

As you know, I serve as volunteer Chairperson of the SW Neighborhoods, Inc Transportation Committee; as volunteer Co-Chair of Portland's Pedestrian Advisory Committee; and as a volunteer member of Portland's Bicycle Advisory Committee. However, all of the following comments below are personal and do not represent any of the above organizations.

Please see the attached spreadsheet of SW Portland TSP projects with my project specific personal comments added in a separate column. Please add these personal comments to the public record for the TSP update; and please acknowledge receipt of these comments.

In addition to the project specific comments, please accept these broader personal comments on the TSP and Comp Plan update process:

1. The BPS online map app was a very useful tool for individuals and neighborhoods to comment on specific transportation projects. I appreciate that this tool was developed made available; and then updated / improved during the process. It was much less useful for citizens interested in the overlay of needed storm water improvements, especially in SW Portland. I am concerned as to how the public transportation comments have been and will be used; and whether the many hours of volunteer time spent using the map app and reviewing multiple iterations of project lists and spreadsheets will actually influence the final updated TSP financially constrained project list. This message and outcome is not yet clear.

2. There was inadequate opportunity for public comment on the development of the outcome based criteria used by staff to rank the TSP projects. The criteria did not adequately consider transportation system completeness, necessary to provide a basic level of safe access and mobility for all citizens. The criteria and staff rankings undervalue most collector streets. In SW Portland, many collector streets are actually functioning as arterials with a lot of non local traffic, but on which most SW Portland residents depend on despite their lack of pedestrian, bicycle, and storm water infrastructure, due to the incomplete street grid in my community.

3. The time lines on this TSP update were extremely rushed, and when staff was behind on their work, public engagement suffered. Despite the efforts of staff to provide numerous public presentations, many of the presentations were informational and not interactive. Much time was spent giving background information, leaving inadequate time for Q & A or meaningful engagement. Please consider this concern carefully in the next TSP update.

4. I support the innovative development of the nine new citywide programs as financially constrained project items. However there is much additional work to do to define and implement these programs: Specific criteria are needed to influence project investment prioritization; and the public should be involved in the development and use of the criteria to develop specific program project lists.

Thank you for the opportunity to provide these personal comments. Please do not hesitate to contact me to discuss any of the above or attached comments.

Roger Averbeck

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1										Feb. 27th 2015		
2	City of Portland Major Projects (SWNI)											
	TSP ID	Neighborhood Coalition	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost (\$2014)	Financially Constrained (Within Revenue Forecast)	Timeframe	Notes/Comments - Keith Liden	Comments-Marianne Fitzgerald
3	90014	SWNI	Portland	ODOT	Barbur Blvd ITS	Barbur Blvd, SW	Install intelligent transportation system infrastructure to improve safety and enhance traffic flow.	\$ 550,000	Constrained	Years 1 - 10		
4	90016	SWNI	Portland	ODOT	Inner Barbur Corridor Improvements	Barbur Blvd, SW (3rd - Terwilliger)	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	Constrained	Years 1 - 10	Sounds good, but impossible to know what this would really entail, especially since Barbur is under ODOT's jurisdiction south of Naito. The biking environment is very good between Sherclian and Naito, but there are sidewalk gaps to be addressed.	Not sure why this is here and the Barbur Bridges moved to the "Other Agency" list (#113240 should be Iowa and Newbury viaducts). Outer Barbur has more needs for safety and multimodal improvements than Inner Barbur.
5	90019	SWNI	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	Constrained	Years 1 - 10	This should include detectors in the left turn lanes for bikes at Shattuck, 49th, etc.	
6	90020	SWNI	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	Constrained	Years 1 - 10	Besides the general lack of sidewalks along BH Hwy east of Shattuck, the city needs to evaluate how to incrementally improve pedestrian and bike connections to/from BH Hwy. The improvements described here are a good start, but streets like SW Shattuck, 30th/Dosch, etc. must allow safe walking and bicycling near BH Hwy.	This 2.3 mile stretch of needed improvements probably wouldn't have made the constrained list if it wasn't a high crash corridor. I think the cost is underestimated and would like to see the details on this project. Are they the projects in the street fee proposal?
7	90022	SWNI	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	Constrained	Years 1 - 10	I'm not sure what's proposed here. Unless I'm missing something, it's pretty good except at both ends (Barbur and between Vermont and BH Hwy). Fixing the Vermont to BH stretch is important.	Low priority.
8	90026	SWNI	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	Constrained	Years 1 - 10	Yes!! In addition, the city and ODOT need to get serious about how to traverse the huge gap between SW Taylors Ferry and the east side of Barbur.	Top #1 priority. Waiting since 1990 for these improvements. A lot of people with limited mobility will thank you for funding it. There are no alternative NIS routes in this area. On the SDC list since 1997. Busy corridor between two centers.
9	90028	SWNI	Portland	Portland	BH Hwy/Bertha/Capitol Hwy Improvements	Beaverton-Hillsdale Hwy (Bertha/Capitol Hwy, SW)	Redesign intersection to improve safety.	\$ 1,403,000	Constrained	Years 1 - 10	It's not clear what this project and #90022 above do and how they'll complement one another.	

