	\$ 2,083,874	X	Years 1 - 10
116420	11642	Portland	Portland	North Portland Greenway Trail, Segment 3	Cathedral Park - Swan Island, N	Build a multi-use trail connecting the Cathedral Park with Swan Island via University of Portland and Willamette Cove.	\$ 14,787,630	X	Years 1 - 10
116430	11643	Portland	Portland	North Portland Greenway Trail, Segment 4	Swan Island - Going St, N	Build a multi-use trail connecting Waud Bluff Trail to N Going Street through Swan Island.	\$ 5,256,420	X	Years 1 - 10
116440	11644	Portland	Portland	North Portland Greenway Trail, Segment 5	Swan Island - Rose Quarter	Build a multi-use trail along the Albina Yard connecting Swan Island to the Rose Quarter.	\$ 7,306,910	X	Years 1 - 10

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost (\$2014)	Financially Constrained (Within Revenue Forecast)	Timeframe
116460	11646	Portland	Portland	NE Broadway Corridor Improvements, Phase 1	Broadway/Weidler, N/NE (Broadway Bridge - 24th)	Construct a protected bikeway with enhanced pedestrian/bicycle crossings, transit improvements, and streetscape amenities. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.	\$ 3,500,000	X	Years 1 - 10
116470	11647	Portland	ODOT	I-205 Undercrossing	Hancock - I-84 WB on-ramp, NE (under I-205)	Build a pedestrian/bicycle undercrossing between East Portland and NE Portland.	\$ 2,011,505	X	Years 1 - 10
116590	11659	Portland / Port	Portland / Port	Rivergate Blvd Overcrossing	Rivergate Blvd, N (over railroad tracks)	Build an over-crossing to grade-separate N Rivergate Blvd from the railroad tracks in the Rivergate Industrial Area. Install ITS communication infrastructure including advance notification systems for rail blockage and CCTV cameras to monitor truck and rail traffic in the South Rivergate Industrial District.	\$ 14,200,000	X	Years 1 - 10
117440	11744	Portland	Portland / ODOT	NW 20th Ave Extension	20th Ave, NW (Upshur - Raleigh)	Extend and improve NW 20th Ave from Upshur to Raleigh in accordance with the adopted Northwest Master Plan for Con-way Site. Close both US30 frontage roads between NW 21st Ave and NW 20th Ave, and close the westbound on-ramp to US30 between NW 22nd Ave and NW 21st Ave.	\$ 4,120,884	X	Years 1 - 10

For more information about the Transportation System Plan, please visit <https://www.portlandoregon.gov/transportation/63710>
For questions or comments, please email us at tsp@portlandoregon.gov



Transportation System Plan Update



Other Agency Major Projects

This is the list of major transportation projects proposed to be led and primarily funded by agencies other than the City of Portland, such as ODOT, the Port of Portland, Multnomah County, or TriMet. The source for most of these projects is the Regional Transportation Plan, adopted in 2014. The City acknowledges the RTP projects on this list without agreeing or disagreeing with them. The City is proposing to initiate a collaborative evaluation of these projects and a discussion of additional projects prior to adoption of the 2018 RTP.

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost (\$2014)
20010	10410	Multnomah County	Multnomah County	Broadway Bridge Rehabilitation	Broadway Bridge	Rehabilitate mechanical system, approach structure, corrosion control, phase 1 seismic.	\$ 22,700,000
20011	10411	Multnomah County	Multnomah County	Burnside Bridge Rehabilitation, Phase 1	Burnside Bridge	Rehabilitate mechanical system, approach structure, corrosion control, phase 1 seismic.	\$ 25,000,000
20012		Multnomah County	Multnomah County	Burnside Bridge Ped/Bike Access Improvements	Burnside Bridge, E/W	Improve bicycle and pedestrian access from the Burnside Bridge to Waterfront Park and Eastbank Esplanade.	\$ 1,963,022
30010	10874	ODOT	ODOT	I-5 Delta Park, Phase 2	Denver Ave, N (Victory - Argyle)	Construct shared-use path; rehabilitate, resurface and restripe Denver Ave for buffered bike lanes; connect shared-use path to Columbia Slough levee trail.	\$ 10,000,000
30019	11353	Port	Port	West Hayden Island Rail Access	West Hayden Island, N	Rail access bridge from Rivergate to Hayden Island development.	\$ 2,751,900
30020	10893	ODOT	ODOT	Columbia River Crossing	I-5, N (Victory Blvd - Washington border)	Replace I-5/Columbia River bridges and improve interchanges on I-5.	\$ 2,982,000,000

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost (\$2014)
30033	10902	TriMet	TriMet	Portland Vancouver Light Rail	Expo Center - Vancouver, WA	Extend light rail service from Expo Center to Vancouver, WA.	\$ 1,075,965,000
30039	10379	Port	Railroad	Marine Dr Rail Overcrossing	Marine Dr, N (at Rivergate West)	Reroute rail tracks and construct an above-grade rail crossing at Rivergate West entrance to improve safety and reduce vehicle and rail traffic conflicts.	\$ 13,644,200
30055		Port	Railroad	North Portland Junction: Undoing the "X"	North Portland Junction, N	Eliminate the at-grade crossing of UPRR and BNSF tracks at North Portland Junction.	\$ 33,598,000
30062	11354	Port	Port	West Hayden Island Rail Yard Expansion	West Hayden Island, N	Extend rail from BNSF mainline to West Hayden Island and construct rail loop to serve future marine terminal development.	\$ 8,714,350
30063		Region	Railroad	Railroad Bridge and Track Improvements	BNSF Mainline at Willamette and Columbia River Bridges, N	Improve rail track conditions on approaches to Willametter River and Columbia River bridges to increase railroad speed and capacity.	\$ 10,751,000
30065		Region	Railroad	North Portland Junction Crossover Improvements	North Portland Junction, N	Upgrade rail track with revised crossovers, centralized traffic control tie-in, and increased turning radius to accommodate higher rail speeds and capacity.	\$ 23,600,000
30066		Region	Portland	Columbia Blvd Rail Overcrossing	Columbia Blvd & Peninsula Junction, N	Grade separate Columbia Blvd at Penn Junction to eliminate three at-grade rail crossings.	\$ 28,935,000

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost (\$2014)
30069		Region	Railroad	Columbia Slough Rail Bridge	Terminal 6 - South Rivergate (across Columbia Slough)	Construct a rail bridge across Columbia Slough to provide rail connection to South Rivergate from Terminal 6.	\$ 10,840,000
30076		Region	Railroad	Columbia River Rail Bridge Improvements	BNSF Rail Bridge (over Columbia River)	Replace existing swing span with lift span and relocate position to mid-river channel. Project creates wider and quicker opening, reduces 1-5 lifts, eases river navigation, and could accommodate a third rail track.	\$ 35,548,800
30077	11355	Port	Railroad	Barnes Yard to Terminal 4 Rail Access	Barnes Yard - Terminal 4, N	Add dedicated track for Terminal 4 through Barnes Yard and add new track from Barnes Yard to Terminal 4.	\$ 3,000,000
40001	11308	Port	Portland	11th/13th Ave Rail Overcrossing	11th/13th Ave, NE (over Kenton Line railroad)	Construct roadway overcrossing at NE 11th/13th over Kenton line.	\$ 35,000,000
40023	10360	Port	Port	Airport Way Return and Exit Roads	PDX Terminal Area	Relocate Airport Way exit roadway and construct new return roadway (Terminal Access Study, projects R4 and R5; to be scoped by PDX Master Plan).	\$ 6,400,900
40025	10362	Port	Port	82nd & Airport Way Grade Separation	82nd Ave & Airport Way, NE	Construct a grade-separated overcrossing to allow for uninterrupted flow along Airport Way and remove at-grade light rail crossing.	\$ 86,000,000
40073	10363	Port	Port	SW Quad Access	Southwest Quad, NE (at 33rd)	Provide street access from NE 33rd Ave into the SW Quad property.	\$ 5,917,500

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost (\$2014)
40081	10364	Port	Port/TriMet	PDX Light Rail Station/Track Realignment	PDX Terminal Area	Realign light rail track into airport terminal building to accommodate terminal expansion plans.	\$ 16,330,700
40085	11356	Port	Railroad	Kenton Rail Line Upgrade	Kenton Line, N/NE	Upgrade existing track to second main track with new double track from Peninsula Junction to I-205 and increase track speeds between North Portland, Peninsula Junction, to Reynolds on UP's Kenton Line. Part of triangle project with ODOT.	\$ 48,165,537
40091	10368	Port	Port	PIC Ped/Bike Improvements	Portland International Center, NE	Construct bike and pedestrian facilities as shown in the CS/PIC Plan District.	\$ 1,163,835
40093	10366	Port	Portland/Port	Airtrans/Cornfoot Intersection Improvements	Airtrans/Cornfoot, NE	Add signals and improve turn lanes at AirTrans Way / Cornfoot Rd.	\$ 650,000
40097	10371	Port	Portland	Airport Way Braided Ramps	Airport Way, NE (I-205 - Mt Hood Ave)	Construct braided ramps between I-205 interchange and Mt Hood interchange.	\$ 59,000,000
90078	10188	Multnomah County	Portland	Scholls Ferry Multimodal Improvements	Scholls Ferry, SW (Humphrey - County line)	Add bicycle and pedestrian facilities and make intersection improvements at Patton Road consistent with the Scholls Ferry Road Conceptual Design Plan.	\$ 3,226,900
103580	10358	Port	Port	Airport Way Terminal Entrance Roadway Relocation	PDX Terminal Area	Relocate and widen Airport Way northerly at Terminal entrance (to be scoped by PDX Master Plan).	\$ 12,818,000
103750	10375	Port	Railroad	Cathedral Park Quiet Zone	Cathedral Park UPRR Tracks, N	Address rail switching noise related to the Toyola operations at T-4 by improving multiple public rail crossings in the St. Johns Cathedral Park area.	\$ 8,200,000

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost (\$2014)
103780	10378	Port	Port	T6 Internal Overcrossing	Marine Dr - Terminal 6, N	Construct an elevated roadway between Marine Dr and Terminal 6.	\$ 3,649,084
103800	10380	Port	Port	PDX Transportation Demand Management (TDM)	PDX and P/C, NE	Implement strategies at PDX and PIC properties that reduce auto trips in the airport area. Programs to be undertaken with other area businesses/developers to maximize effectiveness; possible administration through a transportation management association.	\$ 500,000
104120	10412	Multnomah County	Multnomah County	Morrison Bridge Rehabilitation	Morrison Bridge	Rehabilitate mechanical system, approach structure, corrosion control, phase 1 seismic.	\$ 45,000,000
104130	10413	Multnomah County	Multnomah County	Hawthorne Bridge Rehabilitation	Hawthorne Bridge	Rehabilitate mechanical system, approach structure, corrosion control, phase 1 seismic.	\$ 13,300,000
104600	10460	Gresham	Portland/Multnomah Co.	SE 174th N/S Improvements	174th Ave, SE (Giese - 174th/Jenne)	Construction of new roadway that adds n/s capacity in vicinity of 174/Jenne. This facility will have two travel lanes in each direction (total 4 travel lanes), and a median/turn lane which will be primarily a median, with left turn pockets at the intersection of the New Road/Giese, and also New Road/McKinley.	\$ 27,498,638
108670	10867	ODOT	ODOT	I-5/Broadway/Weidler Interchange, Phase 1	Interstate 5, N/NE (I-405 - I-84)	Conduct planning, preliminary engineering and environmental work to improve safety and operations on I-5, connection between I-84 and I-5, and access to the Lloyd District and Rose Quarter.	\$ 44,407,329
108840	10884	ODOT	ODOT	I-5/Broadway/Weidler Interchange, Phase 2	Interstate 5, N/NE (I-405 - I-84)	Acquire right-of-way to improve safety and operations on I-5, connection between I-84 and I-5, and access to the Lloyd District and Rose Quarter.	\$ 40,516,330

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost (\$2014)
109070	10907	TriMet	Portland	SW Corridor HCT--Project Development	Southwest Corridor (Portland to Tualatin/Tigard)	Project Development through ROW acquisition/early construction for High Capacity Transit project between Portland and Tualatin via Tigard.	\$ 75,000,000
109090	10909	TriMet	Portland	Powell/Division HCT--Project Development	Powell/Division Corridor (Portland to Gresham)	Project Development through ROW acquisition/early construction for High Capacity Transit project between Portland and Gresham.	\$ 75,000,000
111760	11176	ODOT	ODOT	I-5/Broadway/Weidler Interchange, Phase 3	Interstate 5, N/NE (I-405 - I-84)	Construct improvements to enhance safety and operations on I-5, connection between I-84 and I-5, and access to the Lloyd District and Rose Quarter.	\$ 126,864,286
112070	11207	Port	Port	T6 Modernization	Terminal 6	Provide improvements to container terminal including crane electronics and stormwater improvements.	\$ 8,000,000
112080	11208	Port	Port	T4 Modernization	Terminal 4	Renovate operation areas at T4 to create intermodal processing areas. Rail spur relocation and expansion, grain elevator demolition, wharf removal.	\$ 14,906,000
112090	11209	Port	Port	Airport Way East Terminal Access Link Roadway	PDX	Construct Airport Way East Terminal access link roadway. Facilitates direct East Terminal Access, preventing failure of Main Terminal Roadway	\$ 19,092,300
113060	11306	Port	Port	T6 Second Entrance from Marine Drive	Terminal 6	Construct 2nd entrance from Marine Drive and internal rail overcrossing to Terminal 6.	\$ 12,000,000

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost (\$2014)
113070	11307	Port	Port	T6 Suttle Road entrance	Terminal 6	Access to T6 off the terminus of Suttle Road, improvements to existing Suttle Road.	\$ 3,000,000
113090	11309	Port	Portland	Cully Blvd Rail Overcrossing	Cully Blvd, NE (over Kenton Line railroad)	Construct roadway overcrossing at NE Cully Blvd. over Kenton line.	\$ 35,000,000
113240	11324	ODOT	ODOT	Barbur Viaducts Reconstruction	Barbur Blvd, SW (Denver and Newbury Viaducts)	Reconstruct existing viaducts and include bicycle and pedestrian facilities on or parallel to the structures.	\$ 32,000,000
113570	11357	Port	Port	Terminal 6 Rail Support Yard Improvements	Terminal 6, N	Increase Terminal 6 rail capacity.	\$ 10,000,000
113690	11369	ODOT	ODOT	Interstate 205 Southbound Auxiliary Lane	I-205, NE/SE (I-84 - Stark/Washington)	Extend existing auxiliary lane.	\$ 8,500,000
113700	11370	ODOT	ODOT	Interstate 205 Northbound Phase 1 Auxiliary Lane	I-205, NE/SE (Powell - Stark/Washington)	Extend existing acceleration lane to Washington and construct 2 lane exit.	\$ 7,500,000
113980	11398	ODOT	ODOT	I-205 Northbound Auxiliary Lane	I-205, NE/SE (I-84 - Killingsworth)	Construct an auxiliary lane	\$ 15,000,000
113990	11399	ODOT	ODOT	I-205 Northbound Phase 2: Auxiliary Lane Extension	I-205, NE/SE (Division - I-84)	Extend existing auxiliary lane.	\$ 8,000,000

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost (\$2014)
114030	11403	ODOT	ODOT	I-5 Delta Park, Phase 3	Denver Ave. N (Argyle-Schmeer)	Construct highest priority improvements consistent with the Delta-Lombard Environmental Assessment. Replace Denver Viaducts over Columbia Slough and Columbia Blvd / UPRR.	\$ 30,000,000
115870	11587	TriMet	Portland/ODOT	Southwest Corridor HCT-- Capital Construction	Central City Portland to Tuatatin/Tigard	Capital construction of High Capacity Transit project between Portland and Tuatatin via Tigard.	\$ 1,000,000,000
115900	11590	TriMet	Portland/ODOT	Powell-Division Corridor HCT-- Capital Construction	Central City Portland to Gresham	Capital construction of High Capacity Transit project between Portland and Gresham along Powell/Division Corridor.	\$ 75,000,000
116490	11649	Port	Port	T2 Redevelopment	Terminal 2	Construct rail, rail scale, and crane modernization.	\$ 4,500,000
116500	11650	Port	Port	Northside Redevelopment	PDX Airport	Construct a new apron for business aviation.	\$ 5,800,000
116510	11651	Port	Port	T2 Track Reconfiguration and Siding	Terminal 2	Construct rail loops and support siding.	\$ 8,900,000
116530	11653	Port	Port	Ramsey Yard Utilization	Ramsey Yard	Connect the existing set out track along the west side of the main lead with the industrial lead near the south end to provide a location to store a unit train.	\$ 1,700,000
116540	11654	Port	Port	Time Oil Road Reconstruction	Time Oil Rd. N (Lombard - Rivergate)	Reconstruct Time Oil Road	\$ 9,000,000

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost (\$2014)
116550	11655	Port	Port	Terminal Exit Roadway Widening	PDX Airport	Add one outbound lane between parking plaza and return roadway	\$ 2,208,000
116560	11656	Port	Port	Airport Way Terminal Entrance Rdwy	PDX Airport	Add one inbound lane at entrance to terminal loop roadway	\$ 708,000
116570	11657	Port	Port	Terminal Deplaning Rdwy Expansion	PDX Airport	Add one loading lane and one through lane on terminal lower roadway	\$ 4,116,000
116580	11658	Port	Port	Terminal Enplaning Rdwy Expansion	PDX Airport	Add one lane on the approach and one lane on the exit to the terminal upper roadway	\$ 3,500,000

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Funded Major Projects

This is a list of major transportation projects led by any agency within the City of Portland that are fully or substantially funded, but have not yet been completed.

Transportation System Plan Update



TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Cost Estimate	Financially Constrained (Within Revenue Forecast)	Timeframe
10004	10901	TriMet	TriMet	Portland Milwaukie Light Rail	Portland Milwaukie LRT, SW/SE (PSU - Oak Grove)	Construct a light rail line from PSU to Oak Grove.	\$ 1,495,000,000	X	Years 1 - 10
20102	10165	Portland	Portland	Bond Ave, Phase 2	Bond Ave, SW (River Parkway - Gibbs)	Extend SW Bond one-way northbound from Gibbs to River Parkway and convert Moody to one-way southbound operation to form a couplet.	\$ 18,834,515	X	Years 1 - 10
20103		Portland	Portland	Pearl District Traffic Signals, Phase 1	Pearl District, NW	Construct new traffic signals at Couch & Broadway, Couch & 10th, Couch & 11th, Everett & 13th, and Glisan & 13th. Modify signal at Burnside & 4th to allow left turns from Burnside eastbound to the 4th northbound.	\$ 2,800,000	X	Years 1 - 10
30015	10174; 11562	Portland	Portland	Going STITS	Going St, N (Interstate - Greeley)	Install needed ITS infrastructure (communication network, new traffic controllers, CCTV cameras, and vehicle/pedestrian detectors). These ITS devices allow us to provide more efficient and safe operation of our traffic signal system.	\$ 551,350	X	Years 1 - 10
30028	10194; 10200	Portland	Portland	Killingsworth Street Improvements	Killingsworth St, N/NE (Interstate - MLK Jr)	Construct street improvements to improve pedestrian connections to Interstate MAX LRT and to establish a main street character promoting pedestrian-oriented activities.	\$ 3,728,869	X	Years 1 - 10
30070	10229; 11133; 11568	Portland	Portland	St Johns Truck Strategy, Phase 2	Lombard St, N (Bruce - St Louis); Fessenden, N (Columbia Way - St Louis); St Louis, N (Lombard - Fessenden); Columbia Blvd & Portland Rd (intersection)	Address pedestrian safety, bicycle safety and neighborhood livability impacts associated with cut-through truck traffic on N St Louis Ave and N Fessenden St. Construct pedestrian crossing safety and traffic calming improvements, such as curb extensions and median islands, and redesign the Columbia/Portland intersection as outlined in the St Johns Truck Strategy Phase II.	\$ 3,345,990	X	Years 1 - 10

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Cost Estimate	Financially Constrained (Within Revenue Forecast)	Timeframe
40032	10336; 11570	Port	Portland	Columbia/Alderwood/Cully Intersection Improvements	Columbia/Alderwood & Columbia/Cully, NE	Reconstruct intersections to provide left turn pockets, enhance turning radii, and improve circulation for trucks serving expanding air cargo facilities south of Portland. Improve traffic operations and freight mobility on Columbia Blvd between Cully and Alderwood.	\$ 5,527,534	X	Years 1 - 10
40061	10208	Portland	Portland	Columbia/MLK Intersection Improvements	Columbia/MLK, NE	Intersection and signalization improvements with right turn lane.	\$ 3,547,787	X	Years 1 - 10
40074	10230	Portland	Portland	Twenties Bikeway	20s and 30s Aves, NE/SE (Lombard - Crystal Springs)	Design and implement a bikeway from Lombard to Crystal Springs & 45th using neighborhood greenways and bike lanes with a varying alignment along the NE/SE 20s and 30s Avenues.	\$ 2,338,702	X	Years 1 - 10
50005	10198	Portland	Portland	122nd Ave ITS	122nd Ave, NE/SE (Airport Way - Powell)	Install needed ITS infrastructure (communication network, new traffic controllers, CCTV cameras, and vehicle /pedestrian detectors). These ITS devices allow us to provide more efficient and safe operation of our traffic signal system.	\$ 515,703	X	Years 1 - 10
50039	10317	Portland	Portland	Halsey/Weidler Streetscape Improvements	Halsey/Weidler, NE (I-205 - 114th)	Implement Gateway Regional Center Plan boulevard design including new traffic signals, improved pedestrian facilities and crossings and street lighting.	\$ 17,014,883	X	Years 1 - 10
50041	10206	Portland	Portland	Marine Drive Trail Gaps	Marine Dr, NINE (I-5 - 185th)	Close gaps in Marine Dr Trail.	\$ 1,009,030	X	Years 1 - 10
70021	10184; 10187	Portland	Portland	Foster Road Streetscape Improvements	Foster Rd, SE (Powell - 90th)	Improve sidewalks, lighting, crossings, bus shelters, and benches on Foster and improve pedestrian crossings to benefit access to transit. Install separated in-roadway bicycle facilities and widen standard sidewalks.	\$ 3,857,778	X	Years 1 - 10

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Cost Estimate	Financially Constrained (Within Revenue Forecast)	Timeframe
70047	10184; 10187	Portland	TriMet	Foster Rd Transit Improvements	Foster Rd, SE (Powell - 90th)	Construct improvements that enhance frequent bus service along Foster Rd.	\$ 745,368	X	Years 1 - 10
70050	10414	Multnomah County	Multnomah County	Sellwood Bridge Replacement	Sellwood Bridge, SE/SW	Replace weight-restricted bridge.	\$ 75,000,000	X	Years 1 - 10
70053	10159	Portland	Portland	Springwater Gap Trail	Springwater Corridor, SE (Umatilla - 19th)	Construct trail-with-rail multi-use path between Umatilla and 19th to fill in the "Springwater Gap."	\$ 3,032,411	X	Years 1 - 10
90018	11571	TriMet	ODOT	Barbur/OR-99W Safety and Access to Transit	Barbur Blvd, SW (Hooker - 53rd)	Construct improvements for safety, access to transit, and transit operations in the Barbur corridor.	\$ 3,605,001	X	Years 1 - 10
101770	10177	Portland	Portland	Portland Streetcar Close the Loop	Tilikum Bridge, SW/SE (OMSI Station - Moody)	Extend streetcar from OMSI Station to Moody via Tilikum Bridge.	\$ 5,000,000	X	Years 1 - 10
109050	10905	TriMet	TriMet	Renew the Blue Station Rehabilitation	Eastside MAX Light Rail Stations, NE/SE	Construct station improvements at Eastside MAX Stations.	\$ 12,315,000	X	Years 1 - 10
112060	11206	Portland	Portland/ODOT	I-84 Active Corridor Management	I-84/Powell/Glisan/Sandy	This project expands traveler information and enables incident management techniques that reduce traveler delay and improve safety through the I-84 corridor.	\$ 1,500,000	X	Years 1 - 10

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Cost Estimate	Financially Constrained (Within Revenue Forecast)	Timeframe
113450	11345	Portland	Portland	SW Stephenson & Boones Ferry Safety Improvements	Stephenson & Boones Ferry, SW	Design and implement bicycle and pedestrian facilities. Improve safety at the Stephenson & Boones Ferry intersection.	\$ 1,217,000	X	Years 1 - 10
115600	11560	Portland	Portland	Central City Multimodal Safety Improvements	Central City	Identify, prioritize, and implement multimodal safety improvements in the Portland Central City. Includes preliminary development of a new greenway trail south of the Marquam Bridge, providing access to the Tillikum Bridge and the South Waterfront neighborhood.	\$ 6,618,001	X	Years 1 - 10
115640	11564	Portland	ODOT	Barbur Active Transportation Demonstration Project	Barbur Blvd, SW (19th - 26th)	Make minor improvements to existing signalized intersections and provide two new enhanced crossings for pedestrians and cyclists along SW Barbur Blvd.	\$ 2,100,000	X	Years 1 - 10
115650	11565	Portland	Portland	East Portland Multimodal Improvements	East Portland	This project will build sidewalks and crossing improvements on Powell Blvd, improve sidewalks for access to transit, improve transit stops, improve transit operations, and build the 100s and 150s Neighborhood Greenways.	\$ 9,116,021	X	Years 1 - 10
115660	11566	Portland	Portland	Connected Cully	Killingsworth, NE (42nd - Cully); Prescott, NE (42nd - Cully); 60th, NE (Prescott - Portland Hwy); 72nd, NE (Emerson - Killingsworth); 54th/55th (Prescott-Killingsworth); 66th/67th (Sandy - Prescott)	Make improvements to calm traffic, fill in the missing sidewalks along transit routes, and increase walking and bicycling by creating new north/south connections to schools.	\$ 3,337,372	X	Years 1 - 10
115670	11567	Portland	Portland/ODOT	I-405 Safety and Operational Improvements	15th/16th/Burnside/Couch, NW (at I-405 interchange)	Improve pedestrian and bike access from NW Portland to Central City across I-405 at Burnside and Couch. Improves traffic operations for I-405 off-ramp.	\$ 2,240,000	X	Years 1 - 10
115690	11569; 11741	Portland	Portland	NoPo Greenway Trail: Columbia Blvd Bridge	Columbia Blvd, N (at Chimney Park)	Construct a pedestrian/bicycle bridge over Columbia Blvd and adjacent connections. Connects North Portland Greenway Trail segments 1 and 2.	\$ 2,612,381	X	Years 1 - 10

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Cost Estimate	Financially Constrained (Within Revenue Forecast)	Timeframe
115720	11572	TriMet	Portland/ODOT	Powell-Division Safety and Access to Transit	Powell-Division Corridor, SE (22nd - City Limits)	Construct improvements for safety, access to transit, and transit operations in the Powell-Division corridor.	\$ 2,800,000	X	Years 1 - 10

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Recommended Modifications to Major Projects

This is a list of major projects from the 2007 Transportation System Plan and/or 2014 Regional Transportation Plan that are recommended to be moved to the Maintenance section of the TSP, incorporated into a Citywide Program, or removed.

