TOP TIER PROJECT DESCRIPTIONS

This appendix contains details and descriptions for the project recommendations in the Southwest in Motion plan. These sheets provide basic information for each project, including an identification of design elements, preliminary planning-level cost estimates and potential funding opportunities.

Project Categories

Southwest in Motion projects are categorized by the scale and type of project implementation. Project numbering are based on geographic location and do not imply an implementation order, priority or ranking.

- **Bicycle/Pedestrian (BP)**
  Construction Projects: Construction projects involved roadway widening, sidewalk construction, and other medium-high cost construction

- **Restriping Projects (RP)**: Restriping projects are meant to be low-cost, marking-only changes designed to improve conditions for walking and biking.

- **Safer Shoulder (SS) Pilot Projects**: Safer shoulder projects provide a shoulder space for walking and biking. These projects are designed to address transportation and stormwater needs in collaboration with the Bureau of Environmental Services.

- **Crossing (C) Projects**: Crossing projects create new or enhanced crosswalks and crossings for people walking and biking on the Southwest in Motion network.

Implementation Priorities

- **Top tier projects establish a foundational and connected network for walking and biking.** These projects will open up access in new neighborhoods and give more people more ways to get around. Recommended facility types respond to traffic conditions, geographic constraints, and funding opportunities.

- **Second tier projects expand the network and make new connections to transit investments.** Projects on this list include connections to the future light rail, experimental treatments in need of more analysis, or rely upon projects established in the top tier.

Relationship to the Transportation System Plan

Southwest in Motion projects are designed to identify lower-cost, short-term implementation opportunities. These projects are not intended to supersede or replace major projects in the Transportation System Plan (TSP). In many cases, Southwest in Motion projects are interim or partial implementation of larger TSP projects designed to incrementally build on our streets. These projects should be implemented to be compatible with associated future TSP projects.
How to Use This Document

Each project description sheet is designed to assemble the core information and planning context for each project recommended in the Southwest in Motion plan. Descriptions for projects included in the Tier 1 list include additional information related to planning, traffic and stormwater needs, and include a project map and preliminary design concept. The materials presented here will serve as a starting point for projects as they enter the funding and design phase.

Project details are subject to change in response to site-specific details, project cost, and community engagement. Design refinement will be necessary during the detailed project development phase when funding is secured. Planning level cost estimates are low-confidence, and will be refined in response to site-specific needs and constraints.

Sample Project Description Sheet

- **Project Area Map**: Showing extents and segments of added facilities
- **Project Name and Number**: Identifying project type category
- **Transportation Need**: Key classifications and destinations
- **Impacts**: Potential changes to travel lanes or parking
- **Planning Level Cost Estimate**: Low confidence planning-level cost estimate
- **Concept Design**: Illustrates key design elements and dimensions
- **Project Description**: Project description and details
- **Stormwater Management**: Considerations related to stormwater needs and opportunities
- **Planning Background**: Source plans and associated project numbers
- **Potential Funding Sources**: Potential funding sources compatible with this project
6th Portal to Central City
A safer biking connection from SW Broadway to SW College St.

PROJECT DESCRIPTION
Adjust bike lane striping on the approach to SW College St to provide a more continuous bicycle facility. Integrate with Central City in Motion recommendations for an enhanced pedestrian crossing at SW Jackson St.

TRANSPORTATION NEED
Enhances connections between Southwest Portland and new Central City transportation corridors

STORMWATER MANAGEMENT
No stormwater management changes are proposed as a part of this project.

IMPACTS
May remove some existing on street parking.

PLANNING BACKGROUND
• Central City in Motion Project No. 2

PLANNING-LEVEL COST ESTIMATE
$15,000

POTENTIAL FUNDING SOURCES
• Quick Build Network Completion (Bikeway Network)
• Central City in Motion Funding
**Patton/Talbot Walkway/Bikeway**

A safer walking and biking connection from Hewitt Blvd to Fairmount Blvd.

**PROJECT DESCRIPTION**

Evaluate the feasibility of providing a continuous walkway connection from Hewitt to Fairmount using safer shoulders and sidewalks where possible.

On SW Patton Rd from SW Hewett Blvd to SW Talbot Rd, provide a crossing at SW Hewett Blvd and stripe a shoulder on the south side to serve people walking and biking. Stripe an uphill bike lane on south side of the street, and shared lane markings in the downhill direction.

On SW Talbot Rd from SW Patton Rd to SW Fairmount Blvd, use a robust separation method to prevent parking encroachment. Where curbs exist, explore the potential to construct sidewalks behind the existing curb. Include a crossing and connection to the 4T Trail and Council Crest.

Work with Trimet to enhance the #51 bus stop in the NE corner of the Talbot/Patton intersection.

**TRANSPORTATION NEED**

Connects neighborhoods to community destinations and provides a backbone for future connections.

**STORMWATER MANAGEMENT**

This project proposed expanded impervious surfaces and should meet the requirements in the Stormwater Management Manual as part of project implementation.

**IMPACTS**

May limit some roadside parking opportunities.

**PLANNING BACKGROUND**

- Transportation System Plan (90054.3)
- Portland Bicycle Plan (8288)

**PLANNING-LEVEL COST ESTIMATE**

$1,000,000

**POTENTIAL FUNDING SOURCES**

- Quick Build Network Completion (Pedestrian Network Completion)
- May be TSDC Eligible (90054.3 - SW Patton / Talbot Ped/Bike Improvements)

**Additional Considerations**

This project partially implements TSP 90054.3. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.
**Gibbs Sidewalk**

*A sidewalk connection from Marquam Trail access point to SW 11th Ave.*

<table>
<thead>
<tr>
<th>PROJECT DESCRIPTION</th>
<th>Construct a sidewalk to connect Marquam Trail to SW 11th Ave</th>
</tr>
</thead>
<tbody>
<tr>
<td>TRANSPORTATION NEED</td>
<td>Pedestrian connection between OHSU and the popular Fairmount Blvd walking and biking route. This is a segment along SW Urban Trail #1 and the 4T Trail.</td>
</tr>
<tr>
<td>STORMWATER MANAGEMENT</td>
<td>The streets along this project route have no formal means for stormwater conveyance or pollution reduction. This project should meet the requirements in the Stormwater Management Manual as part of project implementation.</td>
</tr>
<tr>
<td>IMPACTS</td>
<td>May remove some existing on street parking.</td>
</tr>
</tbody>
</table>
| PLANNING BACKGROUND | • Transportation System Plan (90049.2)  
• Marquam Hill Plan |
| PLANNING-LEVEL COST ESTIMATE | $1,000,000 |
| POTENTIAL FUNDING SOURCES | • Marquam Hill Meter Revenue |

**Additional Considerations**

This project partially implements TSP 90049.2. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.
Terwilliger Bike Lane Gap at Sam Jackson Park Rd

**Filling a bike lane gap on the approach to Sam Jackson Park Rd**

Fill the Terwilliger Parkway bike lane gap at the intersection with Sam Jackson Park Rd. Explore a range of solutions to fill bikeway gap, including consideration for roadway widening or building behind existing curb where space is available. Include circulation upgrades through the intersection for clarity and safety. The design should recognize that the project area is surrounded by and overlaps with public lands, including the Terwilliger Parkway, Duniway Park and the Duniway Lilac Garden. Collaborate closely with the Bureau of Environmental Services, Portland Parks & Recreation, Friends of Terwilliger, and the Portland Garden Club to integrate this project into long-term visioning and infrastructure upgrades planned in the area.

**TRANSPORTATION NEED**

Addresses a long-standing bike lane and circulation gap on a vision zero High Crash Network Street. The pathway along SW Terwilliger Blvd is one of the only low-stress, routes in Southwest, suitable for bicycling by people of all ages and abilities.

**STORMWATER MANAGEMENT**

No specific changes to stormwater facilities are proposed as a part of this project, but the project should meet the requirements in the Stormwater Management Manual as part of implementation. There may be an opportunity to coordinate and collaborate with the Bureau of Environmental Services as a part of the Sheridan Sewer Trunk Alignment Study project.

**IMPACTS**

The design must be sensitive to impacts on adjacent property, and must include all relevant stakeholders in the development of any recommendations.

**PLANNING BACKGROUND**

- Transportation System Plan (90091.0)

**PLANNING-LEVEL COST ESTIMATE**

$150,000-$500,000

**POTENTIAL FUNDING SOURCES**

- Vision Zero Program
- Quick Build Network Completion Program (Bikeway Network)
- Collaboration opportunity with the Bureau of Environmental Services and Portland Parks and Recreation.
- Eligible for Regional Flexible Funds Allocation

**Additional Considerations**

This project partially implements TSP 90091. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.
BP 09

Campus Dr Accessibility and Safety Improvements

A safer and more accessible walking and biking connection on the approach to Terwilliger Blvd.

**PROJECT DESCRIPTION**

Design and construct accessibility improvements, bicycle safety features and other intersection enhancements as described in the Marquam Hill Plan. Includes enhanced bike lane striping on Campus Dr. Explore the opportunity to support OHSU's Safe and Accessible Pathway concept to enhance the pedestrian connection from SW Terwilliger Blvd to OHSU facilities.

The design should recognize that the project area is surrounded by and overlaps with public lands, including the Terwilliger Parkway.

**TRANSPORTATION NEED**

Improves connections and access to Oregon Health & Science University (OHSU), the Veteran Affairs Medical Center (VA) and the Shriners Hospitals for Children. In particular, supports accessible route from SW Terwilliger Blvd. This is a segment of SW Urban Trails #1.

**STORMWATER MANAGEMENT**

No specific changes to stormwater facilities are proposed as a part of this project, but the project should meet the requirements in the Stormwater Management Manual as part of implementation.

**IMPACTS**

This project may have impacts to public land. The design must be sensitive to impacts on adjacent property, and must include all relevant stakeholders in the development of any recommendations. PBOT supports a strong collaboration with Portland Parks & Recreation on issues related to property under their management.

**PLANNING BACKGROUND**

- New project identified as part of Southwest in Motion process
- May integrate with Southwest Corridor investments related to the Marquam Hill Connector design options.

**PLANNING-LEVEL COST ESTIMATE**

$50,000

**POTENTIAL FUNDING SOURCES**

- Partnership implementation with OHSU
- Vision Zero Program
Whitaker Trail Enhancements
An improved walking path from SW Terwilliger Blvd to SW Barbur Blvd

**PROJECT DESCRIPTION**
In partnership with community groups, design and implement trail improvements to connect transit users from Barbur Blvd to Marquam Hill, Oregon Health & Science University (OHSU) and the Veteran Affairs Medical Center (VA). Enhancements may include a hand railing, improved lighting and replacement of key stair steps. Concept level planning necessary with community partners and City agencies.

**TRANSPORTATION NEED**
Provides a shortcut stair/hillside connection from SW Barbur Blvd and neighborhoods to the east to Oregon Health & Science University (OHSU), the Veteran Affairs Medical Center (VA) and the Shriners Hospitals for Children. Serves as a potential connection to the Southwest Corridor Light Rail. This is a segment of SW Urban Trails #1.

**STORMWATER MANAGEMENT**
The existing trail suffers from complex stormwater issues. Trail enhancements should be designed to minimize water flow damage to the existing trail connection.

**IMPACTS**
This connection uses private and public access connections. Clarity around roles and responsibilities for this facility is critical. The design must be sensitive to impacts on adjacent property, and must include all relevant stakeholders in the development of any recommendations. Portland Bureau of Transportation, Portland Parks & Recreation, Bureau of Environmental Services all have interests in this project and the surrounding area.

**PLANNING BACKGROUND**
- OHSU Night Access Plan (WB.4)
- May integrate with Southwest Corridor investments related to the Marquam Hill Connector design options.

**PLANNING-LEVEL COST ESTIMATE**
N/A

**POTENTIAL FUNDING SOURCES**
- Opportunity for community-initiated implementation in partnership with OHSU and the SWTrails community group.
Beaverton-Hillsdale Walkway Infill
A safer walkway from City Limits to SW Capitol Hwy.

**PROJECT DESCRIPTION**
Construct infill walkway on the north side of the street, including physical separation of existing safer shoulder, expansion of shoulder where necessary. Include sidewalk infill to bus stop at SW 50th Ave and SW 27th Ave. Project should be compatible with future construction of permanent facilities.

**TRANSPORTATION NEED**
Provides a continuous protected walkway along a major arterial street with community serving destinations. Incorporate crossing enhancements where possible.

**STORMWATER MANAGEMENT**
This project should meet the requirements in the Stormwater Management Manual as part of implementation.

**IMPACTS**
No impacts to parking or traffic access are expected as a part of this project.

**PLANNING BACKGROUND**
- Transportation System Plan (90020.0)

**PLANNING-LEVEL COST ESTIMATE**
$300,000

**POTENTIAL FUNDING SOURCES**
- Quick Build Network Completion (Pedestrian Network Completion)
- Vision Zero Program
- Eligible for Regional Flexible Funds Allocation

**Additional Considerations**
This project is proposed with a safer shoulder, a non-standard design element, and may require a design exception from the City Engineer. This process may include additional analysis or revision to the design concept as a part of project implementation.
Shattuck Sidewalk Gaps
A sidewalk connection from SW 53rd Ave to SW Boundary St.

**PROJECT DESCRIPTION**
Construct infill sidewalk or separated walkway on the west side of the street.

This is a partial implementation of TSP 90059.1

**TRANSPORTATION NEED**
Provides a continuous walkway connection from neighborhood streets to a major arterial destinations.

**STORMWATER MANAGEMENT**
BES has identified the Fanno Creek culvert under SW Shattuck Rd as a candidate for replacement in the coming years. Replacement of the culvert may provide an opportunity to construct sidewalks and other enhancements on SW Shattuck Rd.

**IMPACTS**
No impacts to parking or traffic access are expected as a part of this project.

**PLANNING BACKGROUND**
- Transportation System Plan (90059.1, 90034.1)

**PLANNING-LEVEL COST ESTIMATE**
$350,000

**POTENTIAL FUNDING SOURCES**
- Quick Build Network Completion (Pedestrian Network Completion)
- Potential BES Collaboration Opportunity
- Transportation System Development Charges (90059.1, 90034.1)

**Additional Considerations**
This project partially implements TSP 90059.1. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.
A walkway connection from SW Beaverton-Hillsdale Hwy to SW Vermont St.

Construct a safer shoulder pedestrian walkway with physical separation where possible to fill sidewalk gaps on the east side of the corridor. Remove on-street parking or widen roadway where necessary to provide adequate space. Consider cost effectiveness compared to traditional sidewalk design. Vegetation management is a high priority for safer shoulder walkways.

Provide a bicycle climbing lane on the west side of the street from Beaverton-Hillsdale Hwy to SW Iowa St. Install bikeway wayfinding signs and markings on SW Iowa St and SW 32nd Ave to complete a connection from SW Iowa St to SW Vermont St. Consider the need and opportunity for a bike lane on SW Iowa St in the uphill direction.

Provides a continuous connection from destinations on SW Capitol Hwy to Beaverton Hillsdale Hwy.

This project should meet the requirements in the Stormwater Management Manual as part of implementation.

May limit on-street parking where climbing bike lanes are provided.

$1,000,000

A project development phase will be required to confirm project feasibility and cost estimates.

• Quick Build Network Completion
• BES Collaboration Opportunity

This project is proposed with a safer shoulder, a non-standard design element, and may require a design exception from the City Engineer. This process may include additional analysis or revision to the design concept as a part of project implementation.

This project partially implements TSP 90005. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.
Bertha Blvd Pedestrian Shared Street and Neighborhood Greenway

A low-stress walking and biking connection from SW 30th Ave to SW Beaverton-Hillsdale Hwy. This completes one segment of the Red Electric Trail.

**PROJECT DESCRIPTION**

Implement a pedestrian shared street and neighborhood greenway to complete a link in the Red Electric Trail. Use markings, signs, speed humps, and other traffic calming tools to create low-speed pedestrian priority street conditions. Design 85th percentile speeds for 15mph. Create a clear connection to the Red Electric Trail bridge. Consider the use of volume management tools such as traffic diverters to limit cut through traffic and to maintain low volumes at appropriate for shared streets.

**TRANSPORTATION NEED**

Extends and enhances the Red Electric Trail. Connects to Safe Routes to School routes.

**STORMWATER MANAGEMENT**

No specific changes to stormwater facilities are proposed as a part of this project, but the project should meet the requirements in the Stormwater Management Manual as part of implementation.

**IMPACTS**

May limit some on-street parking opportunity.

**PLANNING BACKGROUND**

- Transportation System Plan (90111.0)
- Safe Routes to School Priority Investment Route
- Red Electric Trail Planning Study

**PLANNING-LEVEL COST ESTIMATE**

$250,000

**POTENTIAL FUNDING SOURCES**

- Quick Build Network Completion (Bikeway; Pedestrian Network)
- TSDC Eligible (No. 90111 - Red Electric Trail, Segment 4)
- Eligible for Regional Flexible Funds Allocation

**Additional Considerations**

**DESIGN EXCEPTION REQUIRED**

This project is proposed as a pedestrian shared street, a non-standard design element, and may require a design exception from the City Engineer. This process may include additional analysis or revision to the design concept as a part of project implementation.

**RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN**

This project partially implements TSP 90111. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.
Terwilliger Bike Lane Gap Approaching SW Capitol Hwy

Filling a bike lane gap approaching Capitol Highway.

**PROJECT DESCRIPTION**

Explore options to resolve Terwilliger Bikeway Gap in both directions in this location. Address pedestrian access and crossing needs as a part of this project to the greatest extent feasible.

**TRANSPORTATION NEED**

Addresses a long standing bike lane gap on a vision zero High Crash Network street.

**STORMWATER MANAGEMENT**

This project may involve minor modifications to impervious surfaces. The design should meet the requirements in the Stormwater Management Manual as part of project implementation.

**IMPACTS**

May impact existing Terwilliger Blvd path. The design must be sensitive to impacts on adjacent property, and must include all relevant stakeholders in the development of any recommendations.

**PLANNING BACKGROUND**

- Vision Zero High Crash Corridor
  Transportation System Plan (90091)

**PLANNING-LEVEL COST ESTIMATE**

$300,000

**POTENTIAL FUNDING SOURCES**

- Quick Build Network Completion Program (Bikeway Network)
- Vision Zero Program
- TSDC Elligible (No. 90091 - Terwilliger Bikeway Gaps)
- Eligible for Regional Flexible Funds Allocation

**Additional Considerations**

**RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN**

This project partially implements TSP 90091. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.
A low-stress walking and biking connection from Capital Hwy to Capitol Hill Rd.

**PROJECT DESCRIPTION**

Design and implement a neighborhood greenway and pedestrian walkway connection along SW Nevada Ct. Neighborhood greenway design elements include a narrow travel area, speed humps for traffic calming and marking and signing of the neighborhood greenway route. The project paves a currently unimproved segment as a shared street and formalizes a pedestrian and bicycle pathway connection through an car-free segment of right of way.

**TRANSPORTATION NEED**

SW Nevada Ct is designated as a City Bikeway and Neighborhood Walkway in the Transportation System Plan and serves Wilson High School and Robert Gray Middle School. It is a part of the SW Trail #4 route. The project connects to the Texas Hydro Park to the Stephens Creek Natural Area and Custer Park.

**STORMWATER MANAGEMENT**

The streets along this project route have no formal means for stormwater conveyance or pollution reduction. Adding this infrastructure will benefit Tryon Creek by slowing and cleaning stormwater runoff. It will benefit the neighbors by creating approved discharge points for stormwater from adjacent properties.

**IMPACTS**

No impacts to parking or traffic access are expected as a part of this project.

**PLANNING BACKGROUND**

- Portland Bicycle Plan for 2030 (8334)
- Transportation System Plan (90093.0)
- Safe Routes to School Priority Investment Route

**PLANNING-LEVEL COST ESTIMATE**

$700,000

**POTENTIAL FUNDING SOURCES**

- BES Collaboration Opportunity
- TSDC Eligible (No. 10014.4 - Tryon-Stephens)
- Neighborhood Greenway Program
- Safe Routes to School Program

**Additional Considerations**

This project partially implements TSP 90093. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.
Capitol Hill Sidewalk Infill and Uphill Bike Lane
A walking connection from Custer Park to SW Barbur Blvd.

**Project Description**
Implement walkway infill on one side of the street to provide a continuous walkway connection to Custer Park. Remove on-street parking, widen the paved roadway or construct a separated walkway or sidewalk as needed.

This is a partial implementation of TSP 90002. The full project remains in the TSP for major project funding and long term implementation. Upon implementation of the Southwest in Motion project, the TSP should be revised to reflect the remaining project elements and costs.

**Transportation Need**
SW Capitol Hill Rd is designated as a City Bikeway and Neighborhood Walkway in the Transportation System Plan. It is a part of SW Trail #3 and connects Custer Park to SW Barbur Blvd.

**Stormwater Management**
The streets along this project route have no formal means for stormwater conveyance or pollution reduction.

**Impacts**
May limit some on-street parking opportunity in an area with low on street parking demand.

**Planning Background**
- Transportation System Plan (90002.0)
- SW Corridor Station Access Project (SA09)

**Planning-Level Cost Estimate**
$1,000,000

**Potential Funding Sources**
- TSDC Eligible (No. 10014.4 - Tryon-Stephens)
- TSDC Eligible (No. 90106.2 - Access to SW Corridor)
- TSDC Eligible (No. 90002 - SW 19th / Capitol Hill Rd Safety Improvements)
- Eligible for Regional Flexible Funds Allocation

**Additional Considerations**
This project partially implements TSP 90002. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.
Terwilliger Bike Lane Gap Near SW 7th Ave

Filling a bike lane gap on Terwilliger Blvd near SW 7th Ave.

**PROJECT DESCRIPTION**

Fill the gap in the bike lane by constructing a southbound path behind the existing curb, adjacent to the existing sidewalk. Stripe a northbound bike lane in the uphill direction.

**TRANSPORTATION NEED**

Addresses a long standing bike lane gap on a vision zero corridor.

**STORMWATER MANAGEMENT**

This project may involve minor modifications to impervious surfaces. The design should meet the requirements in the Stormwater Management Manual as part of project implementation.

**IMPACTS**

No impacts to parking or traffic access are expected as a part of this project.

**PLANNING BACKGROUND**

- Vision Zero High Crash Corridor
- Transportation System Plan (90091)
- SW Corridor Station Access (SA04)

**PLANNING-LEVEL COST ESTIMATE**

$150,000

**POTENTIAL FUNDING SOURCES**

- Quick Build Network Completion Program (Bikeway Network)
- Vision Zero Program
- TSDC Eligible (No. 90091 - Terwilliger Bikeway Gaps)
- Eligible for Regional Flexible Funds Allocation

**Additional Considerations**

**RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN**

This project partially implements TSP 90091. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.
**SW Canby/Troy Neighborhood Greenway**

A low-stress walking and biking connection from Capital Hwy to Capitol Hill Rd.

### Project Description

Design and implement a neighborhood greenway and pedestrian walkway along SW Canby and SW Troy Street. Neighborhood greenway design elements include a narrowed travel area, speed humps for traffic calming and marking and signing of the neighborhood greenway route. The pedestrian walkway is on the south side of the street. Some segments may be constructed as sidewalks, other sections as slow safer shoulder walkways. Stormwater elements include conveyance on the south side of the street that will take water to a stormwater management facility designed to slow the flow and reduce pollutants in the water.

### Transportation Need

SW Troy is designated as a City Bikeway and Neighborhood Walkway in the Transportation System Plan. It is a part of the SW Trail #4 route. It offers a direct connection to Multnomah Village and the Multnomah Arts Center to Custer Park.

### Stormwater Management

The streets along this project route have no formal means for stormwater conveyance or pollution reduction. Adding this infrastructure will benefit Tryon Creek by slowing and cleaning stormwater runoff. It will benefit the neighbors by creating approved discharge points for stormwater from adjacent properties.

### Impacts

Parking preserved on both sides; Potential traffic diversion necessary to lower traffic volumes.

### Planning Background

- Portland Bicycle Plan for 2030 (8088)
- SW Corridor Station Access (SA11)
- Recommended sidewalk segment as part of SW Trails 4

### Planning-Level Cost Estimate

$875,000 - $1,000,000

### Potential Funding Sources

- Cost sharing with BES
- Neighborhood Greenway Program
- TSDC Eligible (No. 10014.4 - Tryon-Stephens)
- TSDC Eligible (No. 90106.2 - Access to SW Corridor)

### Additional Considerations

This project is proposed with a slow safer shoulder walkway, a non-standard design element, and may require a design exception from the City Engineer. This process may include additional analysis or revision to the design concept as a part of project implementation.
**Garden Home Separated Walkway**

**A walking connection from SW 57th Ave to SW 45th Ave.**

**PROJECT DESCRIPTION**

Design and construct a separated walkway on the south side of the roadway. Design should be sensitive to roadway constraints and may include safer shoulder walkway designs. Consider compatibility with BP-42 and long-term permanent facilities as part of TSP 90033.0

**TRANSPORTATION NEED**

Provides a continuous paved walkway connecting neighborhood residential streets to the Multnomah Village area.

**STORMWATER MANAGEMENT**

This project may involve minor modifications to impervious surfaces. The design should meet the requirements in the Stormwater Management Manual as part of project implementation.

**IMPACTS**

May limit existing roadside parking opportunities.

**PLANNING BACKGROUND**

- Transportation System Plan (90033.0)

**PLANNING-LEVEL COST ESTIMATE**

$1,000,000

**POTENTIAL FUNDING SOURCES**

- TSDC Eligible (90033 -SW Garden Home Ped/Bike Improvements, Phase 1)

**Additional Considerations**

**DESIGN EXCEPTION REQUIRED**

This project is proposed with a separated walkway, a non-standard design element, and may require a design exception from the City Engineer. This process may include additional analysis or revision to the design concept as a part of project implementation.

**RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN**

This project partially implements TSP 90033. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.
SW 45th Walkway and Bike Lane
A sidewalk and bike lane from SW Multnomah to SW Garden Home Rd.

**Project Description**
Design and implement sidewalk infill on the east side of the street, and provide an uphill bicycle climbing lane. If possible, include bicycle lanes in both directions.

**Transportation Need**
SW 45th Ave is designated as a City Bikeway and Neighborhood Walkway in the Transportation System Plan and serves Maplewood Elementary School. The project connects Garden Home Road to routes on SW Multnomah and SW Trail #3 on SW Maplewood Rd.

**Stormwater Management**
The streets along this project route have no formal means for stormwater conveyance or pollution reduction. This project should meet the requirements in the Stormwater Management Manual as part of project implementation.

**Impacts**
May remove on-street parking in an area with low-moderate on street parking demand.

**Planning Background**
- Transportation System Plan (90008)
- Portland Bicycle Plan for 2030 (8147)

**Planning-Level Cost Estimate**
$675,000

**Potential Funding Sources**
- Quick Build Network Completion (Pedestrian Network; Bikeway Network)

Additional Considerations
This project partially implements TSP 90008. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.
Dolph Bikeway and Sidewalk Infill

A low-stress and connection with sidewalk infill from SW Capitol Hwy to SW Barbur Blvd.

PROJECT DESCRIPTION
Construct sidewalk infill for pedestrian travel near SW Barbur Blvd and install a neighborhood greenway from SW Capitol Hwy to SW Barbur Blvd. Consider the use of fire-friendly speed humps to manage traffic speed.

TRANSPORTATION NEED
SW Dolph Ct Ave is designated as a City Bikeway and Neighborhood Walkway in the Transportation System Plan and serves Spring Garden Park.

STORMWATER MANAGEMENT
The streets along this project route have no formal means for stormwater conveyance or pollution reduction. This project should meet the requirements in the Stormwater Management Manual as part of project implementation.

IMPACTS
May limit roadside parking opportunities.

PLANNING BACKGROUND
• Transportation System Plan (90073.0)
• SW Corridor Station Access Project (SA12)

PLANNING-LEVEL COST ESTIMATE
$1,100,000

POTENTIAL FUNDING SOURCES
• Quick Build Network Completion (Pedestrian Network)
• Quick Build Network Completion (Neighborhood Greenway)
• TSDC Eligible (No. 90106.2 - Access to SW Corridor)

Additional Considerations

RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN
This project partially implements TSP 90073. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.
**Brugger Neighborhood Greenway**

*A low-stress walking and biking connection from SW 65th Ave to SW 48th Ave.*

**PROJECT DESCRIPTION**

Construct a neighborhood greenway and shared street along SW Brugger St to SW 48th Ave. Construct shared use paths along unimproved segments of Brugger Rd. Connect to matching Washington County project along SW Florence St. Work with Tualatin Valley Water District to explore a connection from SW Brugger to SW Florence. Includes crossing of SW 48th Ave.

Unimproved segments of SW Brugger St may be opportunities for stormwater infiltration facilities.

**TRANSPORTATION NEED**

SW Brugger St is designated as a City Bikeway and Neighborhood Walkway in the Transportation System Plan and serves Markham Elementary School. The project connects to SW Trail #5 and provides a safer alternative to Taylors Ferry Rd for people walking and biking.

**STORMWATER MANAGEMENT**

The streets along this project route have no formal means for stormwater conveyance or pollution reduction. This project should meet the requirements in the Stormwater Management Manual as part of implementation.

**IMPACTS**

Formalization of trails on unimproved segments should be done in collaboration with community partners.

**PLANNING BACKGROUND**

- Safe Routes to School Priority Investment Route

**PLANNING-LEVEL COST ESTIMATE**

$700,000

**POTENTIAL FUNDING SOURCES**

- Quick Build Network Completion (Neighborhood Greenway)
- Safe Routes to School Program
- BES Collaboration Opportunity

**Additional Considerations**

This project is proposed with pedestrian shared street segments, a non-standard design element, and may require a design exception from the City Engineer. This process may include additional analysis or revision to the design concept as a part of project implementation.
A sidewalk and bike lane connection from SW 49th Ave to SW Capitol Hwy.

**PROJECT DESCRIPTION**
Widen shoulder to provide bicycle climbing lane and construct a walkway for pedestrian travel and access to transit. Explore ways to incorporate a bike lane in both directions.

**TRANSPORTATION NEED**
SW Taylors Ferry Rd is designated as a City Bikeway and Neighborhood Walkway in the Transportation System Plan and serves Markham Elementary School. The project is a part of SW Trail #5.

**STORMWATER MANAGEMENT**
This project may be an opportunity for maintenance on the Culvert and crossing of Woods Creek.

**IMPACTS**
May limit roadside parking opportunities.

**PLANNING BACKGROUND**
- Transportation System Plan (90064.1)
- Safe Routes to School Priority Investment Route
- SW Corridor Station Access (SA16)

**PLANNING-LEVEL COST ESTIMATE**
$4,300,000

**POTENTIAL FUNDING SOURCES**
- Quick Build Network Completion
- Safe Routes to School Program
- TSDC Eligible (No. 90064.1 - Outer Taylors Ferry Safety Improvements, Segment 1)
- TSDC Eligible (No. 90106.2 - Access to SW Corridor)
- Eligible for Regional Flexible Funds Allocation
- BES Collaboration Opportunity

**Additional Considerations**
This project implements TSP 90064.1.
Ridge Neighborhood Greenway
A low-stress biking connection from SW 35th Ave to SW Taylors Ferry Rd.

Design and implement a neighborhood greenway with speed humps. Include crossing enhancements to connect with walkway and bikeway connections on SW 35th Ave and SW 26th Ave. Consider providing an uphill bike lane on steep segments where width is available. Explore treatments for pedestrians, including safer shoulders, or traffic diversion and traffic calming to meet shared street guidelines.

This route differs from that in the Portland Bicycle Plan for 2030, routing along SW Wilbard St, SW 29th Ave, and SW Ridge Dr to minimize steep slopes and unnecessary climbing for people bicycling.

SW Ridge Dr is designated as a City Bikeway and Neighborhood Walkway in the Transportation System Plan. The project connects SW 35th Ave and Jackson Middle School to SE 26th Ave undercrossing of I-5.

No changes to stormwater facilities are proposed as a part of this project.

May reallocate underutilized on-street parking in limited segments to provide small lengths of uphill bike lanes.

- Portland Bicycle Plan for 2030 (8263)

$150,000

- Quick Build Network Completion (Neighborhood Greenways)
64th/Pomona Sidewalk and Bikeway
A sidewalk and bike lane connection from SW Barbur Blvd to SW 61st Ave.

**PROJECT DESCRIPTION**
Construct a continuous sidewalk and bicycle lanes connecting SW Barbur Blvd/SW 64th Ave to SW 61st Ave and SW Pomona St. The sidewalk may be on one side of the street, but should create a complete connection and serve high density housing in the area. Bicycle lanes should be provided in both directions.

**TRANSPORTATION NEED**
SW 64th and SW Pamona St is designated as a City Bikeway and Neighborhood Walkway in the Transportation System Plan and serves Markham Elementary School and affordable housing sites.

**STORMWATER MANAGEMENT**
The streets along this project route have no formal means for stormwater conveyance or pollution reduction. This project should meet the requirements in the Stormwater Management Manual as part of project implementation.

**IMPACTS**
May limit roadside parking opportunities.

**PLANNING BACKGROUND**
- Transportation System Plan (90011.0)
- Safe Routes to School Priority Investment Route

**PLANNING-LEVEL COST ESTIMATE**
$2,500,000

**POTENTIAL FUNDING SOURCES**
- Safe Routes to School Program
- TSDC Eligible (No. 90011 - SW Pomona/64th Ped/Bike Improvements)
- TSDC Eligible (No. 90106.2 - Access to SW Corridor)
- SW Corridor Station Access (SA22)

**Additional Considerations**
This project partially implements TSP 90011. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.
Pomona Walkway

A low-stress walking connection from Capitol Hwy to 35th Ave.

**PROJECT DESCRIPTION**
Design and Implement a separated walkway to serve Safe Routes to School. Create connections to walking and bicycling facilities on SW Capitol Hwy and SW 35th Ave.

Consider future circulation and connections to BP-48 for access to SW Corridor Light Rail.

**TRANSPORTATION NEED**
SW Pomona St is designated as a City Bikeway and Neighborhood Walkway in the Transportation System Plan and serves Jackson Middle School and Markham Elementary School.

**STORMWATER MANAGEMENT**
The streets along this project route have no formal means for stormwater conveyance or pollution reduction. This project should meet the requirements in the Stormwater Management Manual as part of project implementation.