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3	SWNI	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	Constrained	Years 1 - 10	This would be a perfect complement to the Multnomah Blvd. work that's wrapping up.	Agree with Keith, this would fix an area where joggers and walkers with strollers currently share the bike lane with the high-speed bicycle traffic.
11	SWNI	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	Constrained	Years 1 - 10	This should be re-scoped to only go as far south as needed to accommodate Lewis and Clark. Going to the co. line with no commitment to extend it to LO, is not a priority given the funding gap.	Another 2.2 mile stretch of road where the highest priority need is through Burlingame commercial area to Lewis and Clark. Please segment/rescope.
12	SWNI	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	Constrained	Years 1 - 10	Yes! This gap, which has been discussed for years, seriously compromises two good bike routes on Capitol Hwy and Vermont.	Another very high priority project from the 1996 plan. SWNI submitted a proposal to PBOT in 2012 to more efficiently manage stormwater and bikes/ped traffic in this intersection.
13	SWNI	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	Constrained	Years 1 - 10		
14	SWNI	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	Constrained	Years 1 - 10	Not sure what good this is now without significant improvement of Barbur and a change in the auto-centric culture at PCC.	These are important components of the SW Corridor HCT Plan. Not sure why you combined them. There are three blocks of dirt street on 53rd.
15	SWNI	Portland	Portland	Terwilliger Bikeway Gaps	Terwilliger, SW	Design and implement bicycle facilities to fill in gaps in the Terwilliger Bikeway.	\$ 1,000,000	Constrained	Years 1 - 10	Yes! Yes! Full disclosure - it's my bike commute to downtown. However, personal bias aside, it's a major connection between many major SW destinations with one of the state's largest employers (VA & OHSU), largest university (PSU), and downtown along the way. The description must be amended to include the major facility deficiencies from the Sam Jackson/Terwilliger intersection to SW Jackson.	
16	SWNI	Portland	Portland	Inner Canby Neighborhood Greenway	Canby St, SW (45th - 35th)	Design and implement bicycle facilities.	\$ 516,000	Constrained	Years 1 - 10	Yes! This could be a super, family-friendly route connecting the Gabriel Park community center, Multnomah Village, and surrounding neighborhoods. However, this needs to be connected at both ends with the Illinois community greenway and along SW 35th to Multnomah Village. In lieu of building a facility connection along SW 45th, the city should consider utilizing the new pedestrian crossing at SW Idaho and Vermont with a pathway through the park, some of which is existing and some would need to be new to accommodate bikes/peds.	Low priority. The routes through Gabriel Park have not been improved in probably 35 years. They show their age and there definitely needs separate paths for pedestrians and bicyclists. There needs to be an update to the park master plan and commitment from PPR&R for this to go anywhere.
17	SWNI	Portland	Portland								

