

Potential TSP Bikeway Network Projects: 2019-2020						
Priority?	Project Name	Project Description	Total Funding Requested	Comments	Feasibility	Project Cost
	SE 45th / Springwater Connection to 20s bikeway	This project will add bicycle boxes, turn queue boxes, buffered and protected lanes to enhance the on-street connection between the Springwater Corridor Trail where it crosses Johnson Creek Boulevard, along SE 45th Avenue to SE Crystal Springs Blvd. Crystal Springs is the southern terminus of the 20s Bikeway.	\$20,000		1	\$20,000
	N Columbia: Burgard to Lombard pathway connection	Restripe N Columbia between protected lanes on N Burgard and pathway on N Lombard to create: buffered/protected lane in southeast direction and use sidewalk as shared pathway in northwest direction.	\$25,000		1	\$25,000
	SE 45th repaving	Harney to Glenwood; can be reconfigured to PBL	\$80,000	This would build a delineator-protected bikeway on SE 45th in conjunction with a scheduled paving project.	1	\$80,000
	N Interstate Avenue improvements	Six discrete improvements to improve conditions on N Interstate Ave. There were 25 bicycle crashes on this corridor 1/1/2010-12/31/2014, mostly involving right-hooks at intersections. Project elements are: a) green conflict markings at Lombard and elsewhere (\$15,000) b) bike lane extensions at all intersections (\$20,000) c) outreach to remove on-street parking to fill missing bike lane gaps/buffered lanes (\$50,000) d) Remove parking and add bike lane where missing and/or buffer existing lanes (\$100,000) e) Add buffered lanes where auto lanes are 12' or wider (\$25,000) f) Realign angled intersection between Russell and Larabee to minimize exposure; use interim measures for realignment (\$50,000)	\$260,000	Cost estimates and description provided by Wendy Cawley	1	\$260,000
	Broadway-Hoyt	Develop plan for right-hook prevention at Broadway-Hoyt	\$30,000	There have been several meetings to address right-hook crashes at this intersection. This funding would be for design, only and would entail changes at both Hoyt and Glisan intersections with Broadway.	1	\$30,000
	Protected intersections at freeway on-ramps and other heavy right turns	Create protected intersections at high-volume right-turning locations as at: Terwilliger @ Barbur; intersections along: NW/SW 2nd Avenue PBL; SE Morrison PBL; NW Naito (sbnd under bridge); NE Lloyd; NE Halsey-Weidler	\$60,000	Proposed funding is for six intersections at a cost of approximately \$10,000 each.	1	\$60,000
	Increase density of shared lane markings on neighborhood greenways	Elevate visual presence of bicycling as priority treatment on neighborhood greenways by increasing frequency of shared lane markings. Consider adding stop line markings on side streets, too.	\$60,000	An innovative attempt to highlight the visibility of bicycle priority on neighborhood greenways. This would double the frequency of the markings at a cost of approximately \$20,000 per mile.	1	\$60,000
	Extend SE Morrison Bikeway	Extend SE Morrison PBL to make connection with 16th Avenue Greenway	\$22,000	Existing PBL on SE Morrison begins at 12th and does not connect to any north-south bikeway. Extending it two blocks to the east would allow for local street connections with the 16th Avenue neighborhood greenway.	2	\$22,000
	Advisory Bicycle Lanes SE 2nd/3rd	Explore "industrial neighborhood greenway" design in CEID that uses advisory bicycle lanes	\$65,000	These (or one of these) roadways would be a good candidate for an advisory bicycle lane pilot.	2	\$65,000
	92nd Avenue bicycle lanes	Bicycle lanes on 92nd Avenue between Pardee (one block south of Holgate) and Woodstock. Would necessitate parking removal (one side for standard bicycle lanes; both sides for protected or buffered lanes) from Schiller to Reedway and from one side between Reedway to Ramona. Would require evaluation of intersection approaches to Foster and Woodstock.	\$80,000		2	\$80,000
	Hawthorne Bridge bicycle lane connections in SW Portland	Extend 1st and 3rd Avenue bicycle lane connections north to Main Street to better serve southbound connections off the Hawthorne Bridge	\$30,000		2	\$30,000
	Extension of 2nd Avenue protected bicycle lane	This would extend the existing parking-protected lane on SW 2nd Avenue south to Columbia.	\$60,000	Likely not supported due to CCIM	2	\$60,000
	Protected bicycle lanes on NE Glisan Street; 22nd - 32nd	This has been identified as a desirable project for the past 10 years. NE Glisan in this stretch currently operates with a three-lane cross-section with two standard bicycle lanes. Curb-to-curb width is fifty-six feet. The plan would remove the center turn lane and convert the roadway to provide either buffered lanes or protected lanes. This project would maintain the newly implemented median refuge at 30th (part of the 20s greenway) and would likely install a new one at 24th (where there are bus stops).	\$180,000	Get parking demand study for corridor. Identify final design	2	\$180,000