**IMPACTS**
Work with property owners to manage encroachment into the right of way.

**PLANNING BACKGROUND**
- Transportation System Plan (90055.0)
- Safe Route to School Priority Access Route

**PLANNING-LEVEL COST ESTIMATE**
$2,500,000

**POTENTIAL FUNDING SOURCES**
- Safe Routes to School Program
- LTIC Funding Allocation Eligible
- SW Corridor Station Access (SA21)
- TSDC Eligible (No. 90106.2 - Access to SW Corridor)

**Additional Considerations**

RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN
This project partially implements TSP 90055. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.
Boones Ferry Walkway
A walkway connection from SW Orchard Hill Rd to City Limits.

**PROJECT DESCRIPTION**
Construct a protected safer shoulder on the north side of Boones Ferry Rd through restriping. Use physical barriers to protect the walkway where possible. Create a ramp transition to the existing sidewalk at city limits.

**TRANSPORTATION NEED**
SW Boones Ferry Rd is designated as a Neighborhood Walkway in the Transportation System Plan and connects to Stephenson Elementary walking routes. It connects neighborhood residents to grocery and other retail destinations.

**STORMWATER MANAGEMENT**
No changes to stormwater facilities are proposed as a part of this project.

**IMPACTS**
May limit roadside parking opportunities.

**PLANNING BACKGROUND**
- New project identified by Southwest in Motion.

**PLANNING-LEVEL COST ESTIMATE**
$25,000

**POTENTIAL FUNDING SOURCES**
- Quick Build Network Completion Program (Pedestrian Network)

**Additional Considerations**

**DESIGN EXCEPTION REQUIRED**
This project is proposed with a safer shoulder walkway, a non-standard design element, and may require a design exception from the City Engineer. This process may include additional analysis or revision to the design concept as a part of project implementation.
35th Sidewalk Infill

Filling sidewalk gaps near Near SW Huber St.

**PROJECT DESCRIPTION**
Fill sidewalk gaps behind the existing curb on SW 35th Ave.

**TRANSPORTATION NEED**
Closes small gaps in an otherwise connected sidewalk segment serving Jackson Middle School.

**STORMWATER MANAGEMENT**
No changes to stormwater facilities are proposed as a part of this project.

**IMPACTS**
No impacts to parking or traffic access are expected as a part of this project.

**PLANNING BACKGROUND**
• Safe Routes to School Priority Investment Route
• Transportation System Plan (90007.0)

**PLANNING-LEVEL COST ESTIMATE**
$150,000

**POTENTIAL FUNDING SOURCES**
• Quick Build Network Completion Program (Pedestrian Network)
• Safe Routes to School Program

**Additional Considerations**

This project partially implements TSP 90007. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.
Garden Home Sidewalk and Bike Lane
A sidewalk and bike lane from SW 45th to SW Capitol Hwy.

**PROJECT DESCRIPTION**
Widen roadway with uphill bike climbing lane and downhill shared lane markings. Construct continuous sidewalk along the south side of the street. Consider compatibility with permanent facilities as part of TSP 90033.0

**TRANSPORTATION NEED**
Provides a sidewalk along neighborhood commercial destinations and connects to an upgraded Capitol Highway

**STORMWATER MANAGEMENT**
This project should meet the requirements in the Stormwater Management Manual as part of project implementation.

**IMPACTS**
May limit roadside parking opportunities.

**PLANNING BACKGROUND**
- Transportation System Plan (90033)

**PLANNING-LEVEL COST ESTIMATE**
$2,500,000

**POTENTIAL FUNDING SOURCES**
- Quick Build Network Completion (Pedestrian Network)
- Quick Build Network Completion (Bikeway Network)
- TSDC Eligible (No. 9033 - SW Garden Home Ped/Bike Improvements, Phase 1)

Additional Considerations

**RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN**
This project partially implements TSP 90033. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.
Hamilton Sidewalk Infill
A sidewalk from SW 48th to SW 45th Ave.

**PROJECT DESCRIPTION**
Construct sidewalk infill on north side of street. Design for compatibility with permanent facilities as part of TSP 90034.1

**TRANSPORTATION NEED**
Supports safe routes to school access to Bridlemile Elementary School.

**STORMWATER MANAGEMENT**
This project should meet the requirements in the Stormwater Management Manual as part of project implementation.

**IMPACTS**
No impacts to parking or traffic access are expected as a part of this project.

**PLANNING BACKGROUND**
- Safe Routes to School Priority Investment Route
- Transportation System Plan (90034.1)

**PLANNING-LEVEL COST ESTIMATE**
$600,000 - $1,000,000

**POTENTIAL FUNDING SOURCES**
- Quick Build Network Completion Program (Pedestrian Network)
- Safe Routes to School Program
- TSDC Eligible (No. 90034.1 - Bridlemile Ped/Bike Improvements, Phase 1)

**Additional Considerations**

**RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN**
This project partially implements TSP 90034.1. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.
25th Connector
A path connection from SW Troy St to SW Multnomah Blvd.

**PROJECT DESCRIPTION**

Design and construct a shared use path or pedestrian shared street through unimproved right of way.

**TRANSPORTATION NEED**

Expands the walking and biking network in this neighborhood.

**STORMWATER MANAGEMENT**

This project should meet the requirements in the Stormwater Management Manual as part of project implementation.

**IMPACTS**

May impact parking spaces currently encroaching in the right of way.

**PLANNING BACKGROUND**

- Bicycle Plan for 2030

**PLANNING-LEVEL COST ESTIMATE**

$750,000

**POTENTIAL FUNDING SOURCES**

- Quick Build Network Completion Program
Capitol Hwy Bikeway Connections

**Safer bike lane crossings at Capitol Hwy & Bertha Blvd & Beaverton-Hillsdale Hwy.**

**PROJECT DESCRIPTION**

Design and implement bicycle signals and striping enhancements to allow low stress connections between existing bike lanes on all street approaches. Includes new bicycle signals and corner reconstruction with protected intersection corner for bicycle circulation.

**TRANSPORTATION NEED**

Enhances connectivity between Major City Bikeway routes.

**STORMWATER MANAGEMENT**

No stormwater management changes are proposed as a part of this project.

**IMPACTS**

May impact traffic signal timing.

**PLANNING BACKGROUND**

- New idea generated from Southwest In Motion process.
- Supports multiple Bike Plan for 2030 Projects and Routes (8080; 8283)

**PLANNING-LEVEL COST ESTIMATE**

$150,000

**POTENTIAL FUNDING SOURCES**

- Quick Build Network Completion Program (Pedestrian Network)
- Vision Zero Program
- Eligible for Regional Flexible Funds Allocation
Capitol Hill Rd Sidewalk Connection

A Sidewalk from SW 21st Ave to Raz-Baack Crossing.

**PROJECT DESCRIPTION**

Construct a sidewalk on the south side of Capitol Hill Rd, connecting Custer Park and SW Trails #6 from SW 21st Ave to the Raz-Baack Crossing.

**TRANSPORTATION NEED**

Enhances connectivity between community trail routes.

**STORMWATER MANAGEMENT**

This project should meet the requirements in the Stormwater Management Manual as part of project implementation.

**IMPACTS**

May limit on-roadside parking opportunities.

**PLANNING BACKGROUND**

- Transportation System Plan (90093.0)
- Southwest Urban Trails Plan

**PLANNING-LEVEL COST ESTIMATE**

$600,000-$1,000,000

**POTENTIAL FUNDING SOURCES**

- Quick Build Network Completion Program (Pedestrian Network)
- Safe Routes to School Program
- TSDC Eligible (No. 10014.4 - Tryon-Stephens)
- TSDC Eligible (No. 90106.2 - Access to SW Corridor)
- Eligible for Regional Flexible Funds Allocation

**Additional Considerations**

**RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN**

This project partially implements TSP 90093. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.
Dosch Sidewalk Infill  
A sidewalk connection from SW Flower Terrace to SW Beaverton-Hillsdale Hwy.

PROJECT DESCRIPTION
Construct sidewalk infill behind the existing curb on the east side of the street. Restripe roadway with bike lanes in both directions. Consider additional physical protection of the bike lane at the northeast corner of SW Beaverton-Hillsdale Hwy and SW Dosch Rd.

TRANSPORTATION NEED
Connects neighborhoods to Beaverton-Hillsdale Hwy

STORMWATER MANAGEMENT
No changes to stormwater facilities are proposed as a part of this project.

IMPACTS
May reorganize existing travel lanes to provide walkway and bikeway space.

PLANNING BACKGROUND
• Transportation System Plan (90031.1)

PLANNING-LEVEL COST ESTIMATE
$60,000

POTENTIAL FUNDING SOURCES
• Quick Build Network Completion Program (Pedestrian Network)
• TSDC Eligible (No. 90020.1 - Hillsdale Town Center Pedestrian Connections)
**Park Bridge Connector**

*A bikeway connection from SW Park Ave to SW SW Broadway.*

**PROJECT DESCRIPTION**

Restripe SW Clifton/SW Lincoln St to formalize a contraflow bikeway connection from Portland State University to SW Broadway St. Consider on-street contraflow bike lane or protected contraflow bike lane. Use shared lane markings in the primary direction of traffic, and along the SW Park Avenue Bridge.

**TRANSPORTATION NEED**

Enhances connections between Southwest Portland and new Central City transportation corridors.

**STORMWATER MANAGEMENT**

No changes to stormwater facilities are proposed as a part of this project.

**IMPACTS**

May remove some existing on street parking.

**PLANNING BACKGROUND**

- New idea generated from Southwest In Motion process

**PLANNING-LEVEL COST ESTIMATE**

$5,000

**POTENTIAL FUNDING SOURCES**

- Quick Build Network Completion Program (Bikeway Network)
Terwilliger Trail to 4th Connector
A low-stress biking connection from SW Terwilliger & SW 6th to SW 4th & Broadway.

PROJECT DESCRIPTION
Restripe the roadway to provide a low-stress connection between SW Terwilliger Parkway path and SW 4th Ave in the Central City. Explore design and alignment options, including a left-side bike lane along SW Sheridan St. This connection should be implemented as a part of Central City in Motion Project No. 2

TRANSPORTATION NEED
Enhances connections between Southwest Portland and new Central City transportation corridors.

STORMWATER MANAGEMENT
No changes to stormwater facilities are proposed as a part of this project.

IMPACTS
May limit on-street parking opportunities.

PLANNING BACKGROUND
- Central City in Motion Project No. 2

PLANNING-LEVEL COST ESTIMATE
$25,000 - 100,000

POTENTIAL FUNDING SOURCES
- Quick Build Network Completion Program (Bikeway Network)
- Central City in Motion Implementation
Condor Ln Connection
A walkway connection from SW Terwilliger to SW Condor Ave.

PROJECT DESCRIPTION
Enhance roadway pavement construction and striping to provide a continuous shoulder surface, extending and completing roadway maintenance activities started in 2018.

TRANSPORTATION NEED
Enhances connectivity from neighborhoods to Terwilliger Blvd.

STORMWATER MANAGEMENT
No changes to stormwater facilities are proposed as a part of this project.

IMPACTS
This project may have impacts to public land. The design must be sensitive to impacts on adjacent property, and must include all relevant stakeholders in the development of any recommendations. PBOT supports a strong collaboration with Portland Parks and Recreation on issues related to property under their management.

PLANNING BACKGROUND
• Marquam Hill Plan (Action T14)

PLANNING-LEVEL COST ESTIMATE
$10,000 - $25,000

POTENTIAL FUNDING SOURCES
• Quick Build Network Completion Program

Additional Considerations

DESIGN EXCEPTION REQUIRED
This project is proposed with a shoulder walkway, a non-standard design element, and may require a design exception from the City Engineer. This process may include additional analysis or revision to the design concept as a part of project implementation.
**Virginia to Laview Connector**

*A low-stress link in the uphill route from South Portland to South Burlingame*

**PROJECT DESCRIPTION**

Restripe a roadway segment on SW Taylors Ferry Rd and use flexible delineators to create a short segment of protected bike lane from SW Virginia Ave to SW Laview Dr. Consider the potential to design for bidirectional bicycle use.

**TRANSPORTATION NEED**

Closes a gap in a neighborhood bicycle route, and provides access from the Sellwood Bridge, and Willamette Greenway Path to Southwest Portland neighborhoods.

**STORMWATER MANAGEMENT**

No changes to stormwater facilities are proposed as a part of this project.

**IMPACTS**

No impacts to parking or traffic are anticipated as a result of this project.

**PLANNING BACKGROUND**

- Bicycle Plan for 2030 (Part of project 8318)

**PLANNING-LEVEL COST ESTIMATE**

$15,000

**POTENTIAL FUNDING SOURCES**

- Quick Build Network Completion Program (Bikeway Network)
### 45th Bike Lanes

**A bike lane connection from SW Pendleton to SW Nevada St.**

**Project Description**

Reorganize roadway with bicycle lanes. May require removal of parking lane from one side of the street. From California to Nevada, configure with downhill shared lane markings, or widen roadway edge to provide space for bike lanes.

**Transportation Need**

Connects neighborhoods to the Southwest Community Center with new bike lanes.

**Stormwater Management**

No changes to stormwater facilities are proposed as a part of this project.

**Impacts**

May remove some existing on street parking.

**Planning Background**

- Transportation System Plan (90008.2)

**Planning-Level Cost Estimate**

$50,000

**Potential Funding Sources**

- Quick Build Network Completion Program (Bikeway Network)
- Fixing Our Streets Southwest In Motion Bike Lane Funding

### Additional Considerations

**Relationship to the Transportation System Plan**

This project partially implements TSP 90008.2. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.
Hoot Owl Corner Connections

A walkway on SW Capitol Hwy from Kesser Israel to SW Texas St.

Construct sidewalk infill behind existing curb along SW Capitol Hwy on the approach to Hoot Owl Corner. Where pavement exists, mark a protected safer shoulder around the inside edge of the Capitol Hwy slip lane. Where possible clarify driveways into the corner parking lot to manage and minimize conflicts. Install bicycle turn box markings at SW 30th to allow people bicycling to continue along southbound along Capitol Hwy.

Install a crosswalk with pedestrian signals to allow pedestrians to safely cross the SW Capitol Highway slip lane at the traffic island. Pedestrian traffic signal should be on recall to prioritize pedestrian access and support the nearby orthodox Jewish community.

Fills gaps and connects pedestrians to neighborhood commercial destinations.

No changes to stormwater facilities are proposed as a part of this project.

May impact private parking spaces currently encroaching in the right of way.

• Transportation System Plan (90070)

$100,000 - 250,000

• Quick Build Network Completion Program (Pedestrian Network)
• Safe Routes to School Program
• Vision Zero Program
• TSDC Eligible (No. 90070 - Capitol/Vermont/30th Intersection Improvements)
• Eligible for Regional Flexible Funds Allocation

Additional Considerations

This project is proposed with a safer shoulder walkway, a non-standard design element, and may require a design exception from the City Engineer. This process may include additional analysis or revision to the design concept as a part of project implementation.

This project partially implements TSP 90070. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.
Inner Capitol Safer Shoulder Walkway
A walkway from SW Sunset Blvd to SW Terwilliger Blvd.

**PROJECT DESCRIPTION**
Minimize the width of the existing painted median to establish a safer shoulder walkway with physical protection on one side of the street. Community comments indicate a preference for a south side path, to be confirmed through a traffic and engineering analysis. This is an interim improvement. Consider compatibility with permanent facilities in TSP 90029.0

**TRANSPORTATION NEED**
Establishes a walkway connection from Hillsdale Town Center to the Terwilliger Parkway Path.

**STORMWATER MANAGEMENT**
This is proposed as an interim, striping only design. No changes to stormwater facilities are proposed as a part of this project.

**IMPACTS**
May require reorganization of painted roadway median and travel lanes to provide walkway space. May limit roadside parking opportunities.

**PLANNING BACKGROUND**
- Transportation System Plan (90029.0)

**PLANNING-LEVEL COST ESTIMATE**
$100,000

**POTENTIAL FUNDING SOURCES**
- Quick Build Network Completion Program
- Vision Zero Program
- Eligible for Regional Flexible Funds Allocation

**Additional Considerations**
**DESIGN EXCEPTION REQUIRED**
This project is proposed with a safer shoulder walkway, a non-standard design element, and may require a design exception from the City Engineer. This process may include additional analysis or revision to the design concept as a part of project implementation.
SW Maplewood Road Slow Safer Shoulder Pilot
A safer low-stress walking and biking connection from SW 52nd to SW 45th Ave.

**PROJECT DESCRIPTION**
Implement a pilot project to enhance the existing safer shoulder installation with a reduced width travel area and robust double line edge striping. If successful, this design solution may provide additional design options for use on Southwest local streets.

**TRANSPORTATION NEED**
SW Maplewood Rd is a Neighborhood Greenway, Neighborhood Walkway and Safe Routes to School priority investment route, connecting neighborhoods to Multnomah Boulevard and Multnomah Village.

**STORMWATER MANAGEMENT**
No changes to stormwater facilities are proposed as a part of this project.

**IMPACTS**
No impacts to parking or traffic access are expected as a part of this project.

**PLANNING BACKGROUND**
- New project identified as a part of Southwest In Motion
- Identified need by Safe Routes to School.

