

| Map # | LOCATION | PROJECT | EST. COST | NOTES |
|-------|--|--|-----------|---|
| 1 | NW 23rd & Johnson | curb extensions with bike parking | \$35,000 | Curb extensions necessary to provide adequate crossing opportunities for bicycles on the Northwest Bicycle Boulevard need traffic engineering to confirm feasibility |
| 2 | NW 21st & Johnson | curb extensions with bike parking | \$35,000 | Curb extensions necessary to provide adequate crossing opportunities for bicycles on the Northwest Bicycle Boulevard need traffic engineering to confirm feasibility |
| 3 | NW 21st & Flanders | curb extensions with bike parking | \$35,000 | Curb extensions necessary to provide adequate crossing opportunities for bicycles on the Northwest Bicycle Boulevard need traffic engineering to confirm feasibility |
| 4 | NW 16th & Everett | improve safety where through bicyclists on Everett conflict with right-turning motorists onto I-405 | \$20,000 | Curb extension and other treatments would reduce conflict as motorists exit Everett to enter I-405 need traffic engineering to confirm feasibility |
| 5 | NW Broadway & Couch | median refuge | \$12,500 | Median refuge island necessary to provide adequate crossing opportunities for bicycles on the Northwest Bicycle Boulevard need traffic engineering to confirm feasibility |
| 6 | SW Jefferson - 18th to Washington Park | add uphill bike lane in west bound direction, evaluate eastbound connection | \$15,000 | Complete bike lane route from downtown to connection into Washington Park need traffic engineering to confirm feasibility |
| 7 | SW Terwilliger & 6th | improve signage | \$500 | Reenforces to motorists exiting the I-405 Freeway an entering downtown that the Central Business District has a 20 MPH speed designation need traffic engineering to confirm feasibility |
| 8 | SW 6th Ave. – Sheridan to Sam Jackson | facilitate left turn from SW 6th Ave to SW Terwilliger Pkwy conduct special maintenance to clear debris | \$5,000 | This would enhance the conditions on an existing bicycle lane need traffic engineering to confirm feasibility |
| 9 | SW Terwilliger Blvd. at Capitol Hwy | enhance existing facilities to provide opportunity for grade separation | \$10,000 | This would provide a lower stress transition for northbound bicycle travel on SW Terwilliger need traffic engineering to confirm feasibility |
| 10 | SW Chestnut/Vermont from Terwilliger to Capitol Boulevard/Red Electric | boulevard, shoulders | ? | This would provide a low stress connection between two major bicycle lane routes. need traffic engineering to confirm feasibility |
| 11 | Portsmouth & Columbia | advance warning signs, evaluate loops for bike activation | \$15,000 | Provide enhanced crossing opportunity for bicyclists on Columbia Multi-Use Path at Portsmouth need traffic engineering to confirm feasibility |
| 12 | Columbia & Chautauqua -- | curb extension on southeast corner & advance warning signage | \$25,000 | Provide safer crossing of bicycles travelling along the Columbia Multi-use Path by decreasing vehicle speeds of motorists turning off of Columbia and shortening the crossing distance across Chautauqua need traffic engineering to confirm feasibility |
| 13 | N Denver & Columbia | create plans | \$700 | N Denver and Columbia is regularly identified as a highly stressful connection from Delta Park to the central city. This will provide resources to identify solutions. |
| 14 | N Greeley/Going Ramp | add uphill bike lane, evaluate left turn to southbound Greeley | \$1,500 | Provides bike lane connection from Swan Island to Greeley Avenue need traffic engineering to confirm feasibility |
| 15 | N Wheeler | coordinate with Tri-Met | \$50,000 | The Rose Quarter Transit Center, a critical link between downtown and North and Northeast Portland is currently not accessible for bicycle travel. These funds will allow changes to the Transit Center that will make it safe and legal for bicycles to ride through. needs Tri-Met approval |
| 16 | SE Hawthorne Bridge bike lane "passing lane" | widen bike lane for several hundred feet west of Grand Ave. | \$1,000 | Provides safe passing opportunity for faster cyclistson short uphill segment and provides greater space between motor vehicles and bicycles need to coordinate with County |
| 17 | SE Caruthers & 4th | | \$50,000 | Significant numbers of recreational and commuting cyclists must travel through a narrow industrial area to complete the critical link between the East Bank Esplanade and the Springwater on the Willamette Path. These funds could be used to make the connection much more family-friendly need traffic engineering to confirm feasibility |
| 18 | Clinton & 12th improvements | identify needs - placeholder amount | \$5,000 | This would improve a critical link between the Clinton-Woodward Bicycle Boulevard and the Eastbank Esplanade. need traffic engineering to confirm feasibility |