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3	SWNI	Portland	Portland	Nevada Ct Neighborhood Greenway	Nevada Ct SW (45th - Capitol Hill Rd)	Design and implement bicycle facilities.	\$ 653,000	Constrained	Years 1 - 10	I like this, but would urge the city to complete the remaining bike lane gaps on Vermont in the short-term and push this to the unconstrained list.	Very low priority for the same reasons as #90092, and the fact that a good alternative on Vermont is nearby.
18	SWNI	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	Constrained	Years 1 - 10	I like this one. The intersection is pretty chaotic, especially for cyclists and pedestrians.	High priority, promised back in 1992 and on the SDC list since 1997. Dangerous intersection for all modes and leads to a thriving commercial "center" with a lot of infill near the intersection. Design will be challenging, similar to the Stephenson/Boones Ferry design discussions.
19	CENT/SWNI	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, Naito Parkway, 1st, 4th, 5th, 6th, and Broadway.	\$ 5,000,000	Constrained	Years 11 - 20	Yes! Yes! This needs to be in the immediate category - not 11-20 years out. The city has systematically ignored the obstacles for pedestrians/bikes entering downtown for the past 20 years, and it's time. This project list may need to be re-scoped to start with the easy ones first that maybe could be done with street re-stripping and similar low-cost solutions.	
20	SWNI	Portland	Portland	SW 19th Ave Ped/Bike Improvements	19th SW (Barbur - Spring Garden)	Design and implement bicycle and pedestrian facilities.	\$ 749,177	Constrained	Years 11 - 20	The city needs to get ODOT to re-stripe the bridge with bike lanes in the short-term. There's plenty of width, and the double-wide northbound lane (presumably for auto queuing) appears unnecessary. The missing sidewalk pieces are not as easy.	This was one of the Infill Sidewalk projects that built a sidewalk on one side of the street. Other projects would be a higher need than this one, although it's one of the few connectors over I-5.
21	SWNI	Portland	Portland	26th Ave Ped/Bike Improvements	26th Ave SW (30th - Taylors Ferry)	Design and implement pedestrian and bicycle facilities.	\$ 1,000,000	Constrained	Years 11 - 20	This project needs to include a route/connection to Multnomah Village on the west side.	This is an important link, but will be challenging.
22	SWNI	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	Constrained	Years 11 - 20		
23	SWNI	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	Constrained	Years 11 - 20	This needs to be re-scoped to complete critical sections noted earlier (#90092) including complementing and connecting the Illinois greenway with Vermont and Gabriel Park.	I agree it needs to be re-sized and re-scoped. Some sidewalks are in the CIP (St. Luke's, near the SW Community Center). This will be a very expensive project and not the highest priority.
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3											
25	SWNI	Portland	Portland	SW 48th/Alfred Bikeway	48th/Alfred, SW (Taylors Ferry - 55th)	Design and implement bicycle facilities.	\$ 648,488	Constrained	Years 11 - 20		Low priority. Very hilly, some dirt roads, some bootleg roads, does not connect to other facilities.
26	SWNI	Portland	ODOT	Outer Barbur Corridor Improvements	Barbur Blvd, SW (Terwilliger - 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	Constrained	Years 11 - 20		The Demo Plan (funded) is the highest priority project in the 1999 Streetscape Plan but much more is needed, particularly in West Portland Town Center and between Luradel and SW 26th.
27	SWNI	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	Constrained	Years 11 - 20		Low priority. At one time a road diet was suggested. Needs rescoping in context of SW Corridor Plan.
28	SWNI	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/Burlingame intersection.	\$ 2,806,000	Constrained	Years 11 - 20	Why is a left turn lane needed at SW Burlingame?	The third gap in the 1996 Capitol Highway Plan, in my opinion the lowest priority of the three gaps. It leads from the Hillside Town Center to a relatively low density area.
29	SWNI	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	Constrained	Years 11 - 20		How does this mesh with the Johns Landing Streetcar proposal? May need to be rescoped.
30	SWNI	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	Constrained	Years 11 - 20		This is a very high priority for Crestwood and Ashcreek neighborhoods, two of the worst walkscore neighborhoods in the city. Would enable us to walk/bike to the library, schools and other services without using Taylors Ferry Road.
31	SWNI	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	Constrained	Years 11 - 20	This should be amended to include accommodation of cyclists traveling uphill.	
32	CENT/SWNI	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 with the Southwest Corridor Plan, and will consider impacts to ODOT facilities including Naito Parkway and the Ross Island Bridge.	\$ 39,695,079	Constrained	Years 11 - 20		The South Portland Circulation Study has a very high potential to transform inner SW Portland into a more livable community, free up the traffic nightmare at the west end of the Ross Island Bridge, and open up land for redevelopment. Today it's a dangerous area but the solution needs to consider complete connections between US-26 and I-405 (it's a mess near Sheridan/Carruthers as well).