**PLANNING-LEVEL COST ESTIMATE**
$10,000

**POTENTIAL FUNDING SOURCES**
- Quick Build Network Completion Program
- Neighborhood Greenway Program
Multnomah Walkway
A safer walkway from SW 45th Ave to SW Capitol Hwy

**Project Description**
Restripe the existing paved space to provide an interim safer shoulder walkway with physical separation from the roadway. Separate bicyclists and pedestrians where possible. Clarify legal turning movements and reinforce with appropriate striping. Consider compatibility with future permanent facilities as part of TSP 90050.0

**Transportation Need**
SW Multnomah Blvd connect neighborhoods to the Multnomah Village Neighborhood Center, and build upon recent investment along the street connecting to Barbur Blvd and the future SW Corridor Light Rail. This street lacks any pedestrian facilities.

**Stormwater Management**
No changes to stormwater facilities are proposed as a part of this project.

**Impacts**
May impact private parking spaces currently encroaching in the right of way.

**Planning Background**
- Transportation System Plan (90050.0)

**Planning-Level Cost Estimate**
$100,000

**Potential Funding Sources**
- Quick Build Network Completion Program
- Eligible for Regional Flexible Funds Allocation

**Additional Considerations**

**Design Exception Required**
This project is proposed with a safer shoulder walkway, a non-standard design element, and may require a design exception from the City Engineer. This process may include additional analysis or revision to the design concept as a part of project implementation.

**Relationship to the Transportation System Plan**
This project partially implements TSP 90050. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.
**SW 19th Bike Lanes**

*A bike lane connection on the approach to Barbur Blvd.*

**Project Description**

Stripe continuous bike lanes on the SW 19th Ave bridge connecting SW Barbur Blvd with SW Spring Garden St. Prioritize providing a continuous bike lane along the full segment, but use shared lane markings if necessary in constrained conditions.

**Transportation Need**

SW 19th Ave is a Priority Investment Route for Safe Routes to School, and connects to a future SW Corridor Light Rail station area.

**Stormwater Management**

No changes to stormwater facilities are proposed as a part of this project.

**Impacts**

No impacts to parking or traffic access are expected as a part of this project.

**Planning Background**

- Transportation System Plan (90061.0)
- Southwest Corridor Station Access Project (SA10)

**Planning-Level Cost Estimate**

$10,000

**Potential Funding Sources**

- Quick Build Network Completion Program

**Additional Considerations**

This project partially implements TSP 90061. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.
SW 35th Protected Bike Lanes
A bike lane connection from SW Ridge Dr to SW Arnold St.

PROJECT DESCRIPTION
Restripe 35th Ave to provide bike lanes connecting Jackson Middle School to SW Huber St. This reorganization may remove the center turn lane and/or a low-utilization parking lane to provide the necessary space. Implement as buffered or protected bike lanes where possible.

TRANSPORTATION NEED
SW 35th Ave is a Safe Routes to School Priority Investment Route and key connection to Barbur Transit Center.

STORMWATER MANAGEMENT
No changes to stormwater facilities are proposed as a part of this project.

IMPACTS
May remove some existing on street parking.

PLANNING BACKGROUND
- Transportation System Plan (90007.0)
- Bicycle Plan for 2030 (8114)

PLANNING-LEVEL COST ESTIMATE
$100,000

POTENTIAL FUNDING SOURCES
- Quick Build Network Completion Program (Bikeway Network)
- Fixing Our Streets Southwest In Motion Bike Lane Funding

Additional Considerations

RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN
This project partially implements TSP 90007. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.
An experimental shoulder treatment connecting the Fairmount Blvd loop.

**PROJECT DESCRIPTION**

This is a pilot project to test advisory shoulders on low-moderate volume local streets. Evaluate the feasibility of striping and advisory shoulder to create a safer place to walk and bike. Will require engineering approval, a coordinated education effort, and a plan for before and after monitoring. Success here will support implementation elsewhere in Southwest

**TRANSPORTATION NEED**

This section is a link in the Fairmount Loop frequently used by bicyclists and pedestrians. It connects to the stairs at the bridge to Greenway for walkers, traveling up to Council Crest Park and down to the Broadway Drive, Vista, Patton routes.

**STORMWATER MANAGEMENT**

No changes to stormwater facilities are proposed as a part of this project.

**IMPACTS**

Pilot installation requires a high level of community involvement.

**PLANNING BACKGROUND**

- Portland Bicycle Plan (8288)

**PLANNING-LEVEL COST ESTIMATE**

$10,000

**POTENTIAL FUNDING SOURCES**

- Quick Build Network Completion Program

**Additional Considerations**

**DESIGN EXCEPTION REQUIRED**

This project is proposed with advisory shoulder striping, a non-standard design element, and may require a design exception from the City Engineer. This process may include additional analysis or revision to the design concept as a part of project implementation.
Boones Ferry to Tryon Connector

A protected safer shoulder connection from SW Arnold St to Tryon Creek State Park entrance.

**PROJECT DESCRIPTION**

Restripe the roadway to delineate a protected safer shoulder connecting the SW Arnold St to the entrance to the North Creek Trail at Tryon Creek State Natural Area. Protect with physical separation where possible to provide a more comfortable experience. Design for compatibility with future bicycle lane facilities described in BP-39.

This project connects to the BES Boones Ferry Road Culvert Project.

**TRANSPORTATION NEED**

This project connects the Marshall Park neighborhood to Tryon Creek State Natural Area.

**STORMWATER MANAGEMENT**

No changes to stormwater facilities are proposed as a part of this project.

**IMPACTS**

No impacts to parking or traffic access are expected as a part of this project.

**PLANNING BACKGROUND**

- New idea generated from Southwest In Motion process

**PLANNING-LEVEL COST ESTIMATE**

$50,000

**POTENTIAL FUNDING SOURCES**

- Quick Build Network Completion Program (Pedestrian Network)
- Potential BES Collaboration Opportunity

**Additional Considerations**

**DESIGN EXCEPTION REQUIRED**

This project is proposed with a safer shoulder walkway, a non-standard design element, and may require a design exception from the City Engineer. This process may include additional analysis or revision to the design concept as a part of project implementation.
Canyon Ct Bike Lane Transition
A safer bike lane on the eastbound approach to SW Knights Blvd.

**PROJECT DESCRIPTION**
Adjust bike lane striping and signing to create a safer and more gradual transition where the bike lane ends. Explore ways to implement a continuous bike lane on this corridor.

**TRANSPORTATION NEED**
Enhances safety on an important existing bike lane.

**STORMWATER MANAGEMENT**
No changes to stormwater facilities are proposed as a part of this project.

**IMPACTS**
No impacts to parking or traffic access are expected as a part of this project.

**PLANNING BACKGROUND**
• Portland Bicycle Plan for 2030 (8020)

**PLANNING-LEVEL COST ESTIMATE**
$10,000

**POTENTIAL FUNDING SOURCES**
• Quick Build Network Completion Program
## Upper Montgomery Neighborhood Greenway Wayfinding

**Navigation markings and wayfinding signs from SW Vista to SW Talbot Rd.**

### Project Description
Implement neighborhood greenway wayfinding, including shared lane markings and signs, in combination with crossing enhancements at SW Greenway and SW Vista Ave.

### Transportation Need
Provides clear guidance to people walking and biking through the Southwest Hills area, and creates complete connections from other recommended projects.

### Stormwater Management
No changes to stormwater facilities are proposed as a part of this project.

### Impacts
No impacts to parking or traffic access are expected as a part of this project.

### Planning Background
- Transportation System Plan (90095.2)
- Portland Bicycle Plan for 2030 (8142)

### Planning-Level Cost Estimate
$15,000

### Potential Funding Sources
- Quick Build Network Completion Program (Neighborhood Greenway)

### Additional Considerations

**Relationship to the Transportation System Plan**
This project partially implements TSP 90095.2. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.
Dosch Safer Shoulder

A walkway from SW Patton Rd to SW Beaverton-Hillsdale Hwy.

**PROJECT DESCRIPTION**

Evaluate the feasibility of widening the roadway and constructing a safer shoulder walkway/bikeway in the uphill direction to improve safety and separation for all modes. Segment if necessary for implementation, but construct to provide functional connectivity. This is an interim treatment. Consider compatibility with future permanent facilities as part of TSP90031.3 and 90031.2

**TRANSPORTATION NEED**

SW Dosch Rd is one of the only North-South connections through this part of Southwest Portland. It connects Hillsdale Town center to Highway 26 and the Oregon Zoo.

**STORMWATER MANAGEMENT**

The streets along this project route have no formal means for stormwater conveyance or pollution reduction. This project will be implemented in collaboration with BES to address stormwater system needs.

**IMPACTS**

This project may limit roadside parking opportunity.

**PLANNING BACKGROUND**

- Transportation System Plan (90031.1)

**PLANNING-LEVEL COST ESTIMATE**

$1,000,000

A project development phase will be required to confirm project feasibility and cost estimates.

**POTENTIAL FUNDING SOURCES**

- Fixing Our Streets Safer Shoulders
- BES Collaboration Opportunity
- Eligible for Regional Flexible Funds Allocation

**Additional Considerations**

**DESIGN EXCEPTION REQUIRED**

This project is proposed with a safer shoulder walkway, a non-standard design element, and may require a design exception from the City Engineer. This process may include additional analysis or revision to the design concept as a part of project implementation.

**RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN**

This project implements TSP 90031.1.
# A walkway from SW Fairmount Blvd to SW 11th Ave.

**Project Description**

Evaluate the feasibility of widening the roadway and constructing a safer shoulder walkway/bikeway in the uphill direction to improve safety and separation for all modes. Where possible, delineate separate spaces for people walking and biking. Mark with shared lane markings in the downhill direction. This is an interim treatment. Consider compatibility with future permanent facilities as part of TSP 90049.3

**Transportation Need**

Marquam Hill Rd is the primary route between Oregon Health & Science University (OHSU) and neighborhoods to the west. It connects to Fairmount Blvd, a popular walking and biking route for transportation and recreation.

**Stormwater Management**

The streets along this project route have no formal means for stormwater conveyance or pollution reduction. This project will be implemented in collaboration with BES to address stormwater system needs.

**Impacts**

No impacts to parking or traffic access are expected as a part of this project.

**Planning Background**

- Transportation System Plan (90049.1)

**Planning-Level Cost Estimate**

$500,000

A project development phase will be required to confirm project feasibility and cost estimates.

**Potential Funding Sources**

- Fixing Our Streets Safer Shoulders
- BES Collaboration Opportunity

**Additional Considerations**

**Design Exception Required**

This project is proposed with a safer shoulder walkway, a non-standard design element, and may require a design exception from the City Engineer. This process may include additional analysis or revision to the design concept as a part of project implementation.

**Relationship to the Transportation System Plan**

This project implements TSP 90049.1.
Capitol Hwy Enhanced Transit Study

Transit enhancements from Beaverton Hillsdale Hwy to Terwilliger Blvd.

**PROJECT DESCRIPTION**

Conduct early project development to create a conceptual design on enhanced transit features through Hillsdale Town Center. Consider the use of peak hour Business Access and Turn (BAT) lanes, queue jumps, and other features. Consider the opportunity to integrate with off-peak parking lane. When complete, advance the conceptual design into the pipeline for future funding.

**TRANSPORTATION NEED**

Capitol Hwy is support multiple frequent service transit lines in Southwest Portland. This segment is identified as an important transit route suffering performance and reliability delays in the Enhanced Transit Corridors Plan.

**STORMWATER MANAGEMENT**

No changes to stormwater facilities are proposed as a part of this project.

**IMPACTS**

Enhanced transit features may require reconfiguration of travel lanes. Involve neighborhood and business association in a discussion of design options and impacts.

**PLANNING BACKGROUND**

- Enhanced Transit Corridors Plan (Segment 3)
- Regional Transportation Plan (12032 TriMet)

**PLANNING-LEVEL COST ESTIMATE**

N/A

**POTENTIAL FUNDING SOURCES**

- Enhanced Transit Program
SECOND TIER PROJECT DESCRIPTIONS

Second tier projects are designed to further expand the walking and biking network, building upon top tier projects. Projects on this list include connections to the future light rail, experimental treatments in need of more analysis, or rely upon projects established in the top tier list.

Categorization into the second tier does not exclude a project from early implementation if funding or other opportunities arise.

**Lower Montgomery Neighborhood Greenway**

*A low-stress walking and biking connection from SW Vista Ave to SW 12th Ave.*

**PROJECT DESCRIPTION**

Design and implement bicycle facilities, including traffic calming to achieve 20 mph speeds, downhill shared lane markings and uphill bike lane where possible. Remove center line where possible and explore the use of advisory bike lanes in constrained segments. Explore moving existing concrete barriers to widen roadway if possible. Coordinate with the crossing enhancement project at SW Montgomery Dr & SW Vista Ave to serve people walking and biking.

**PLANNING-LEVEL COST ESTIMATE**

$300,000

**POTENTIAL FUNDING SOURCES**

- Neighborhood Greenway Program
- TSDC Eligible (90095.1 - Montgomery Bikeway, Phase 1)

**1st Bikeway**

*A biking connection from SW Harrison St to SW Barbur Blvd*

**PROJECT DESCRIPTION**

Design and construct a bikeway connection. Includes neighborhood greenway features, bike lanes.

**PLANNING-LEVEL COST ESTIMATE**

$280,000

**POTENTIAL FUNDING SOURCES**

- Quick Build Network Completion Program
- SW Corridor Station Access (SA01)
- TSDC Eligible (90106.2 - Access to SW Corridor)
**Hewett Shared Street**

**Description:** A low-stress walking and biking connection from SW Humphrey Blvd to SW Patton Rd

Design and implement at a neighborhood greenway and pedestrian shared street. This includes removal of the centerline, traffic calming to design for 15mph, and other enhancements to meet pedestrian shared street guidelines.

**Planning-Level Cost Estimate:** $500,000

**Potential Funding Sources:**
- Quick Build Network Completion Program
- Neighborhood Greenway
- Safe Routes to School Program

**Additional Considerations:** This project is proposed with a pedestrian shared street, a non-standard design element, and may require a design exception from the City Engineer. This process may include additional analysis or revision to the design concept as a part of project implementation.

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**Lower Fairmont Slow Safer Shoulders Concept**

**Description:** A low-stress walking and biking connection on the southern connection of SW Talbot Rd to SW Marquam Hill Rd.

Implementation may depend on the results of the Maplewood Slow Safer Shoulder Pilot project. Remove the centerline and reorganize the street as a neighborhood greenway with traffic calming. If the Maplewood Rd Pilot Project is successful, provide a safer shoulder walkway separate from a narrow vehicle travel area. Widen shoulders through curves where necessary and integrate improvements with BES Ditch to Swale program. Engineers should consider a range of design alternatives to achieve project safety and mobility objectives. This is partial implementation of TSP.90094.0

**Planning-Level Cost Estimate:** $845,000

**Potential Funding Sources:**
- Quick Build Network Completion Program
- BES Collaboration Opportunity

**Additional Considerations:** This project is proposed with a slow safer shoulder walkway, a non-standard design element, and may require a design exception from the City Engineer. This process may include additional analysis or revision to the design concept as a part of project implementation.
Hamilton Sidewalks and Bikeway
A walking and biking connection from SW Terwilliger Blvd to SW Barbur Blvd.

Construct sidewalk infill behind existing curb and implement neighborhood greenway treatments. Stripe an uphill bike lane where width permits.

$250,000

• Quick Build Network Completion Program
• TSDC Eligible (90106.2 - Access to SW Corridor)

SW 30th/Hume/31st Sidewalk
A walking connection from SW Capitol Hwy to SW Barbur Blvd.

30th Sidewalks would construct a continuous sidewalk on SW 30th Avenue, SW Hume Street and SW 31st Avenue between SW Dolph Court and SW Multnomah Boulevard. Construction of some water quality facilities is anticipated.

$1,700,000

• TSDC Eligible (90100 - SW 30th/Hume/31st Ped/Bike Improvements)
• TSDC Eligible (90106.2 - Access to SW Corridor"

Spring Garden Bike Lane Gaps
A continuous bike lane from SW 19th Ave to SW Taylors Ferry Rd.

Widen roadway between SW 17th Ave and SW 14th Ave to provide room for an uphill bike lane. Restripe roadway to provide continuous uphill bike lane.

$275,000

• Quick Build Network Completion Program
• TSDC Eligible (TSP 90061.0)
• TSDC 90106.2 (Access to SW Corridor)

Inner Taylors Ferry Sidewalk and Bike Lane
A walking and biking connection from SW Spring Garden Blvd to SW Terwilliger Blvd.

Widen shoulder to provide bicycle climbing lane and construct a walkway for pedestrian travel and access to transit. Explore ways to incorporate a downhill bike lane.

$1,900,000

• Safe Routes to School Program
• TSDC Eligible (90065.2 - Inner Taylors Ferry Safety Improvements, Segment 2)
SW 50s Neighborhood Greenway  
A low-stress biking connection from SW 11th to SW Taylors Ferry Rd.

Design and implement a neighborhood greenway, including striping, signs, traffic calming.

$275,000

• Neighborhood Greenway Program

Palatine/Primrose Neighborhood Greenway  
A low-stress biking connection from SW Terwilliger Blvd to SW Palater Rd.

