

Project Title	Project Description	Program	Funding
Crossbikes, CW	Install crossbikes at 16 intersections.	Bike Network Completion	\$80,000
12th Ave Overcrossing: Lloyd-Irving, NE	Improvements to the 12th Avenue overcrossing of the Banfield were made in 2011. Left uncomplete at the time were treatments for people bicycling to access the west sidewalk on the structure to travel southbound. This work will entail designing curb ramps at the north end of the structure for both the west- and eastbound approaches, pathway markings on the sidewalk, a redesigned curb ramp at the south end of the sidewalk and relocating a bus stop that is on the structure.	Bike Network Completion	\$60,000
37th Ave/Prescott St. Bikeway, NE	Improvements to an intersection for people using the north-south greenway on 37th Avenue.	Bike Network Completion	\$10,000
16th Ave: Sandy-Irving, NE	Project will re-stripe this segment to include a northbound buffered bicycle lane.	Bike Network Completion	\$50,000
Nicolai, HWY 30-Wardway, NW	A former rail line running along the corridor has been filled in with asphalt, creating a 9' pathway with a 4' concrete buffer along the northwest side of Nicolai. Most of the work is done. This project will address: connectivity at the north end, intersection treatments at two-three locations and striping and markings. No roadway reconfiguration or parking removal necessary. Funding is for design.	Bike Network Completion	\$30,000
Protected Bike Lane Project Development, CW	Protected Bike Lane Project Development	Bike Network Completion	\$30,000
Columbia/Lombard Mobility Corridor Plan	PBOT was recently awarded a TGM planning grant for the Columbia/Lombard Mobility Corridor Plan. \$60k of Freight Priority Program funding was promised as part of the local match, specifically to leverage \$60k of ODOT Rail funding to analyze two railroad crossings.	Freight Priority	\$60,000
Columbia Blvd: Columbia Pkwy-MLK Blvd, NE	Evaluate, implement and document signal timing changes to improve safety, mobility and wait times in the corridor. Review detection and other signals equipment. Analyze travel times, cycle lengths, traffic counts, crash history and other relevant data. Model appropriately. Make field observations. Replace any failing detection/wiring.	Freight Priority/TSMO	\$52,500

Willamette Blvd: Rosa Parks-Interstate, N	Upgrade local street portion of N Willamette Blvd to neighborhood greenway along the bluff south of Rosa Parks, and then east to Interstate Ave, filling network gaps between bike lanes on Willamette Blvd, Greeley, and Interstate. Improvements primarily include diverters on Willamette Blvd and parallel streets Villard and Atlantic, to prevent cut-through traffic. Street already has speed bumps, and a crossing/diverter is already funded for the Greeley crossing.	Neighborhood Greenways	\$68,000
Simpson St/41st Ave: Holman-55th, NE	Add a new neighborhood greenway on NE 41st Ave from Holman to Simpson Ct, Simpson Ct from 41st to Simpson St, and Simpson St from Simpson Ct to 55th. This will connect the existing Holman greenway and the upcoming 54th/55th neighborhood greenway in the Cully neighborhood. Includes traffic calming and an enhanced crossing of 42nd Ave.	Neighborhood Greenways	\$50,000
Cully St/Mason St, NE	Curb ramps, medians, crossing	Pedestrian	\$110,000
SE 130th Ave Sidewalk Infill	Fill in sidewalk gaps on east side of SE 130th starting at SE Stark and working south	Pedestrian	\$200,000
Foster Rd: at 11540 SE Foster	Sidewalk gap infill	Pedestrian/VZ	\$12,000
Holgate Blvd: 102nd-122nd, SE	Sidewalk infill on SE Holgate between 102nd & 122nd	SRTS, VZ	\$180,000
TDM in Affordable Housing, CW	Pilot TDM program in Affordable Housing buildings	TDM	\$100,000
Modular Transit Islands	PBOT will purchase roughly ten modular transit islands that can be deployed where needed to keep buses stopping in lane, reducing merging, and particularly reducing bus/bike conflicts.	Transit Priority	\$150,000
Vancouver/Williams Ave: Russell to Killingsworth, N	Evaluate, implement and document signal timing changes to improve safety, mobility and wait times in the corridor. Review detection and other signals equipment. Analyze travel times, cycle lengths, traffic counts, crash history and other relevant data. Model appropriately. Make field observations. Replace any failing detection/wiring.	TSMO/Bike Network	\$112,500
Sandy at 31st,NE/Glisan at 87th,NE	Rapid flash beacons and curb ramps	Vision Zero	\$343,000
BH Hwy: 30th-39th, SW	Safety improvements 39th - 30th (lane narrowing, buffered bike/ped space, ped refuge median w/RRFB)	Vision Zero	\$126,000