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3											
90065	SWNI	Portland	Portland	Inner Taylors Ferry Ped/Bike Improvements	Taylors Ferry, SW (Macadam - 35h)	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	Constrained	Years 11 - 20	As scoped, this doesn't appear to be worth the effort between Terwilliger and Macadam. It would provide a miserable uphill route with high volume/speed traffic with no downhill complement. The city needs to secure a permanent route between Macadam and top of the hill. Riverview Cemetery is great, but the management could close it at any time (and it's closed after dark now). With the opening of the Sellwood Bridge, I would expect bike traffic there to increase dramatically. Even with stellar cyclist behaviour, will this simply be too much for the cemetery?	This project definitely needs to be phased and/or rescoped. A developer has proposed a large subdivision that will use the section of Taylors Ferry between Macadam and Terwilliger for most of its traffic flow, exacerbating an existing mess at the Burlingame intersection. It is in a historic landslide area as well.
33											
90068	SWNI	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	Constrained	Years 11 - 20		These improvements were highlighted in both the Capitol Highway Plan and the 1999 Barbur Streetscape Plan. The West Portland Town Center has everything a 20-minute neighborhood needs except sidewalks and bike lanes. It desperately needs improvements.
34											
90071	SWNI	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	Constrained	Years 11 - 20	Without a connection to something on the south end, this is a low priority. Put the money elsewhere for now.	Low priority, I agree with Keith.
35											
90086	SWNI	Portland	Portland	Red Electric Trail Connector	Slavin Rd, SW (Barbur - Corbett)	Build multi-use trail on Slavin Road from Barbur to Corbett.	\$ 7,100,000	Constrained	Years 11 - 20		Low priority and very expensive.
36											
90088	SWNI	Portland	Portland	Marquam Hill Pedestrian Connector	Gibbs Street right-of-way, SW (Barbur - Terwilliger)	Construct a new pedestrian walkway under the tram within the Gibbs right-of-way through the Terwilliger Parkway. The steep grade and forested area will require lighting and stairs.	\$ 3,000,000	Constrained	Years 11 - 20		This is parks property, very dark and muddy and feels very unsafe. The trail is needed but it's in terrible shape and may be expensive to bring up to needed accessible (type C) standards.
37											
90096	SWNI	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	Constrained	Years 11 - 20	I like it. My concerns are: optimistic cost estimate and no eastbound connection once cyclists get to SW Jefferson.	
38											
90087	SWNI	Portland	ODOT	Lower I-405 Multi-use Path	I-405 (6th - Montgomery)	Design and implement a multi-use path.	\$ 572,000	Constrained	Years 11 - 20	I'm not clear where this would go. I'd wait on this one and focus on getting ACROSS I-405, not traversing along it.	I agree with Keith--low priority.
39											
103540	SWNI	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	Constrained	Years 11 - 20	Like many things SW, the city should work with the community to figure out how to tackle segments. In particular, ROW acquisition where we have a gap west of 30th should be funded now.	There are a lot of challenges to building this very expensive trail and I'm not so sure how huge the benefits will be to the local community. Consider the cost-benefits of this project compared to other needed projects in SW that help people access commercial centers, bus stops etc.
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41	CENT/SWNI	Portland	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	Constrained	Years 11 - 20	I'd drop this without commitments from LO and others. I can think of numerous places in SW and elsewhere to spend this amount on active transportation for greater benefit.	Low priority.	
42	SWNI	Portland	Portland	Montgomery to Vista Bikeway	12th/Broadway/Cardinell/Davenport, SW (Montgomery - Vista)	Design and implement bicycle facilities.	\$ 4,135,188	Unconstrained		No. Don't fund this ever. Very steep route and way too expensive.	I agree with Keith	
43	SWNI	Portland	Portland	SW 25th/Kanan Pedestrian Improvements	25th/Kanan, SW (Hillsdale Hwy)	Construct a walkway for pedestrian travel and access to transit.	\$ 1,597,369	Unconstrained				
44	SWNI	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	Unconstrained		Re-scope this to look for opportunities connecting with BH Hwy to complement #90020. Short segments on streets such as Shattuck, between BH Hwy and Boundary, and 30th between BH Hwy and Bertha, should be considered for improving ped/bike access.	This should be phased and possibly rescoped.	
45	SWNI	Portland	Portland	Inner SW 35th Ave Ped/Bike Improvements	35th Ave, SW (Vermont - Barbur)	Design and implement pedestrian and bicycle facilities.	\$ 6,314,316	Unconstrained		Re-scope to provide connections to/from Multnomah Village.	The neighborhood needs better connections between Multnomah Blvd. and Barbur but SW 30th/Hume would be a better alternative. This route includes dirt roads and dead ends.	
46	SWNI	Portland	Portland	SW 55th/Pasadena/Pomona/64th Bikeway	55th/Pasadena/Pomona/64th, SW (Taylors Ferry - Barbur)	Design and implement bicycle facilities.	\$ 6,480,415	Unconstrained			This one definitely needs to be phased to focus on the area zoned R2.5 that leads to the frequent service bus on Barbur (from SW 61st/Pomona to SW 64th/Barbur) in the constrained list. High Priority for a Home Forward housing complex that currently has to walk in the street to get to the bus stop.	
47	SWNI	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	Unconstrained			Need to fix #90011 and #90064 in order for this to get to any other facilities. PBOT needs to require developers to build sidewalks in front of new homes built in 2015 on this busy street.	
48	SWNI	Portland	Portland	SW Arnold Ped/Bike Improvements	Arnold, SW (Boones Ferry - 35th)	Design and implement bicycle and pedestrian facilities.	\$ 3,191,287	Unconstrained				
49	SWNI	Portland	Portland	Boones Ferry Rd Bikeway	Boones Ferry Rd, SW (Tarlwalliger - City Limits)	Design and implement bicycle facilities.	\$ 7,015,000	Unconstrained			Without a connection to something on the south end, this is a low priority. Put the money elsewhere for now. If SW Stephenson was improved, it could make sense to go that far south.	Important access to Tryon Creek State Park. Needs ped/bike connection from either Stephenson or Orchard Hill Road to the Mountain Park shopping center (New Seasons). Needs phasing.