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost	Recommended Modification	Reason for Modification
10003		Portland	Portland	Transit Signal Priority, Citywide; Transit Improvements	Citywide	Test & refine technological options to provide priority for buses at traffic signals and implement low cost bus solutions such as re-striping at intersections where buses currently experience long delays.	\$ 142,500	Incorporate into Transit Priority Program.	Project describes Transit Priority Program activities.
20001		Portland	Portland	11th/12th Ave, SE (Burnside - Gideon); Multi-modal Street Improvements	11th/12th Ave, SE (Burnside - Gideon)	Provide pedestrian, bicycle, transit access improvements along 11th and 12th to enhance neighborhood livability.	\$ 300,000	Remove	Staff recommended removing this project pending the results of the Central City Multimodal Safety Improvements Project.
20004		Portland	Portland	7th/8th Ave, SE; New Street Connection	7th/8th Ave, SE	Construct new street connection from SE 7th to 8th Avenue at Division Street	\$ 577,500	Remove	Portland-Milwaukie Light Rail project realigned the 8th & Division intersection over the tracks and created a new street plan for the area.
20013		Portland	Portland	Burnside/Sandy/12th, E; Intersection Improvements	Burnside/Sandy/12th, E	Redesign intersection to improve safety for all modes of travel. Relocate north-south crosswalk on east side of NE/SE 12th to eliminate safety hazards.	\$ 4,620,000	Remove	Intersection was redesigned as part of Burnside-Couch Couplet project.
20019		Portland	Portland	Columbia Street, SW (Naito Parkway - 18th); Street Reconstruction	Columbia Street, SW (Naito Parkway - 18th)	Rebuild street.	\$ 924,000	Remove	Maintenance project determined to be unnecessary--street is scheduled for grind and pave instead.
20020		Portland	Portland	9th & Park, SW (Burnside - Salmon); Midtown Blocks Streetscape Improvements	9th & Park, SW (Burnside - Salmon)	Completion of design guidelines and preliminary capital improvements for Midtown Park Blocks.	\$ 141,543	Remove	Staff recommended removing this project pending the results of West Quadrant planning efforts.

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost	Recommended Modification	Reason for Modification
20022	10258	Portland	Portland	DivisionSt/9th, SE (7th Center): Bikeway	DivisionSt/9th, SE (7th Center)	Retrofit bike lanes to existing street.	\$ 27,548	Remove	Project is no longer needed due to Portland Milwaukie Light Rail bicycle improvements.
20025		Portland	Portland	Harrison, SW (Moody - Naito Parkway): Street Extension	Harrison, SW (Moody - Naito Parkway)	Design and engineering of Harrison extension.	\$ 3,100,000	Remove	Street was already extended as part of streetcar extension project.
20029		ODOT	ODOT	I-5 & McLoughlin, SE: Construct Access Ramps	I-5 & McLoughlin, SE	Construct new ramps from McLoughlin to I-5 NB near Division to improve connections between regional facilities.	\$ 23,100,000	Remove	ODOT and the City of Portland agreed to no longer pursue this project.
20030	10265	Portland	Portland	18th/Jefferson St, SW: ITS	18th/Jefferson St, SW: ITS	Communications infrastructure including closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow at SW 18th/Jefferson intersection.	\$ 112,240	Move to Program reference list.	Small-scale/low-cost project is more appropriate for TSM Program.
20032		TriMet	Portland	Lloyd District Transportation Management Association, NE	Lloyd District Transportation Management Association, NE	Implement transportation management area program with Lloyd District employers.	\$ 325,000	Incorporate into TDM Program.	Project describes TDM Program activities.
20033		Portland/ODOT	Portland/ODOT	Lloyd District/Rose Quarter, N/NE: Access Improvements	Lloyd District/Rose Quarter, N/NE	Construction of collector distributor roads serving the freeway to freeway connections and the Broadway/Weidler interchange. Implement TSM project to correct capacity and safety problems. Evaluate Broadway/Flint intersection realignment.	\$ 358,050	Remove	Project has been replaced by newer N/NE Quadrant Plan projects.
20041		TriMet	Portland	South Waterfront District, SW: TMA	South Waterfront District, SW: TMA	Implement transportation management area improvements identified in the North Macadam Transportation Development Strategy.	\$ 1,000,000	Incorporate into TDM Program.	Project describes TDM Program activities.

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost	Recommended Modification	Reason for Modification
20044		Portland	Portland	Oregon Historical Society Area, SW: Streetscape Improvements	Oregon Historical Society Area, SW	Pedestrian improvements related to future redevelopment of Oregon Historical Society area into mixed use facility.	\$ 549,684	Remove	Staff recommended removing this project pending the results of West Quadrant planning efforts.
20047		ODOT	ODOT	Ross Island Bridge Interchange, SW	Ross Island Bridge Interchange, SW	US 26 interchange improvement on east approach to Ross Island Bridge.	\$ 5,082,000	Remove	Analysis has shown this project would cause significant traffic issues on the west end of the Ross Island Bridge, unless the South Portland Multimodal Improvements project were completed first. Project may not be needed depending on results of the other project.
20048		Portland	Portland	Salmon/Taylor/Madison/Main, SW (Hawthorne Bridge - Vista); Bikeway	Salmon/Taylor/Madison/Main, SW (Hawthorne Bridge - Vista)	Retrofit bike lanes to existing streets.	\$ 20,000	Remove	Staff recommended removing this project pending the results of the Central City Multimodal Safety Improvements Project.
20049	10247	Portland	Portland	Corbett/Sheridan Ped/Bike Improvements	Sheridan, SW (Water - Moody); Corbett, SW (Sheridan - Kelly)	Construct pedestrian and bicycle improvements to connect the Corbett-Terwilliger-Lair Hill neighborhood to the South Waterfront neighborhood.	\$ 210,450	Move to Program reference list.	Small-scale/low-cost project is more appropriate for Bicycle Network Completion Program.
20054		Portland	Portland	Water Ave, SE (Caruthers - Division Pl); Street Extension Phase II	Water Ave, SE (Caruthers - Division Pl)	Provide new roadway connection with sidewalks, bike lanes, landscaping, access to Willamette Greenway, & reconstruction of existing roadway.	\$ 288,750	Remove	Water Ave was moved to the east instead.
20058		Multnomah Co	Multnomah Co	Willamette River Bridges, NE/NW/SE/SW; Rehabilitation	Willamette River Bridges, NE/NW/SE/SW	Provide for long-term rehabilitation and structural needs of the Broadway, Burnside, Morrison, and Hawthorne Bridges.	\$ 93,334,395	Remove	Each bridge project is listed separately in the RTP.
20064	10262	Portland	Portland	14/16th Connections, NW	14/16th Connections, NW	Improve or create connections to W. Burnside, Yeon, and Vaughn and provide directional signage to route non-local traffic to 14th/16th couplet.	\$ 280,600	Remove	Staff recommend removing this project pending the results of West Quadrant planning efforts.

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost	Recommended Modification	Reason for Modification
20066		Portland	Portland	Cherry St, N (Vancouver - Williams): Street Reconstruction	Cherry St, N (Vancouver - Williams)	Reconstruct Cherry St from Vancouver to Williams including sidewalk on Williams, remodeled traffic signal at Vancouver/Weidler, and install landscaping & lighting to improve safety and streetscape environment.	\$ 340,000	Remove	Cherry Street does not exist.
20067		ODOT	ODOT	I-5, N (Lloyd District/Rose Quarter): Reconstruction and Widening	I-5, N (Lloyd District/Rose Quarter)	Modernize freeway and ramps to improve access to the Lloyd District and Rose Quarter.	\$ 106,260,000	Remove	This has been replaced by three RTP projects for each phase of the project.
20072		Portland	Railroad	1st Ave, SE (Stark - Clay): Railroad Mainline Access Improvements	1st Ave, SE (Stark - Clay)	Construct limited roadway access improvements, such as one-way vehicle circulation loops or loading zones, along the east side of the ROW adjacent to, but protected from, the railroad mainline.	\$ 750,000	Remove	Not a recommended improvement in the adopted Central/Eastside Street Plan which recommends retaining the SE 1st Avenue R/W as an exclusive rail corridor and prohibiting vehicular, pedestrian or bicycle access to midblock portions of the corridor.
20080		Portland	Portland	Union Station, NW: Facility Renovation	Union Station, NW	Renovate Union Station to meet seismic and functional requirements.	\$ 30,000,000	Move to Maintenance Reference List	Project primarily addresses a maintenance need.
20092		Railroad	Railroad	Steel Bridge, N/NE: Rehabilitation	Steel Bridge, N/NE	Major bridge maintenance	\$ 30,000,000	Move to Maintenance reference list	Project addresses a maintenance need.
20095		UPRR	UPRR	Graham Line Siding, N: Graham rail line	Graham Line Siding, N	Add controlled siding on the UP Graham line	\$ 12,000,000	Remove	Railroad project is not in the RTP or Rail Plan.
20096		ODOT/Portland	Portland	Morrison Bridge at Water Ave Ramp, SE: Ramp Realignment	Morrison Bridge at Water Ave Ramp, SE	Realign & separate Morrison Bridge off-ramp to Water Avenue from the I-5 off-ramp by moving 100' from Yamhill/Water intersection; sidewalks and bike lane along south side of ramp.	\$ 1,750,000	Remove	Same completed project as TSP #20071.

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost	Recommended Modification	Reason for Modification
30011	10344	Portland	Portland	Force/Broadacre/Victory Bikeway	Force/Broadacre/Victory, N (Marine - I-5)	Signed bikeway connection to I-5 river crossing.	\$ 28,060	Move to Program reference list.	Small-scale/low-cost project is more appropriate for Bicycle Network Completion Program.
30023		ODOT	ODOT	I-5/Columbia Bl, N: Interchange Improvements	I-5/Columbia Bl, N	Construct full direction access interchange based on recommendations from I-5 North Trade Corridor Study.	\$ 56,000,000	Remove	ODOT has determined this project is infeasible.
30026		Metro	Portland	Kelly Point Park Access Trail/40-Mile Loop Trail, N	Kelly Point Park Access Trail/40-Mile Loop Trail, N	Construct multi-use trail for bicycle and pedestrian along the north bank of the Columbia Slough.	\$ 115,000	Remove	Already part of TSP #116400, North Portland Greenway Trail, Phase 1.
30027		Portland	Portland	Kenton Pedestrian District, N: Pedestrian Improvements	Kenton Pedestrian District, N: Pedestrian Improvements	Plan & develop improvements to the pedestrian environment to emphasize district identity and make walking the mode of choice for trips within the district.	\$ 3,240,930	Incorporate into Pedestrian Network Completion Program.	Planning and implementation for Pedestrian Districts will be the responsibility of the Pedestrian Network Completion Program.
30034		Portland	ODOT	Lombard, N/NE (St Johns Bridge - MLK Jr): Bikeway	Lombard, N/NE (St Johns Bridge - MLK Jr)	Stripe bike lanes on existing roadway.	\$ 1,155,000	Remove	Project has been combined with TSP #30059, Lombard Main Street Improvements.
30045		Portland	Railroad	River Ave, N (Port Center Way - River Ave): Street Extension	River Ave, N (Port Center Way - River Ave)	Secondary access road from Swan Island connecting to the Lower Albina Overcrossing at River. Improvements include roadway, drainage, pedestrian path & bike routes. Project improves street connectivity for industrial properties. Also know as the "Cement Road."	\$ 165,697	Remove	This was meant to be alignment of North Portland Greenway Trail. New alignment is to the east of Albina Yard.
30046		Port	Portland	Rivergate Bicycle & Pedestrian Trail, N	Rivergate Bicycle & Pedestrian Trail, N	Construct a 8500' section of 40-mile loop trail on north side of Columbia Slough in Rivergate.	\$ 300,000	Remove	Already part of TSP #116400, North Portland Greenway Trail, Phase 1.

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost	Recommended Modification	Reason for Modification
30052		Portland/TriMet	Portland	Swan Island, N: TMA	Swan Island, N: TMA	Implements a transportation management association program with employers.	\$ 80,000	Incorporate into TDM Program.	Project describes TDM Program activities.
30053	10343	Portland/Port	Portland	West Hayden Crossing, N	West Hayden Crossing, N	New four-lane bridge from Marine Drive to Hayden Island to serve as the primary access to marine terminals on the island.	\$ 99,258,000	Remove	Annexation of West Hayden Island has been withdrawn.
30073		Port	Portland	Heineman, N: Road Connection	Heineman, N	New street to provide access to developing property.	\$ 570,000	Remove	Heineman was vacated by City Council.
40008		Portland	Portland	47th/42nd, NE (Cornfoot - Siskiyou): Bike Lanes	47th/42nd, NE (Cornfoot - Siskiyou)	Provide bike lanes. Involves shoulder paving and drainage work.	\$ 160,000	Remove	Project has been combined with TSP #40007, NE 42nd/47th Ave Bridge & Corridor Improvements
40010		Portland	Portland	60th Ave, NE (Killingsworth - Going/Cully): Pedestrian Improvements	60th Ave, NE (Killingsworth - Going/Cully)	Construct sidewalks.	\$ 400,000	Remove	Included in the funded TSP #115660, Connected Cully project
40022		Port	Port	Airport Way, NE: Access Road	Airport Way, NE	Construct Airport Way East Terminal access road.	\$ 19,000,000	Remove	Removed from Port plans. Connectivity provided by 92nd Drive extension to Aldenwood.
40029		Portland	Portland	Boise Pedestrian District, N	Boise Pedestrian District, N	Plan & develop improvements to the pedestrian environment to emphasize district identity and make walking the mode of choice for trips within the district.	\$ 500,000	Incorporate into Pedestrian Network Completion Program.	Planning and implementation for Pedestrian Districts will be the responsibility of the Pedestrian Network Completion Program.

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost	Recommended Modification	Reason for Modification
40030	10256	Portland	Portland	Broadway/Weidler, NE (15th - 28th); Multi-modal Improvements, Phases II & III	Broadway/Weidler, NE (15th - 28th)	Boulevard retrofit of street including street trees, traffic signals, curb extensions, and wider sidewalks (15th - 24th) and stripe bike lanes (24th - 28th).	\$ 9,058,399	Remove	Project has been consolidated with TSP #116460, NE Broadway Corridor Improvements, Phase 1, and TSP #40108, NE Broadway Corridor Improvements, Phase 2.
40038		Portland	Portland	Eliot Pedestrian District; NE	Eliot Pedestrian District; NE	Plan & develop improvements to the pedestrian environment to emphasize district identity and make walking the mode of choice for trips within the district.	\$ 600,000	Incorporate into Pedestrian Network Completion Program.	Planning and implementation for Pedestrian Districts will be the responsibility of the Pedestrian Network Completion Program.
40040		Portland	Portland	Fremont, NE (Vancouver - 7th); Bikeway	Fremont, NE (Vancouver - 7th)	Retrofit bike lanes to existing street.	\$ 5,000	Remove	Staff recommend removal due to need and feasibility concerns given narrow street right-of-way, traffic volumes, and availability of parallel bicycle routes.
40041		Portland	Portland	60th/Going/Cully, NE; Intersection Improvements	60th/Going/Cully, NE	Realign intersection.	\$ 773,850	Remove	Remnant from before latest Cully Plan. Cully has been completely rebuilt with no work on Going. Focus is on Albert and Prescott as east-west pedestrian routes.
40042	10316	Portland	Portland	Halsey, NE (Bridge at I-84); Seismic Retrofit	Halsey, NE (Bridge at I-84)	Seismic bridge retrofit.	\$ 386,652	Move to Maintenance reference list	Project addresses a maintenance need.
40051		Portland	Portland	Killingsworth Pedestrian District, NE	Killingsworth Pedestrian District, NE	Plan & develop improvements to the pedestrian environment to emphasize district identity and make walking the mode of choice for trips within the district.	\$ 500,000	Remove	Pedestrian District improvements will be identified and implemented by the Pedestrian Network Completion Program.
40052		Portland	Portland	Killingsworth, NE (42nd - 72nd); Pedestrian Improvements	Killingsworth, NE (42nd - 72nd)	Construct sidewalks and crossing improvements for pedestrian travel and access to transit.	\$ 420,000	Remove	Included in the funded TSP #115660, Connected Cully project

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost	Recommended Modification	Reason for Modification
40060		Port/ODOT	Portland	Marx Dr, NE (82nd-87th): Street Extension	Marx Dr, NE (82nd-87th)	Extend NE Marx Dr west from 87th and signalize at 82nd Ave to provide better street connectivity.	\$ 315,000	Remove	Project is no longer being pursued by ODOT/Port.
40067		Portland	Portland	57th/Sacramento, NE: Intersection Improvements	57th/Sacramento, NE	Add left turn lane from 57th to Sacramento.	\$ 350,000	Remove	Project would violate city policy by encouraging more traffic on a local street.
40076		Portland	Portland	Woodlawn Pedestrian District, NE	Woodlawn Pedestrian District, NE	Plan & develop improvements to the pedestrian environment to emphasize district identity and make walking the mode of choice for trips within the district.	\$ 1,700,000	Incorporate into Pedestrian Network Completion Program.	Planning and implementation for Pedestrian Districts will be the responsibility of the Pedestrian Network Completion Program.
40083		Portland	Portland	Albina/Skidmore, N: Intersection Improvement	Albina/Skidmore, N	Straighten intersection.	\$ 150,000	Remove	Intersection is already straight. Project intent is unclear.
50006		Portland	Portland	122nd, NE (Sandy Dr - Prescott): Pedestrian Improvements	122nd, NE (Sandy Dr - Prescott)	Construct sidewalks along existing street.	\$ 120,000	Remove	122nd does not intersect with Prescott, and Sandy Drive does not exist.
50021		Portland	Portland	Gateway Plan District, NE/SE: TMA	Gateway Plan District, NE/SE: TMA	Implement a transportation management association program with employers in the regional center.	\$ 2,000,000	Incorporate into TDM Program.	Project describes TDM Program activities.
50023	10324	Portland	Portland	Outer Gilsan Bikeway	Gilsan St, NE (106th - 122nd)	Design and implement bicycle facilities.	\$ 81,023	Move to Program reference list.	Small-scale/low-cost project is more appropriate for Bicycle Network Completion Program.

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost	Recommended Modification	Reason for Modification
50033		Portland	Portland	Prescott St, NE (122nd - 1-205); Bikeway	Prescott St, NE (122nd - 1-205)	Retrofit bike lanes to existing street.	\$ 1,000,000	Remove	Combined with TSP #40065, NE Prescott Safety Improvements.
60002		Portland	Portland	18th/19th Ave, NW; Decouple Streets	18th/19th Ave, NW	Analysis of design options, engineering and construction of 18th/19th decoupling.	\$ 180,000	Remove	Staff recommended removal due to need, feasibility, cost, and functionality concerns. Multiple studies of other decoupling projects (Belmont/Morrison, Broadway/Weidler, etc) have come to the conclusion that costs far outweigh benefits.
60009		Portland	Portland	Everett/Glisan, NW (Front - 14th & 18th - 24th); Bikeway	Everett/Glisan, NW (Front - 14th & 18th - 24th)	Retrofit bike lanes to existing street.	\$ 60,000	Remove	Bicycle facilities have been added to description for project #60008, NW Everett/Glisan Corridor Improvements.
60010		Portland	Portland	Everett/Glisan, NW, (14th - 23rd); Decouple	Everett/Glisan, NW, (14th - 23rd)	Analysis of design options, engineering, and construction of Everett/Glisan decoupling or other appropriate alternative.	\$ 680,000	Remove	Staff recommended removal due to need, feasibility, cost, and functionality concerns. Multiple studies of other decoupling projects (Belmont/Morrison, Broadway/Weidler, etc) have come to the conclusion that costs far outweigh benefits.
60012	10244	Portland	Portland	Kittridge, NW (Bridge at Yeon); Seismic Retrofit	Kittridge, NW (Bridge at Yeon)	Seismic retrofit.	\$ 2,100,000	Move to Maintenance reference list	Project addresses a maintenance need.
60014		Portland	Portland	Northwest Pedestrian District, NW	Northwest Pedestrian District, NW	Plan & develop improvements to the pedestrian environment to emphasize district identity and make walking the mode of choice for trips within the district.	\$ 1,403,000	Incorporate into Pedestrian Network Completion Program.	Planning and implementation for Pedestrian Districts will be the responsibility of the Pedestrian Network Completion Program.
60017		ODOT	ODOT	St. Helens Rd (US 30), NW (at 108th); Pedestrian Overcrossing	St. Helens Rd (US 30), NW (at 108th)	Construct a pedestrian overcrossing at NW 108th Avenue.	\$ 350,000	Remove	Project is not needed due to signal at 107th. This crossing would not connect to any sidewalks or destinations.

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost	Recommended Modification	Reason for Modification
60022		ODOT	ODOT	St Helens Rd (US 30), NW, (in Willbridge area): Traffic Improvements	St Helens Rd (US 30), NW, (in Willbridge area)	Install center turn lane to NW Front.	\$ 300,000	Remove	Project is no longer being pursued by ODOT.
60026		Portland	Portland	Champlain, SW: Viaduct Replacement110292	Champlain, SW: Viaduct	Replace existing viaduct with retaining wall and geofoam fill.	\$ 282,269	Move to Maintenance reference list	Project addresses a maintenance need.
70004		Portland	Portland	26th/Hoigate, SE: Intersection Improvements	26th/Hoigate, SE	Intersection improvement to facilitate traffic circulation.	\$ 82,000	Remove	Staff recommend removal because need for project has not been established. Low cost indicates that if a need is established, this improvement would be more appropriate for the Freight Priority or TSM Program reference lists.
70022	10187	Portland	Portland	Foster Rd, SE (82nd - 87th): Lents Town Center Street Improvements	Foster Rd, SE (82nd - 87th)	Implement Lents Town Center Business District Plan with new traffic signals, pedestrian amenities, wider sidewalks, pedestrian crossings, street lighting, and on-street parking as appropriate.	\$ 1,700,000	Remove	Project is included in the funded TSP #70021, Foster Road Streetscape Improvements.
70030		Portland	ODOT	McLoughlin (99E), SE (Ross Island Bridge - Clatsop): Street Improvements	McLoughlin (99E), SE (Ross Island Bridge - Clatsop)	Provide access management, reversible travel lane from Ross Island Bridge to Harold and widen to six lanes from Harold to I-205. Include pedestrian and bike facilities.	\$ 96,500,000	Remove	Project is not in the RTP and does not address a demonstrated need. Public comments have been overwhelmingly opposed to widening this section of McLoughlin. ODOT is also opposed to a reversible travel lane due to feasibility and functionality concerns.
70039		Portland	Portland	Lents Pedestrian District, SE	Lents Pedestrian District, SE	Plan & develop improvements to the pedestrian environment to emphasize district identity and make walking the mode of choice for trips within the district.	\$ 200,000	Incorporate into Pedestrian Network Completion Program.	Planning and implementation for Pedestrian Districts will be the responsibility of the Pedestrian Network Completion Program.
70043		Portland	Portland	Montavilla Pedestrian District, SE	Montavilla Pedestrian District, SE	Plan & develop improvements to the pedestrian environment to emphasize district identity and make walking the mode of choice for trips within the district.	\$ 500,000	Incorporate into Pedestrian Network Completion Program.	Planning and implementation for Pedestrian Districts will be the responsibility of the Pedestrian Network Completion Program.
70048		Portland	Portland	River Access Transportation Study, SE: River Dock, Phase III	River Access Transportation Study, SE	Construct recreational/commercial dock at Oaks Pk (Ph III). It will provide future river taxi stop.	\$ 814,663	Remove	Planning is still needed to determine need and feasibility of water taxis.