Design and implement a neighborhood greenway bikeway from Terwilliger to Palater, including improved crossings at Primrose & Terwilliger and Primrose & Boones Ferry. Remove centerline where possible. Work with SRTS program to fund planned sidewalk for school access.

$750,000

• Quick Build Network Completion Program (Neighborhood Greenways)
• TSDC Eligible (90052 - SW Palatine Hill / Primrose Bikeway)

Pomona Neighborhood Greenway  
A low-stress walking and biking connection from City Limits to SW 63rd Ave.

Construct a neighborhood greenway and shared street. Construct shared use paths along unimproved segments of Oak St. Connect to matching Tigard and Washington County projects.

$450,000

• Quick Build Network Completion Program (Neighborhood Greenways)
SW 53rd Neighborhood Greenway
A low-stress walking and biking connection from SW Barbur Blvd to PCC Sylvania.

**PROJECT DESCRIPTION**
Design and implement a neighborhood greenway and Pedestrian Shared Street or Sidewalk connection between Barbur Blvd and PCC. Improve intersection at 53rd and Pomona to increase safety. Coordinate with SW Corridor project implementation related to the 53rd Ave Station, and PCC Sylvania for connections into campus.

**PLANNING-LEVEL COST ESTIMATE**
$850,000

**POTENTIAL FUNDING SOURCES**
- Included as part of SW Corridor Implementation
- Neighborhood Greenway Program
- TSDC Eligible (No. 90106.2 - Access to SW Corridor)

Boones Ferry Rd Bike Lanes
A biking connection from SW Terwilliger Blvd to City Limits

**PROJECT DESCRIPTION**
Restripe the road with bike lanes or other separated in roadway bikeway. Explore the potential for a separated bidirectional on street path.

**PLANNING-LEVEL COST ESTIMATE**
$100,000 - $350,000

**POTENTIAL FUNDING SOURCES**
- Quick Build Network Completion Program
- Eligible for Regional Flexible Funds Allocation

Pomona Walkway and Bikeway
A low-stress walking and biking connection from SW 53rd Ave to SW Capitol Hwy.

**PROJECT DESCRIPTION**
Design and implement a separated walkway and bikeway suitable for use by bicyclists, pedestrians, and youth. Consider bidirectional path alternative and clear connections to SW Pomona toward SW 35th Ave.

**PLANNING-LEVEL COST ESTIMATE**
$1,000,000

**POTENTIAL FUNDING SOURCES**
- TSDC (90106.2 - Access to SW Corridor)
- Regional Flexible Funds Candidate
**Taylors Ferry Bike Lane Connection**

A short bike lane connection from SW 26th Ave to SW Lancaster St

**Project Description**
Widen roadway to provide bike lanes in both directions, connecting 26th Ave to SW Lancaster.

**Planning-Level Cost Estimate**
$200,000

**Potential Funding Sources**
- Quick Build Network Completion Program
- Safe Routes to School Program

**Canby Neighborhood Greenway**

A low-stress biking connection from Gabriel Park to SW 34th Ave.

**Project Description**
Design and implement a neighborhood greenway, including striping, signs, traffic calming.

**Planning-Level Cost Estimate**
$170,000

**Potential Funding Sources**
- Quick Build Network Completion Program (Neighborhood Greenway Network)

**Galeburn Safe Routes to School**

A low-stress walking and biking connection from SW Capitol Hwy to Jackson Middle School.

**Project Description**
Construct a pedestrian shared street or shared use path connections to complete this Safe Routes to School link.

**Planning-Level Cost Estimate**
$450,000

**Potential Funding Sources**
- Quick Build Network Completion Program (Pedestrian Network)
- Safe Routes to School Program
- TSDC Eligible (No. 10014.4 - Tryon-Stephens Neighborhood Street Improvements)

**Additional Considerations**
This project is proposed with a pedestrian shared street, a non-standard design element, and may require a design exception from the City Engineer. This process may include additional analysis or revision to the design concept as a part of project implementation.
Troy St Sidewalk Infill

**A walkway connection from SW 40th Ave to SW 35th Ave.**

Sidewalk infill to connect the Multnomah Village Main Street to the Post Office.

**PLANNING-LEVEL COST ESTIMATE**

$275,000

**POTENTIAL FUNDING SOURCES**

- Quick Build Network Completion Program (Pedestrian Network)
- Safe Routes to School Program

**ADDITIONAL NOTES**

- Design Exception Required: Safer Shoulder Walkways are an emerging treatment and require a design exception from PBOT traffic engineering group. This may impact the feasibility and design details of this project.
- Relationship to TSP: This is a partial implementation of TSP 90007. The full project remains in the TSP for major project funding and long term implementation. Upon implementation of the Southwest in Motion project, the TSP should be revised to reflect the remaining project elements and costs.

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SW 35th Safer Shoulder Walkway

**A safer shoulder walkway from SW Arnold St to SW Stephenson St**

Widen the roadway to provide a safer shoulder walkway. Design with physical separation where possible. Consider the use by bicyclists in the uphill direction.

**PLANNING-LEVEL COST ESTIMATE**

$800,000 - 1,000,000

A project development phase will be required to confirm project feasibility and cost estimates.

**POTENTIAL FUNDING SOURCES**

- Safe Routes to School Program
- Quick Build Network Completion (Pedestrian Network)
- BES Collaboration Opportunity

**ADDITIONAL NOTES**

- Design Exception Required: Safer Shoulder Walkways are an emerging treatment and require a design exception from PBOT traffic engineering group. This may impact the feasibility and design details of this project.
- Relationship to TSP: This is a partial implementation of TSP 90007. The full project remains in the TSP for major project funding and long term implementation. Upon implementation of the Southwest in Motion project, the TSP should be revised to reflect the remaining project elements and costs.

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Upper Fairmount Traffic Calming and Safety

**Traffic safety enhancements from SW Talbot Rd to SW Marquam Hill Rd**

Explore the potential to implement traffic calming, striping changes and signs designed to reduce conflict and increase safety. The upper portion of SW Fairmount Blvd is a Major Emergency Response route which may impact available traffic calming tools. The use of speed cushions on Major Emergency Response routes requires approval from Portland Fire & Rescue.

**PLANNING-LEVEL COST ESTIMATE**

$275,000

**POTENTIAL FUNDING SOURCES**

- Quick Build Network Completion Program (Bicycle Network)
Broadway Drive Walkway

A continuous walking connection from SW 9th Ave to SW Broadway.

Design and construction of a continuous walkway along the roadway, separated where possible, to infill gaps. May include safer shoulder or other interim designs to reduce costs and minimize impacts to stormwater system. This is an interim walkway implementation, and future redevelopment should formalize and finalize the construction. May require removal of some existing on-street parking used by residents, impact should be further studied. Will require the strong support of neighborhood association and community members.

Planning-Level Cost Estimate

$500,000 - $1,000,000

Potential Funding Sources

• Quick Build Network Completion Program

Additional Considerations

This project is proposed with a safer shoulder walkway, a non-standard design element, and may require a design exception from the City Engineer. This process may include additional analysis or revision to the design concept as a part of project implementation.

Mulitnomah Blvd Protected Bike Lane

A low-stress biking connection from SW Garden Home Rd to SW 45th Ave.

Reconfigure roadway space to implement a protected bike lane where space permits. This project does not include large-scale road widening, and some segments may not be wide enough to implement bike protection. Consider the opportunities and challenges of a bidirectional vs directional designs.

Planning-Level Cost Estimate

$180,000

Potential Funding Sources

• Quick Build Network Completion Program
• Eligible for Regional Flexible Funds Allocation

Cheltenham-Westwood Walkway Connection

A safer walking connection from SW Dewitt St to SW Terwilliger Blvd.

Implement a sidewalk on the east side of SW Cheltenham St. Formalize a pedestrian shared street condition with signs and markings on the Westwood segment.

Planning-Level Cost Estimate

$300,000 - 600,000

Potential Funding Sources

• Quick Build Network Completion Program
• Safe Routes to School Program
**SW 52nd Walkway**

A safe routes to school walkway from SW Custer St to SW Nevada Ct.

Design and implement a walkway to serve Maplewood Elementary School. Explore adjustments to existing on-street angled parking to provide a separated space for people to walk. Use a protected safer shoulder design or separated walkway where possible.

This project will require involvement and collaboration with Maplewood Elementary School families, Portland Public Schools, the Bureau of Environmental Services and PBOT.

**PLANNING-LEVEL COST ESTIMATE**

$250,000

This estimate assumes implementation using lower-cost alternative pedestrian walkway designs.

**POTENTIAL FUNDING SOURCES**

- Quick Build Network Completion Program
- Safe Routes to School

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**Sunset Blvd Bikeway**

A safer biking connection from SW Dosch St to SW Capitol Hwy.

Widen roadway and restripe to fill gaps in the uphill climbing lane from SW Dewitt St to SW Capitol Hwy. Mark Shared lane markings and bikeway signing in the downhill direction. Explore designs to ease transition from bike lane to shared roadway throughout the corridor. Implement safer shoulder connections at key spots to support safe routes to school. Vegetation management is a high priority on corridors with shoulders and no curb or sidewalk. This may be implemented as a part of a repaving project or as a stand alone project.

**PLANNING-LEVEL COST ESTIMATE**

$550,000

**POTENTIAL FUNDING SOURCES**

- Quick Build Network Completion Program

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**Bertha Protected Bike Lane**

A low-stress biking connection from SW Vermont St to SW Barbur Blvd.

Reorganize the roadway to provide protected bike lanes. May require reallocation of center turn lane and narrowing of travel lanes.

**PLANNING-LEVEL COST ESTIMATE**

$200,000

**POTENTIAL FUNDING SOURCES**

- Quick Build Network Completion Program
- Eligible for Regional Flexible Funds Allocation
**SW Cameron Traffic Calming**

**Explore traffic calming options from SW 54th Ave to SW Cullen Blvd.**

Explore the potential to implement traffic calming, striping changes and crossings designed to reduce conflict and increase safety. Include enhanced Safe Routes to School (SRTS) crossings at SW 54th, SW 50th and SW 48th Ave. Consider shoulder widening from 50th to 48th Ave to provide a safer shoulder walkway to serve Safe Routes to School.

**Planning-Level Cost Estimate**

$250,000

**Potential Funding Sources**

- Quick Build Network Completion Program (Pedestrian Network Completion)
- Safe Routes to School

**Additional Notes**

- The use of speed cushions on Major Emergency Response routes requires approval from Portland Fire & Rescue.

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**Patton Safer Shoulder Walkway Pilot**

**A safer walking connection from SW Trail 7/Marquam Trail to SW Talbot Rd.**

Widen roadway slightly and restripe travel lanes to provide a wider safer shoulder between the connection at SW Trail 7 to the intersection with SW Talbot Rd. Provide physical protection if possible, and consider implications for people bicycling.

**Planning-Level Cost Estimate**

$100,000

**Potential Funding Sources**

- Quick Build Network Completion Program

**Additional Considerations**

This project is proposed with a safer shoulder walkway, a non-standard design element, and may require a design exception from the City Engineer. This process may include additional analysis or revision to the design concept as a part of project implementation.

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**Garden Home Uphill Bike Lanes**

**A safer biking connection from SW Multnomah Blvd to SW 45th Ave.**

Widen the roadway as part of a future repaving project. Restripe the roadway width to provide an uphill bike lane and downhill shared lane markings.

**Planning-Level Cost Estimate**

$60,000 (Striping only)

**Potential Funding Sources**

- Neighborhood Greenway Program
- Repaving through pavement preservation/maintenance
## Capitol Hill Rd Advisory Bike Lane Pilot

### Project Description

An experimental bike lane treatment from SW Bertha Blvd to SW Barbur Blvd.

This is a pilot project to test advisory bike lanes on a moderate activity neighborhood collector street. This should be advanced with caution, preferably after initial testing of advisory bike lanes on local streets is complete. Restripe the roadway to remove the existing centerline and stripe advisory bike lanes within the roadway to provide a safer place for people to bike. This project is experimental and will require engineering approval, a coordinated education effort, and a plan for before and after monitoring. Success here will support implementation elsewhere in Southwest.

### Planning-Level Cost Estimate

$40,000

### Potential Funding Sources

- Quick Build Network Completion (Neighborhood Greenway)
- TSDC Eligible (No. 90106.2 - Access to SW Corridor)

### Additional Considerations

- Advisory bike lanes are recommended on this street in the Portland Bike Plan for 2030 (project 8021).
- Advisory bike lanes are an experimental facility.

## 60th/Lesser Bike Lane

### Project Description

A bike lane connection from the Ashcreek neighborhood to PCC.

Restripe the roadway to provide an uphill bike lane with downhill shared lane markings. Use striping and flexible delineators to reorient the intersection of SW Capitol Hwy and SW Lesser Rd and provide physical separation for the bike lane around the corner. Provide a bikeway crossing of Lesser Rd at the entrance to PCC at G St. Maintain compatibility with future permanent facilities as part of TSP 90072.0

### Planning-Level Cost Estimate

$50,000

### Potential Funding Sources

- Quick Build Network Completion Program (Bikeway Network)
- TSDC Eligible (No. 90106.2 - Access to SW Corridor)
**Shattuck Safer Shoulders**

**A safer walking connection from SW Windsor Ct to SW Vermont St.**

In collaboration with BES, construct a safer shoulder to improve conditions for people walking on the roadway. Where possible, the walkway should be separated from the roadway. Consider compatibility with future permanent facilities identified in the TSP.

**PLANNING-LEVEL COST ESTIMATE**

$2,000,000

Conduct a feasibility study to confirm project viability, clarify design and refine cost estimates.

**POTENTIAL FUNDING SOURCES**

- BES Collaboration Opportunity

**ADDITIONAL CONSIDERATIONS**

This project is proposed with a safer shoulder walkway, a non-standard design element, and may require a design exception from the City engineer. This process may include additional analysis or revision to the design concept as a part of project implementation.

**Vermont Safer Shoulder**

**A safer walking connection from City Limits to SW 52nd Ave.**

In collaboration with BES, configure a safer shoulder for walking or bicycling on the uphill direction. This is an interim treatment. Consider compatibility with future permanent facilities identified in the TSP.

**PLANNING-LEVEL COST ESTIMATE**

$1,000,000 - $2,500,000

Conduct a feasibility study to confirm project viability, clarify design and refine cost estimates.

**POTENTIAL FUNDING SOURCES**

- BES Collaboration Opportunity
- Eligible for Regional Flexible Funds Allocation
CROSSING ENHANCEMENTS

Crossing enhancement projects will enhance, upgrade or install crossings to support safer pedestrian and bicycle crossings across busy roadways.

Active/Upcoming Crossing Projects

These crossing enhancements are slated for construction as a part of ongoing safety programs or as part of delivery of other capital construction projects.