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90024	SWNI	Portland	Portland	SW Broadway Dr Pedestrian Improvements	Broadway Dr, SW (Sherwood - Grant)	Construct a walkway and crossing improvements.	\$ 4,676,654	Unconstrained		I agree with ranking. Re-scoping is recommended to do only the lower part for peds/cyclists up to the apartment complex above SW Hoffman.	
90025	SWNI	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	Unconstrained		Low priority. Work on connections to BH Hwy first. For some walking trips, Boundary is a good alternate.	
90031	SWNI	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	Unconstrained		This should be re-scoped to provide a first phase going up from BH Hwy to SW Doschdale Dr. or SW Boundary St.	
90033	SWNI	Portland	Portland	Garden Home Ped/Bike Improvements	Garden Home Rd, SW (Multnomah - Capitol Hwy)	Design and implement pedestrian and bicycle facilities.	\$ 10,218,488	Unconstrained		It seems this could be scoped to improve selected portions, such as between SW Capitol Hwy and 45th.	Needs phasing. The section between Capitol and SW 45th urgently needs ped and bike facilities to get to Multnomah Village. Ashcreek NA will be submitting comments to rescope the segment west of SW 45th.
90034	SWNI	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	Unconstrained		Focus areas should be considered, such as near Bridlemile Elementary.	I hate to lose the SDC matching funds for this potential Safe Routes to School project. Consider phasing or rescaping.
90038	SWNI	Portland	Portland	SW Humphrey Blvd Ped/Bike Improvements	Humphrey Blvd, SW (Patton - Scholls Ferry)	Design and implement pedestrian and bicycle facilities.	\$ 4,000,000	Unconstrained		This will be way more than \$4 M, and it's not worth the money. Focus on making the same connection via SW Patton (Tabor/Humphrey to Hewett) and Hewitt as a community greenway to Sylvan.	
90043	SWNI	Portland	Portland	SW Lancaster Rd Ped/Bike Improvements	Lancaster Rd, SW (Taylors Ferry - Stephenson)	Design and implement pedestrian and bicycle facilities.	\$ 10,218,488	Unconstrained			
90046	SWNI	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	Unconstrained			
90052	SWNI	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	Unconstrained			
90053	SWNI	Portland	Portland	SW Palatine Street Extension	Palatine St, SW (27th-Lancaster)	Complete neighborhood collector to provide multimodal access to Lancaster Rd.	\$ 2,120,098	Unconstrained			