	Buffered / Protected lanes on NE Glisan (32nd to 47th)	This project would reconfigure the roadway to provide buffered/protected bicycle lanes along this corridor.	\$190,000	Would remove on-street parking from one side of roadway. A separate project would be needed to address Coe Circle	2	\$190,000
	SW Primrose Connection	From Phil Richman: Roger, I mentioned the intersection of SW Primrose & Terwilliger as a common intersection for cyclists who are usually coming or going to the Riverview Cemetery or Lewis & Clark (via SW Palatine Hill Rd). Through the years I've much preferred this route to Lewis & Clark as it is lightly travelled by motor vehicles traveling at low speeds. Staying on Terwilliger to Lewis & Clark means traveling alongside fast moving traffic and having to cross over at the Boone's Ferry split. There is also a greater loss of elevation leaving a climb back up to the college. Whether or not the route is marked there are a substantial number of cyclists using this (Primrose/Palatine Hill) route. A small project might be to provide a safer way for people in motor vehicles and people on bikes to interact. A larger project might be to create a neighborhood greenway along this stretch and perhaps improve the section of road between SW Primrose & SW Lobelia to be more bike friendly. I have attached a screenshot of the route just for your reference. I see it is listed in the 2030 map as well, so presumably not new information. It makes me curious to know how much the counts have increased since the new Sellwood Bridge.	\$200,000	A suggestion from BAC member Phil Richman for a better (and presumably already popular) bicycle route in inner Southwest. Currently estimated at \$250,000 per mile.	2	\$200,000

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	Buffered / Protected lanes on E Burnside (71st - 90th)	Because of the narrow widths, this project would create either buffered or protected lanes by removing on-street parking on one side of the street. That would result in parking along one side of the street for approximately six blocks (71st-78th) and no parking on the street for 10 blocks (90th-83rd and 81st-78th). Two blocks (81st-83rd) already lack on-street parking.	\$491,260	Would result in almost no on-street parking along this segment	2	\$491,260
	Signalized crossing of SE Water at Caruthers		\$500,000	Cost is a place-holder. Would need to begin a process to address rail crossing order for the intersection	2	\$500,000
	SW Terwilliger Improvements	A combination of eight distinct improvements: 1. Providing a signalized crossing for bicycles at the intersection of Sam Jackson/6th/Terwilliger that would allow people bicycling to cross diagonally through the intersection from the southbound bicycle lane. 2. Add missing bicycle lanes south of Capitol Highway as roadway width permits. Add shared lane markings where roadway is too narrow for bicycle lanes. 3. Minor widening of SW Terwilliger for approximately 300 feet beginning at SW 7th and extending to the north. This would allow the southbound bicycle lane to be striped and would correct the current sub-standard northbound bicycle lane. 4. Striping a contraflow bicycle lane on SW 6th northbound from Terwilliger to connect to Chestnut Street. This would allow for safer access from northbound Terwilliger to Chestnut rather than at the Chestnut-Terwilliger intersection which is at a blind corner. 5. Add intersection striping and marking of the Barbur crossing at this busy intersection. 6. Add buffers to bicycle lanes on I-5 Bridge and other locations south of Boones Ferry Rd, as feasible. 7. Update bike boxes on Garden Home Road by adding green color, appropriate signing and skip striping through conflict areas. 8. Improve the transition connection and guidance for bicyclists between Tryon State Park pathway (Terwilliger at Boones Ferry Road) and bicycle lanes on Terwilliger.	\$1,000,000	Seek funding for CDS cost estimates	2	\$1,000,000
	Extension of 3rd Avenue buffered lane and conversion to protected lane	Reconfigure the existing buffered bicycle lane between NW Flanders and SW Stark to a parking-protected lane. Extend parking protected bicycle lane south to Clay Street.	\$150,000	Likely not supported due to CCIM	2	\$150,000
	Halsey Street Overcrossing	This would create a connection across I-205 between 92nd and 100th. It would eliminate an eastbound travel lane and connect to the new bicycle facilities on Halsey-Weidler. Being considered by Liz Mahon as part of her project on Halsey Weidler. No cost estimate yet.	\$1,000,000		2	\$1,000,000
	12 Intersections	These 12 neighborhood greenway crossing of arterial streets were identified for crossbike treatments. However, roadway conditions require hardier treatments. The intersections are: N Willamette at Bryant, NE MLK at NE Bryant, NE Cesar Chavez at Couch, NW 11th at Marshall, NW 23rd at Overton (perhaps no longer needed), SE Morrison at 16th, SE Belmont at 16th, SE Washington at 86th, SE Stark at 86th, SE Glisan at 87th, SE 11th at Salmon and SE 12th at Salmon.	\$3,000,000		2	\$3,000,000