<table>
<thead>
<tr>
<th>ID</th>
<th>NAME</th>
<th>DESCRIPTION</th>
<th>FUNDED BY</th>
<th>COST ESTIMATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>C-02</td>
<td>SW ARNOLD AT SW LANCASTER</td>
<td>Provide crossings for people walking and biking at this intersection. Explore the potential of a four-way stop, or intersection alignment/corner radii adjustments using striping and delineator posts.</td>
<td>Southwest in Motion</td>
<td>$25,000</td>
</tr>
<tr>
<td>C-03</td>
<td>SW TERWILLIGER AT WESTWOOD DR</td>
<td>Work with parks to construct a crossing of SW Terwilliger Blvd for people walking and biking. Crossings should serve bicyclists using the Westwood Neighborhood Greenway. Consider transit stop location and riders who need to cross here. Sight distance study needed, work with Portland Parks &amp; Rec on Terwilliger Parkway interests. Rapid flashing beacon may be required because of limited sightlines. If required, additional funding may be necessary.</td>
<td>Southwest in Motion</td>
<td>$25,000</td>
</tr>
<tr>
<td>C-08</td>
<td>SW CAPITOL HWY AND IDAHO ST</td>
<td>Build a crossing that serves transit riders and neighbors crossing SW Capitol Hwy. West side of SW Capitol Hwy is narrow and landing ramp will be required. Sight distance study needed. Rapid flashing beacon may be required because of limited sightlines. If required, additional funding may be necessary.</td>
<td>Southwest in Motion</td>
<td>$20,000</td>
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<td>NAME</td>
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<tr>
<td>C-09</td>
<td>SW 45TH AVE AND URBAN TRAIL #3</td>
<td>Provide a marked crossing for people walking on SW Urban Trails #3 to cross SW 45th Ave. Conduct trail count to gauge level of usage. Lighting analysis will be required based on initial observations. ADA ramps may be necessary.</td>
<td>Southwest in Motion</td>
<td>$40,000</td>
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<tr>
<td>C-10</td>
<td>BIKE TRANSITION: SW B-HILLSDALE HWY &amp; BERTHA BLVD</td>
<td>Improve crossing for people biking east on SW Beaverton Hillsdale Hwy and crossing the ramp to SW Bertha Blvd. Add actuated beacon/sign to alert drivers to people in bike lane. Use tuff curb to channelize drivers and protect bicyclists.</td>
<td>Southwest in Motion</td>
<td>$50,000</td>
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<tr>
<td>C-11</td>
<td>BIKE CROSSING: SW TERWILLIGER BLVD AND I-5 RAMP</td>
<td>Use a combination of line markings, an active warning, and an island to improve crossing for people biking. Work with ODOT to improve safety issues on this ramp.</td>
<td>Southwest in Motion</td>
<td>$50,000</td>
</tr>
<tr>
<td>C-12</td>
<td>SW VISTA AVE AND MONTGOMERY DR BIKE/PEDESTRIAN CROSSING IMPROVEMENTS</td>
<td>This crossing need is identified by PBOT Safe Routes to School. Use a combination of signing, markings, and delineators to enhance the crossing of SW Vista Ave for people walking and biking. Design the crossing for use by people bicycling to serve the future Montgomery Neighborhood Greenway. Sight distance study needed. Rapid flashing beacon may be required because of limited sightlines. If required, additional funding may be necessary.</td>
<td>Southwest in Motion</td>
<td>$18,500</td>
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<tr>
<td>C-14</td>
<td>SW SHATTUCK RD AND SW BOUNDARY/SW MARTHA</td>
<td>This crossing need is identified by PBOT Safe Routes to School. Provide a crossing of SW Shattuck Rd for people walking. Design with consideration for recommended neighborhood greenway on SW Martha St and SW Boundary St. Sightline analysis needed to inform recommended crossing treatment.</td>
<td>Southwest in Motion</td>
<td>$66,500</td>
</tr>
<tr>
<td>C-15</td>
<td>SW 45TH AT SW PENDLETON</td>
<td>This crossing need is identified by PBOT Safe Routes to School. Use line markings and signing to create a crossing of SW 45th Ave for people walking and biking. Keep in mind the recommended neighborhood greenway on SW Pendleton St and separated bike facilities on SW 45th Ave. Consider transit stop location with design.</td>
<td>Southwest in Motion</td>
<td>$48,500</td>
</tr>
<tr>
<td>C-16</td>
<td>SW 45TH AT SW ILLINOIS</td>
<td>This crossing need is identified by PBOT Safe Routes to School. Use a combination of signing and markings so people walking and biking can cross SW 45th Ave. Construct with consideration for existing neighborhood greenway on SW Illinois St. Design with consideration of transit stop on the west side of the street.</td>
<td>Southwest in Motion</td>
<td>$48,500</td>
</tr>
<tr>
<td>C-17</td>
<td>SW PATTON RD AT SW GREENWAY AND SW TALBOT RD</td>
<td>This crossing need is identified by PBOT Safe Routes to School. Use signing and markings to create a crossing of SW Patton Rd and SW Greenway Rd for people walking. Include striping changes to realign and simplify the complex intersection approach of SW Greenway Ave and SW Talbot Rd with SW Patton Rd. Sightline analysis required because it's a four-legged intersection.</td>
<td>Southwest in Motion</td>
<td>$28,200</td>
</tr>
<tr>
<td>C-18</td>
<td>I-5 NB/BARBUR RAMP AT SW 60TH</td>
<td>This crossing need is identified by PBOT Safe Routes to School. Update all legs with high visibility crossings</td>
<td>Southwest in Motion</td>
<td>$6,000</td>
</tr>
</tbody>
</table>
## Additional Crossing Priorities

These projects are proposed for design assessment and construction as funding becomes available. Many of these priorities support crossings identified by Safe Routes to School.

<table>
<thead>
<tr>
<th>ID</th>
<th>NAME</th>
<th>DESCRIPTION</th>
<th>FUNDED BY</th>
<th>COST ESTIMATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>C-19</td>
<td>SW GARDEN HOME ROAD AT SW 45TH</td>
<td>This crossing need is identified by PBOT Safe Routes to School. Use a combination of signing and markings to enhance the crossing of SW Garden Home Rd for people walking. Limited sightlines to the west on SW Garden Home Rd calls for surveying. Crossing should serve transit stops on both sides of the street.</td>
<td>Southwest in Motion</td>
<td>$18,500</td>
</tr>
<tr>
<td>C-20</td>
<td>SW CAPITOL HWY AT SW VERMONT ST</td>
<td>Provide a pedestrian signal and crossing of SW Capitol Hwy for people walking to connect from the businesses on SW Capitol Hwy to the intersection of SW Vermont St and SW 30th Ave. Coordinate with potential walkway improvements as a part of Southwest in Motion project RP-08.</td>
<td>Southwest in Motion</td>
<td>$50,000</td>
</tr>
</tbody>
</table>
**APPENDIX B:**

## Relationship to the Transportation System Plan

The Southwest in Motion project list emphasizes small-scale projects appropriate for short term implementation. The City of Portland’s Transportation System Plan (TSP) is a 20-year plan that guides transportation investments in Portland. These project lists are complementary and may overlap or address related needs on a corridor.

The tables below identify Transportation System Plan* projects in Southwest Portland, clarifies how Southwest in Motion implement or support those projects, and identifies next steps for project implementation or design needs.

### FUNDED OR COMPLETED TSP YEAR 1-10 PROJECTS

These projects have been completed or have funding committed for design and construction.

<table>
<thead>
<tr>
<th>TSP ID</th>
<th>Project Name</th>
<th>Project Location</th>
<th>Related Southwest in Motion Projects</th>
<th>Implementation Status and Next Steps</th>
</tr>
</thead>
<tbody>
<tr>
<td>90026</td>
<td>Capitol Hwy Corridor Improvements</td>
<td>Capitol Hwy, SW (Multnomah Blvd - Taylors Ferry)</td>
<td></td>
<td>This project is being designed for implementation.</td>
</tr>
<tr>
<td>90067.1</td>
<td>SW Vermont St Ped/ Bike Improvements, Segment 1</td>
<td>Vermont St, SW (30th - 36th)</td>
<td>Connects to RP-08</td>
<td>This project is completed.</td>
</tr>
<tr>
<td>90067.2</td>
<td>SW Vermont St Ped/ Bike Improvements, Segment 2</td>
<td>Vermont St, SW (45th - 52nd)</td>
<td>Connects to SS-04</td>
<td>This project is completed. Sidewalk gaps remain, to be addressed through PedPDX update to Transportation System Plan.</td>
</tr>
<tr>
<td>90101</td>
<td>Garden Home &amp; Multnomah Intersection Improvements</td>
<td>Garden Home Rd &amp; Multnomah Blvd, SW</td>
<td>Connects to RP- 24 and BP-56</td>
<td>This project is being designed for implementation.</td>
</tr>
<tr>
<td>90104</td>
<td>Barbur Active Transportation Demonstration Project</td>
<td>Barbur Blvd, SW (Capitol Hill - 26th Way)</td>
<td></td>
<td>Funding for this has been reallocated to multiple different access to transit projects currently under design. Projects include SW 26th Ave (highest priority), SW Custer; SW 24th/25th; SW 40th Crossing.</td>
</tr>
</tbody>
</table>

*These tables only includes TSP projects that are in Southwest Portland, focus on active transportation, are lead by PBOT on City of Portland right-of-way, and were prioritized for the first ten years of TSP implementation.*
### TSP YEAR 1-10 PROJECTS SUPPORTED BY SOUTHWEST IN MOTION

These projects overlap with Southwest in Motion projects in part or in whole, or are proposed for interim implementation.

<table>
<thead>
<tr>
<th>TSP ID</th>
<th>Project Name</th>
<th>Project Location</th>
<th>Related Southwest in Motion Projects</th>
<th>Implementation Status and Next Steps</th>
</tr>
</thead>
<tbody>
<tr>
<td>90002</td>
<td>SW 19th / Capitol Hill Rd Safety Improvements</td>
<td>19th, SW (Barbur - Spring Garden); Capitol Hill Rd, SW (Barbur - Bertha)</td>
<td>Partial implementation by BP-19, BP-46</td>
<td>Seeking implementation funding. This project is identified as a Station Access Improvement Option by the SW Corridor Light Rail project.</td>
</tr>
<tr>
<td>90008.2</td>
<td>SW 45th Ave Ped/ Bike Improvements, Segment 2</td>
<td>45th Ave, SW (Illinois - Nevada)</td>
<td>Partial implementation RP-07</td>
<td>Southwest in Motion partial implementation funded by Fixing our Streets.</td>
</tr>
<tr>
<td>90011</td>
<td>SW Pomona/64th Ped/ Bike Improvements</td>
<td>Pomona/63rd/64th, SW (61st - Barbur)</td>
<td>Implemented by BP-35</td>
<td>Seeking implementation funding. This project is identified as a Station Access Improvement Option by the SW Corridor Light Rail project.</td>
</tr>
<tr>
<td>90031.1</td>
<td>SW Dosch Rd Interim Safety Improvements</td>
<td>Dosch Rd, SW (B-H Hwy - Patton)</td>
<td>Implemented by SS-02</td>
<td>Seeking implementation funding and coordination with BES.</td>
</tr>
<tr>
<td>90033</td>
<td>Garden Home Ped/ Bike Improvements</td>
<td>Garden Home Rd, SW (Multnomah - Capitol Hwy)</td>
<td>Partially implemented by BP-24 and BP-22</td>
<td>Seeking implementation funding.</td>
</tr>
<tr>
<td>90034.1</td>
<td>Bridlemile Ped/ Bike Improvements, Phase 1</td>
<td>Hamilton St, SW (Scholls Ferry - 53rd; 48th - 45th); Shattuck Rd, SW (B-H Hwy - 53rd)</td>
<td>Partial implementation by BP-13</td>
<td>Seeking implementation funding.</td>
</tr>
<tr>
<td>90049.1</td>
<td>Marquam Hill Rd Interim Safety Improvements</td>
<td>Marquam Hill Rd, SW (Gibbs - Fairmount)</td>
<td>Implemented by SS-03</td>
<td>Seeking implementation funding and coordination with BES.</td>
</tr>
<tr>
<td>90050</td>
<td>SW Multnomah Blvd Ped/Bike Improvements, Phase 2</td>
<td>Multnomah Blvd, SW (31st - 45th)</td>
<td>Partial implementation by BP-13</td>
<td>Seeking implementation funding.</td>
</tr>
<tr>
<td>90052</td>
<td>SW Palatine Hill / Primrose Bikeway</td>
<td>Palatine Hill Rd, SW (Boones Ferry - Palater); Primrose St, SW (Terwilliger - Boones Ferry)</td>
<td>Implementation by BP-33</td>
<td>Seeking implementation funding.</td>
</tr>
<tr>
<td>90054.3</td>
<td>SW Patton / Talbot Ped/Bike Improvements</td>
<td>Patton Rd, SW (Talbot - Hewett); Talbot Rd, SW (Patton - Fairmont)</td>
<td>Interim implementation by BP-05</td>
<td>Seeking implementation funding.</td>
</tr>
<tr>
<td>90059.1</td>
<td>SW Shattuck Rd Ped/ Bike Improvements, Segment 1</td>
<td>Shattuck Rd, SW (B-H Hwy - Cameron)</td>
<td>Partial implementation by BP-13</td>
<td>Seeking implementation funding.</td>
</tr>
<tr>
<td>90061</td>
<td>SW Spring Garden St Ped/Bike Improvements</td>
<td>Spring Garden/22nd, SW (Taylors Ferry - Multnomah)</td>
<td>Partial implementation by BP-27</td>
<td>Seeking implementation funding.</td>
</tr>
<tr>
<td>90064.1</td>
<td>Outer Taylors Ferry Safety Improvements, Segment 1</td>
<td>Taylors Ferry, SW (Capitol Hwy - 48th)</td>
<td>Implemented by BP-31</td>
<td>Seeking implementation funding. This project is identified as a Station Access Improvement Option by the SW Corridor Light Rail project.</td>
</tr>
</tbody>
</table>
## TSP ID | Project Name | Project Location | Related Southwest in Motion Projects | Implementation Status and Next Steps
---|---|---|---|---
90065.2 | Inner Taylors Ferry Safety Improvements, Segment 2 | Taylors Ferry, SW (Terwilliger - Spring Garden) | Implemented by BP-28 | Seeking implementation funding.
90091 | Terwilliger Bikeway Gaps | Terwilliger, SW | Partial implementation by BP-08, BP-16, BP-20 | Seeking implementation funding.
90095.1 | Montgomery Bikeway, Phase 1 | Montgomery St/Dr, SW (Vista - 16th) | Implemented by BP-01 | Seeking implementation funding.
90100 | SW 30th/ Hume/31st Ped/Bike Improvements | 30th Ave, SW (Dolph - Hume); Hume St, SW (30th - 31st); 31st Ave, SW (Hume - Troy) | Partial implementation by BP-24 | Seeking implementation funding.
90111 | Red Electric Trail, Segment 4 | Red Electric Trail, SW (30th - 21st) | Implemented by BP-15 | Seeking implementation funding.
90114 | SW Hewett Blvd Bikeway | Hewett Blvd, SW (Patton - Scholls Ferry) | Implemented by BP-04 | Seeking implementation funding.

### TSP YEAR 1-10 PROJECTS IN NEED OF PROJECT DEVELOPMENT AND FUNDING

These projects would benefit from additional project development to clarify project needs, design options and refined construction costs. Advancing project development may make these projects more competitive for funding sources.

| TSP ID | Project Name | Project Location | Related Southwest in Motion Projects | Implementation Status and Next Steps
---|---|---|---|---
90016 | Inner Barbur Corridor Improvements | Barbur Blvd, SW (Caruthers - Terwilliger) | | Seeking project development funding. Related to SW Corridor Light Rail project on Barbur Blvd.
90020 | Beaverton-Hillsdale Hwy Corridor Improvements | Beaverton-Hillsdale Hwy, SW (Capitol Hwy - 65th) | Supported by BP-12 | Seeking project development funding. This is a Vision Zero high crash corridor. Significant questions remain related to design opportunities.
90070 | Capitol/Vermont/30th Intersection Improvements | Capitol Hwy, SW (Vermont - 30th) | Interim implementation by RP-08 | Seeking project development funding. Significant questions remain related to alignment and design options.
90086 | Slavin Rd Bikeway | Slavin Rd, SW (Barbur - Corbett) | | Seeking project development funding. Significant questions remain related to property, alignment, and crossing design.
90087 | Hood Ave Pedestrian Improvements | Hood Ave, SW (Lane - Macadam) | | Seeking implementation funding.
90090 | Barbur to PCC Neighborhood Greenway | 53rd Ave, SW (Barbur - PCC) | Implemented by BP-37 | To be designed and constructed as a part of SW Corridor Light Rail.
90108 | Red Electric Trail, Segment 1 | Red Electric Trail, SW (Dover - Cameron) | Connects to RP- 24 and BP-56 | Seeking project development funding to understand right of way needs and barriers to implementation.
* Includes TSP Year 1-10 projects that are in Southwest Portland, focus on active transportation, are lead by PBOT on City of Portland jurisdiction, and were categorized for the first ten years of TSP implementation.
Appendix C:
AMENDMENTS TO THE TRANSPORTATION SYSTEM PLAN
Amendments to the Transportation System Plan

The Southwest in Motion planning process identified refinements to adopted PBOT long-range plans. At the next periodic update of the Transportation System Plan, the following changes should be included for consideration.

The following table lists recommended refinements to the project list adopted in the Transportation System Plan (TSP). Modifications include revisions to project extents, segmentation of long projects into smaller sub projects, and clarification of key project details.

Appendix B identifies where Southwest in Motion projects implement TSP projects in part or in whole. Upon implementation of these projects, staff should consider appropriate modifications to the TSP project list and project details.