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TSP ID	Neighborhood Coalition	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost (\$2014)	Financially Constrained (Within Revenue Forecast)	Timeframe	Notes/Comments - Keith Liden	Comments-Marianne Fitzgerald
3											
60	SWNI	Portland	Portland	SW Patton Rd Ped/Bike Improvements	Patton Rd, SW (Homar - Shattuck)	Design and implement pedestrian and bicycle facilities.	\$ 5,719,678	Unconstrained		Re-scope this to address critical section near the SW Talbot/Hewett intersections. This is a key crossroads area for vehicles, pedestrians, and cyclists. As noted under #90038 above, Partial bike and pedestrian improvements already exist. They should be completed between Talbot and Hewett.	
61	SWNI	Portland	Portland	SW Pomona St Ped/Bike Improvements	Pomona St, SW (35th - Barbur)	Design and implement pedestrian and bicycle facilities.	\$ 2,476,710	Unconstrained			This is a high priority for the West Portland Park NA. It connects to Barbur at SW 53rd (project 90090), and carries a high volume of auto traffic to PCC and Jackson Middle School, among other destinations nearby. PBOT has not required sidewalk or bike improvements in front of recent new homes.
62	SWNI	Portland	Portland	SW Shattuck Rd Ped/Bike Improvements	Shattuck Rd, SW (Patton - Vermont)	Design and implement pedestrian and bicycle facilities.	\$ 5,875,307	Unconstrained		As noted above, the segment between BH Hwy and Boundary should be considered as part of 90020. It's partially improved now and shouldn't take that much additional investment.	Would be ideal to access Alpenrose Dairy from BHH.
63	SWNI	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	Unconstrained		I thought this got funded. Did it fall through or am I mistaken? Crossing opportunities across Barbur/5 are infrequent and challenging. These need to be priorities.	
64	SWNI	Portland	Portland	SW Stephenson Ped/Bike Improvements	Stephenson, SW (Boones Ferry - 35th)	Design and implement bicycle and pedestrian facilities.	\$ 3,191,287	Unconstrained			This is a high priority for the Arnold Creek neighborhood and a safe route to school.
65	SWNI	Portland	Portland	Sunset Blvd Ped/Bike Improvements	Sunset Blvd, SW (Doch - Capitol)	Design and implement pedestrian and bicycle facilities and improved crossings. Project requires street widening.	\$ 9,204,384	Unconstrained			People like the new sidewalks to 18th and they need to be extended to Martha to get to Robert Gray Middle School. Rescope to match new infill design.
66	SWNI	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	Unconstrained			This is a high priority for SWNI, and a top project for both the Crestwood and Ashcreek Neighborhood Associations. Definitely needs to be on the Constrained list, especially from Taylors Ferry-SW 46th. It is the only way to get to West Portland Town Center from the west (Crestwood, Ashcreek, and Tigard/Washington County) and there are no alternatives for literally miles in any direction because of the presence of Woods Creek and I-5. There is no shoulder for the uphill bike traffic heading westbound, and there's a narrow 1980's walkway with a broken fence over the creek on the east side that's an accident waiting to happen. It's a key connector to the commercial center and frequent service transit, as well as PCC (and the freeway ramps, which attract a heavy volume of cars).