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost	Recommended Modification	Reason for Modification
70060		Portland	Portland	SE 92nd Ave Bikeway	92nd, SE (Stark - Lincoln)	Design and implement bicycle facilities.	\$ 50,000	Move to Program reference list.	Small-scale/low-cost project is more appropriate for Bicycle Network Completion Program.
70064		Portland	Portland	Foster Rd, SE/FSE: ITS	Foster Rd, SE: ITS	CCTV at various locations; changeable signs; monitoring stations	\$ 145,000	Move to Program reference list.	Small-scale/low-cost project is more appropriate for TSM Program.
70065		Portland	ODOT	McLoughlin/SE: ITS	McLoughlin, SE: ITS	CCTV at various locations; variable sign; monitoring stations.	\$ 250,000	Move to Program reference list.	Small-scale/low-cost project is more appropriate for TSM Program.
80019	10313	Portland	Portland	Ventura Park Pedestrian District, NE/SE	Ventura Park Pedestrian District, NE/SE	Plan & develop improvements to the pedestrian environment to emphasize district identity and make walking the mode of choice for trips within the district.	\$ 861,000	Incorporate into Pedestrian Network Completion Program.	Planning and implementation for Pedestrian Districts will be the responsibility of the Pedestrian Network Completion Program.
80022		ODOT	ODOT	I-205, SE (Division - Powell Blvd): Interchange Improvements	I-205, SE (Division - Powell Blvd): Interchange Improvements	Add full access ramps to I-205 at Powell.	\$ 12,000,000	Remove	ODOT has put this project on hold and may no longer pursue it. Project is not in the RTP.
90035	10278	Portland	Portland	Hillsdale Pedestrian District, SW	Hillsdale Pedestrian District, SW	Plan & develop improvements to the pedestrian environment to emphasize district identity and make walking the mode of choice for trips within the district.	\$ 360,000	Incorporate into Pedestrian Network Completion Program.	Planning and implementation for Pedestrian Districts will be the responsibility of the Pedestrian Network Completion Program.
90041		Portland	Portland	Johns Landing Pedestrian District, SW	Johns Landing Pedestrian District, SW	Plan & develop improvements to the pedestrian environment to emphasize district identity and make walking the mode of choice for trips within the district.	\$ 1,403,000	Incorporate into Pedestrian Network Completion Program.	Planning and implementation for Pedestrian Districts will be the responsibility of the Pedestrian Network Completion Program.

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost	Recommended Modification	Reason for Modification
90042		Portland	Portland	South Portland Pedestrian District, SW: Future Pedestrian Improvements	South Portland Pedestrian District, SW: Future Pedestrian Improvements	Plan & develop improvements to the pedestrian environment to emphasize district identity and make walking the mode of choice for trips within the district.	\$ 4,861,395	Incorporate into Pedestrian Network Completion Program.	Planning and implementation for Pedestrian Districts will be the responsibility of the Pedestrian Network Completion Program.
90075		Portland	Portland	35th and Stephenson, SW: Pedestrian Improvements	36th and Stephenson, SW: Pedestrian Improvements	Construct a walkway for pedestrian travel and access to schools on 35th (Stephenson-Dickenson) and on Stephenson (27th - 35th).	\$ 850,000	Remove	Project is already covered by TSP #90007, Outer SW 35th Ave Ped/Bike Improvements, and TSP #90062, SW Stephenson Ped/Bike Improvements.
90077		ODOT	Portland	Capitol Hwy, SW (Barbur): Ramp Seismic Retrofit	Capitol Hwy, SW (Barbur)	Seismic retrofit.	\$ 1,039,000	Move to Maintenance reference list	Project addresses a maintenance need.
10216		Portland	Portland	Smart Trips Portland, a city-wide individualized marketing strategy	Citywide	Smart Trips Portland is a comprehensive approach to reduce drive-alone trips and increase biking, walking and public transit in targeted geographic areas or key transportation corridors of the city. It incorporates the innovative and highly effective "individualized marketing" methodology, which hand delivers packets of information to residents who wish to learn more about transportation options. Success is tracked by evaluating qualitative and quantitative results from surveys and other performance measures.	\$ 12,500,000	Incorporate into TDM Program.	Project describes TDM Program activities.
10356		Portland	Portland	Willamette Greenway - St Johns segment [previous called Willamette Greenway Trail Extension]	Willamette Greenway - St Johns segment [previous called Willamette Greenway Trail Extension]	Provide trail route from Willamette Greenway at Cathedral Park to future Columbia Slough Trail at St. Johns Landfill.	\$ 1,600,000	Remove	North Portland Greenway has now been split into five separate TSP/RTP Projects.
11127		Portland	Portland	School Access Safety Improvements: various locations	Citywide	Pedestrian safety enhancements at 11 elementary schools.	\$ 360,000	Incorporate into Safe Routes to School Program.	Project describes an ongoing citywide build-out of improvements that will be part of the Safe Routes to School Program.
11191		Portland	Portland	Citywide Bicycle Boulevards	Citywide	Develop 100 miles of the new bicycle boulevards, and bring our existing bicycle boulevards up to a higher standard of operation	\$ 400,000	Incorporate into Neighborhood Greenway Program.	Project describes an ongoing citywide build-out of improvements that will be part of the Neighborhood Greenway Program.

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost	Recommended Modification	Reason for Modification
	11193	Portland	Portland	Citywide Sidewalk Infill Program	Citywide	Build sidewalk infill citywide.	\$ 13,200,000	Incorporate into Pedestrian Network Completion Program.	Project describes an ongoing citywide build-out of improvements that will be part of the Pedestrian Network Completion Program.
	11196	Portland	Portland	East Portland Advisory Bicycle Lane Network	East Portland	Build out the proposed network of advisory bicycle lanes in East Portland (28 miles). This project is the East Portland equivalent of the bicycle boulevard project. Advisory bicycle lanes are the shared roadway facility type best adapted to conditions in East Portland. This 28 miles is currently mapped and the projects can be listed with specific "from-to" information.	\$ 500,000	Incorporate into Neighborhood Greenway Program.	Project describes an ongoing citywide build-out of improvements that will be part of the Neighborhood Greenway Program.
	11202	Portland	Portland	SW 3rd & SW 4th Reconstruction (Portland)	SW 3rd & SW 4th	Base repair and paving on areas of 3rd and 4th damaged by bus loads. Preservation of arterial, transit, bicycle.	\$ 100,000	Move to Maintenance reference list	Project addresses a maintenance need.
	11203	Portland	Portland	SW Yamhill & SW Morrison brick intersections	SW Yamhill & SW Morrison	Replacement of brick intersections on SW Yamhill & SW Morrison	\$ 499,600	Move to Maintenance reference list	Project addresses a maintenance need.
	11316	Portland	Portland	Lents Town Center Active Transportation Demonstration Project	Lents Town Center Active Transportation Demonstration Project	Expand from existing 26 miles of developed bikeway to 53 miles, including improvements of existing facilities. Construct 4 miles of new sidewalks and undertake encouragement programs in support of new infrastructure.	\$ 57,000,000	Remove	Project includes many improvements already complete, funded, or part of other TSP projects. Remaining elements have been added to new project--TSP #70075, Lower SE Bicycle Network Improvements.
	11322	Portland	Portland	North Portland Greenway Active Transportation Project	North Portland Greenway Active Transportation Project	The proposed trail alignment takes riders and walkers north along the river from Willamette Cove natural area. The trail parallels the active UPRR railroad line, crosses Lampros Steel Cathedral Park. The trail segment then travels the Baltimore Woods corridor and turns east along industrial property before it crosses Lombard St into Pier Park. A new bridge over the UPRR (Union Pacific Railroad) connects Pier with Chimney Park. Finally, the trail safely crosses Columbia Blvd into the Smith and Bybee Wetland Natural Area. The trail section proposed for this grant will terminate at the Columbia Slough.	\$ 7,900,000	Remove	North Portland Greenway has now been split into 5 separate TSP Projects.

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost	Recommended Modification	Reason for Modification
	11324	Portland	ODOT	Barbur Viaducts Reconstruction	Barbur Blvd, SW (Denver and Newbury Viaducts)	Reconstruct existing viaducts and include bicycle and pedestrian facilities on or parallel to the structures.	\$ 32,000,000	Move from Constrained list to Other Agency list. Change Lead Agency from Portland to ODOT.	Project addresses a major maintenance need on an ODOT facility.
	11559	Portland	Portland	NE Halsey Safety Improvements (40th - 92nd)	NE Halsey Safety Improvements (40th - 92nd)	Make safety improvements including pedestrian/bicycle crossings, left turn pockets, and improved signal timing.	\$ 150,000	Move to Program reference list.	Small-scale/low-cost project is more appropriate for High Crash Corridor Program.
	11561	Portland	Port	South Rivergate Freight	South Rivergate Freight	Roadway improvements and evaluating alternatives to resolve rail blockages, and reconstructing the N Lombard/Rivergate intersections to accommodate truck turning movements. Install ITS communication infrastructure including advance notification systems for rail blockage and CCTV cameras to monitor truck and rail traffic in the South Rivergate Industrial District.	\$ 3,552,899	Remove	Project has been replaced by funded TSP project #116590, Rivergate Blvd Overcrossing.
	11632	Portland/Port	Portland	N Hayden Island Dr Reconstruction	N Hayden Island Dr Reconstruction	Reconstruct North Hayden Island Drive from the Burlington Northern Rail Bridge to the I-5 Hayden Island Interchange.	\$ 12,350,000	Remove	Annexation of West Hayden Island has been withdrawn.

For more information about the Transportation System Plan, please visit <https://www.portlandoregon.gov/transportation/63710>
For questions or comments, please email us at tsp@portlandoregon.gov



Major Projects Recommended for Studies

This is a list of major transportation projects from the 2007 Transportation System Plan and/or the 2014 Regional Transportation Plan that are proposed for inclusion in the Studies section of the TSP due to staff and community concern. The projects will be studied to determine need, feasibility, functionality, and/or appropriate solutions.

Transportation System Plan Update



TSP ID	RTP ID	Lead Agency	Project Name	Project Location	Project Description	Estimated Cost	Recommended Study
	11192	Portland	Streetcar Planning/ Alternatives Analysis	Citywide	This project will perform follow up and alternatives analysis of the Streetcar System Plan (SSP) for up to three of its highest rated corridors.	\$ 6,250,000	Enhanced Transit Corridors Study
	11102	Portland	Hollywood Streetcar Extension	Grand/MLK to Hollywood Town Center via Sandy Blvd or Broadway/Weidler	Corridor alternatives analysis, public outreach, planning, design, engineering, and construction for a future streetcar extension from Lloyd District or the Central Eastside to Hollywood Town Center via Sandy or Broadway/Weidler.	\$ 70,000,000	Enhanced Transit Corridors Study
	11318	Portland	MLK Jr Blvd Streetcar Extension	MLK Jr Blvd, NE (Broadway - Killingsworth)	Corridor alternatives analysis, public outreach, planning, design, engineering, and construction for future streetcar extension from Lloyd District to NE Portland.	\$ 65,000,000	Enhanced Transit Corridors Study
	11319	Portland	18th/19th Streetcar Extension	18th/19th Ave, NW (Burnside - Thurman)	Corridor alternatives analysis, public outreach, planning, design, engineering, and construction for future streetcar extension to Con-Way and NW Portland.	\$ 35,000,000	Enhanced Transit Corridors Study
80007	10349	Portland	Jenne/174th Multimodal Improvements	174th/Jenne Rd, SE (Foster - Powell)	Widen roadway to three lanes and provide bicycle facilities and sidewalks.	\$ 7,155,300	Pleasant Valley Area Transportation Study
80008	10224	Portland	Barbara Welch Rd Ped/Bike Improvements	Barbara Welch Rd, SE (Foster - City Limits)	Widen street to provide two travel lanes, bicycle facilities, curbs, and sidewalks.	\$ 20,191,557	Pleasant Valley Area Transportation Study
80011	10215	Portland	Outer Foster Road Multimodal Improvements	Foster Rd, SE (136th - Jenne)	Widen street to three lanes to provide two travel lanes, continuous turn lane, bike lanes, sidewalks, crossing improvements, and drainage. Reconstruct Foster/162nd intersection.	\$ 16,963,756	Pleasant Valley Area Transportation Study
	10857	Portland	Jenne & Foster Intersection Improvements	Jenne & Foster, SE	Add a second left turn lane from Foster eastbound to Jenne northbound, or construct other intersection improvements to enhance traffic safety and operations.	\$ 540,780	Pleasant Valley Area Transportation Study

TSP ID	RTP ID	Lead Agency	Project Name	Project Location	Project Description	Estimated Cost	Recommended Study
	10858	Portland	174th & Powell Intersection Improvements	174th & Powell, SE	Improve intersection to a 5-lane approach, or construct other intersection improvements to enhance traffic safety and operations.	\$ 1,860,824	Pleasant Valley Area Transportation Study
	11563	Portland	Southwest In Motion Active Transportation Strategy	Citywide	Develop 5-year active transportation strategy for all of Southwest Portland. It will incorporate projects in the RTP, the Portland Bicycle Plan for 2030, Barbur Concept Plan, Southwest Corridor Plan, and community-led Platinum Bicycle Facility Strategy in Southwest.	\$ 299,934	Southwest In Motion Active Transportation Strategy

For more information about the Transportation System Plan, please visit <https://www.portlandoregon.gov/transportation/63710>
For questions or comments, please email us at tsp@portlandoregon.gov



Transportation System Plan Update



Completed Major Projects

This is a list of major transportation projects led by any agency from the 2007 Transportation System Plan and/or 2014 Regional Transportation Plan that have been fully or substantially completed.

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Description	Estimated Cost
10002		Port	Port	Columbia River Channel Deepening - Regional Share, N/NE	Deepen the Columbia River channel to 43 feet from Astoria and Portland to better serve the new class of larger container ships.	N/A
20003		TriMet	TriMet	23rd/Mt Tabor Frequent Bus, NW/SE: Improvements	Provide improvements that enhance new frequent bus service along Belmont connecting to NW 23rd.	\$ 2,490,000
20006	10251	Portland	Portland	Bancroft St., SW (River Parkway - Macadam): Street Improvements	Widen SW Bancroft in conformance with district street standards.	\$ 600,000
20009	10165	Portland	Portland	Bond Ave, SW (River Parkway - Bancroft): Street Improvements	Build SW Bond Ave from Gibbs to Bancroft in the North Macadam District.	\$ 5,000,000
20015		Portland	Portland	Central City Streetcar II, SW (PSU - North Macadam)	Extend streetcar between PSU and Riverplace.	\$ 15,350,000

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Description	Estimated Cost
20021		Portland	Portland	Curry, SW (River Parkway - Bond): Widen Street	Widen Curry from Bond to River Parkway with on-street parking.	\$ 1,400,000
20023		Portland	Portland	11th/12th/Railroad Crossing, SE (West of Division): Intersection Improvements	Reconstruct intersection to upgrade traffic signalization and establish bike and ped routes.	\$ 400,000
20024		Portland	Portland	Grand Ave, SE: Bridgehead Improvements	Reconstruct west edge of SE Grand at bridgehead to provide sidewalks and urban standard turn lanes for vehicles and truck safety and access.	\$ 4,100,000
20028		ODOT	ODOT	I-5, SW (South of I-405): Access and Safety Improvements	Construct new off-ramp at NB I-5 to NB Macadam Ave and provide safety and modernization improvements to I-5 S.	\$ 60,000,000
20034		Portland / ODOT	Portland	Macadam/Curry, SW: Intersection Improvements	Design and construct improvements to the Macadam/Curry intersection.	\$ 900,000
20035	10257	Portland	Portland	Grand/MLK Jr, SE/NE: CEID/Lloyd District Streetscape Improvements	Complete boulevard design improvements including street trees, tree grates, ornamental lighting, and curb extensions.	\$ 3,465,000
20036		ODOT	Portland	Grand/ MLK Jr Viaduct, SE: Reconstruct Viaduct	Reconstruct viaduct between Stephens & McLoughlin Blvd. Existing structure is deficient and requires capacity and structural design improvements.	\$ 22,000,000

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Description	Estimated Cost
20037		Multnomah County	Multnomah	Morrison Bridge, SE/SW; Pedestrian and Bicycle Improvements	Improve bicycle and pedestrian access on the Morrison Bridge	\$ 1,466,850
20038		Portland	Portland	Naito Parkway, NW/SW (Davis - Market); Street Improvements	Boulevard design improvements including bike lanes, pedestrian crossings, and pavement reconstruction.	\$ 7,400,000
20045		Portland	Portland	5th/6th, NW/SW (Irving - Jefferson); Portland Transit Mall Restoration and reconstruction for Light Rail Transit	Extend mall and reconfigure to accommodate light rail tracks and stations. Repairs to Transit Mall including sidewalk brick work, reconstruction, curbs, gutters, and other pedestrian improvements.	\$ 160,000,000
20051		Portland	Railroad	Steel Bridge, NE (East Ramps); Seismic Retrofit	Seismic retrofit.	\$ 831,600
20052		Portland	Portland	10th, 11th, Lovejoy & Northrup, NW/SW; Streetcar Streetscape Improvements	Architectural, engineering, planning, and construction for Central City streetcar and related streetscape improvements.	\$ 3,405,568
20059		Portland	Portland	6th, NW (9th/Northrup - Irving); Street Extension	New street construction to extend NW 6th from Irving to 9th/Northrup. Includes a new intersection at Marshall. Proposed cross-section is 2 lanes with parking on both sides.	\$ 400,000
20061		ODOT / Portland	Portland	I-5 at Gibbs, SW; Pedestrian/Bike Overcrossing	Construct a bike and pedestrian bridge of I-5 at SW Gibbs to connect the Corbett-Terwilliger-Lair Hill neighborhood to North Macadam.	\$ 1,500,000

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Description	Estimated Cost
20062	10254	Portland	Portland	River Parkway, SW; New Street	New north-south local access street in the emerging North Macadam District. This street will have an enhance pedestrian environment and will be built to accommodate future streetcar. It will be constructed in four phases beginning FY00/01.	\$ 3,500,000
20071		Portland	Multnomah County	Morrison Bridge at Water Ave Ramp, SE; Ramp Realignment	Realign and separate the Morrison Bridge off-ramp to Water Avenue from the I-5 off-ramp by moving it north approximately 100' from the Yamhill/Water intersection. Construct a sidewalk and bike lane along the south side of the realigned ramp.	\$ 1,732,500
20074		Portland	Portland	4th Ave, SE (Caruthers - Ivon); Multimodal Street Improvements	Construct urban standard street improvements for traffic, and pedestrian and bike facilities connecting the Springwater Corridor to Caruthers.	\$ 250,000
20076		Portland	Portland	Broadway and Weidler, NE (Larabee - MLK, Jr); Multimodal Improvements, Phase IV	Construct multimodal improvements including sidewalks, bike lanes, lighting, trees, and signals.	\$ 4,200,000
20081		Portland	Portland	6th Ave, SW (Sheridan - Broadway); Roadway Improvements	Widen or reconfigure street to improve traffic operations and safety.	\$ 679,000
20082		Portland	Portland	Aerial Tram, SW	Develop and implement an aerial tram between Marquam Hill and South Waterfront. Project implementers include Oregon Health & Science University, Portland Aerial Tram Inc, and others.	\$ 28,500,000
20083		Portland	Portland	Russell Street Improvements, N	Construct improvements to Russell (Williams - Interstate) Albina & Mississippi (Russell - Interstate) to enhance ped connections from Eliot neighborhood and Lower Albina dist to the LRT station.	\$ 2,000,000

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Description	Estimated Cost
20084		Portland	Portland	Eastside Streetcar Phase 1, NE	Construct streetcar from NW Lovejoy/10th to NE 7th / Oregon.	\$ 36,900,000
20085		Portland	Portland	Eastside Streetcar Phase 2, NE/SE	Construct streetcar from NE Oregon to SE Water	\$ 44,000,000
20086		Portland / TriMet	Portland	Central City Streetcar Phase 3b, SW (Riverplace to Gibbs)	Extend streetcar from Riverplace to Gibbs, into the emerging South Waterfront District	\$ 20,000,000
20087		Portland / TriMet	Portland	Central City Streetcar Phase 3c SW (Gibbs to Bancroft)	Extend streetcar from Gibbs to Bancroft.	\$ 12,000,000
20088		Portland	Portland	Burnside, E/NE Couch (E 12th - Burnside Bridge); Couplet and Street Improvements, Phase I	Implements a one-couplet design including new traffic signals, widened sidewalks, curb extensions, bike lanes, on-street parking and street trees.	\$ 7,500,000
20090		Portland	Portland	Burnside, E/NE Couch \ (E 12th - Burnside Bridge); Couplet and Street Improvements.	Implements a one-couplet design including new traffic signals, widened sidewalks, curb extensions, bike lanes, on-street parking and street trees.	\$ 7,500,000
20093		Railroad	Railroad	Graham Line Connection, N: South of Steel Bridge	Reestablish a connection in the southeast quadrant in East Portland between UP's Brooklyn and Graham rail lines (Explanation: This and other rail project came out of the I-5 Transportation and Trade Partnership Rail Capacity Analysis adopted by the regio	\$ 11,000,000

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Description	Estimated Cost
20094		Railroad	Railroad	UP Line Upgrade, SE (Albina Yard - East Portland)	Upgrade track to second main track.	\$ 8,800,000
20100		TriMet / Portland	TriMet	Clinton to the River Multi-Use Path	Implement bicycle boulevard along SE Caruthers Street from the Eastbank Esplanade / Transitway to SE 7th Ave; Implement two-way cycle track along SE 7th Ave from SE Caruthers to SE Division Place; and implement a multi-use path from SE Division Place and SE 9th to the proposed Clinton Station along the Portland-Milwaukie Light Rail line.	N/A
20101		Portland	Portland	Moody Ave Realignment	Realign SW Moody Ave as development occurs.	N/A
30009		Portland	Portland	Denver, N (Argyle - Winchell): Main Street Improvements	Construct streetscape improvements to revitalize historic downtown Kenton.	\$ 1,800,000
30013		Portland	Portland	Going St Bridge, N: Overcrossing Improvements	Seismic retrofit project will include work to both the substructure and superstructure to help minimize the risk of a structural collapse in a major earthquake.	\$ 5,000,000
30017		Portland	Portland	Greeley/Interstate, N (Willamette Bl - Russell): Bicycle and Pedestrian Improvements	Implement N Greeley/Interstate bikeway plan (Willamette-Russell) including bike lanes, treatments at Going & I-5 ramps and median modification on Interstate. Construct walkway and transit stop improvements on east side of Greeley (Going-Interstate).	\$ 985,000
30022		ODOT	ODOT	I-5, N (Victory - Lombard): Freeway and Interchange Improvements	Widen I-5 to three lanes plus shoulders in each direction to improve safety and repair system of bottleneck and realign and improve the Columbia Blvd interchange ramps.	\$ 69,287,000

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Description	Estimated Cost
30027		Portland	Portland	Kenton Pedestrian District, N. Pedestrian Improvements		\$ 3,240,930
30029		Portland	Portland	Killingsworth Bridge, N (at I-5); Bridge Improvements	Improvements to bridge to create a safe and pleasant crossing for pedestrians and bicyclists over I-5.	\$ 2,700,000
30031		Port	Port	Leadbetter, N (Marine Dr Loop); Street Extension/ Overcrossing	Extend Leadbetter to Terminal 6/Marine Dr, via a new rail overcrossing to provide access.	\$ 10,800,000
30036	10214	Port	Portland	Lombard, N (Rivergate - to T-6); Multi-modal Improvements	Widen N Lombard to include two travel lanes, a non-continuous center turn lane, medians, a multi-use path adjacent to the street, and planting strips.	\$ 30,000,000
30043	10300	Portland	Portland	Prescott Station Area Street Improvements, N	Construct improvements to Prescott & Skidmore (Interstate-Maryland) & Maryland (Interstate-Prescott) to provide neighborhood focal point at LRT	\$ 4,770,200
30047		Port	Port	Rivergate Rail Expansion, N	Expand railroad capacity in the Rivergate industrial area to increase bulk capacity for mineral and agricultural products and improve train flows within the industrial area.	\$ 12,500,000
30048		Portland / Port	Portland	Lombard Overcrossing, N	Construct overpass from Columbia/Lombard intersection into South Rivergate entrance to separate rail and vehicular traffic. Project includes motor vehicle lanes, bike lanes, and sidewalks.	\$ 21,172,000

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Description	Estimated Cost
30049		ODOT	ODOT	St. Johns Bridge Restoration, N	Complete restoration improvements.	\$ 71,263,500
30054	11652	Port	Port	Barnes Rail Yard - Bonneville Rail Yard, N; Track Expansion	Construct additional unit train trackage between Bonneville and Barnes Yards to support unit train movement between South Rivergate and the Columbia Corridor.	\$ 11,900,000
30057		Portland	Portland	Lombard/St. Louis/Ivanhoe: Multi-modal Improvements	Restripe, construct curb extensions, realign, and signalize as needed to improve pedestrian-bicyclist amenities while not impeding truck movements.	\$ 1,400,000
30058	10374?	Portland / Port	Port	Lombard, N (at Terminal 4): Driveway Consolidation	Consolidate driveways at Terminal 4 and Schnitzer Steel.	\$ 10,000,000
30060		TriMet	TriMet	39th/Lombard Frequent Bus, N/NE	Provide capital improvements that enhance new frequent bus service along Lombard and 39th.	\$ 2,700,000
30064		Port / Railroad	Port	Ramsey Rail Complex, N (south of Columbia Slough Bridge): Capacity Improvements	Construct six tracks and one mainline track and lead into complex	\$ 13,200,000