## RECOMMENDED AMENDMENTS TO THE TSP

<table>
<thead>
<tr>
<th>Change</th>
<th>Project Name and Change</th>
<th>Rationale</th>
</tr>
</thead>
<tbody>
<tr>
<td>Add to TSP</td>
<td>SW Vermont St Bike Lane and Sidewalks. City Limits to SW 52nd Ave: Construct multi-modal street improvements including bicycle and pedestrian facilities.</td>
<td>Extension of existing bike lane and sidewalk corridor. Consider implementation in two phases, Phase 1 as safer shoulders, Phase 2 as full bike lane and sidewalk.</td>
</tr>
<tr>
<td>Add to TSP</td>
<td>SW Canby/Troy Neighborhood Greenway. Design and construct a neighborhood greenway and pedestrian walkway along SW Canby and SW Troy Street.</td>
<td>This neighborhood greenway project requires elements beyond scale of the Neighborhood Greenway Program. Refer to Southwest in Motion project BP-21.</td>
</tr>
<tr>
<td>Add to TSP</td>
<td>Brugger Neighborhood Greenway. Design and construct a neighborhood greenway and shared street along SW Brugger St to SW 48th Ave. Includes paving on unpaved street segments.</td>
<td>This neighborhood greenway project requires elements beyond scale of the Neighborhood Greenway Program. Refer to Southwest in Motion project BP-29.</td>
</tr>
<tr>
<td>Add to TSP</td>
<td>Huber Bikeway. Design and construct a bikeway from SW Capitol Hwy to SW 35th Ave. Requires roadway widening</td>
<td>Important connection to serve West Portland Town Center and Barbur Transit Center.</td>
</tr>
<tr>
<td>Add to TSP 90002</td>
<td>SW 19th/Capitol Hill Rd Safety Improvements to include a continuous sidewalk on Capitol Hill Rd</td>
<td>This is a recommendation from the Tryon-Stephens Headwaters Neighborhood Street Plan.</td>
</tr>
<tr>
<td>Project Number</td>
<td>Description</td>
<td>Notes</td>
</tr>
<tr>
<td>----------------</td>
<td>-------------</td>
<td>-------</td>
</tr>
<tr>
<td>Revise TSP 90020</td>
<td>Beaverton-Hillsdale Hwy Corridor Improvements. Split into two projects at SW 30th Ave.</td>
<td>This is a natural segment break to respond to increasing pedestrian and bicycle activity in the vicinity of Hillsdale Town Center.</td>
</tr>
<tr>
<td>Revise TSP 90024.0</td>
<td>SW Broadway Dr Pedestrian Improvements. Segment this project into two at SW 9th Ave.</td>
<td>Creates a more rational project extent designed to serve higher intensity land uses.</td>
</tr>
<tr>
<td>90026 (pending project completion)</td>
<td>Capitol Hwy Corridor Improvements</td>
<td>This project is funded, designed and scheduled for construction. When complete, it should be removed from the TSP.</td>
</tr>
<tr>
<td>Revise TSP 90033</td>
<td>Garden Home Ped/Bike Improvements. Segment this project into 3 parts with segments at SW 57th and SW 45th. Expand description to include sidewalks construction from SW 45th to SW Capitol Hwy.</td>
<td>These are natural segment breaks designed to respond to different levels of activity. Reflects priorities and project needs identified in the Southwest in Motion projects BP-22 and BP-42.</td>
</tr>
<tr>
<td>Revise TSP 90054.3</td>
<td>SW Patton / Talbot Ped/Bike Improvements. Extend project along SW Talbot Rd to SW Fairmount Blvd.</td>
<td>Revise the TSP Map to accurately show the extents of this TSP project, which is described as connecting to Fairmount Blvd.</td>
</tr>
<tr>
<td>Revise TSP 90064.2</td>
<td>Outer Taylors Ferry Safety Improvements, Segment 2. Revised description to include a bike lane in both directions</td>
<td>Traffic context on this street warrant facilities in both directions.</td>
</tr>
<tr>
<td>90067.1</td>
<td>SW Vermont St Ped/ Bike Improvements, Segment 1 - Vermont St, SW (30th - 36th)</td>
<td>This project was constructed and is complete, and should be removed from the TSP. Sidewalk gaps on this corridor remain, and should be addressed in a future update of the TSP related to PedPDX implementation.</td>
</tr>
<tr>
<td>90067.2</td>
<td>SW Vermont St Ped/ Bike Improvements, Segment 2 - Vermont St, SW (45th - 52nd)</td>
<td>This project was constructed and is complete, and should be removed from the TSP. Sidewalk gaps on this corridor remain, and should be addressed in a future update of the TSP related to PedPDX implementation.</td>
</tr>
<tr>
<td>Revise TSP 90068</td>
<td>West Portland Town Center Pedestrian Improvements. Revise description to specifically include connections to the Barbur Transit Center.</td>
<td>Access to the Barbur Transit Center is important for supporting transit.</td>
</tr>
<tr>
<td>Revise TSP 90070</td>
<td>Capitol/Vermont/30th Intersection Improvements. Revise description to specifically include circulation for bicyclists to access all intersecting bikeways at this intersection.</td>
<td>This intersection serves multiple important bikeways, and is currently a barrier for easy travel.</td>
</tr>
<tr>
<td>Revise TSP 90086</td>
<td>Slavin Rd Bikeway. Revise description to include the potential for this link to serve the Red Electric Trail</td>
<td>This is a logical connection to the Red Electric Trail for people bicycling. Idea emerged as a part of the original Red Electric Trail Planning Study (2007).</td>
</tr>
<tr>
<td>Revise TSP 90091</td>
<td>Terwilliger Bikeway Gaps. Separate each gap into explicit segments and project numbers.</td>
<td>Individual projects may be more implementable.</td>
</tr>
<tr>
<td>Remove 90101 (pending project completion)</td>
<td>Garden Home &amp; Multnomah Intersection Improvements</td>
<td>This project is funded, and under design. When completed, this it should be removed from the TSP.</td>
</tr>
<tr>
<td>Remove TSP 90104 (pending project completion)</td>
<td>Barbur Active Transportation Demonstration Project.</td>
<td>Funding for this has been allocated to different access to transit projects, currently under design. If the four projects funded by this are completed, this TSP project should be considered as complete and removed from the TSP.</td>
</tr>
<tr>
<td>Revise TSP 90113</td>
<td>Red Electric Trail, Segment 6. Include consideration for a route for bicyclists to connect to Slavin Rd as part of the bikeway portion of the Red Electric Trail trail.</td>
<td>Bicycle accommodation on the primary Red Electric Trail route is infeasible. This is a viable route alternative.</td>
</tr>
</tbody>
</table>
Appendix D:
IMPLEMENTATION REFERENCE TABLES
The following reference tables report the Southwest in Motion project list and policy recommendations in a simple format to support future implementation and monitoring.

Project entries include columns related to project facility type (Bike Lane, Neighborhood Greenway, etc) which is relevant for sorting and aligning projects with potential funding sources. The list also identifies where BES has expressed interest in addressing related stormwater management needs, which may support bureau collaboration as a part of implementation.

### TOP TIER PROJECTS

**Bicycle/Pedestrian (BP) Construction Projects:** Construction projects involved roadway widening, sidewalk construction, and other medium-high cost construction.

<table>
<thead>
<tr>
<th>SWIM ID</th>
<th>NAME</th>
<th>EXTENTS</th>
<th>MINOR DESCRIPTION</th>
<th>PRELIM. COST ESTIMATE</th>
<th>BES INTEREST</th>
<th>SIDEWALK</th>
<th>BIKE LANE</th>
<th>NEIGHBORHOOD GREENWAY</th>
<th>SAFER SHOULDER</th>
<th>SHARED STREET</th>
</tr>
</thead>
<tbody>
<tr>
<td>BP-02</td>
<td>6th Portal to Central City</td>
<td>SW Broadway to SW College St</td>
<td>A safer biking connection from SW Broadway to SW College St.</td>
<td>$15,000</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>BP-05</td>
<td>Patton/Talbot Walkway/Bikeway</td>
<td>SW Hewitt Blvd to SW Fairmount Blvd</td>
<td>A safer walking and biking connection from Hewitt Blvd to Fairmount Blvd.</td>
<td>$1,000,000</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>BP-07</td>
<td>Gibbs Sidewalk</td>
<td>SW Marquam Hill Rd to SW 11th Ave</td>
<td>A sidewalk connection from SW Marquam Hill Rd to SW 11th Ave.</td>
<td>$1,000,000</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>BP-08</td>
<td>Terwilliger Bike Lane Gap at Sam Jackson Park Rd</td>
<td>Approach to Sam Jackson Park Rd</td>
<td>Filling a bike lane gap on the approach to Sam Jackson Park Rd</td>
<td>$500,000</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>BP-09</td>
<td>Campus Dr Accessibility and Safety Improvements</td>
<td>Approach to Terwilliger Blvd</td>
<td>A safer and more accessible walking and biking connection on the approach to Terwilliger Blvd.</td>
<td>$50,000</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SWIM ID</td>
<td>NAME</td>
<td>EXTENTS</td>
<td>MINOR DESCRIPTION</td>
<td>PRELIM. COST ESTIMATE</td>
<td>BES INTEREST SIDEWALK</td>
<td>BIKE LANE</td>
<td>NEIGHBORHOOD GREENWAY</td>
<td>SAFER SHOULDER</td>
<td>PEDESTRIAN SHARED STREET</td>
<td></td>
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<tr>
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<td>------------------------</td>
<td></td>
</tr>
<tr>
<td>BP-10</td>
<td>Whitaker Trail Enhancements</td>
<td>SW Terwilliger Blvd to SW Barbur Blvd</td>
<td>An improved walking path from SW Terwilliger Blvd to SW Barbur Blvd</td>
<td>N/A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>BP-12</td>
<td>Beaverton-Hillsdale Walkway Infill</td>
<td>City Limits to SW Capitol Hwy</td>
<td>A safer walkway from City Limits to SW Capitol Hwy.</td>
<td>$300,000</td>
<td>X</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BP-13</td>
<td>Shattuck Sidewalk Gaps</td>
<td>SW 53rd Ave to SW Boundary St</td>
<td>A sidewalk connection from SW 53rd Ave to SW Boundary St.</td>
<td>$350,000</td>
<td>X</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>BP-14</td>
<td>30th Ave Safer Shoulder Walkway and Bikeway Connection</td>
<td>SW Beaverton-Hillsdale Hwy to SW Vermont St</td>
<td>A walkway connection from SW Beaverton-Hillsdale Hwy to SW Vermont St.</td>
<td>$1,000,000</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>BP-15</td>
<td>Bertha Blvd Pedestrian Shared Street and Neighborhood Greenway</td>
<td>SW 30th Ave to SW Beaverton-Hillsdale Hwy</td>
<td>A low-stress walking and biking connection from SW 30th Ave to SW Beaverton-Hillsdale Hwy. This completes one segment of the Red Electric Trail.</td>
<td>$250,000</td>
<td></td>
<td></td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BP-16</td>
<td>Terwilliger Bike Lane Gap Approaching SW Capitol Hwy</td>
<td>Approaching Capitol Highway</td>
<td>Filling a bike lane gap approaching Capitol Highway.</td>
<td>$300,000</td>
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<td>BP-18</td>
<td>Nevada Neighborhood Sidewalks and Greenway</td>
<td>SW 31st Ave to SW Capitol Hill Rd</td>
<td>A low-stress walking and biking connection from Capital Hwy to Capitol Hill Rd.</td>
<td>$700,000</td>
<td>X</td>
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<td>BP-19</td>
<td>Capitol Hill Sidewalk Infill and Uphill Bike Lane</td>
<td>Custer Park to SW Barbur Blvd</td>
<td>A walking connection from Custer Park to SW Barbur Blvd.</td>
<td>$1,000,000</td>
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<td>BP-20</td>
<td>Terwilliger Bike Lane Gap Near SW 7th Ave</td>
<td>Terwilliger near SW 7th Ave</td>
<td>Filling a bike lane gap on Terwilliger Blvd near SW 7th Ave.</td>
<td>$150,000</td>
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<td>BP-21</td>
<td>SW Canby/Troy Neighborhood Greenway</td>
<td>SW Capitol Hwy to SW Capitol Hill Rd</td>
<td>A low-stress walking and biking connection from Capital Hwy to Capitol Hill Rd.</td>
<td>$1,000,000</td>
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<td>BP-22</td>
<td>Garden Home Separated Walkway</td>
<td>SW 57th Ave to SW 45th Ave</td>
<td>A walking connection from SW 57th Ave to SW 45th Ave.</td>
<td>$1,000,000</td>
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<td>SAFER SHOULDER</td>
<td>PEDESTRIAN SHARED STREET</td>
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<td>BP-23</td>
<td>SW 45th Walkway and Bike Lane</td>
<td>SW Multnomah to SW Garden Home Rd</td>
<td>A sidewalk and bike lane from SW Multnomah to SW Garden Home Rd.</td>
<td>$675,000</td>
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<td>BP-25</td>
<td>Dolph Bikeway and Sidewalk</td>
<td>SW Capitol Hwy to SW Barbur Blvd</td>
<td>A low-stress and connection with sidewalk infill from SW Capitol Hwy to SW Barbur Blvd.</td>
<td>$1,100,000</td>
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<td>BP-29</td>
<td>Brugger Neighborhood Greenway</td>
<td>SW 65th Ave to SW 48th Ave</td>
<td>A low-stress walking and biking connection from SW 65th Ave to SW 48th Ave.</td>
<td>$700,000</td>
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<td>BP-31</td>
<td>Outer Taylors Ferry Sidewalk and Bikeway</td>
<td>SW 49th Ave to SW Capitol Hwy</td>
<td>A sidewalk and bike lane connection from SW 49th Ave to SW Capitol Hwy.</td>
<td>$4,300,000</td>
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<td>BP-32</td>
<td>Ridge Neighborhood Greenway</td>
<td>SW 35th Ave to SW Taylors Ferry Rd</td>
<td>A low-stress biking connection from SW 35th Ave to SW Taylors Ferry Rd.</td>
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<td>BP-35</td>
<td>64th/Pomona Sidewalk and Bikeway</td>
<td>SW Barbur Blvd to SW 61st Ave</td>
<td>A sidewalk and bike lane connection from SW Barbur Blvd to SW 61st Ave.</td>
<td>$2,500,000</td>
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<td>BP-38</td>
<td>Pomona Walkway</td>
<td>SW Capitol Hwy to SW 35th Ave</td>
<td>A low-stress walking connection from Capitol Hwy to 35th Ave.</td>
<td>$2,500,000</td>
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<td>BP-40</td>
<td>Boones Ferry Walkway</td>
<td>SW Orchard Hill Rd to City Limits</td>
<td>A walkway connection from SW Orchard Hill Rd to City Limits.</td>
<td>$25,000</td>
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<td>BP-41</td>
<td>35th Sidewalk Infill</td>
<td>Near SW Huber St</td>
<td>Filling sidewalk gaps near SW Huber St.</td>
<td>$150,000</td>
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<td>BP-42</td>
<td>Garden Home Sidewalk and Bike Lane</td>
<td>SW 45th to SW Capitol Hwy</td>
<td>A sidewalk and bike lane from SW 45th to SW Capitol Hwy.</td>
<td>$2,500,000</td>
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<td>BP-43</td>
<td>Hamilton Sidewalk Infill</td>
<td>SW 48th to SW 45th Ave</td>
<td>A sidewalk from SW 48th to SW 45th Ave.</td>
<td>$1,000,000</td>
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<td>BP-44</td>
<td>25th Connector</td>
<td>SW Troy St to SW Multnomah Blvd.</td>
<td>A path connection from SW Troy St to SW Multnomah Blvd.</td>
<td>$750,000</td>
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<tr>
<td>BP-45</td>
<td>Capitol Hwy Bikeway Connections</td>
<td>Capitol Hwy &amp; Bertha Blvd. &amp; B-H Hwy</td>
<td>Safer bike lane crossings at Capitol Hwy &amp; Bertha Blvd &amp; Beaverton-Hillsdale Hwy.</td>
<td>$150,000</td>
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<td>BP-46</td>
<td>Capitol Hill Sidewalk Connection</td>
<td>SW 21st Ave to Raz-Baack Crossing</td>
<td>A Sidewalk from SW 21st Ave to Raz-Baack Crossing.</td>
<td>$600,000</td>
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<td>BP-47</td>
<td>Dosch Sidewalk Infill</td>
<td>SW Flower Terrace to SW Beaverton-Hillsdale Hwy</td>
<td>A sidewalk connection from SW Flower Terrace to SW Beaverton-Hillsdale Hwy.</td>
<td>$60,000</td>
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**Restriping Projects (RP):** Restriping projects are meant to be low-cost, marking-only changes designed to improve conditions for walking and biking.

<table>
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<tr>
<th>SWIM ID</th>
<th>NAME</th>
<th>EXTENTS</th>
<th>MINOR DESCRIPTION</th>
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<th>PEDESTRIAN SHARED STREET</th>
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<tr>
<td>RP-01</td>
<td>Park Bridge Connector</td>
<td>SW Park Ave to SW SW Broadway</td>
<td>A bikeway connection from SW Park Ave to SW SW Broadway.</td>
<td>$5,000</td>
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<td>RP-02</td>
<td>Terwilliger Trail to 4th Connector</td>
<td>SW Terwilliger &amp; SW 6th to SW 4th &amp; Broadway</td>
<td>A low-stress biking connection from SW Terwilliger &amp; SW 6th to SW 4th &amp; Broadway.</td>
<td>$100,000</td>
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<td>RP-03</td>
<td>Condor Connection</td>
<td>SW Terwilliger to SW Condor Ave</td>
<td>A walkway connection from SW Terwilliger to SW Condor Ave.</td>
<td>$25,000</td>
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<td>RP-05</td>
<td>Virginia to Laview Connector</td>
<td>SW Virginia Ave to SW LaView Dr</td>
<td>A low-stress link in the uphill route from South Portland to South Burlingame</td>
<td>$15,000</td>
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<td>RP-07</td>
<td>45th Bike Lanes</td>
<td>SW Pendleton to SW Nevada St</td>
<td>A bike lane connection from SW Pendleton to SW Nevada St.</td>
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<td>RP-08</td>
<td>Hoot Owl Corner Connections</td>
<td>SW Capitol Hwy from Kesser Israel to SW Texas St.</td>
<td>A walkway on SW Capitol Hwy from Kesser Israel to SW Texas St.</td>
<td>$250,000</td>
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<td>SAFER SHOULDER</td>
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<td>RP-09</td>
<td>Inner Capitol Walkway</td>
<td>SW Sunset Blvd to SW Terwilliger Blvd</td>
<td>A walkway from SW Sunset Blvd to SW Terwilliger Blvd.</td>
<td>$100,000</td>
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<tr>
<td>RP-10</td>
<td>SW Maplewood Road Slow Safer Shoulder Pilot</td>
<td>SW 52nd to SW 45th Ave</td>
<td>A safer low-stress walking and biking connection from SW 52nd to SW 45th Ave.</td>
<td>$10,000</td>
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<tr>
<td>RP-11</td>
<td>Multnomah Walkway</td>
<td>SW 45th Ave to SW Capitol Hwy</td>
<td>A safer walkway and bikeway from SW 45th Ave to SW Capitol Hwy</td>
<td>$100,000</td>
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<td>RP-14</td>
<td>SW 19th Bike Lanes</td>
<td>SW Barbur Blvd to SW Spring Garden St</td>
<td>A bike lane connection on the approach to Barbur Blvd.</td>
<td>$10,000</td>
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<td>RP-17</td>
<td>SW 35th Protected Bike Lanes</td>
<td>SW Ridge Dr to SW Arnold St</td>
<td>A bike lane connection from SW Ridge Dr to SW Arnold St.</td>
<td>$100,000</td>
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<td>RP-19</td>
<td>SW Talbot Advisory Shoulder</td>
<td>Connecting the SW Fairmount Blvd loop</td>
<td>An experimental shoulder treatment connecting the Fairmount Blvd loop.</td>
<td>$10,000</td>
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<td>RP-20</td>
<td>Boones Ferry to Tryon Connector</td>
<td>SW Arnold St to Tryon Creek State Park Entrance</td>
<td>A protected safer shoulder connection from SW Arnold St to Tryon Creek State Park entrance.</td>
<td>$50,000</td>
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<td>RP-25</td>
<td>Canyon Ct Bike Lane Transition</td>
<td>Eastbound approach to SW Knights Blvd</td>
<td>A safer bike lane on the eastbound approach to SW Knights Blvd.</td>
<td>$10,000</td>
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<td>RP-26</td>
<td>Upper Montgomery Neighborhood Greenway Wayfinding</td>
<td>SW Talbot Rd to SW Vista Ave</td>
<td>Navigation markings and wayfinding signs from SW Vista to SW Talbot Rd.</td>
<td>$15,000</td>
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Safer Shoulder (SS) Pilot Projects: Safer shoulder projects provide a shoulder space for walking and biking. These projects are designed to address transportation and stormwater needs in collaboration with the Bureau of Environmental Services.