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TSP ID	Neighborhood Coalition	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost (\$2014)	Financially Constrained (Within Revenue Forecast)	Timeframe	Notes/Comments - Keith Liden	Comments-Marianne Fitzgerald
3	SWNI	Portland	Portland	SW Vermont St Ped/Bike Improvements	Vermont St, SW (30th - Olsson)	Add bicycle facilities, construct sidewalks, and redesign intersection at 25th. Project requires street widening.	\$ 7,909,800	Unconstrained		Re-scope this one for sure. The critical segments for me are: 1) completing the missing WB bike lane between 30th-35th and 2) extending improvements between 45th and 52nd. Assuming the 30th/Capitol Hwy/Vermont intersection is fixed, this would make Vermont 'whole' improving neighborhood access generally and to Gabriel Park specifically. It would also get the Illinois-Westwood community greenway near completion.	I agree with Keith.
67	SWNI	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	Unconstrained			A lot of people have studied the West Portland Town Center for many years and have concluded you need a very big creative solution to fix the mess. This cost estimate came out of thin air based on a presentation at Metro several years ago.
68	SWNI	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	Unconstrained			Another very long () but key connection to the Lesser Road entrance to PCC. A simpler (phased) fix would be to connect SW 60th and Barbur with Lesser with sidewalks and uphill bicycle facilities to PCC.
69	SWNI	Portland	Portland	SW Dolph Ct Ped/Bike Improvements	Dolph Ct, SW (28th - Capitol Hwy)	Design and implement pedestrian and bicycle facilities.	\$ 8,000,000	Unconstrained		Recommend using SW Spring Garden as a community greenway instead.	See comments above regarding the need for pedestrian and bicycle connections between Multnomah Village and Barbur (90006).
70	SWNI	Portland	Multnomah County	SW 55th Dr Ped/Bike Improvements	55th Dr, SW (South of Patton Rd)	Add sidewalks to both sides of street.	\$ 2,734,695	Unconstrained		In the context of other needs, this project makes no sense. Sidewalk to where?	I agree, very low priority.
71	SWNI	Portland	ODOT	Viacut 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	Unconstrained			
72	SWNI	Portland	Portland	Fairmount Blvd Bikeway	Fairmount Blvd, SW (loop from Talbot Rd to Talbot Rd)	Design and implement bicycle facilities.	\$ 845,000	Unconstrained		Re-scope this one to focus on the busy portion of Fairmount between SW Talbot and Markham Hill, which is the backdoor access to the VA and OHSU.	
73	SWNI	Portland	Portland	Montgomery Bikeway	Montgomery S/Dr, SW (Patton - Harbor)	Design and implement bicycle facilities.	\$ 1,062,000	Unconstrained		Yes! Re-scope this one to focus on the worst part - the first switchback where the sidewalk and room on the street for bikes ends. A paved uphill shoulder (approx. 400') would do the trick to give peds/cyclists some room.	
74	SWNI	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	Unconstrained			
75	SWNI	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	Unconstrained			
76	SWNI	Portland	Portland								