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| 19 | 26th/28th Boulevard improvements | identify needs - placeholder amount | \$30,000 | The 20s Bicycle Boulevard is an important north-south bikeway that has been identified in policy, but not developed. These funds will be used to develop segments of this route that are affordable and will provide meaningful improvement | need traffic engineering to confirm feasibility |
| 20 | New ramp onto Sellwood Bridge and guideway signs from the Springwater on the Willamette to the Sellwood Bridge | | \$500 | This small improvement will help bicyclists onto the sidewalk on the Sellwood Bridge. | need traffic engineering to confirm feasibility |
| 21 | Springwater Gap | identify needs | \$50,000 | These funds will provide a contribution to major improvements Metro will complete between the current end of the Springwater on the Willamette Trail and the Three Bridges Project that is currently under construction. | needs interagency coordination |
| 22 | Foster Road Bypass Bike Blvd | guideway pavement markings & signage signal improvement at 56th & Foster speed bumps on 72nd -- Holgate to Foster bioswale chicanes on Center between Foster and 72nd Improve connection between s/b 72nd and w/b Raymond | \$75,000 | Provide bypass of Foster Road. Foster has a significant number of bicycle crashes, yet no developed bicycle facilities to provide safe access for bicycles. | need public outreach and traffic engineering to confirm feasibility |
| 23 | SE Belmont & SE 42nd | curb extensions with bike parking | \$35,000 | Curbs extensions necessary to provide adequate crossing opportunities for bicycles on the 40's Bicycle Boulevard | need traffic engineering to confirm feasibility |
| 24 | Bike Rail at Hollywood Transit Ctr | | ? | The north side of the Hollywood Transit Center has a long, steep set of stairs. This project will allow bicyclists to roll their bicycles up and down those stairs safely as they ride through town on their bicycle or Max train. | needs Tri-Met approval |
| 25 | NE Alameda & Fremont | curb extensions with bike parking | \$35,000 | Curbs extensions necessary to provide adequate crossing opportunities for bicycles on the 40's Bicycle Boulevard | need traffic engineering to confirm feasibility |
| 26 | NE 42nd/47th - Lombard/Columbia Blvd | bike lane/shoulders on overcrossing | \$5,500 | Provides bike lane from Lombard, across Columbia | need traffic engineering to confirm feasibility |
| 27 | NE 148th - Airport Way to I-84 | bike lane | ? | Completes gap from on 148th from Marine Drive south into the city | may be built by LID in progress |
| 28 | SE Flavel/Mt. Scott Blvd. -- 92nd to east of Knapp | extend bike lane to Knapp | \$5,000 | Completes short gap in 92nd Ave bicycle lane | need traffic engineering to confirm feasibility |
| Planning | Bike Boulevard Signing and Markings | on selected routes to be developed on bicycle boulevards | ? | This would support the ongoing effort to provide guidance through Portland's neighborhood bicycle boulevard network | |
| Planning | Bicycle Master Plan Update | | \$50,000 | This will support public involvement in the update of the comprehensive Portland Bicycle Master Plan. These funds will specifically encourage the identification of family friendly routes in Southwest and East Portland. | |

GRAND TOTAL \$602,200