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Description	Estimated Cost
30067		Portland / Port	Portland	Lombard at Columbia Slough, N: Overcrossing	Strengthen or reconstruct the Columbia Slough Bridge and add sidewalks and bike lanes	\$ 4,900,000
30071		Portland	Portland	Ivanhoe/Philadelphia, N: Intersection Improvements	Redesign intersection to improve traffic & pedestrian circulation.	\$ 107,000
30074		Portland	Portland	Vancouver Bridge, N (at Columbia Slough): Bridge Replacement	Replace weight-restricted bridge	\$ 8,500,000
30078		Port	Port	T-5 Unit Rail Loops #3 & #4	Add 2 additional loop tracks.	\$ 2,800,000
30079		Port	Port	T-6 Intermodal Third Lead	Add dedicated lead for T-6 intermodal yard.	\$ 4,500,000
30082		ODOT / Portland	ODOT	Schmeer, N (Denver - Whitaker): Roadway Improvements	Realign and reconstruct roadway as an arterial street and add full-service signalized intersection at Denver as recommended by the I-5 North, Victory to Lombard project.	\$ 2,000,000
40002		Portland	Portland	33rd, NE (at Columbia Slough): Bridge Replacement	Replace side-by-side bridges carrying NE 33rd over Columbia Slough.	\$ 3,000,000

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Description	Estimated Cost
40004		Portland	Portland	33rd, NE (Columbia Slough - Lombard): Bikeway	Retrofit bike lanes to existing street.	\$ 7,000
40005		Portland	Portland	33rd, NE: Bridge Replacement	Lengthen & replace main span carrying NE 33rd over Lombard.	\$ 3,500,000
40011		Portland	Portland	60th MAX Station, NE: Pedestrian Access to Transit	Improve sidewalks, pedestrian crossing, and install curb extensions at transit stops.	\$ 500,000
40014		Port / ODOT	Port	82nd Ave/Alderwood Rd, NE: Intersection Improvements	Construct right turn lane on SB 82nd Ave, modify traffic signal and construct second right turn lane on Alderwood westbound.	\$ 200,000
40015		Portland / ODOT	ODOT	82nd, NE/SE: ITS	Implement ITS infrastructure to allow monitoring & control of traffic flow including circuit TV cameras & variable message signs to improve safety, reduce neighborhood intrusion, & help buses.	\$ 350,000

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Description	Estimated Cost
40017		TriMet	TriMet	Killingsworth Frequent Bus, NE/SE	Provide capital improvements that enhance new frequent bus service along Killingsworth St from Swan Island to the Clackamas regional center.	\$ 4,540,000
40018		Portland / Port	Portland / ODOT	East End Connector, NE	Construct an at-grade intersectin connection from Columbia Blvd at 82nd to US 30 Bypass/I-205 interchange and widen I-205 SB on-ramp at Columbia Blvd. Add capacity to Lombard. Completion results in Killingsworth replacing Columbia Blvd as NHS intermodal	\$ 26,500,000
40019		Portland	Portland	92nd Ave, NE, (Alderwood - Columbia B); Street Improvements	Improve 92nd to better facilitate circulation in the Portland International Center development.	\$ 1,500,000
40021		Port	Port	Alipport Way, NE (82nd - PDX Terminal): Street Widening	Widen to three lanes in both directions.	\$ 10,000,000

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Description	Estimated Cost
40024		Port	Port	Airport Way, NE: Terminal Entrance Road Relocation	Relocate and widen Airport Way at the terminal entrance to maintain access and circulation in the terminal area.	\$ 4,620,000
40026		Portland	Portland	Alberta, NE (33rd - MLK Jr): Streetscape Improvements	Construct improvements such as traffic signals, better lighting, bus shelters, benches, and crossings to improve pedestrian access to transit, improve safety and enhance the streetscape.	\$ 2,600,000
40031		Portland / Port	Port	Cascades Parkway, NE (Cascades Parkway - Alderwood Rd): Street Extension	Construct two-lane road extension.	\$ 1,732,500
40035		Port	Port	Alderwood/Cornfoot Road, NE: Intersection Improvement	Add signal and improve turn lanes at Alderwood Road/Cornfoot Road.	\$ 350,000
40046		ODOT	ODOT	I-84/I-205, NE: Auxiliary Lane	New auxiliary lane from I-84 to I-205 NB before Columbia Blvd to reduce slowdowns and help improve safety for merging vehicles.	\$ 5,000,000
40048		ODOT	ODOT	I-205, NE (I-205/Airport Way) Interchange Improvements at SB Off-ramp	Widen I-205 SB off-ramp at Airport Way	\$ 550,000
40049		ODOT	ODOT	I-84 Off-ramp, NE (at 68th): Traffic Improvements	Improve lane merge & turning radius of off-ramp.	\$ 500,000

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Description	Estimated Cost
40064		Portland	Portland	Klickitat/Siskiyou, NE (7th - Rocky Butte Rd): Bikeway	Design & implement bike boulevard on Klickitat (7th-67th) and Siskiyou (67th-Rocky Butte) including traffic calming and intersection improvements.	\$ 75,075
40057		Portland / ODOT	Portland	MLK Jr, NE (Ainsworth - Tillamook): Street Improvements	Street improvement project including on-street parking, new sidewalks, curb extensions, and small medians. Stripe bike lanes between Broadway and Lombard.	\$ 5,000,000
40063		Portland	Portland	Portland Bl/Vancouver, NE: Intersection improvements	Revise intersection for safer merging.	\$ 200,000
40064		Port	Port	PDX terminal, NE (Frontage to Terminal Building): Pedestrian and Bicycle Access	Provide pedestrian and bicycle access between end of NE Frontage Rd and the terminal building.	\$ 600,000
40070		Portland	Portland	Sandy Bl, NE (12th - 47th): Multi-modal Improvements	Retrofit existing street with multimodal boulevard improvements including redesign of selected intersections to add turn lanes and improved pedestrian crossings, on-street parking, ornamental lighting, and safety improvements.	\$ 750,000
40077		Portland	Portland	Fremont/MLK Jr, NE: Intersection Improvement	Add right-of-way on east leg of intersection and left turn lane to facilitate safe left-turn access from Fremont to MLK Jr.	\$ 310,000
40080		Portland	Portland	Marine Dr, NE (6th - 33rd & Gantenbein - Vancouver Way): Bikeway	Retrofit bike lanes to existing street and complete off-street paths in missing locations.	\$ 519,750

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Description	Estimated Cost
40084		Portland	ODOT	I-405/Kerby, N: Interchange Improvement	Improve I-405/Kerby interchange to calm traffic at off-ramp.	\$ 515,000
40088		Port	Port	PDX ITS, NE	CCTV, variable message signs, traveler information system.	\$ 11,895,000
40089		Portland	Portland / ODOT	Columbia / 82nd, NE (SB ramps): Capacity Improvements	Add through lanes on Columbia; SB RT lane and signalize.	\$ 1,130,000
40090		Port	Port	PDX Pedestrian & Bicycle Improvements	Bicycle & pedestrian connection between airport terminal and NE 82nd south of Airport Way	\$ 350,000
40092		Port	Port	East Airport, NE (Mt. Hood Ave - Marine Dr): Pedestrian & Bicycle Improvements	Add bicycle & pedestrian connection between Mt Hood Av and Marine Dr.	\$ 550,000
40094	10865	ODOT	ODOT	I-205, NE (I-205/Airport Way) Interchange Improvement at NB On-ramp	New I-205 NB on-ramps at Airport Way.	\$ 23,000,000

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Description	Estimated Cost
40095		ODOT	ODOT	I-205 Southbound Interchange Improvement, NE	Widen I-205 SB on-ramp at Airport Way, modify signing, striping channelization and/or signal timing.	\$ 650,000
40096		ODOT	ODOT	I-205, NE (Columbia Bl - Airport Way): Auxiliary Lane	New auxiliary lane from Airport Way to Columbia Bl and Airport Way ramps.	\$ 20,000,000
40098		Portland / Port	Port	Mt St Helens Ave, NE (Cascades Parkway - Alderwood Rd): Street Extension	Two lane road extension.	\$ 1,500,000
40099		Portland	Portland	21st, NE (at Columbia Slough: Bridge Replacement	Replace weight-restricted bridge.	\$ 5,000,000
40101		Portland	Portland	87th/Columbia, NE: Intersection Improvement	Widen intersection; bike lanes, sidewalks; stormwater facilities	\$ 454,000
40103		ODOT / Portland / Port	Portland / ODOT	82nd Ave/Columbia, NE: Intersection Improvements	Widen and reconfigure intersection.	\$ 2,000,000

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Description	Estimated Cost
50002		Portland	Portland	102nd Ave, NE (Weidler - Glisan): Gateway Plan District Multi-modal Improvements, Phase I	Implement Gateway Regional Center plan with boulevard design retrofit, new traffic signals, improved pedestrian facilities and crossings, street lighting, bicycle lanes, and multi-modal safety improvements.	\$ 3,234,000
50003	10202	Portland	Portland	102nd Blvd & Cherry Blossom, NE/SE (Glisan - Market): Gateway Plan District Multi-modal Improvements, Phase II	Implement the 102nd Ave Streetscape Plan with boulevard design retrofit, new traffic signals, improved pedestrian facilities and crossings, street lighting and new bicycle facilities.	\$ 2,749,496
50007		Portland	Portland	138th, NE (at Columbia Slough): Bridge Replacement	Remove and replace deteriorating timber bridge to meet ODOT and FHWA requirements.	\$ 1,400,000
50011		Portland	Portland	158th, NE (Columbia Slough - Sandy Bl): Street Improvements	Reconstruct street to industrial standards, add sidewalks, stripe bike lanes, curb and storm drainage, and construct bridge to replace culverts at main slough crossing.	\$ 480,000
50017		Portland	Portland	105th/Clark/Holman, NE: Street Improvements	Upgrade Clark Rd (between Glass Plant Rd and 105th/Holman) and the intersection of Clark/105th/Holman to city standards. Curbs, drainage, walkways, and bikeways will be installed.	\$ 1,300,000
50018		Portland	Portland	Gateway Regional Center, NE/SE: Local Street Improvements, Phase I	Construct high priority local street and pedestrian improvements in Gateway Regional Center.	\$ 3,000,000
50034		TriMet	TriMet	Sandy Bl, NE: Frequent Bus	Construct enhancements to Frequent Bus service.	N/A
50035		ODOT	ODOT	Sandy Bl, NE (122nd - City Limits): Multi-modal Improvements	Widen street to three lanes with sidewalks and bike lanes.	\$ 5,750,000

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Description	Estimated Cost
50036		Portland	Portland	Shaver St, NE (116th to 122nd); Pedestrian Improvements	Construct sidewalks and crossing improvements for pedestrian travel and access to transit and schools.	\$ 210,000
50040		Portland	Portland	Airport Way/122nd, NE: Intersection Improvement	Add NB LT lanes, modify signal, reconstruct island.	\$ 490,000
60001		ODOT	ODOT	112th Ave/US 30, NW: Intersection Improvements	Add traffic signal.	\$ 135,000
60003		Portland	Portland	23rd Ave, NW (Lovejoy - Burnside); Road Reconstruction	Rebuild street.	\$ 1,870,000
60013		TriMet	TriMet	US 30, NW: Linnnton Transit Service Improvements	Develop transit amenities within Linnnton area and construct ADA pads at bus stops between NW 29th/yeon and Sauvie Island Bridge.	\$ 900,000
60016		ODOT	ODOT	St. Helens Rd (US 30), NW (106th - 112th); Linnnton Community Pedestrian & Bike Improvements	Replace 2 traffic signals at 105th, 107th; curb bulbouts, sidewalks, and pedestrian crossings.	\$ 550,000
60020		ODOT	ODOT	St. Helens Rd (US 30), NW: Linnnton Traffic Calming	Visually narrow roadway, including landscaping, pedestrian bulb outs, and median at various locations within Linnnton.	\$ 400,000

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Description	Estimated Cost
60021		Portland	Portland	West Bikeways, NW	Construct curb extensions on Johnson at 21st and 23rd; (Some corners built) Conrailflow lane on 24th (Glisan - Flanders); Bike lanes on Couch (Broadway - 10th).	\$ 10,000
60028		Portland / ODOT	Portland	US 30 at Lake Yard Hub Facility, NW: Access Improvements	Access lane on US 30; on-site access road and track realignment if necessary	\$ 2,000,000
70002		Portland	Portland	17th Ave, SE (Powell - City Limits): Bikeway	Retrofit bike lanes to existing street.	\$ 100,000
70003		Portland	Portland	17th/Milwaukie Connector, SE	Transit preferential treatment of 17th to aid transit and pedestrian access.	\$ 500,000
70007	10291	Portland	ODOT	82nd Ave, SE (Schiller - City Limits), SE: Street Improvements	Expand into fully curbed, 4-lane, 60-foot wide roadway w/ continuous left-turn lane, sidewalks, street trees, storm drainage improvements, street lighting, & ROW acquisition.	\$ 1,445,000
70012		Portland / ODOT	Portland	Bybee Bl, SE (at McLoughlin): Overcrossing	Replace substandard bridge with standard clearance bridge including 2 travel lanes, bike lanes, and sidewalks.	\$ 3,500,000
70018	10181	Portland	Portland	Fifties Bikeway, NE/SE (Tillamook to Woodstock)	Construct curb extensions, median refuges, signal modifications, and striping changes to create a north-south bicycle boulevard, along various interconnected portions of 52nd-57th streets between NE Tillamook and SE Woodstock.	\$ 1,595,000
70025		Portland	Portland	Foster & Woodstock, SE (87th - 94th): Street Improvements, Phase I	Implement Lents Town Center Business District Plan with new traffic signals, pedestrian amenities, wider sidewalks, pedestrian crossings, street lighting, increased on-street parking.	\$ 6,930,000

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Description	Estimated Cost
70029		Portland	Portland	Hawthorne Bl, SE (20th - 60th): Multi-modal Improvements	Improve pedestrian safety and access to transit with better lighting, safer crossings, bus shelters, and benches. Project also includes bike parking and bike facility upgrades on parallel streets.	\$ 1,999,797
70034	11605	ODOT	ODOT	I-205 Multi-Use Path Crossings, SE	Improve crossings and access to I-205 multi-use path at arterials street intersections (Halsey, Glisan, Stark-Washington, Division, Powell, Foster-Woodstock).	\$ 2,011,505
70037		Portland / Milwaukie	Portland	Johnson Creek Bl, SE (32nd - 45th): Street Improvements	Complete final design of phase 2 improvements including storm sewer, ROW acquisition, and reconstruction including bike lanes and sidewalks.	\$ 1,200,000
70038		Portland	Portland	Lafayette St, SE (18th - 20th): Pedestrian Overpass	Construct new pedestrian overpass to replace existing decrepit structure.	\$ 580,000
70040		Portland	ODOT	McLoughlin Blvd, SE (at Ross Island Sand and Gravel signalized entrance): Brooklyn Neighborhood Access Improvements	Upgrade intersection at Ross Island Sand and Gravel entrance to accommodate safe pedestrian crossing of McLoughlin Blvd. Alternative crossing opportunities will be considered if location is found to be infeasible or unsafe.	\$ 330,000
70056	10297	Portland	Portland	Spokane & Umatilla, SE (7th - Tacoma Overcrossing): Bikeway	Implement bike boulevard improvements	\$ 350,750
70058		TriMet	TriMet	Hawthorne Bl, SE: Frequent Bus	Provide improvements that enhance new frequent bus service.	\$ 2,460,000

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Description	Estimated Cost
70061		Portland	Portland	Stark, SE (75th - I-205); Bikeway	Retrofit bike lanes to existing street.	\$ 173,250
70062		TriMet	TriMet	I-205, NE/SE: LRT extension	Add LRT tracks and stations between Gateway and Clackamas TC	\$ 500,000,000
70066		ODOT	ODOT	Powell Bl, SE/SE (Milwaukie - 122nd): ITS	CCTV at various locations; variable signs.	\$ 395,000
80003		Portland	Portland	122nd, SE (at Morrison): Pedestrian Overcrossing	Connect library and park with pedestrian crossing.	\$ 1,000,000
80006		Portland	Portland	162nd, SE (Stark - Powell): Multi-modal Improvements	Install bike lanes (Stark - Powell), sidewalks, curbs, ramps, and capacity improvements.	\$ 980,000
80027		Portland	Portland	Foster Rd, Bridge at Johnson Creek: Bridge Replacement	Replace south bridge span.	\$ 1,400,000

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Description	Estimated Cost
90021		TriMet	TriMet	Beaverton-Hillsdale Hwy, SW: Frequent Bus	Construct improvements to enhance Frequent Bus service.	\$ 3,300,000
90037		Portland	Portland	Huber St, SW (Barbur - 35th): Pedestrian Improvements	Construct a walkway for pedestrian travel and access to transit.	\$ 480,000
90040		Portland	Portland	Illinois, SW (45th - Shattuck): Bikeway	Retrofit bike lanes to existing street.	\$ 1,000,000
90044		Portland	Portland	43rd & Lee, SW: Pedestrian Bridge & Path	Construct a bridge and path to connect SW Lee to SW 43rd within the existing ROW.	\$ 90,000
90045		TriMet	TriMet	Macadam Ave, SW: Frequent Bus	Construct improvements that enhance Frequent Bus service.	\$ 2,015,000
90051		Portland	Portland	Nevada St/Ct, SW: Path & Stair/Bridge	Construct a path and bridge over Stevens Creek to connect Nevada Ct to Capitol Hill Road & Bertha Blvd at Chestnut.	\$ 400,000
90074		Portland	Portland	Spring Garden, SW (Taylors Ferry - 26th): Pedestrian Improvements	Construct a walkway to provide access to transit and schools.	\$ 830,000
90076		Portland	Portland	Capitol Hwy/26th, SW: Intersection Signalization	Construct ped crossing & traffic safety improvements with intersection signal or alt. improvements if a signal is not possible. Consider alt. crossing improvement locations in the immediate vicinity, such as SW 25th/Vermont, as part of project development	\$ 120,000
	10192	Portland	Portland	Division St, SE (Grand - 60th): Multi-modal Improvements, Phase I	Design and implement streetscape improvements to enhance sidewalks, lighting, crossings, access to transit, transit stops, and signals.	\$ 6,086,000

TSP ID	RTP ID	Lead Agency	Facility Owner	Project Name	Project Description	Estimated Cost
	10225	Portland	Portland	SE 122nd Ave Sidewalk Infill (Powellhurst/Gilbert Neighborhood)	Add sidewalks to SE 122nd Ave between SE Harold Street and SE Ramona Street.	\$ 2,358,000
	10227	Portland	Portland	SW Stephenson/SW Boones Ferry Intersection	Improve and signalize the intersection at SW Stephenson and SW Boones Ferry Road.	\$ 1,438,592
	10542	Portland	Portland	Foster Rd. Improvements (162 - Jenne)	Improve Foster Rd. to Minor Arterial (Parkway) standards, 2 lanes, with turn pockets where appropriate.	\$ 3,014,698
	11201	Portland	Portland	SW Columbia & SW Jefferson Bus Pads: Naito - 14th	Concrete Bus Pads on SW Columbia and SW Jefferson	\$ 325,000
	11372	Portland	Portland	N. Williams Traffic Safety Operations	Enhance crossings, buffered bike lanes, traffic calming, new traffic signal, and modifications at existing signals.	\$ 1,758,031

For more information about the Transportation System Plan, please visit <https://www.portlandoregon.gov/transportation/63710>
For questions or comments, please email us at tsp@portlandoregon.gov



2035 Transportation System Plan: Financial Plan Summary

The purpose of the 2035 TSP Financial Plan summary is to match existing and potential Federal, State, Regional and City revenue sources with Major Projects and Citywide Programs included in the TSP. For information on funding for Portland's operation and maintenance strategy please see the [Portland Asset Status and Condition Report](#).

Overview

Following is an explanation of the five steps used-to-date in developing 2035 TSP financial plan. Through March 13 the Bureau of Transportation and Planning & Sustainability Commission are seeking public comment on the revenue forecasts in this plan and the project and program priorities identified on our proposed Constrained and Unconstrained revenue lists.

The Bureau has created a feedback loop to incorporate public comments in our Major Project and Citywide Program evaluation and prioritization process. We will also use comments in developing our five year project and program priorities list, proposed to be released in April, 2015.

Summary of the Benefits of the 2035 TSP Financial Plan Summary

- A more financially realistic plan that better guides PBOT's short-term and long-term capital investments.
- A higher likelihood of winning competitive grants, since projects and programs can be shown to achieve multiple goals in federal, state, regional and local plans. Grant applications can also be more complete and garner the support of partner agencies and stakeholders by focusing project development resources on identified top priorities.
- More robust Citywide Programs to increase the likelihood of funding small projects with high return on investment. Currently it is challenging to fund these projects due to their small size.
- More clearly link revenue sources (including their restrictions for use) to the eligible Major Projects and Citywide Programs. An example of this would be determining what funding is available for freight investments and ensuring that the City's General Transportation Revenue is prioritized for projects and programs without dedicated funding sources.
- Creation of a five year "project development pipeline" of small and large projects aligned with federal, state, regional and city funding priorities.
- The TSP 1-5 year project and program list will significantly inform the projects pursued for project development with agency partners and stakeholders, included in grant applications and the Bureau's Capital Improvement Program (CIP) once project funding has been obtained. Detailed matching of Major Projects and Citywide Programs with specific funding opportunities will occur through regular updates to the CIP and budget. The Bureau will recommend a five

year Constrained list in April, following public comment on the January 30 Constrained and Unconstrained lists.

- A clearer plan means more meaningful public involvement from all sectors and communities.

Process

The Bureau of Transportation used five steps to create the 2035 TSP Financial Plan Summary. These steps represent an iterative, not sequential, process.

Step One: Identify existing and potential revenue sources, then forecast twenty year revenues for each source.

Step Two: Create three funding scenarios: 1) Existing revenue sources; 2) Constrained (reasonably aggressive forecast); and 3) Unconstrained (optimistic forecast).

Step Three: Identify funding restrictions for each revenue stream. Funds can be restricted to certain uses based on laws or projections of past funding patterns.

Step Four: Match Major Projects and Citywide Programs with Constrained and Unconstrained revenue forecasts.

Step Five: Between now and spring 2015, refine constrained and unconstrained scenarios based on additional analysis and modelling, and input from the public, agencies and the Planning & Sustainability Commission.

Step One: Identify existing and potential new revenue sources then forecast twenty year revenues for each source.

In step one, staff identified 28 funding sources: 18 existing and 10 potential new revenue sources. The 10 new revenue sources come from a combination of sources identified in the Regional Transportation Plan (RTP) and by staff.

Staff identified forecasted revenues for three revenue scenarios (described in more detail in Step Two). Table 1 summarizes forecast revenues for existing revenue sources. Table 2 summarizes the forecast revenues for the existing and the ten new revenue sources. All revenues assume job and population growth, and are in constant dollars.

TABLE 1

CONSTRAINED EXISTING 20 YEAR FORECAST REVENUES (\$M)		
Jurisdiction	Revenue Source	Total
Local	General Transportation Revenue - State Highway Trust Fund Existing	\$30.9
	General Transportation Revenue - Parking Existing	\$20.3
	General Fund Onetime	\$12.9
	Private Development	\$75.6
	Institutional Zone Development	\$10.0
	Local Improvement District - Commercial & Residential	\$27.0
	Local Improvement District - Industrial	\$3.0
	System Development Charge	\$193.4
	Urban Renewal	\$37.3
	Portland Public Schools Bonds	\$5.0
Local Total		\$415.5
Regional	Regional Flex Funds	\$116.4
	Port of Portland Funds	\$10.9
Regional Total		\$127.3
State	State Enhanced Funds	\$37.7
	Local Improvement District + State/Regional Funds	\$40.0
	Highway Safety Improvement Program	\$80.0
State Total		\$157.7
Federal	Federal Discretionary Funds	\$64.2
	Federal Transit Funds	\$40.0
	Highway Bridge Program	\$7.0
Federal Total		\$111.2
Grand Total		\$811.7

TABLE 2

CONSTRAINED NEW 20 YEAR FORECAST REVENUES (\$M)		
Jurisdiction	Revenue Source	Total
Local	Portland Street Fund - Safety	\$270.2
	New Parking Policy	\$20.0
	Value Capture	\$20.0
	Bureau of Environmental Services	\$20.0
	Portland Area Schools Bonds	\$5.0
Local Total		\$335.2
Regional	New Regional Revenues - VRF Increase of \$1/Year	\$0.0
Regional Total		\$0.0
State	New State Revenues - \$15 VRF Increase Every 8 Years	\$87.0
	New State Revenues - Additional VRF Increase of \$2/Year	\$0.0
	Orphan Highways	\$100.0
State Total		\$187.0
Federal	New Federal Revenues - Vision Zero	\$0.0
Federal Total		\$0.0
Grand Total		\$522.2

Since the revenues listed in the tables above would be spent on Major Projects and Citywide Programs, how do we ensure that there is adequate funding for operations and maintenance?