<table>
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<td>SS-02</td>
<td>Dosch Safer Shoulder</td>
<td>SW Patton Rd to SW Beaverton-Hillsdale Hwy</td>
<td>A walkway from SW Patton Rd to SW Beaverton-Hillsdale Hwy.</td>
<td>$1,000,000</td>
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<td>SS-03</td>
<td>Marquam Hill Safer Shoulder</td>
<td>SW Fairmount Blvd to SW 11th Ave</td>
<td>A walkway from SW Fairmount Blvd to SW 11th Ave.</td>
<td>$500,000</td>
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Transit (T) Projects: Transit projects support enhanced transit reliability on existing transit lines.

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<td>T-01</td>
<td>Capitol Hwy Enhanced Transit Study</td>
<td>SW Bertha Blvd to SW Terwilliger Blvd</td>
<td>Transit enhancements from Beaverton Hillsdale Hwy to Terwilliger Blvd.</td>
<td>N/A</td>
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SECOND TIER PROJECTS

Bicycle/Pedestrian (BP) Construction Projects: Construction projects involved roadway widening, sidewalk construction, and other medium-high cost construction

<table>
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<th>SWIM ID</th>
<th>NAME</th>
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<tr>
<td>BP-01</td>
<td>Lower Montgomery Neighborhood Greenway</td>
<td>SW Vista Ave to SW 12th Ave</td>
<td>A low-stress walking and biking connection from SW Vista Ave to SW 12th Ave.</td>
<td>$300,000</td>
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<td>BP-03</td>
<td>1st Bikeway</td>
<td>SW Harrison St to SW Barbur Blvd</td>
<td>A biking connection from SW Harrison St to SW Barbur Blvd</td>
<td>$280,000</td>
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<td>SWIM ID</td>
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<td>BP-04</td>
<td>Hewett Shared Street</td>
<td>SW Humphrey Blvd to SW Patton Rd</td>
<td>A low-stress walking and biking connection from SW Humphrey Blvd to SW Patton Rd</td>
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<td>BP-06</td>
<td>Lower Fairmount Slow Safer Shoulders Concept</td>
<td>SW Talbot Rd to SW Marquam Hill Rd</td>
<td>A low-stress walking and biking connection on the southern connection of SW Talbot Rd to SW Marquam Hill Rd</td>
<td>$845,000</td>
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<td>BP-11</td>
<td>Hamilton Sidewalks and Bikeway</td>
<td>SW Terwilliger Blvd to SW Barbur Blvd</td>
<td>A walking and biking connection from SW Terwilliger Blvd to SW Barbur Blvd</td>
<td>$250,000</td>
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<td>BP-24</td>
<td>SW 30th/ Hume/31st Sidewalk</td>
<td>SW Capitol Hwy to SW Barbur Blvd</td>
<td>A walking connection from SW Capitol Hwy to SW Barbur Blvd</td>
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<td>BP-27</td>
<td>Spring Garden Bike Lane Gaps</td>
<td>SW 19th Ave to SW Taylors Ferry Rd</td>
<td>A continuous bike lane from SW 19th Ave to SW Taylors Ferry Rd</td>
<td>$275,000</td>
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<td>BP-28</td>
<td>Inner Taylors Ferry Sidewalk and Bike Lane</td>
<td>SW Spring Garden Blvd to SW Terwilliger Blvd</td>
<td>A walking and biking connection from SW Spring Garden Blvd to SW Terwilliger Blvd</td>
<td>$1,883,009</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
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<tr>
<td>BP-30</td>
<td>50s Neighborhood Greenway</td>
<td>SW 11th to SW Taylors Ferry Rd</td>
<td>A low-stress biking connection from SW 11th to SW Taylors Ferry Rd</td>
<td>$275,000</td>
<td>X</td>
<td></td>
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<tr>
<td>BP-33</td>
<td>Palatine/ Primrose Neighborhood Greenway</td>
<td>SW Terwilliger Blvd to SW Palater Rd</td>
<td>A low-stress biking connection from SW Terwilliger Blvd to SW Palater Rd</td>
<td>$750,000</td>
<td>X</td>
<td></td>
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<tr>
<td>BP-34</td>
<td>Pomona Neighborhood Greenway</td>
<td>City Limits to SW 63rd Ave</td>
<td>A low-stress walking and biking connection from City Limits to SW 63rd Ave.</td>
<td>$450,000</td>
<td>X</td>
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<tr>
<td>BP-37</td>
<td>SW 53rd Neighborhood Greenway</td>
<td>SW Barbur Blvd to PCC Sylvania</td>
<td>A low-stress walking and biking connection from SW Barbur Blvd to PCC Sylvania.</td>
<td>$850,000</td>
<td>X</td>
<td>X</td>
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<td>BP-39</td>
<td>Boones Ferry Rd Bike Lanes</td>
<td>SW Terwilliger Blvd to SW City Limits</td>
<td>A biking connection from SW Terwilliger Blvd to SW City Limits</td>
<td>$100,000-$350,000</td>
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<tr>
<td>BP-48</td>
<td>Pomona Walkway and Bikeway</td>
<td>SW 53rd Ave to SW Capitol Hwy</td>
<td>A low-stress walking and biking connection from SW 53rd Ave to SW Capitol Hwy.</td>
<td>$1,000,000</td>
<td>x</td>
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<tr>
<td>BP-49</td>
<td>Taylors Ferry Bike Lane Connection</td>
<td>SW 26th Ave to SW Lancaster St</td>
<td>A short bike lane connection from SW 26th Ave to SW Lancaster St</td>
<td>$200,000</td>
<td>x</td>
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<tr>
<td>BP-50</td>
<td>Canby Neighborhood Greenway</td>
<td>Gabriel Park to SW 34th Ave</td>
<td>A low-stress biking connection from Gabriel Park to SW 34th Ave.</td>
<td>$170,000</td>
<td></td>
<td></td>
<td></td>
<td>x</td>
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<tr>
<td>BP-51</td>
<td>Galeburn Safe Routes to School</td>
<td>SW Capitol Hwy to Jackson Middle School</td>
<td>A low-stress walking and biking connection from SW Capitol Hwy to Jackson Middle School.</td>
<td>$456,613</td>
<td>x</td>
<td></td>
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<tr>
<td>BP-52</td>
<td>Troy St Sidewalk Infill</td>
<td>SW 40th Ave to SW 35th Ave</td>
<td>A walkway connection from SW 40th Ave to SW 35th Ave.</td>
<td>$275,000</td>
<td>x</td>
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<tr>
<td>BP-53</td>
<td>SW 35th Safer Shoulder Walkway</td>
<td>SW Arnold St to SW Stephenson St</td>
<td>A safer shoulder walkway from SW Arnold St to SW Stephenson St</td>
<td>$800,000 - 1,000,000</td>
<td>x</td>
<td></td>
<td>x</td>
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<tr>
<td>BP-54</td>
<td>Upper Fairmount Dr. Traffic Calming and Safety Enhancements</td>
<td>SW Talbot Rd to SW Marquam Hill Rd</td>
<td>Traffic safety enhancements from SW Talbot Rd to SW Marquam Hill Rd</td>
<td>$275,000</td>
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<tr>
<td>BP-55</td>
<td>Broadway Dr Walkway</td>
<td>SW 9th Ave to SW Broadway</td>
<td>A continuous walking connection from SW 9th Ave to SW Broadway.</td>
<td>$500,000</td>
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<tr>
<td>BP-56</td>
<td>Multnomah Protected Bike Lane</td>
<td>SW Garden Home Rd to SW 45th Ave.</td>
<td>A low-stress biking connection from SW Garden Home Rd to SW 45th Ave.</td>
<td>$180,000</td>
<td>x</td>
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<tr>
<td>BP-57</td>
<td>Cheltenham-Westwood Walkway Connection</td>
<td>SW Dewitt St to SW Terwilliger Blvd</td>
<td>A safer walking connection from SW Dewitt St to SW Terwilliger Blvd.</td>
<td>$600,000</td>
<td>x</td>
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<tr>
<td>BP-59</td>
<td>Sunset Bikeway</td>
<td>SW Dosch St to SW Capitol Hwy</td>
<td>A safer biking connection from SW Dosch St to SW Capitol Hwy.</td>
<td>$550,000</td>
<td></td>
<td>x</td>
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</tbody>
</table>
**Restriping Projects (RP):** Restriping projects are meant to be low-cost, marking-only changes designed to improve conditions for walking and biking.

<table>
<thead>
<tr>
<th>SWIM ID</th>
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</thead>
<tbody>
<tr>
<td>RP-12</td>
<td>Bertha Protected Bike Lane</td>
<td>SW Vermont St to SW Bertha Blvd</td>
<td>A low-stress biking connection from SW Vermont St to SW Bertha Blvd.</td>
<td>$200,000</td>
<td>X</td>
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<tr>
<td>RP-18</td>
<td>SW Cameron Traffic Calming</td>
<td>SW 54th to SW Cullen Blvd.</td>
<td>Explore traffic calming options from SW 54th Ave to SW Cullen Blvd.</td>
<td>$250,000</td>
<td>X</td>
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<tr>
<td>RP-21</td>
<td>Patton Protected Shoulder</td>
<td>Patton Ct/ Marquam Trail to SW Talbot Rd</td>
<td>A safer walking connection from SW Trail 7/Marquam Trail to SW Talbot Rd.</td>
<td>$100,000</td>
<td>X</td>
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<tr>
<td>RP-24</td>
<td>Garden Home Uphill Bike Lanes</td>
<td>SW Multnomah Blvd to SW 45th Ave</td>
<td>A safer biking connection from SW Multnomah Blvd to SW 45th Ave.</td>
<td>$60,000</td>
<td>X</td>
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<tr>
<td>RP-27</td>
<td>60th/Lesser Bike Lane</td>
<td>SW 60th Ave to G St in PCC</td>
<td>A bike lane connection from the Ashcreek neighborhood to PCC</td>
<td>$50,000</td>
<td>X</td>
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<tr>
<td>RP-28</td>
<td>Capitol Hill Rd Advisory Bike Lane Pilot</td>
<td>SW Bertha Blvd to SW Barbur Blvd</td>
<td>An experimental bike lane treatment from SW Bertha Blvd to SW Barbur Blvd.</td>
<td>$40,000</td>
<td>X</td>
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</table>

**Safer Shoulder (SS) Pilot Projects:** Safer shoulder projects provide a shoulder space for walking and biking. These projects are designed to address transportation and stormwater needs in collaboration with the Bureau of Environmental Services.

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</tr>
</thead>
<tbody>
<tr>
<td>SS-01</td>
<td>Shattuck Safer Shoulders</td>
<td>SW Windsor Ct to SW Vermont St.</td>
<td>A safer walking connection from City Limits to SW 52nd Ave.</td>
<td>$2,000,000</td>
<td>X</td>
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<tr>
<td>SS-04</td>
<td>Vermont Safer Shoulder</td>
<td>City Limits to SW 52nd Ave.</td>
<td>A safer walking connection from City Limits to SW 52nd Ave.</td>
<td>$750,000</td>
<td>X</td>
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</table>
**POLICY RECOMMENDATIONS IMPLEMENTATION**

Policy recommendations in Southwest in Motion are designed to advance important programs, initiatives and practices to better address the needs and opportunities in Southwest Portland. The table below specifies the appropriate bureau group or agency to lead and/or support each policy recommendation.

### Street Design and Innovation

<table>
<thead>
<tr>
<th>POLICY RECOMMENDATION</th>
<th>LEAD GROUP</th>
<th>SUB-GROUP</th>
<th>SUPPORT AGENCY/GROUP</th>
</tr>
</thead>
<tbody>
<tr>
<td>As part of the Streets 2035 right-of-way project, clarify how to reconcile frontage requirements as a part of development review in response to the context of specific streets in Southwest Portland.</td>
<td>PBOT Development, Permit &amp; Transit Group</td>
<td>Program Development Division</td>
<td>PBOT Policy, Planning &amp; Projects Group</td>
</tr>
<tr>
<td>Identify the collector streets in Southwest Portland which are most severely constrained due to topography, natural features or drainage necessitating a special design beyond what is covered by PBOT's typical right of way standards.</td>
<td>PBOT Policy, Planning &amp; Projects Group</td>
<td>Transportation Planning Division</td>
<td>PBOT Development, Permit &amp; Transit Group</td>
</tr>
<tr>
<td>Perform a citywide pedestrian shared street analysis to identify candidate streets capable of meeting volume and speed criteria for shared streets.</td>
<td>PBOT Policy, Planning &amp; Projects Group</td>
<td>Transportation Planning Division</td>
<td>PBOT Engineering Services Group</td>
</tr>
<tr>
<td>Perform a citywide advisory bike lane analysis to identify candidate streets and appropriate contexts for advisory bike lane/advisory shoulder implementation.</td>
<td>PBOT Policy, Planning &amp; Projects Group</td>
<td>Transportation Planning Division</td>
<td>PBOT Engineering Services Group</td>
</tr>
<tr>
<td>Explore best practice and research findings related to the role e-bikes can play in our active transportation future.</td>
<td>PBOT Policy, Planning &amp; Projects Group</td>
<td>Transportation Planning Division</td>
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### Programs

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<th>LEAD GROUP</th>
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<th>SUPPORT AGENCY/GROUP</th>
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</thead>
<tbody>
<tr>
<td>Integrate Southwest in Motion project priorities with PBOT's new Quick Build project delivery process.</td>
<td>PBOT Policy, Planning &amp; Projects Group</td>
<td>Capital Delivery Division; Transportation Planning Division</td>
<td></td>
</tr>
<tr>
<td>Develop a traffic calming program that is responsive to neighborhood traffic calming needs and considers collector traffic calming opportunities.</td>
<td>PBOT Policy, Planning &amp; Projects Group</td>
<td>Transportation Planning Division</td>
<td></td>
</tr>
<tr>
<td>Develop the Alternative Street Design TSP Program to work collaboratively with BES on roadside improvements on collector streets lacking sidewalks.</td>
<td>PBOT Policy, Planning &amp; Projects Group</td>
<td>Transportation Planning Division</td>
<td>Bureau of Environmental Services</td>
</tr>
<tr>
<td>Explore opportunities to bring shared electric micro-mobility options in Southwest Portland.</td>
<td>PBOT Policy, Planning &amp; Projects Group</td>
<td>Transportation Planning Division</td>
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Agency Collaboration

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<th>LEAD GROUP</th>
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<tr>
<td>Streamline and strengthen the lines of communication within and between City agencies related to Southwest Portland projects.</td>
<td>PBOT Policy, Planning &amp; Projects Group</td>
<td>Transportation Planning Division</td>
<td>Bureau of Environmental Services; Portland Parks and Recreation; Bureau of Planning and Sustainability</td>
</tr>
<tr>
<td>Continue the strong coordination and collaboration between PBOT and Parks &amp; Recreation to foster trail implementation.</td>
<td>PBOT Policy, Planning &amp; Projects Group</td>
<td>Transportation Planning Division</td>
<td>Portland Parks and Recreation</td>
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Education

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<th>SUPPORT AGENCY/GROUP</th>
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<tbody>
<tr>
<td>As part of project delivery, education adjacent property owners about the maintenance responsibilities for new sidewalks and street trees.</td>
<td>PBOT Policy, Planning &amp; Projects Group</td>
<td>Capital Delivery Division</td>
<td></td>
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