Consistent with the approach taken in the Regional Transportation Plan, Portland is assuming that the state gas tax will be increased by 1-cent per year over the next twenty years and this additional revenue will be dedicated to operations and maintenance to offset inflation and reduce the maintenance unmet need. In addition, we are assuming that a significant portion of local revenues, including at least half of Portland Street Fund revenue, would be allocated to operations and maintenance. These revenues are not included in the TSP Constrained revenue scenario.

Step Two: Create funding scenarios.

Three funding scenarios were developed for the TSP's 20 year time period. These scenarios are: 1) existing revenue sources forecast; 2) constrained (reasonably aggressive) revenue forecast; and 3) unconstrained (optimistic) revenue forecast.

Scenario #1: Existing revenue forecast - \$812 million (see Table 1, above)

- Assumes revenue continues from 18 existing sources.
- Existing revenues are Insufficient to meet the current and future needs of the system.

- The 20 year Existing Revenue forecast covers 39% of identified TSP Major Projects and Citywide Program costs.
- The City is forecast to have only \$51.2 million in discretionary funds, aka “general transportation revenue” over the next twenty years, without new funding
- The City of Portland’s share of the state gas tax available for TSP projects is very limited due to decreasing value of state gas tax.
- 56% of existing revenue forecast is from Local Funding Sources, the rest comes from State and Federal sources.
- Regional, State, and Federal funding sources are projected to continue at current levels.

Scenario #2: Constrained (reasonably aggressive) revenue forecast - \$1.3 billion

- Includes existing revenues from scenario #1, plus \$522 million in new revenue assuming a “reasonably aggressive” forecast (see Table 2, above). The additional \$522 million is derived from seven new revenue sources. Of these seven new sources, five are local funding mechanisms.
- The 20 year constrained revenue forecast covers only 62% of identified TSP Major Projects and Citywide Program projected costs.
- 65% of new funding from local revenue mechanisms (Portland Street Fund, New Parking Policy, Value Capture, and Bureau of Environmental Services).
- 35% of new funding is based on projected increase in the state vehicle registration fee.

Scenario #3: Unconstrained (optimistic) revenue forecast - \$2.1 billion

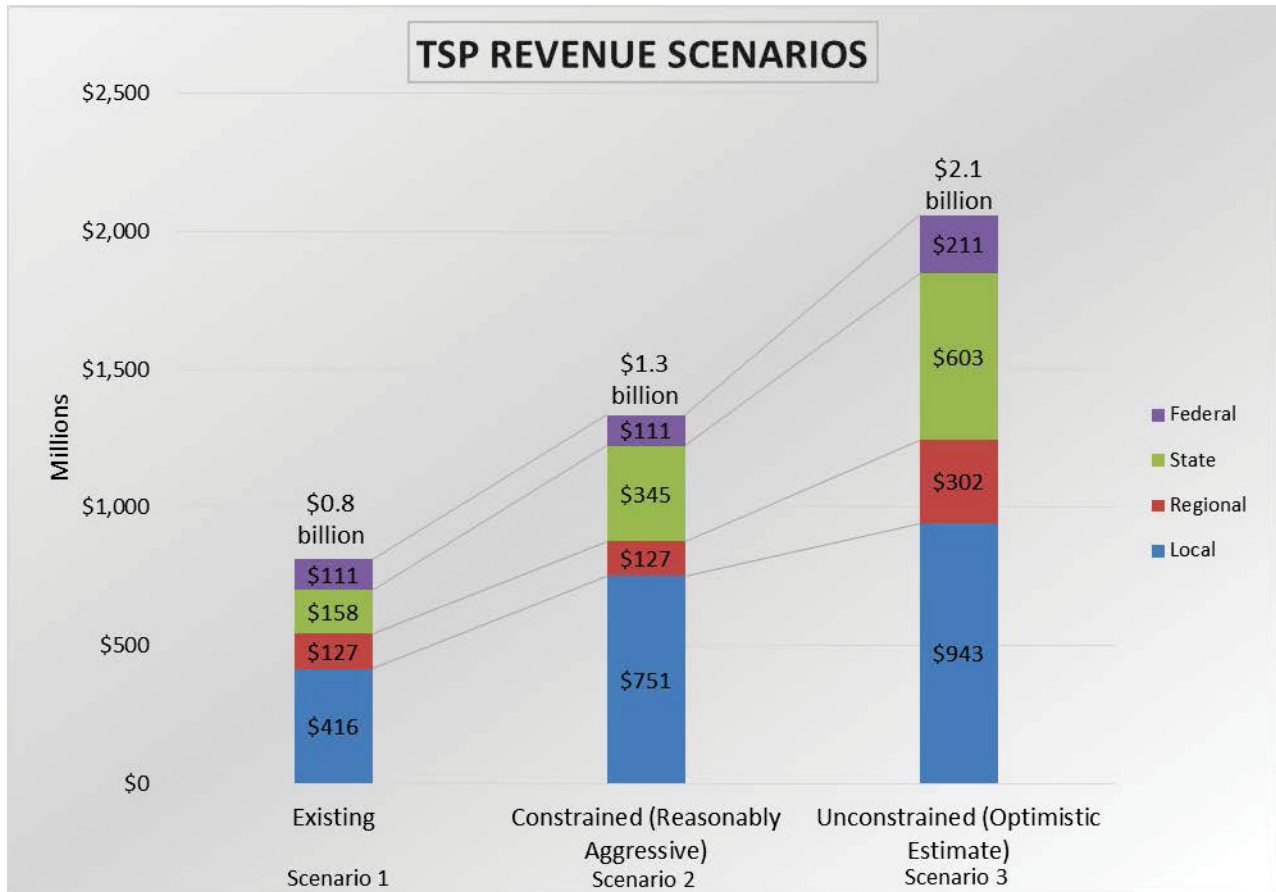
- Includes existing revenues from scenario #1 and new forecast revenue from scenario #2. This scenario adds three more new revenue sources, plus an approximate 25% increase in many revenue sources.
- This scenario covers 100% of TSP Major Project and Citywide Program projected costs that are identified.
- Includes new funding from regional vehicle registration fee and new federal Vision Zero Grant program.

Chart 1, TSP Revenue Scenarios, is a summary of the three scenarios.

Does Scenario 3 fund 100% of the City’s transportation needs?

No. PBOT estimates that the total need is greater than \$3 billion. The TSP project and programs list was limited to the revenue identified in Scenario #3: Unconstrained (optimistic) revenue forecast.

CHART 1



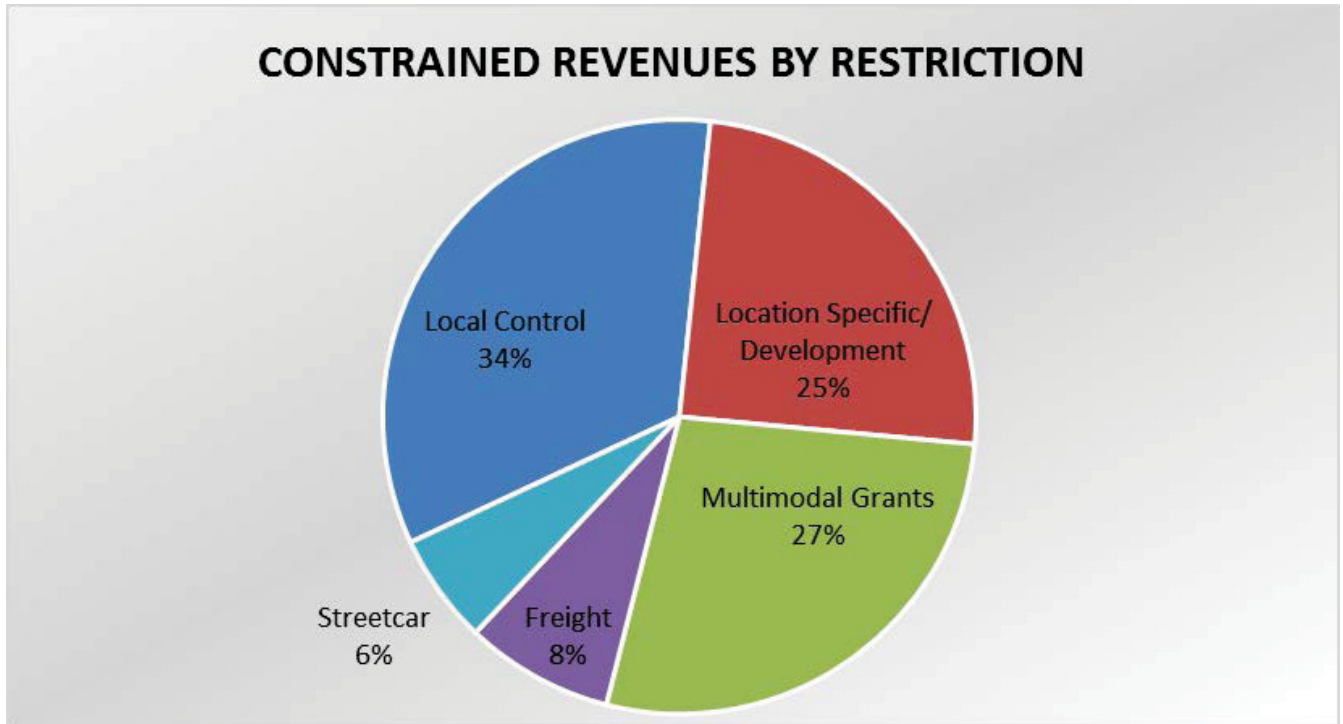
Step Three: Identify funding restrictions.

Funds can be restricted to certain uses based on laws or projections of past funding patterns. (Step three provides more details about how Scenario #2 revenues of \$1.3 billion can be spent given the restrictions imposed on the various funding mechanisms.

TABLE 3

REVENUES BY RESTRICTION		
Category	Total	%
Local Control	\$448.4	34%
Location Specific/ Development	\$330.8	25%
Multimodal Grants	\$366.7	27%
Freight	\$108.0	8%
Streetcar	\$80.0	6%
Grand Total	\$1,333.9	100%

CHART 2



The following five items outline the types of funds and restrictions on those funds.

Local Control – \$448 million Constrained (34% of \$1.3B)

- \$51 million from existing funding
- \$397 million from new funding sources

This category includes revenue sources that are generated locally and, in most cases, Portland’s City Council sets the priorities for how these revenues are spent. Examples of existing revenues considered to be under Local Control include: Portland share of existing State Highway Trust Fund (Vehicle Registration Fee, weight mile tax and fuel taxes), and existing parking revenues. The following are the anticipated new revenue sources that would be derived through local funding mechanisms:

- \$270 million – Portland Street Fund / Our Streets
- \$20 million – New Parking Policy – Portland is continuing to develop ways of using smart parking practices to better manage the transportation system. For example, over the next twenty years we anticipate parking meter districts will continue to expand to improve access in high growth centers. In FY 2015-2016, the Bureau projects approximately \$40 Million in revenue in on and off-street parking revenue. The \$1 million annual assumption of additional revenue from New Parking Policy represents less than a 3% increase in existing parking revenues.
- \$20 million – Bureau of Environmental Services
- \$87 million – Portland’s share of \$15 Vehicle Registration Fee (VRF) increase every 8-years

Development Related / Location Specific – \$331 million Constrained (25% of \$1.3B)

- \$311 million from existing funding sources
- \$20 million from new funding sources

This category includes revenue sources that are generated by development and where the revenues are generally dedicated to a specific project or location. Examples of existing revenues considered to be Development Related / Location Specific include TSP projects built as part of a private development, Local Improvement Districts (LID), Urban Renewal, and projects built with funds from System Development Charges (SDC). The following are the new revenue sources included in this category:

- \$20 million – Value Capture from new source(s) that captures from adjacent properties a portion of the ongoing increase in property value attributable to specific public infrastructure investment. A common form of value capture involves allocating future increases in tax revenue to fund transportation improvements.

Multimodal Grants -- \$372 million Constrained (27% of \$1.3B)

- \$262 million from existing funding sources
- \$110 million from new funding sources

This category includes revenue sources that are generated by grants that can be used on many different transportation modes. These grant streams are more flexible than the grants identified in the Freight Grants and Streetcar Grant categories. Examples of existing revenues considered to be Multimodal Grants include Regional Flexible Funds, State Enhance Funds, and Highway Safety Improvement Program (HSIP). The following are the new revenue sources included in this category:

- \$100 million – State Orphan Highways Program
- \$10 million – Portland Area School Bonds

Freight -- \$108 million Constrained (8% of \$1.3B)

- \$108 million from existing revenue sources

Examples of existing revenues considered to be potential freight revenues include Regional Flexible Funds dedicated to freight projects, Port of Portland contributions to City-led freight projects, a share of SDC and State Enhance (STIP) funds, Federal discretionary, and City grant match funds. This revenue does not include substantial revenue for freight projects led by the Port of Portland, ODOT and other agencies.

Streetcar – \$80 million Constrained (6% of \$1.3B)

- \$80 million from existing funding sources

This category includes revenue sources that are generated by grants that historically are used for streetcar projects. Examples of existing revenues considered to be streetcar revenues include Federal Transit Funds. Additional assumptions are highlighted to ensure that funding for streetcar projects do not divert revenue from other important transportation needs:

- 50% of funding for new streetcar projects will come from Federal Transit Funds. The other 50% of match will come from state, regional, and/or LIDs.

Streetcar operating costs would be split between Trimet and Portland based on the Streetcar Master Agreement between agencies. Since streetcar projects can lead to increases in adjacent property values and City General Fund revenue, the Bureau proposes in the future to fund the City’s share of streetcar operating costs from General Fund resources.

Step Four: Match Major Projects and Citywide Programs with Constrained and Unconstrained revenue forecasts.

In order to determine which projects and programs to include on the Constrained and Unconstrained lists, the Bureau developed a project prioritization process to replace an obscure approach with one that is designed to be transparent, inclusive, objective and effective. In late 2013 and early 2014 Bureau staff reviewed a score of state, regional and local rules and plans to determine which outcomes appeared in multiple plans. Staff identified seven consistent outcomes, summarized in the graphic below.

The Seven Outcomes:

- 1 Improve access to daily needs, such as jobs, schools, grocery stores, health care
- 2 Reduce/eliminate transportation fatalities and injuries
- 3 Improve health by increasing walking and bicycling
- 4 Increase economic benefits, such as access to family wage jobs and freight access
- 5 Ensure disadvantaged communities benefit as much or more than non-disadvantaged communities
- 6 Reduce global warming pollution from transportation
- 7 Prioritize the most cost-effective projects

Using the seven outcomes as a starting point, the Bureau developed, tested, vetted and implemented an outcome-based project and program evaluation process to objectively determine which projects and programs provided the greatest benefits, cost effectively.

Evaluation Criteria

The eleven criteria used to evaluate all 281 Major Projects and nine Citywide Programs are:

1. Safety: reduce fatalities and injuries;
2. Neighborhood Access: improve walking, bicycling and transit access to daily needs, including groceries, jobs, schools, parks and services;
3. Economic Benefit: improve access to jobs and higher education;
4. Economic Benefit: increase revitalization;
5. Economic Benefit: improve freight access;
6. Economic Benefit: improve freight mobility;
7. Equity: improve conditions for seniors, youth, low income people and people of color;
8. Climate: reduce climate pollution from transportation;
9. Health: increase walking and cycling;
10. Cost Effectiveness: deliver the most cost-effective projects;
11. Community Support or Opposition: include community perspectives.

After evaluating all Major Projects and Citywide Programs, Bureau staff identified high scoring projects and programs that could be funded by specific Constrained revenue sources.

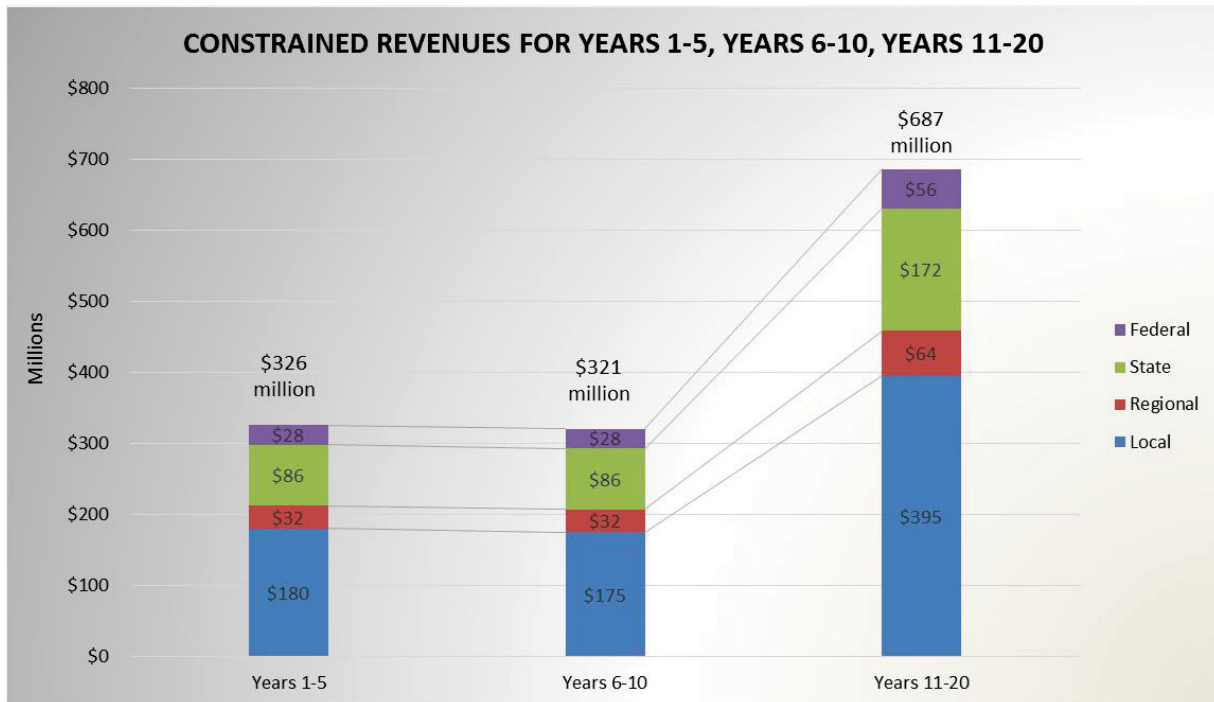
As a result the Bureau recommends 201 “Major Projects” and nine “Citywide Programs” for the 20 year Constrained revenue list, and approximately 80 additional Major Projects for the Unconstrained revenue list.

The application of this criteria allows the City to maximize the use of limited resources on projects that provide multiple benefits.

Within the proposed Constrained list, the Bureau is recommending projects to be developed, designed and implemented within the first ten years, and the second ten years. In spring 2015, following public comment, the Bureau will recommend a Constrained project/program list for years 1-5, 6-10 and 11-20.

The TSP 1-5 year project and program list will significantly inform the projects pursued for project development with agency partners and stakeholders, included in grant applications and the Bureau’s CIP. Detailed matching of Major Projects and Citywide Programs with specific funding opportunities will occur through regular updates to the CIP. The Bureau will recommend a five year Constrained list in spring 2015, following public comment on the January 30th Constrained and Unconstrained recommendations.

CHART 3



Constrained revenues in Years 1-5 is projected at \$326 million. Years 6-10 revenues drop to a projected \$321 million due to a significant decrease in Urban Renewal revenues, mostly offset by revenues ramping up from the Portland Street Fund program. Years 11-20 is estimated to be about \$687 million with some slight growth in System Development Charges.

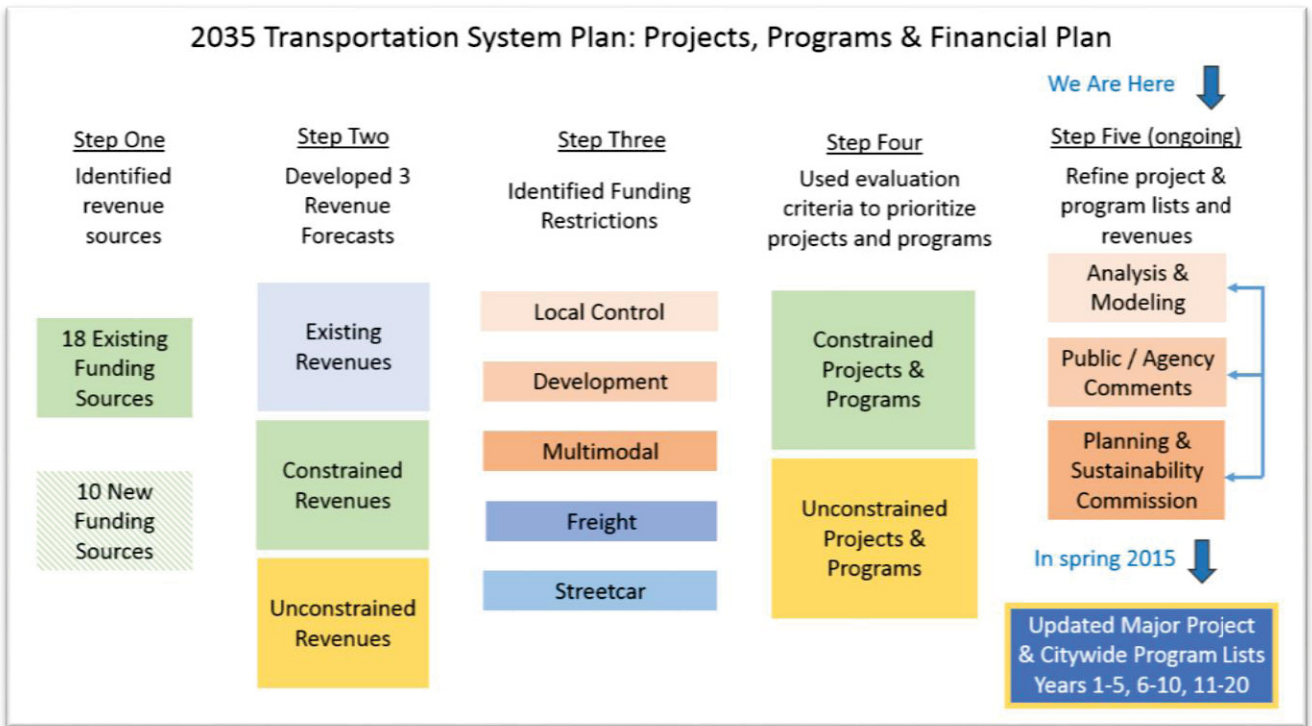
The \$326 million in forecasted revenue in the first five years of the Constrained TSP includes both programmed and unprogrammed revenue. Programmed revenue refers to funded projects included in our five year capital improvement program. Unprogrammed revenue is forecasted, but not in hand. Bureau staff will recommend prioritizing projects and programs to match unprogrammed revenue following public and agency comment.

Step Five: Between now and spring 2015, refine constrained and unconstrained scenarios based on additional analysis and modelling, and input from the public, agencies and the Planning & Sustainability Commission.

The final step in the completion of the TSP Financial Plan is the refinement of the constrained and unconstrained scenarios. In order to ensure that we select the best projects and develop the optimal constrained scenario, we will continue refinement into spring 2015. This process will include additional analysis and modeling, extensive outreach and feedback from the public, external agencies, and from the Planning and Sustainability Commission.

The following chart provides a summary of the work completed in the first four phases of the TSP Finance Plan development and the work to be completed in step five: Refining project and program lists and revenue.

CHART 4



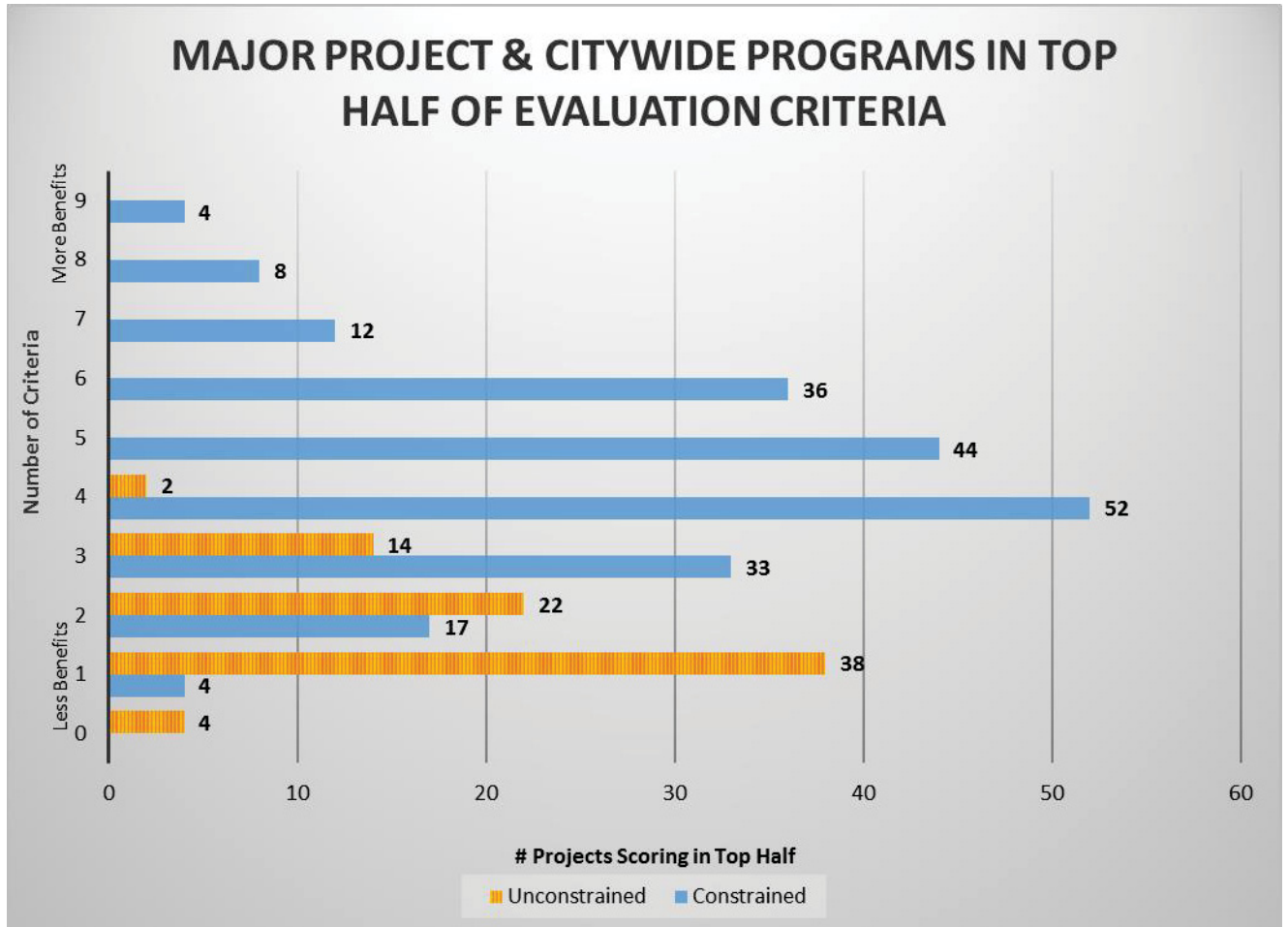
Bureau staff have begun to analyze the recommended Constrained and Unconstrained Major Projects and Citywide Programs from multiple angles. Several are shown below.

These analyses, as well as public comments, will be used by the Planning & Sustainability Commission and the Bureau to inform final recommendations to City Council.

Chart 5 shows:

- 156 of the 210 Major Projects and Citywide Programs on the Constrained list ranked in the top half of possible scores for four or more criteria;
- The majority of the Unconstrained Major Projects scored in the top half of possible scores for only one or zero criteria.

CHART 5



We have broken out the City of Portland Major Projects list by Neighborhood Coalition, so you can see projects grouped by area of the City as follows:

- CENT = Central City
- CNN = Coalition of Northern Neighbors
- EPNO = East Portland Neighborhood Office
- NECN = Northeast Coalition of Neighbors
- NPNS = North Portland Neighborhood Services
- NWNW = Neighbors West-Northwest
- SEUL = Southeast Uplift
- SWNI = Southwest Neighbors, Inc.

Chart 6 shows the distribution of recommended constrained Major Project spending by neighborhood coalition area. Note that several of the areas with relatively low recommended spending have relatively few Major Projects and a relatively lower households and jobs. This chart does not show the proposed funding for Citywide Programs.

CHART 6

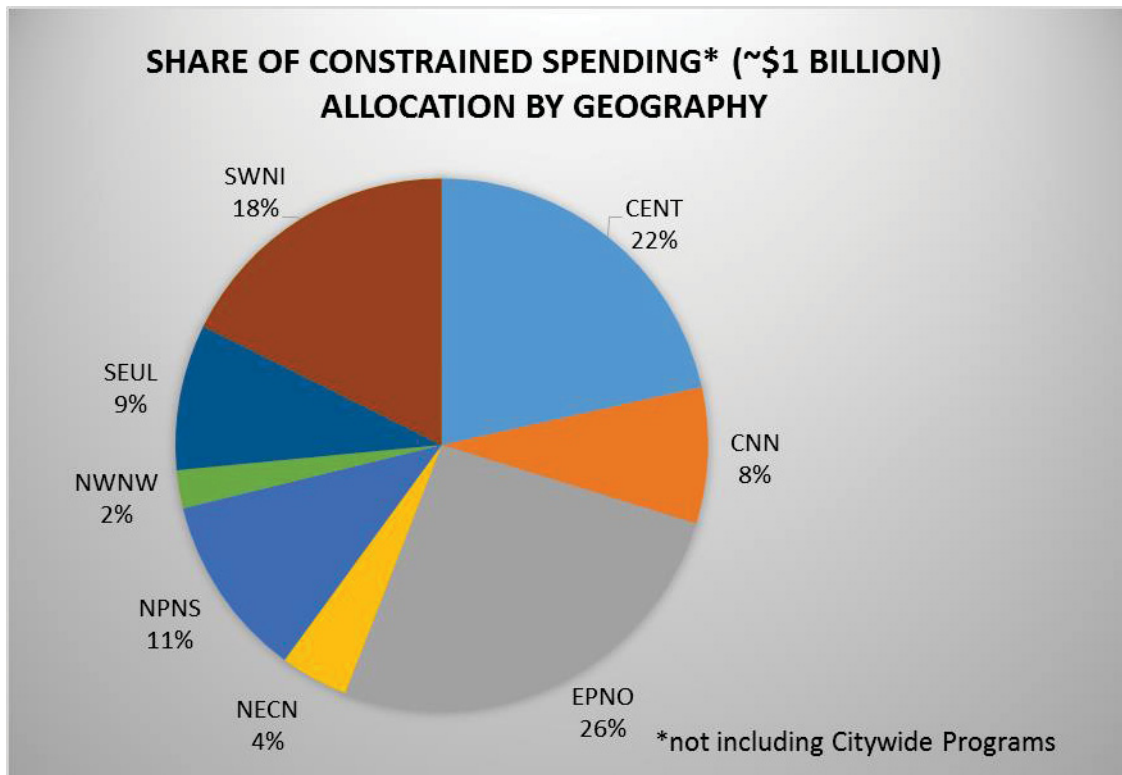


Chart 7 shows the projected distribution of households and jobs in 2035 by neighborhood coalition area. Central City is projected to have three to four times as many households and jobs as some other geographies.

CHART 7

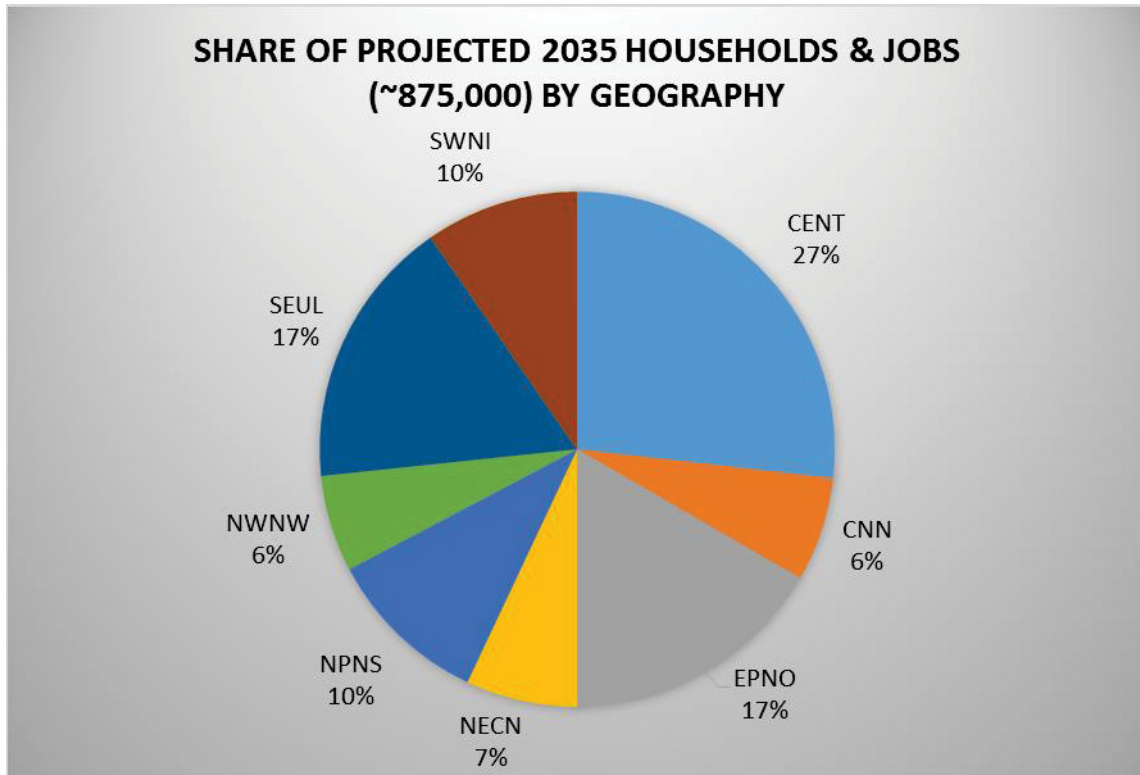
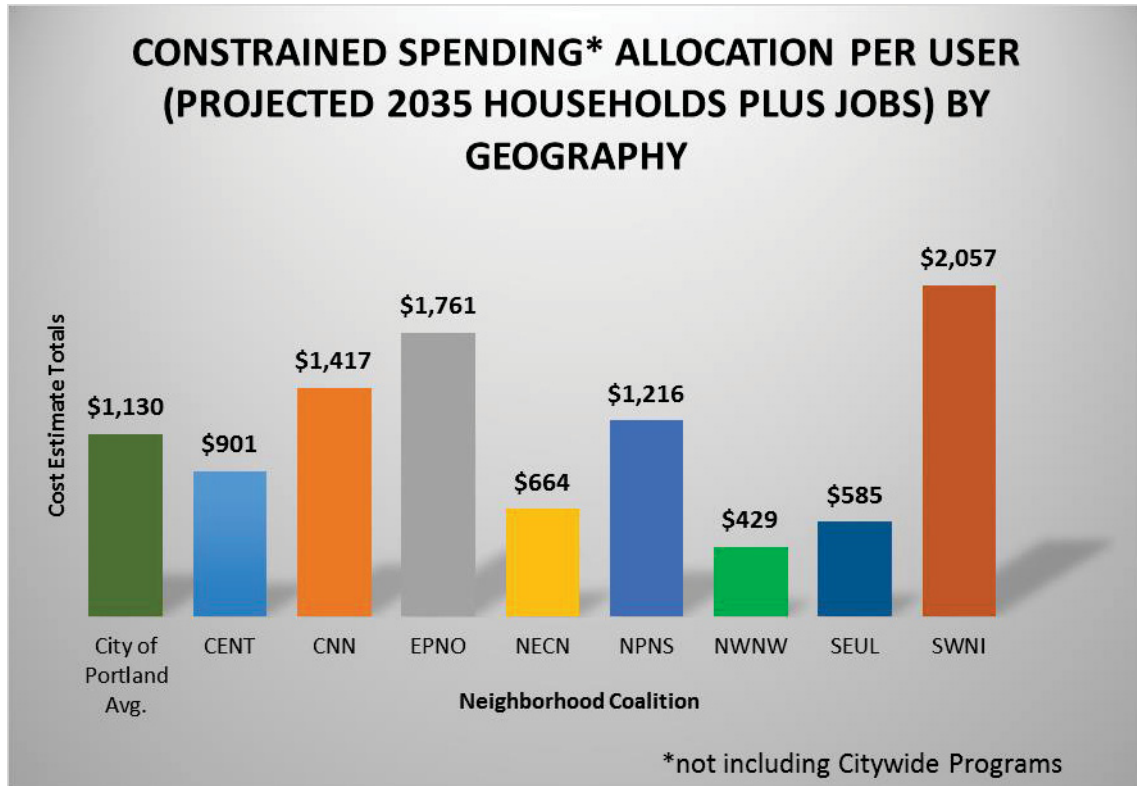


Chart 8 combines data from the previous two charts to show recommended Major Project spending per “user.” In this case “user” is defined as projected 2035 households plus 2035 jobs located within each neighborhood coalition. This is a rough approximation of the number of people who are likely to benefit most, though some Major Projects will have “users” from across and outside the City.

CHART 8



TSP Major Projects and Citywide Programs Methodology Report

January 30, 2015

Development of Candidate Major Projects List

In the spring of 2014, PBOT staff began the process of forming a Candidate list of Major Projects for inclusion in the TSP. This list represents the universe of unfunded major projects eligible to be included in the update of the TSP. Projects were considered eligible based on their inclusion in the 2007 TSP, the 2014 RTP, or other plans adopted since 2007.

Existing Projects

The first step in the development of the Candidate Major Projects List was to clean up the existing 2007 TSP and 2014 RTP major projects lists. In the intervening years since the 2007 TSP was adopted, many projects had been completed or funded—these projects were marked accordingly and moved into separate Completed and Funded project lists. Several other projects had become outdated or unnecessary due to later plans or other projects—some of these projects were re-scoped to make them fit with current plans, while others were recommended to be removed from the major projects list. Staff also identified any projects that described ongoing, programmatic activities (for example, SmartTrips) or maintenance needs (such as seismic upgrades), and removed those projects from the Candidate List because they would be included in the Programs and Maintenance sections of the TSP rather than the Major Projects list.

All Major Projects were then reviewed by staff in order to update names, locations, and descriptions to match current plans or project scopes, as well as to find opportunities to combine overlapping projects or break projects into phases. As much as possible, the draft Candidate List was revised to be reflective of the 2014 RTP project list in terms of phasing or revision of older TSP projects, though many RTP projects were also outdated and in need of revision. Some projects had been partially completed since 2007, in which case descriptions were updated to reflect the remaining project elements. Projects led by other agencies (ODOT, TriMet, Port, etc) were sent to the relevant agencies for review, and the resulting comments led to many projects being revised, marked as completed, or removed altogether.

New Projects

Once the existing Major Projects List was brought up to date, the next step was to incorporate new projects coming out of plans adopted since the 2007 TSP. Staff identified the major projects proposed in adopted plans, developed descriptions and cost estimates when necessary, and added them to the Candidate Major Projects List. Small-scale projects from these plans, unless clearly part of a larger project, were considered more appropriate for a Program reference list than as stand-alone Major Projects. For example, the Bicycle Plan for 2030 contains hundreds of projects, ranging from long bikeways spanning multiple neighborhoods to small neighborhood greenway segments serving a single neighborhood. In this case, large-scale projects with higher costs and wider benefits were added to the Candidate Major Projects list, while smaller-scale, less expensive, neighborhood-serving projects were incorporated into reference lists for the Bikeway Network Completion and Neighborhood Greenway Programs.

Table 1. Plans Adopted by Portland City Council Since 2007.

Adopted Plan	Year Adopted	Resolution/Ordinance #
North Pearl District Plan	2008	Ord. 182319
Hayden Island Plan	2009	Ord. 183124
North Macadam Transportation Development Strategy	2009	Res. 36696
South Waterfront District Street Plan	2009	Res. 36753
Portland Streetcar System Concept Plan	2009	Res. 36732
East Portland Action Plan	2009	Res. 36682
River Plan / North Reach	2010	Ord. 183694
Portland Bicycle Plan for 2030	2010	Res. 36763
Clinton-to-the-River Multi-Use Path	2011	Res. 36842
Northwest Master Plan for Conway Site	2012	LU 12-135162 MS
East Portland in Motion	2012	Res. 36917
Pearl District Access and Circulation Plan	2012	Res. 36932
Sullivan's Gulch Trail Concept Plan	2012	Res. 36947
N/NE Quadrant Plan	2012	Res. 36972
Cully Main Street and Local Street Plan	2012	Res. 36952
Outer Powell Concept Plan	2013	Res. 36931
Southwest Corridor Plan and Shared Investment Strategy	2013	Res. 37038
Barbur Concept Plan	2013	Res. 37014
Foster Streetscape Plan	2014	Res. 37079

Cost Updates

In the course of updating the major projects, it became clear that a great number of projects had out-of-date cost estimates, in some cases dating from the 1998 Pedestrian Master Plan. Even when cost

estimates were more recent, they were sometimes found to be based on citywide average per-mile costs and did not always take into account construction challenges found in areas with constrained right-of-way, steep topography, or stormwater challenges. In order to update the cost estimates, staff first identified the projects with outdated or unrealistic cost estimates, then searched through newer plans for updated cost estimates.

To update the remaining projects, staff worked with Civil Design Services to develop a project cost estimator spreadsheet tool for a variety of project types, based on actual project costs from recently completed projects. Example project types include:

- Multi-use Path
- Neighborhood Greenway
- Separated In-Roadway Bicycle Facility within Existing Curb Line
- Separated In-Roadway Bicycle Facility with New Curb Line
- Sidewalks with Existing Curb Line
- Sidewalks with New Curb Line
- Streetscape Improvements
- Street Improvement
- Crossing Improvement
- Industrial Street Extension

Using the cost estimator tool, PBOT staff updated cost estimates to better reflect current, realistic costs, though the results should still be considered “planning-level” cost estimates subject to substantial change during the project development process.

Cost estimates were also updated as much as possible to reflect 2014 construction costs. For projects from the 2007 TSP that did not go through the cost update exercise described above, the 2007 cost estimate was deflated 8.7% (based on a nationwide reduction in construction costs) to obtain a 2014 cost estimate.

Public Release of Candidate Major Projects List

In order to get as much public feedback on major projects as possible, draft versions of the Candidate, Funded, and Completed major projects lists were displayed on the 2035 Comprehensive Plan Proposed Draft Map App starting in June 2014. Members of the public were able to comment directly on individual projects through the Map App. The draft project lists were also included in the Proposed Draft of the Comprehensive Plan as the transportation component of the List of Significant Projects.

In October 2014, the Map App was updated with the final version of the Candidate (broken out between City of Portland projects and Other Agency projects), Funded, and Completed lists of major projects. The PBOT website was also updated with the major projects lists, as well as a draft list of recommended Program categories. At that point the formal comment period was opened, and the public was able to comment on projects through the Map App as well as through letters and emails to PBOT and the Planning and Sustainability Commission.

Development of Citywide Programs

The 2007 TSP contained a list of ongoing citywide programs, such as Neighborhood Safety & Livability, with brief descriptions and associated reference lists of small-scale projects. However, that TSP did not adequately highlight the importance of ongoing, flexible, citywide programs in achieving our transportation goals, especially given reduced federal and state support for large capital projects in recent years. Since the 2007 TSP was adopted, programs such as High Crash Corridors, Neighborhood Greenways, and Safe Routes to School have become increasingly important to PBOT's work. These programs have demonstrated how much can be accomplished using relatively modest amounts of funding on smaller projects that collectively have a major impact. The City of Portland has also adopted plans like the Bicycle Plan for 2030 and East Portland in Motion that have identified hundreds of small projects that tend not to compete well for major grants and likely need program funding for implementation.

To develop the list of nine recommended Citywide Programs to be included in the TSP Major Projects list, staff first identified existing programs that would benefit from being clearly highlighted in the TSP. *Bikeway Network Completion*, *Neighborhood Greenways*, *High Crash Corridor*, and *Safe Routes to School* all fell into this category. Sidewalk infill and crossing improvements, while frequent elements of PBOT projects, were not clearly contained within an existing program—these pedestrian improvements were folded together into a new *Pedestrian Network Completion Program*. While the existing SmartTrips program contained some elements of demand management, staff determined that PBOT would benefit from an expanded *Transportation & Parking Demand Management Program* that would contain outreach elements like SmartTrips as well as incentive elements through parking policies and development requirements. *Transportation System Management* has traditionally been implemented through grant funding for major Intelligent Transportation System corridor projects, but with ongoing program funding PBOT could make numerous small-scale improvements to the traffic system, particularly with improving signal timing at problematic intersections. Two entirely new Programs were proposed--*Transit Priority* and *Freight Priority*—because staff recognized the economic and efficiency value of giving transit and freight extra priority over general traffic to ensure the ability for people and goods to travel quickly and reliably around the City and the region as a whole.

Development of Evaluation Criteria

While much of the 2035 Transportation System Plan update is technical in nature, the Bureau developed a project prioritization process to replace an obscure approach with one that is transparent, inclusive, objective and effective. There were several problems with the previous project prioritization process:

- It was unclear to what extent criteria were used to derive project lists;
- Criteria were often not outcome-based;
- It did not adequately inform staff of potential priority projects for grant applications; there was no clear project development “pipeline;”
- Projects did not necessarily align with state, regional and local policy priorities;
- Small projects were not competitive for grant applications and often languished for years or decades;
- There was not a clear link between TSP and Capital Improvement Plan (CIP) projects and programs.

In order to develop evaluation criteria that would address these issues, in late 2013 and early 2014 Bureau staff reviewed state, regional and local rules and plans to determine which outcomes appeared in multiple plans. Staff identified seven consistent outcomes, summarized in the graphic below.



Staff vetted the seven outcomes with the Transportation Expert Group, then developed a set of draft project/program evaluation criteria consistent with the criteria.

Over the following eleven months staff vetted the criteria with the Transportation Expert Group, modal committees and interest groups, including:

The criteria have been refined in multiple rounds of reviews since the February 2014, including:

March 2014

- Overview of the intent and elements of the project evaluation criteria and process.
- Q & A, including criteria recommendations from the TEG

April 2014

- Distribution of initial evaluation matrix.
- Data source recommendations

May 2014

TSP Major Projects and Citywide Programs Methodology Report
January 30, 2015

- Discussion of two phase evaluation tested for RTP: GIS, then staff.
- Evaluation results from six projects.
- Extensive recommendations from committee members on criteria refinement.

June 2014

- Extensive discussion of both data sources and evaluation criteria changes since the previous meeting.

August 2014

- Discussion of citywide programs proposal.
- Comments and responses on draft project evaluation criteria.
- Test project scoring.

September 2014

- Extensive changes resulting from the written and verbal comments provided by TEG and staff members when we tested the criteria on projects at the October TEG, including:

October 2014

- Reported 95% concurrency between TEG evaluation and subsequent staff evaluation.

November 2014

- Incorporated recommendations from Portland Freight Committee and PBA subcommittee members suggesting:
 - the addition of freight-specific criteria;
 - points for vacant/underutilized industrial lands access, including brownfield sites;
 - points for freight district access.

December 2014

- Incorporated recommendation from the Bicycle Advisory Committee to:
 - Make the climate criterion consistent with the other criteria by adding the possibility of a negative (-1) score.

January 2015

- Finalized criteria to reflect comments received by the January 5, 2015 evaluation criteria comment deadline.

Evaluation Criteria Results

The resulting eleven evaluation criteria reflect the seven outcomes. They include four economic benefit criteria, two freight-specific criteria, one public support/opposition criterion and one criterion for each of the other six outcomes.

A copy of the eleven criteria, along with the objectives, scoring questions, scoring guidance and supporting data is attached as "TSP Project Evaluation Criteria."

Candidate Major Project Evaluation

With the Candidate list of major projects complete, the next phase of the TSP update was to develop a financially constrained list of major projects that could reasonably be funded with expected revenue over the next 20 years. Initial revenue forecasts indicated that the total cost of all Candidate projects far exceeded expected revenue, so only a subset of major projects in the Candidate list would be able to fit on the Constrained list. To assist PBOT staff in selecting major projects to recommend for the Constrained portion of the Major Projects list, projects were scored based on the evaluation criteria discussed above:

- Safety
- Neighborhood Access
- Economic Benefit: Opportunity Access
- Economic Benefit: Freight Access
- Economic Benefit: Freight Mobility
- Economic Benefit: Revitalization
- Health
- Equity
- Climate
- Cost Effectiveness
- Community Support or Opposition

Due to staff time constraints, the evaluation scoring process was limited to City of Portland projects on the Candidate list of major projects. While it would be beneficial in the future to evaluate major projects led by other agencies, it was a lower priority because other agency projects are likely to be fully or substantially funded through sources outside the City of Portland revenue forecast.

Safety Scoring

Preliminary scoring of projects for the safety criterion was performed through an iterative selection process. For projects with a substantial safety benefit, the project features were selected based on their proximity (within 300 ft) to streets designated as High Crash Corridors (Score: 3), arterial streets with 3 or more lanes and a posted speed of 30mph or greater (Score: 2), and 2 lane arterials (Score: 1). All other projects received an initial score of 0.

Data:

TranPlan.PDOT.HighCrashCorridor; TranPlan.PDOT.SpeedZone;
EGH_Public.ARCMAP_ADMIN.streets_nav;

Process:

1. Selected all of the projects within 300 feet of the City's 10 designated high crash corridors (TranPlan.PDOT.HighCrashCorridor) and assigned those projects a score of 3.
2. From the remaining projects, selected projects within 300 feet of streets with 3 or more lanes and a posted speed of 30 mph or greater, and assigned those projects a score of 2.
3. From the remaining projects, selected projects within 300 ft of a 2-lane arterial street.
4. All remaining projects, were assigned a score of 0.

The preliminary scores were then manually post-processed to account for the expected real-world safety benefits and to address the inherent limitations of an automated geographic approach. For example, some projects were found to be on streets that intersect a high crash corridor on a map, but in reality travel over or under the high crash corridor and would not warrant a score of 3. Projects that only intersected with a high crash corridor or arterial were generally reduced by 1 point because they would likely increase safety only at a single location, rather than along a dangerous corridor. Projects that would provide completely separated pedestrian/bicycle facilities, such as trails or ped/bike bridges, were generally scored a 2, though staff also took into account the safety of parallel routes or crossings that would be mitigated by providing a protected facility. Finally, projects were given an extra point (up to a maximum score of 3) if they were expected to provide a benefit in locations and corridors with high concentrations of serious injuries and fatalities. This analysis used PBOT 2008 to 2012 crash data as well as the 2012 ODOT map of top 5% SPIS sites.

Neighborhood Access

Neighborhood Access scores were only applied to projects on the Candidate list with substantial benefits to pedestrian, bicycle, and/or transit modes. Preliminary scoring of the Neighborhood Access criterion considered the number of 2035 housing units and the presence of an elementary or middle school near each project. For each 50 ft², a composite score between 0 and 60 was derived. The scores within ¼ mile of each project were averaged and then classified using the quantiles method to determine a score between 0 and 3 for each project.

Data:

EGH_PUBLIC.ARCMAP_ADMIN.bli_model_allocation_bps;
EGH_PUBLIC.ARCMAP_ADMIN.school_sites_metro;
EGH_PUBLIC.ARCMAP_ADMIN.schools_metro

Process:

Housing Units

1. Rasterized the data bli_model_allocation_bps dataset using the Forecast Housing (2035) as the value and a cell size of 50 ft².

(for information on the Buildable Lands Inventory, see:

<http://www.portlandonline.com/portlandplan/?c=54647>).

2. Reclassed the forecast housing units raster into 50 classes (Natural Breaks classification method) excluding cells with a value of 0. The resulting raster scored the number of 2035 housing units on a 50 point scale (with 1 representing the smallest number of units and 50 the largest; cells with no allocated units were assigned a value of 0).

Proximity to Schools

3. Using the points representing the 93 Safe Routes to Schools partner schools (EGH_PUBLIC.ARCMAP_ADMIN.school_sites_metro), the school site polygons (egh_public.arcmap_admin.school_sites_metro) were selected. In turn, the selected school site polygons were used to select all of the network nodes within 100' of those polygons. Using these nodes as facilities, a Service Area analysis was performed to determine a ¼ mile network buffer around each school site.

4. Converted the buffers around schools to a raster (50 ft² grid cells) where the areas within the buffers were assigned a value of 10 and every other cell was assigned a value of 0.
5. Added the housing unit and school proximity raster datasets to create a composite access score raster, with possible cell values ranging from 0 to 60.
6. Found the mean score for the cells within a ¼ mile buffer around each project.
7. Classified the raw access scores for the projects in 4 quantiles, assigning scores of 0 to 3 (0 to the lowest mean scores; 3 for the highest mean scores).

The preliminary Neighborhood Access scores were manually post-processed to account for real-world context and address geographic anomalies. For example, some projects were given an extra point, despite low household density in the immediate vicinity, because the project would create a major new link in the transportation network that would give a substantial number of people access to more daily destinations. Other projects were given a higher score because they directly connected designated Centers to each other. Some projects were marked down to account for the scale of the project—a single intersection improvement would generally be expected to have a smaller impact on neighborhood access than a corridor project, for example.

Economic Benefit: Opportunity Access

Preliminary scoring of the Opportunity Access criterion measured the proximity of each candidate project to projected 2035 jobs. The average number of jobs (2035) within ¼ mile of each project was determined and then classified using the quantiles method to assign a score between 0 and 3 for each project.

Data:

EGH_PUBLIC.ARCMAP_ADMIN.bli_model_allocation_bps;

Process:

1. Rasterized the bli_model_allocation_bps dataset using the Forecast Jobs (2035) as the value and a cell size of 50 ft².
(for information on the Buildable Lands Inventory, see: <http://www.portlandonline.com/portlandplan/?c=54647>).
2. Found the mean number of 2035 jobs for the cells within a ¼ mile buffer around each project.
3. Classified the raw opportunity access score (average number of 2035 jobs) for the projects in 4 quantiles, assigning scores of 0 to 3 (0 to the lowest mean number of jobs; 3 for the highest mean number of jobs).

The preliminary Opportunity Access scores were manually post-processed to account for real-world context and address geographic anomalies. For example, some projects were given an extra point, despite low job density in the immediate vicinity, because the project would create a major new link in the transportation network that would give a substantial number of people access to jobs and educational opportunities. Projects were given an extra point if it was expected to significantly lower average person travel time by improving route directness or addressing transportation bottlenecks (based on modeling results). Some projects were marked down to account for the scale of the project—

a single intersection improvement would generally be expected to have a smaller impact on opportunity access than a corridor project, for example.

Economic Benefit: Freight Access

Projects were manually scored for Freight Access based on the degree to which projects were expected to provide new or improved freight access to traded sector facilities and/or vacant/underutilized industrial areas. Staff at the Bureau of Planning & Sustainability provided a map of traded sector facilities and vacant or underutilized industrial properties. Freight projects that would provide new or substantially improved access to *both* traded sector *and* vacant/underutilized areas were scored a 3, freight projects that would provide new or substantially improved access to *either* traded sector *or* vacant/underutilized areas were scored a 2, and projects that provide minor or ancillary freight access benefits scored a 1. All other projects received a score of 0.

Economic Benefit: Freight Mobility

Projects were manually scored for Freight Mobility based on the degree to which projects were expected to improve freight mobility on major freight routes, defined as streets classified as Major Truck Streets, Priority Truck Streets, or Regional Truckways, as well as any streets within a Freight District. Freight projects that would provide substantially improved freight mobility on a Priority Truck Street or Regional Truckway were scored a 3, freight projects that would provide substantially improved freight mobility on a Major Truck Street or within a Freight District were scored a 2, and projects that provide minor or ancillary freight mobility benefits (for example, an ITS project on a freight route) scored a 1. All other projects received a score of 0.

Economic Benefit: Revitalization

Projects were manually scored for Revitalization based on the degree to which the project could be expected to increase economic value in areas where the City of Portland has chosen to prioritize future housing or employment growth. The only projects eligible for points through this criterion were those with substantial streetscape or frequent transit components, the two types of projects that experience has shown have the greatest impact on economic revitalization.

The initial scoring process gave a score of 2 to streetscape or frequent transit projects in or along a designated Civic Corridor, Regional Center, or Town Center, a score of 1 to streetscape or frequent transit projects in or along a designated Neighborhood Corridor or Neighborhood Center, and a 0 to all other projects. Scores of 3 were then given if the project was expected to have an especially substantial impact on economic activity based on the scale and location of the project. For example, a major streetscape project along a Civic Corridor or in a Town Center that is zoned for relatively high housing density but is currently fairly low-density would be more likely to receive a 3, since investments would be expected to have a bigger impact than in an area that has already developed at a higher density.

Health

Preliminary scoring of projects for the health criterion made use of analysis conducted by BPS to rank projects based on deficiencies that might pose barriers to active transportation choices that support healthy levels of physical activity. As part of their Complete Neighborhoods Analysis, BPS staff scored the access provided by the City's bicycle and pedestrian infrastructure using a 100-point scale for each mode. Areas of the City with good access for bicyclists and pedestrians received high scores under the TSP Major Projects and Citywide Programs Methodology Report

BPS scoring methodology. For the purposes of the TSP project prioritization, these scores were inverted to give higher value to deficient areas of the City where new projects should be prioritized to promote active transportation. The two datasets were composited, resulting in a raster grid of 50 ft² cells with potential values between 0 and 200. The scores of the 50 ft² cells within ¼ mile of each project were averaged and then classified using the quantiles method to determine a score between 0 and 3 for each project. Scores were only given to projects with a substantial benefit to pedestrian, bicycle, and/or transit modes.

Data: cn_bikes.gdb\total_bikes_score; cn_sidewalks.gdb\total_pedestrian_score

Process:

1. Rasterized the output of the BPS bicycle and pedestrian analyses to 50 ft² raster datasets.
2. Inverted the raster values, and added them together.
3. Found the mean score for the cells within a ¼ mile buffer around each project.
4. Classified the raw health scores for the projects in 4 quantiles, assigning scores of 0 to 3 (0 to the lowest mean scores; 3 for the highest mean scores).

The preliminary Health scores were manually post-processed to account for real-world context and address geographic anomalies. For example, some projects were given an extra point for directly addressing a major gap or deficiency, even if the surrounding area was relatively well-served. Conversely, a project could lose a point if it was not expected to address gaps and deficiencies in a meaningful way. Some project scores were modified up or down to account for the scale of the project—a single intersection improvement would generally be expected to have a smaller impact on health than a corridor project, for example.

Equity

Preliminary scoring of projects for the equity criterion was completed using demographic data compiled by BPS to support the 2012 Vulnerability Analysis (for more information see: <https://www.portlandoregon.gov/bps/66107>). Through the Enhanced BPS Vulnerability Risk Factors analysis, each census tract in the City was assigned a score from 0 to 6 based on whether the population of that tract met a threshold set for each of six displacement risk factors. Of these six factors, four were used to rank projects on the equity criterion: Communities of color (> 27.4% of the population); Households at or below 80% median family income (MFI) (> 43.7% of the population); Population age 17 and under (> 19.2% of the population); Population age 65 and over (> 10.5% of the population). The scores for the four vulnerability factors were totaled for each census tract and the dataset was converted to a raster with 50 ft² cells with potential values between 0 and 4. The scores of the 50 ft² cells within ¼ mile of each project were averaged and then classified using the quantiles method to determine a score between 0 and 3 for each project.

Data: Vulnerability_6_risks.shp

Process:

1. Calculated the total of the four risk factors (Communities of color; Households at or below 80% of MFI; Population age 17 and under; Population age 65 and over) for each census tract.

2. Rasterized the tract dataset (50 ft² grid cells) with the cell value equal to the sum of the four risk factors.
3. Found the mean score of the cells within a ¼ mile buffer around each project.
4. Classified the raw equity scores for the projects in 4 quantiles, assigning scores of 0 to 3 (0 to the lowest mean scores; 3 for the highest mean scores).

Preliminary Equity scores were manually post-processed to account for projects in areas with little or no housing. For example, scores for some projects in lightly-populated industrial areas were lowered because the equity benefit would be relatively low despite the automated method producing a high score. However, these projects still received some points to reflect the value of industrial jobs for many of the vulnerable populations referenced above.

Climate

Projects were manually scored for Climate based on points for several qualitative project elements, though the maximum possible score was still 3. A project was able to receive:

- 1 point if arterial project improves vehicle flow without inducing additional automobile trips.
- 1 point for ped/bike/transit projects.
- 1 point for substantial frequent service transit access and operational improvements.
- 1 point for projects that add or substantially improve bicycle facilities along major arterials.
- -1 point for projects likely to substantially increase VMT.

Cost Effectiveness

The Cost Effectiveness criterion provides a measure of the benefits provided by each project against the estimated cost of construction.

1. Classified City candidate projects into 10 classes by estimated cost using the natural breaks classification method, resulting in a cost score for each project ranging from 1 (least expensive) to 10 (most expensive).
2. Divided the sum of the scores of the nine other criteria by the cost score to derive a raw cost effectiveness score for each project.
3. Classified the raw cost effectiveness scores into 9 classes using the quantiles classification method, resulting in a Cost Effectiveness score for each project ranging from 1 (least cost effective) to 9 (most cost effective).

Community Support or Opposition

Projects were manually scored for Community Support or Opposition based on comments and letters from individuals and organizations received as of January 9, 2015. This included Comments and letters were organized into a spreadsheet database to track the number of supportive or oppositional comments for each project. As more comments are received during the ongoing public comment period, scores will continue to be adjusted and PBOT's recommendations may change as a result.

Projects were scored a 3 if they received broad support from both individuals and organizations (or a very high number of individuals), with little or no demonstrated opposition. Projects were scored a 2 if

they received substantial support (for example, from a single organization or from 5 or more individuals) and little to no opposition. Projects were scored a 1 if they only received a small number of individual comments (less than 5) or if high levels of support was also paired with substantial opposition. Projects were scored a 0 if they received no comments either way or if support and opposition were relatively balanced. Finally, projects scored a -1 if they received more opposition than support.

Candidate Citywide Program Scoring

Due to the citywide geography of the Programs, it was not possible to automate scoring. Programs were scored by a group of staff members with diverse experience in program-related work. The benefit of each Program toward each criterion was carefully considered, particularly as the Programs compared with one another. As expected due to the proven effectiveness of Programs in achieving multiple goals at low cost, they scored quite highly compared with Major Projects, but the scoring exercise was still useful in determining the relative value of each Program in achieving City goals.

Development of Constrained Major Projects and Citywide Programs List

The first step in sorting the Candidate list of major projects into Constrained and Unconstrained tiers was to determine the reasonably expected revenue forecast that we could apply toward major projects and programs (roughly \$1.4 billion). The second step was to determine how much of that funding could reasonably be allocated toward ongoing Citywide Programs as opposed to specific capital projects (roughly \$275 million) and how much was already committed to major projects on the Funded list (roughly \$100 million). This left slightly more than \$1 billion in expected revenue to fund major projects in the Constrained list, while the total cost of all Candidate major projects was roughly \$1.6 billion.

Once the funding target was established, projects were initially sorted into tiers based on the evaluation scores, ensuring that the top tier fell within the funding target. This resulted in any project scoring 14 or above falling within the Constrained tier. Projects were then reviewed by staff for any opportunities to re-scope or phase projects in order to reduce project costs. This exercise resulted in lower, more realistic costs for some major corridor projects, and some projects were split to better reflect likely project phasing. The Burnside/Couch Corridor Improvements project, though it scored well in evaluation, was split into two phases—one Constrained, one Unconstrained—to reflect both the need for short-term improvements and the high level of uncertainty regarding the couplet portion of the project.

Several other modifications were made to the list during this phase of the process. Several small-scale, inexpensive projects were identified on the Candidate list that would fit better within Program reference lists. A cluster of projects in the Pleasant Valley area received many comments both from the public and from staff indicating that they were infeasible or unnecessary, so those projects were removed from the list and a new Study was added to the recommended Studies list. After receiving direction from Portland Streetcar, Inc, and its Citizen Advisory Committee, all the streetcar projects except the Johns Landing Streetcar were removed pending the results of the proposed Enhanced Transit Corridors Study. Finally, several needed bridge replacement projects were added to the list at the request of the Bridges section and the Freight Coordinator.

After these changes to the list, there was still some available funding in the revenue forecast to allocate to Constrained major projects. In order to choose projects to add to the Constrained list, staff identified projects that scored a 13 overall but that also scored a 3 in Safety, Neighborhood Access, Opportunity Access, or Community Support. These criteria were chosen for this exercise because safety, access, and community support were identified by staff and PBOT leadership as the most important criteria for our work at PBOT.

TSP Project Evaluation Criteria
 January 9, 2015
 Page 1

	Safety	Neighborhood Access	Economic Benefit: Opportunity Access	Economic Benefit: Freight Access	Economic Benefit: Freight Mobility	Economic Benefit: Revitalization
Objective	Reduce the number of pedestrians, bicyclists, and vehicle occupants killed or seriously injured on the region's roadways each by 50% by 2035 compared to 2005. This is an important step toward achieving the ultimate vision of zero deaths. (Regional Transportation Plan)	By 2035, create complete 20-minute neighborhoods where 80 percent of Portlanders can safely and easily walk or bike to local services and amenities to meet their household needs. (Portland Plan Goals and Objectives)	Increase multimodal access to high concentrations of jobs and/or higher education, especially family wage jobs and areas with high concentrations of net new jobs. Portland Plan Goal – Expand upward mobility pathways so that 90 percent of households are economically self-sufficient.	Increase family wage jobs by improving freight access to traded sector facilities and/or vacant/underutilized industrial lands.	Increase family wage jobs by improving freight mobility (reliability, travel time and/or freight-specific capacity) along freight routes and within freight districts.	Measurably increase economic value in designated commercial and mixed use centers and corridors.
Scoring Question	Relative to other projects, how much will this project reduce fatalities and serious injuries ?	Relative to other projects, how many people will benefit from improved walk/bike/transit access to essential neighborhood destinations due to this project?	Relative to other projects, how much will this project improve household access to employment and higher education opportunities ?	Relative to other projects, how much will this project improve freight access to traded sector facilities and/or vacant/underutilized industrial lands, including brownfield sites ?	Relative to other projects, how much will this project improve freight mobility (reliability, travel time, and/or freight-specific capacity) along freight routes and within freight districts?	Relative to other projects, how much will this project increase economic value beyond current market trajectory?
Scoring	3 = Project with safety component along or crossing a designated High Crash Corridor. 2 = Project with safety component along or crossing a 30+ mph, 3+ lane arterial . 1 = Project with safety component along or crossing a 2-lane arterial , or a project providing grade separation between vehicles and rail lines. 0 = Project does not have a safety component or is confined to local streets. -1 = Project has a negative impact on safety. +1 point for safety projects that address high concentrations of fatal and serious injury crashes. Max 3 points.	3 = Project has ped/bike/transit component and is within top quarter of household density. 2 = Project has ped/bike/transit component and is within upper middle quarter of projects in terms of average 2035 household density. 1 = Project has ped/bike/transit component and is within lower middle quarter of projects in terms of average 2035 household density. 0 = Project has ped/bike/transit component and is within bottom quarter of projects in terms of average 2035 household density, or project does not have ped/bike/transit component. -1 = Project has negative impact on ped/bike/transit access.	3 = Project is in top quarter of projects in terms of average 2035 job density. 2 = Project is in upper middle quarter of projects in terms of average 2035 job density. 1 = Project is in lower middle quarter of projects in terms of average 2035 job density. 0 = Project is in bottom quarter of projects in terms of average 2035 job density. -1 = Project has negative impact on opportunity access. +1 point if project is expected to significantly lower average person travel time by improving route directness or addressing transportation bottlenecks. Maximum of 3 points.	3 = Project provides new or substantially improved freight access to traded sector facilities and vacant/underutilized industrial brownfield sites. 2 = Project provides new or substantially improved freight access to traded sector facilities or vacant/underutilized industrial areas. 1 = Project provides minor freight access improvements to traded sector facilities and/or vacant/underutilized industrial areas. 0 = Project does not provide improved freight access. -1 = Project has negative impact on freight access.	3 = Project substantially improves freight mobility on a Priority Truck Street or higher freight classification. 2 = Project substantially improves freight mobility on a Major Truck Street or within a Freight District. 1 = Project makes minor improvements for freight mobility on freight routes or within a Freight District. 0 = Project has little or no impact on freight mobility. -1 = Project worsens freight mobility.	3 = Streetscape and/or Frequent Transit project along a corridor where the investment is likely to substantially increase economic value. 2 = Streetscape and/or Frequent Transit project along a Civic Corridor or in a Regional or Town Center 1 = Streetscape and/or Frequent Transit project along a Neighborhood Corridor or in a Neighborhood Center. 0 = Little or no impact on revitalization. -1 = Negative impact on revitalization.
Supporting Data	High crash corridors, busy streets, crossings maps.	2035 Household density.	2035 Household and Job density. Transportation Network.	Vacant/Underutilized industrial lands map.	Freight Classifications.	Centers and Corridors.

Objective	Health	Equity	Climate	Cost Effectiveness	Community Support or Opposition
<p>Scoring Question</p> <p>Relative to other projects, how much will this project increase the attractiveness of walking/bicycling by addressing gaps and deficiencies in the pedestrian and bicycle networks and/or improving access to transit?</p>	<p>Relative to other projects, how much will this project improve safety, access (opportunity and neighborhood) and/or health for underserved populations (low-income, people of color, seniors and youth)?</p>	<p>Relative to other projects, how much will this project reduce greenhouse gas emissions by:</p> <ul style="list-style-type: none"> • Reducing vehicle miles traveled (VMT), and/or • Improving vehicle flow? 	<p>What is the ratio of benefit scores to cost scores?</p>	<p>What is the extent of support or opposition to the project?</p>	<p>Incorporate public support and/or opposition into project evaluation.</p>
<p>Scoring Guidance</p> <p>Benefit is relative to other projects, not to the magnitude of the problem.</p> <p>3 = ~ 30% 2 = ~ 30% 1 = ~ 30% 0 or -1 = ~ 10%</p>	<p>3 = Project improves areas with average concentrations of 3 to 4 underserved populations 2 = Project improves areas with average concentrations of 2 to 3 underserved populations 1 = Project improves areas with average concentrations of 1 to 2 underserved populations 0 = Project improves areas with average concentrations of less than 1 underserved population, or project area has little residential population. -1 = Project has a negative local impacts in terms of safety, access, and/or health.</p>	<p>3 = Project improves areas with average vehicle flow without inducing additional automobile trips. 1 point for ped/bike/transit projects and programs. 1 point for substantial frequent service transit access and operational improvements 1 point for projects that add or substantially improve bicycle facilities along major arterials. -1 point for projects likely to substantially increase VMT. Maximum of 3 points.</p>	<p>Sum the scores of each of the previous benefit categories. Create ten cost categories based on natural breaks, resulting in a 10-point range of cost scores. Divide the benefit scores by the cost scores and divide the results into nine equal bands, with the top band scoring 9, the second band scoring 8, etc.</p>	<p>3 = Broad support from diverse individuals and organizations. 2 = Substantial support and minimum opposition. 1 = More support than opposition, or no comments received 0 = Balance of support and opposition. -1 = More opposition than support.</p>	<p>Comments received via map app and other means.</p>
<p>Supporting Data</p>	<p>Equity populations map.</p>	<p>Frequent service transit and major city bikeway network maps.</p>	<p>Benefit score and cost estimates.</p>		

Steve
Novick
Commissioner

Leah Treat
Director

DATE: January 30, 2015

TO: Planning and Sustainability Commission

FROM: Courtney Duke, AICP Senior Transportation Planner
Alexis Kelso, Transportation Planning Intern

SUBJECT: **Transportation System Plan (TSP) Public Involvement Report**

INTRODUCTION

Public Involvement related to the Comprehensive Plan Update and the TSP Update is a state and local requirement. State Planning Goal 1: Citizen Involvement, Chapter 9 Citizen Involvement (1980 Comprehensive Plan), and Policy 6.2: Public Involvement in the current TSP outline requirements for community involvement. The Portland Plan added additional layers related to equity and underserved communities, as did the public involvement plan for the Comp Plan written for Task 1 for Periodic Review. The TSP also has a public involvement plan (evolving draft). As part of the Comprehensive Plan update, the Community Involvement Committee (CIC) oversaw public involvement. Requirements aside, involving the public, community members, and partners is critical to developing a well-rounded and community-based document. In addition, community support is a component the TSP project and programs criteria.

PBOT has been involved with public engagement and involvement related to the Comp Plan update, the goals and policies, the project and programs list, and the Portland Plan since 2009. Activities prior to January 1, 2014 were conducted primarily by BPS in coordination with PBOT in support of creating a Comprehensive Plan Working Draft. PBOT participated in these activities, and the outcomes informed the working draft and proposed draft of TSP goals and policies, as well as the TSP projects and programs lists.

In 2014, PBOT ramped up its own outreach specific to TSP policies and projects, while maintaining coordination with BPS outreach efforts.

This memo builds upon the November 14, 2014 memo from Sara Wright (BPS) and the CIC to the PSC regarding Comprehensive Plan Update public outreach. BPS's memo summarized their outreach in support of the Comp Plan; this memo elaborates on PBOT's involvement in BPS activities as well as PBOT outreach specific to the TSP Update.

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PORTLAND PLAN

Beginning with the Portland Plan in 2009, equity was established as a foundational goal which is now underpinning the Comp Plan and TSP updates. During Portland Plan outreach, PBOT staff assisted with workshop and fair facilitation and also attended work sessions from 2009-2012. This work led to discussions about equity and the street hierarchy throughout the TSP update in 2014.

COMPREHENSIVE PLAN WORKING DRAFT

Policy Expert Groups

BPS formed ten Policy Expert Groups (PEGs) in May 2012 to develop, review, and provide comments to City staff on proposed policy recommendations for the Portland Comprehensive Plan Update. PBOT was the lead staff for the Networks PEG. PBOT staff members were also on the Infrastructure Equity PEG, the Networks PEG, and the Schools PEG. The Infrastructure Equity and Networks PEGs especially informed the draft policies and goals for the TSP. Some members of these PEGs later became members of the Transportation Expert Group (see below). Policy Expert Groups met monthly from May 2012 – June 2013.

Networks PEG

The Networks PEG met between July 2012 and October 2013, with a focus on transportation goals and policies within the Working Draft Comprehensive Plan Update. Working from a framework based on Portland Plan direction and Periodic Review tasks, the PEG defined issues to be addressed by Plan policies. A sequential approach was used to develop policy recommendations, beginning with topics identified by staff as representing the most significant changes to the current Plan, followed by other topics identified by staff as needing to be addressed, then followed by additional topics identified by the PEG. The PEG assessed whether proposed goals and policies provide adequate direction for their implementation through code, mapping, or projects, identified missing policy direction, and expressed its level of comfort with proposed goals and policies.

To help inform its policy recommendations, the PEG was briefed on local and regional demographics and on a framework for applying health equity criteria to transportation projects. The PEG also participated in an equity workshop designed to foster equity considerations in transportation system planning. They were further briefed on the civic corridor, greenway, and habitat corridor components of the Healthy Connected City strategy outlined in the Portland Plan. The PEG's recommendations were further informed by briefings and discussions on green infrastructure, flexible street standards, freight movement, transit and streetcar, level of service standards, trails and off-street paths, use of the right-of-way, and other topics.

Before finalizing its recommendations on Working Draft Plan goals and policies, the PEG participated in joint meetings with the Watershed Health & Environment and Neighborhood Centers PEGs. Themes from the Watershed Health & Environment PEG conversation included the need for flexible standards, re-establishing connectivity to the natural environment and built environment, a decision-making matrix with built-in priorities for managing conflicting policies and goals, and integrating an historical retrospective. With the Neighborhood Centers PEG, it was agreed that centers should be priority areas

for investment to improve access; a new and more sophisticated approach to parking is needed that includes multiple strategies including management, pricing, incentives and technology; and corridors are not just connections between centers, but serve many objectives – economic, recreational, social and ecological.

The PEG’s recommendations have been incorporated into revised goals and policies in the Proposed Draft Comprehensive Plan Update. While a wide range of topics are addressed in the PEG’s input, key themes included:

- Green hierarchy – Avoiding exclusivity among modes, defining in detail how it will be applied, and recognizing that its application will be different in different areas.
- Freight – Recognizing the distinction between freight and movement of goods and avoiding creating conflicts with freight in applying a green hierarchy.
- Alternative mobility standards -- Before advancing the concept, expanding and clarifying measures and defining how system development charges (SDCs) would be allocated among modes.
- Equity -- Recognizing that the design of networks needs to be flexible to respond to differing needs among geographic areas, that avoiding gentrification needs to be considered when investing in infrastructure, and that investments should be focused on underserved areas.

A recurring theme in the PEG’s input is that accommodating all transportation modes is critical in meeting the City’s economic development goals and that a process is needed to resolve conflicts among modes, especially in the context of a Green Hierarchy. The group felt that not all roads need to serve all modes. Given the limitations to expansion of the existing transportation system, managing and maintaining that system was identified by the PEG as the highest transportation system priority.

General Public Outreach: 2013

Public outreach was conducted by BPS in three phases (winter/spring, summer, and fall) in 2013 and generated comments that reflected strong support for broad TSP policies, though more clarification was requested regarding transportation hierarchy, equity, and funding. During the summer phase, BPS attended 16 community events at which residents completed a Map It! exercise. Though most prompts were not specific to transportation, many participants demonstrated a desire for transportation improvements in their neighborhoods, particularly in regards to the ease and safety of walking, biking, and transit. In the fall phase, BPS received 505 comments on transportation policies and projects. Many of these were about pedestrian safety as well as general access and mobility. Some comments in other policy areas overlap with transportation, such as comments about the link between parking and land use, or trails being important to parks and green infrastructure. [The information in this paragraph is synthesized from BPS Community Involvement Committee reports (<https://www.portlandoregon.gov/bps/59323>).]

TSP RELATED OUTREACH AND ACTIVITIES: 2014 – 2015

A detailed table and list of activities is attached at the end of this report.

BPS Open Houses: Fall 2014

PBOT attended and provided information at the three Comprehensive Plan open houses held in September 2014. Open houses were advertised through the Comprehensive Plan Update website, the CPU E-news, social media, and the district liaisons' community email networks. TSP Presentation boards were also displaced in the lobby of the 1900 building from September 2014 – January 2015.

Planning and Sustainability Commission Briefings, Hearings and Work Sessions: 2014 - 2015

PBOT staff presented TSP related information at three PSC briefings (January 28, 2014; July 22, 2014; and September 9, 2014). Staff also presented at TSP specific hearing at the PSC on November 4, 2014 and PSC work session November 18, 2014. Staff will be presenting at the February 24, 2015 hearing and March 10, 2015 work session.

Staff attended other non-TSP Comp Plan hearings and work sessions throughout 2014 and 2015 to listen and understand a variety of testimony from the public and access PSC discussion.

Neighborhood Coalitions – Land Use and Transportation Committees: Winter 2015

In winter 2015 PBOT utilized Portland's transportation and land use committee and coalition infrastructure to reach geographic-based groups to review policies and get feedback on the project and programs list. PBOT presented at District Coalition transportation and land use committees and responded to requests for presentations from other interested groups. Neighborhood associations requesting presentations were invited to the presentation to their district coalition.

Interest Based Outreach: Winter 2015

PBOT is currently working with consultants to engage underrepresented populations in commenting on the candidate project list and establishing relationships for the next phases of the TSP update. This work is focused on exploring how a variety of underrepresented populations would like to be involved in PBOT activities, both currently on the TSP update and in future projects. This work will establish a foundation for engaging underrepresented populations bureau-wide in the future.

Modal Committees

PBOT's three modal committees—Portland Freight Committee, Bicycle Advisory Committee, and Pedestrian Advisory Committee—have been active in reviewing the TSP policies and project lists. A Joint Modal Committee (JMC) was formed in October 2014 and comprises leadership from each modal committee, PBOT modal coordinators, and PBOT policy staff. The purpose of the JMC is to reach consensus regarding transportation hierarchy where street classifications overlap, particularly on bike- and freight-priority streets. The JMC meets monthly.

PBOT staff has presented TSP information related to policies, criteria development, evaluation methodology and project lists at the modal committee meetings 13 times since January 1, 2014.

Transportation Expert Group

The Transportation Expert Group (TEG) was established in January 2014 to advise City staff on the development of the TSP update and related programs. TEG membership represents a diversity of expertise, skill sets, and viewpoints. The TEG helped develop, review, and provide comments to City staff on proposed policy recommendations of the TSP. Topics reviewed by the TEG include equity, criteria review and development, transportation hierarchy, workshop on evaluation methodology, walking tour of the Central Eastside Industrial District, input on public involvement, and policy review and comment.

The TEG was convened in January 2014 to provide input on revised transportation goals and policies in the Proposed Draft Comprehensive Plan and on implementing elements of the TSP. The TEG process builds upon the work of the Networks Policy Expert Group and is integrated with other transportation planning initiatives at the City and regional levels. There are two phases of the TEG's work, with Phase 1 coinciding with development of the Proposed Draft Comprehensive Plan and Phase 2 tied to a fall 2015 timeline for completion of a Transportation System Plan (TSP) Update. Key goals of the TSP Update are to create a more nimble planning document and to more quickly incorporate other planning products, e.g. modal plans, into the TSP.

Areas of TEG input include transportation project selection criteria and evaluation process, project list priorities and financial plan, street classification map updates, design and implementation of a transportation hierarchy, Citywide parking strategy, and changes to Code to implement the TSP, e.g. street design guidelines. Input is also being sought by the Bureau of Transportation on its Two-Year Action Plan and Our Streets initiative.

To date, the project selection process and resultant project list has been the TEG's primary focus, with two special exercises to apply draft criteria to model projects. TEG input has helped shape the evaluation criteria and has led to the establishment of a programmatic category to target funds to smaller projects. The TEG has also advised on how best to present succinct but comprehensive information to the public about the TSP. Among its suggestions, the TEG noted that the relationship of the TSP and other transportation-related projects (e.g., 2035 Comprehensive Plan, Our Streets, Two-Year Action Plan, TriMet service enhancements) needs to be better explained. It is also critical to explain that City transportation projects are part of a larger transportation system influenced and controlled by Metro, ODOT, and others.

The TEG has also reviewed policy changes to the Proposed Draft 2035 Comprehensive Plan and provided suggestions about the Bureau of Planning & Sustainability's process for soliciting and responding to input. TEG members had numerous comments on draft transportation policies which will be forwarded to the Planning and Sustainability Commission. Concerns with an initial draft transportation hierarchy are being considered in revisions to the initial proposal. As with the PEG, TEG

members participated in an exercise designed to foster the application of equity considerations to TSP development.

Venture Portland

PBOT worked with BPS and Venture Portland to invite business interests to comment on policies and the projects and programs list in the TSP and to introduce the upcoming work on the Citywide Parking Strategy. This meeting will be held February 4, 2015.

COMMUNICATION TOOLS

Online tools and information

TSP website

The TSP website (<http://www.portlandoregon.gov/TRANSPORTATION/63710>) is a primary source for information regarding the update and its activities. The website provides information such as an overview of the purpose of the TSP, links to the candidate project list and Map App, and an event calendar. There is also a page (<http://www.portlandoregon.gov/TRANSPORTATION/63714>) dedicated to informing the public about how and when to comment on the TSP. The website is updated frequently with meeting information and project updates.

Map App

The Map App is an interactive map showing proposed land use changes and transportation projects in the 2035 Comprehensive Plan. Map App users can view the map and proposed changes at different scales, from citywide to parcel-level. Users can submit legal testimony to the Planning and Sustainability Commission through the Map App and see testimony submitted by others (without a name attached). Since July 2014, over 500 comments have been made about transportation policies and projects through the Map App.

Twitter

Since September 2014, @PBOTinfo on Twitter has tweeted five times about opportunities to participate in the TSP update.

Comp Plan Update E-news

TSP related content has been highlighted in a number of the comp plan e-news newsletters and on the Comp Plan website.

Presentations and Printed Materials

PowerPoint presentation

Staff created a standard PowerPoint presentation on the TSP update process, its overlap with the Comprehensive Plan, policies and candidate projects, and opportunities for public involvement. This presentation is slightly modified to meet the needs of various groups to which staff has presented, but its standardization ensures groups are receiving consistent information regardless of who is presenting. Presentations are posted on the TSP website.

One-page documents

Staff has created one-page documents to accompany presentations to community groups. These one-pagers summarize the TSP update process, public involvement, how to comment, policies, projects and programs.

Presentation boards

Presentation boards were used at open houses and have been on display in the lobby of The 1900 Building September 2014 - January 2015. These boards outline the TSP update timeline, present project selection criteria, and direct people to the Map App to view projects and provide comments. Boards also created for the Venture Portland event.

Newspaper articles and announcements

Staff created a half-page informational “advertisement” encouraging people to make comments on the TSP and letting them know how they can do so. This ad appeared in neighborhood newspapers and newsletters in January and February 2015. These ads have also been distributed on district coalition social media accounts.

RESPONSE TO COMMENTS RECEIVED IN 2014/15

Policy Comments

Comments on policies, projects and programs were received through direct public engagement, the online MapApp written and verbal testimony and the TSP email address. Many of these issues were also discussed in the Transportation Expert Group, a community advisory body appointed to provide input to staff. Comments influenced policy and project changes and modifications throughout the Comprehensive Plan process that are reflected in the changes between the Working Draft and the Proposed Draft.

More recent comments led to specific changes for consideration on policies at the March 10, 2015 PSC Work Session.

Policy Comments

There were no overarching themes in the comments, but a few comments stood out.

- Safety both throughout the policies and in a vision zero goal should be strengthened.

- Accessibility language should be strengthened.
- Trails should be part of the transportation system rather than the parks system.

Proposed language changes in Chapter 8 and 9 reflect these concerns, including a new multi-objective Policy in Chapter 8 related to Trails.

Proposed language changes in Chapter 8 and 9 reflect these concerns, including a new multi-objective Policy in Chapter 8 related to Trails.

Chapter 8 and Chapter 3 highlight various uses and functions of the right of way (ROW), as well as a one size/design does not fit all approach to design of the system. These policy changes and direction reinforce existing and proposed City practice, plus reinforce the Pattern Area concepts. The few comments received were divided between support of these changes and opinion that the ROW was already over used. Staff did not recommend any changes to these policies.

Portland Bureau of Transportation is launching a City Wide Parking Strategy in 2015. There were some concerns that the proposed parking policies in the Comprehensive Plan are premature and should wait until the parking strategy is complete. The parking strategy team worked closely with comp plan team on the proposed policies and these proposed policies will guide the work of the strategy. The emphasis of the current parking strategy is on overhauling implementation tools related to parking, consistent with these policies.

There were a few comments related to greenways and the role of diversion on them as well as questions about bicycles on Civic Corridors. Implementing the bicycles classifications as well as revisions to other classifications related to civic corridors and greenways will be analyzed during our next phase. Staff shared diversion concerns with project management and design staff.

Project Comments

Over 600 comments on specific projects were received through the Map App, public engagement and written and verbal testimony, including over 35 letters and emails (to date). Comments ranged from support to opposition of specific projects to detailed information about design and costs. As relevant to project selection criteria, support and opposition were factored into the project prioritization process and data. Details related to design are incorporated into our project database for future use during design and development of the projects. Project proposals that need additional detail and analysis will be moved into our studies section for additional review. These too are captured in our project database.

There were concerns expressed that no new projects were added, but have focused on adopted projects. Any new projects proposed will be in response to the land use changes or if the system is unable to meet level of service. At this point of analysis, new projects have not been identified nor evaluated. Some identified needs have been added to the studies and refinement studies lists. New projects may also be identified as part of the 2018 RTP update process.

Process Comments

There were comments and questions related to process and timelines. Some citizens feel the time for review of the candidate and proposed project list was too short; while others are concerned that the TSP the TSP project list will be complete prior to Comprehensive Plan.

The project list has been up on the MapApp since June 2014; candidate list in October 2014; and minor updates released in early January 2014; with the staff recommendation list released January 30, 2014. Comments related to projects have been continually reviewed throughout the process; informing the project selection process; and will continue to do so.

In addition, some neighborhood representatives were concerned that the additional components of the TSP are not being reviewed and processed at the same time as the policies and projects. The TSP project list is a component of the comp plan and they are moving forward together. In 2015 as part of Periodic Review Task 5 (TSP Phase 2) we will be looking at classifications and other components of the TSP that will assist with implementation of the Comp Plan land use and policy changes. In 2016 we will update the remaining components of the TSP in order to comply with Metro, and ensure compliance with the State.

Timeline and schedule

The graphic below is posted on the TSP website to help the public understand the TSP timeline as well as how and when to provide comments.



TSP PUBLIC INVOLVEMENT ACTIVITIES JANUARY 1, 2014 – MARCH 10, 2015

The table below lists all public meetings and events since January 1, 2014 at which PBOT staff presented or is scheduled to present TSP information. **Fifty-four meetings in total.**

Event or Organization	Date	Topic(s)
Planning and Sustainability Commission	1/28/14	Briefing.
Transportation Expert Group	1/30/14	Introduction to TEG and TSP
Transportation Expert Group	2/27/14	Revenue Options project, PBOT's Two-Year Action Plan, and Metro's Regional Transportation Plan. Identified future meeting topics.
Transportation Expert Group	3/27/14	Project evaluation criteria.
Transportation Expert Group	4/30/14	Equity in the TSP.
Transportation Expert Group	5/13/14	Project evaluation criteria.
Transportation Expert Group	6/5/14	Project evaluation criteria, public involvement in the TSP, Our Streets, PBOT's two-year action plan.
Planning and Sustainability Commission	7/22/14	Briefing.
Transportation Expert Group	7/24/14	Review of communications strategies.
Transportation Expert Group	8/28/14	Financial plan, project evaluation criteria.
Bicycle Advisory Committee	9/9/14	Policies.
Planning and Sustainability Commission	9/9/14	Briefing.
BPS Open House: East Portland	9/10/14	
BPS Open House: Downtown	9/16/14	
Pedestrian Advisory Committee	9/16/14	Policies and project evaluation.
BPS Open House: North Portland	9/18/14	
Planning and Sustainability Commission	9/23/14	Hearing.
Transportation Expert	9/25/14	Project selection criteria and Comp Plan policy changes.

Group		
Portland Freight Committee	10/2/14	
Portland Business Alliance Transportation Subcommittee	10/14/14	Project selection criteria.
Transportation Expert Group	10/23/14	Transportation hierarchy.
Joint Modal Committee	11/3/14	Introduction.
Planning and Sustainability Commission	11/4/14	Hearing on Citywide systems plan and TSP.
Portland Freight Committee	11/6/14	
Budget Advisory Committee	11/10/14	Criteria.
Planning and Sustainability Commission	11/18/14	Work session.
Joint Modal Committee	11/19/14	Street classifications.
Transportation Expert Group	11/20/14	Meeting cancelled. `
Portland Freight Committee	12/4/14	
Bicycle Advisory Committee	12/9/14	Street classification policies and project selection criteria.
Joint Modal Committee	12/9/14	Street classifications.
Neighborhood Coalition Directors and Chairs	12/11/14	Update on outreach and 2015 schedule.
Pedestrian Advisory Committee	12/16/14	Street classification, prioritization criteria, project list.
Transportation Expert Group	12/18/14	Street classification and hierarchy, update on 2015 schedule.
Joint Modal Committee	1/7/15	Street classification and hierarchy.
Portland Business Alliance/Transportation Subcommittee	1/13/15	Project list.
East Portland Neighborhood Office Land Use and Transportation Committee	1/14/15	Project list; policy update.
Southwest Neighbors, Inc. Transportation Committee	1/21/15	Project list.
Central Northeast Neighbors	1/21/15	Project list.
SW Trails	1/22/15	Project list and trails policy.

Southeast Uplift	1/26/15	Project list.
82 nd Avenue Improvement Coalition	1/26/15	Policy overview and project list.
Northeast Coalition of Neighborhoods	1/28/15	Project list.
Venture Portland/Portland Business Association	2/4/15	Project list, parking.
Portland Freight Committee	2/5/15	Project list.
Transportation Expert Group	2/10/15	Project list and staff report.
Portland Business Alliance/Transportation Subcommittee	2/10/15	Project list and staff report.
Bicycle Advisory Committee	2/10/15	Project list.
Neighbors West-Northwest Board	2/11/15	Project list.
Pedestrian Advisory Committee	2/17/15	Project list.
Northeast Broadway Business Association	2/19/15	Project list, parking.
PSC Hearing	2/24/15	TSP
North Portland Neighborhood Services	2/26/15	Project list.
PSC Work session	3/10/15	TSP: variety of topics.

Miscellaneous Related Policy Amendments

The list below includes staff-recommended amendments to policies related to Transportation, primarily in Chapter 9, but also Chapter 8. This list is presented as a consent list, and would not be discussed in Commission, except where noted. Commissioners should identify any other items they would like to discuss by emailing staff by the end of day on the Friday prior to the commission work session. Items that are flagged will be discussed either at the work session on **March 10, 2015**.

Issue	Who testified	Recommendation	Rationale	Discuss?
Chapter 3				
Figures 3-2 and 3-7	Portland Freight Committee, PBA, et al.	Add a policy in the Freight Corridors section of Chapter 3 that references freight elements of the corridors map (Figure 3-2), and policies in Chapter 9. Move the freight section back next to employment, and move all freight designations to Map-3-7 with employment areas. Revise that figure to include Regional Truckways and Priority Truck Streets.	Freight corridor map is incomplete and lacks policy direction. Merging those freight elements with the employment areas map is a clearer way to communicate the relationship of these topics.	<input type="checkbox"/>
Chapter 8				
Trails (Policy 8.77 and 8.78)	TEG Members, SW Trails	Move these policies to either 1) the Right-of-way policy section or 2) a new trail related policy section in the general policies. Amend to "...larger network of <i>facilities for bicyclists, bicycle and pedestrians, and other trail users.</i> "	Many trails are transportation facilities as well as recreational facilities.	<input type="checkbox"/>
Goal 8D. Public Rights-of-Way	Parks and Recreation	Modify to "...connected, <u>safe</u> , and <u>healthy</u> physical space for movement... and other appropriate <u>functions and uses.</u> " Add policy supporting urban forest as	Add broader considerations. Support of tree canopy targets.	<input type="checkbox"/>

Street Vacations (Policy 8.43)	TEG Members	use/function of right of way ("Improve rights-of-way to integrate tree infrastructure to meet City canopy goals and economic, social and environmental objectives.")	Amend Policy 8.43 to be a clear policy statement, rather than an action. Include creation of ROW vacation approval criteria as a TSP Task 5 item (Title 17). In implementing code, clarify definition of "need" for bike and pedestrian facilities.	Street vacations are currently evaluated directly against plan policies, and do not have a clear set of approval criteria in City code.	<input type="checkbox"/>
Airport Futures	PDX CAC, Port of Portland	use/function of right of way ("Improve rights-of-way to integrate tree infrastructure to meet City canopy goals and economic, social and environmental objectives.")	Add several policies to re-incorporate Airport Futures Plan policies into Chapter 8, with input from the CAC. Policies would support existing plan district and landing overlay zone, prohibit third runway, and address wildlife hazard management, partnerships, community involvement, natural resources, and sustainability.	Correct an oversight. Airport Futures Plan policies were added to comp plan in 2010 and were inadvertently not incorporated into the new draft plan.	<input type="checkbox"/>
Chapter 9					
Goal 9B: Support Great Places	Marianne Fitzgerald	Add reference to new great places and centers and corridors.		Yes; Emphasis on investment in centers and corridors.	<input type="checkbox"/>
Goal 9G: Safety	Chris Smith PBOT Staff	Strengthen safety goal and vision zero.		Yes; new language. <u>Transportation safety impacts the livability of a city and the comfort and security of those using City streets. Comprehensive efforts to improve transportation safety through engineering, education, enforcement, and evaluation will be used to eliminate traffic related fatalities and serious injuries from</u>	<input type="checkbox"/>

				<u>Portland's transportation system.</u>	
Intro – GP9	Disability Commission	More explicit language about vulnerable road users detailing cyclists, pedestrians and mobility impaired people.		Yes; new language will clarify and highlight the vulnerable users.	<input type="checkbox"/>
Parking Policies	PBOT Staff	Additional internal review highlighted a few minor changes to parking policy.		Clarity and consistency.	<input type="checkbox"/>
River Transportation	PBOT staff	Bring concept of river transportation from Chapter 3 (Policy 3.59) to Chapter nine.		Fits with harbor and freight policies in Transportation.	<input type="checkbox"/>
Over dimensional Truck Routes	PFC	New policy for over dimensional trucks.		Add over dimensional truck concept to Policy 9.33; not a new policy.	<input type="checkbox"/>
Policy 9.6, People Movement.	Commission on Disability, Age-Friendly Portland Advisory Council	The hierarchy should include a high-level tier for “Special accommodations.”		Special needs transit should be considered.	<input checked="" type="checkbox"/>
Policy 9.7 Moving goods and delivering services.	Portland Freight Committee, PBA, et al.	Refine language in Policy 9.7 to cite the importance of priority truck streets and freight districts. Add more explicit statement that the movement of goods and services is as important as people movement.		Response to concern about how Policy 9.6 would apply in freight districts. Policy 9.7 and 9.7 are intended to work together.	<input checked="" type="checkbox"/>

Policy 9.9: Geographic policies	Marianne Fitzgerald	Add a reference to addressing the unique service gaps and equity issues in each pattern area. Include "unique system gaps"	Agree that equity issues could be made clearer in this policy.	<input type="checkbox"/>
Policy 9.11: Growth Strategy and 9.12: Centers and Corridors	Staff	Freight should be highlighted in the growth strategy and there are two policies related to similar issues. Review and revise policies to be consistent.	Review and revise policies to be consistent.	<input type="checkbox"/>
Policy 9.14	Forestry Commission	Integrate a reference to street trees in this policy.	Consistency with tree canopy targets and place-making intent. Trees are part of urban design.	<input type="checkbox"/>
Policy 9.28: Prosperity and Growth	Marianne Fitzgerald	revised to read, "in partnership with TriMet and Metro, maintain, expand and enhance Portland Streetcar, frequent service bus, and high capacity transit service to better serve Civic Corridors with the highest intensity of potential employment and household growth and transit use."	Clarity.	<input type="checkbox"/>
Policy 9.30: Regional traffic ways and transitways	Staff; PBOT staff; Marianne Fitzgerald	Policy States: Enhance capacity of regional transitways and existing regional traffic ways to accommodate future increases in regional through-traffic. Change language to: <u>Maintain</u> capacity	Policy not financially feasible or desirable. Safety is a higher priority.	<input type="checkbox"/>
Policy 9.31: Multimodal goods movement	Staff, Marianne Fitzgerald	Add " including brownfield redevelopment. Consider two policies.	Connection to economic policy.	<input type="checkbox"/>
Policy 9.53: Bicycle Parking	Garlynn Woodsong PBOT Staff	Add: <u>Require provision of adequate off-street bicycle parking for new developments.</u>	Consistency with regulations.	<input type="checkbox"/>

Policies 9.55- 9.57: TDM policies	PBOT Staff	Move TDM policies to new section with own intro.	To emphasize the importance of TDM to meet our goals.	<input type="checkbox"/>
Policy 9.56: TDM	CityClub	Add measurement of TDM outcomes to this policy.		<input type="checkbox"/>
Policy 9.58: Project selection criteria	PBOT Staff	Remove project development integration concept from this criteria policy and add to broader policy in Chapter 8.	All public facilities should coordinate, not just PBOT and not in a criteria policy.	<input type="checkbox"/>
Policy 9.58 and 9.54	PBOT Staff	Move coordination with other agencies to 9.54 and remove from 9.85	Coordination policies moved to Chapter 8; Public Facilities	<input type="checkbox"/>
Policy 9.59	CityClub	Proposed language: Establish a range of stable transportation funding sources that provide adequate resources to build and maintain an equitable and sustainable transportation system.”	Funding should include maintenance. Use stronger verb to emphasize need.	<input type="checkbox"/>
Glossary				
Glossary	Staff	Clarify in the glossary that a green street is not the same term as a city greenway. Add a cross reference.	Clarity.	<input type="checkbox"/>