

Regional Flexible Funds

**ACTIVE TRANSPORTATION &
TRAILS PROJECT CANDIDATES**

2025-2027



PBOT
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Regional Flexible Funds

ACTIVE TRANSPORTATION & TRAILS PROJECT CANDIDATES

2025-2027

01 Project Candidates Summary

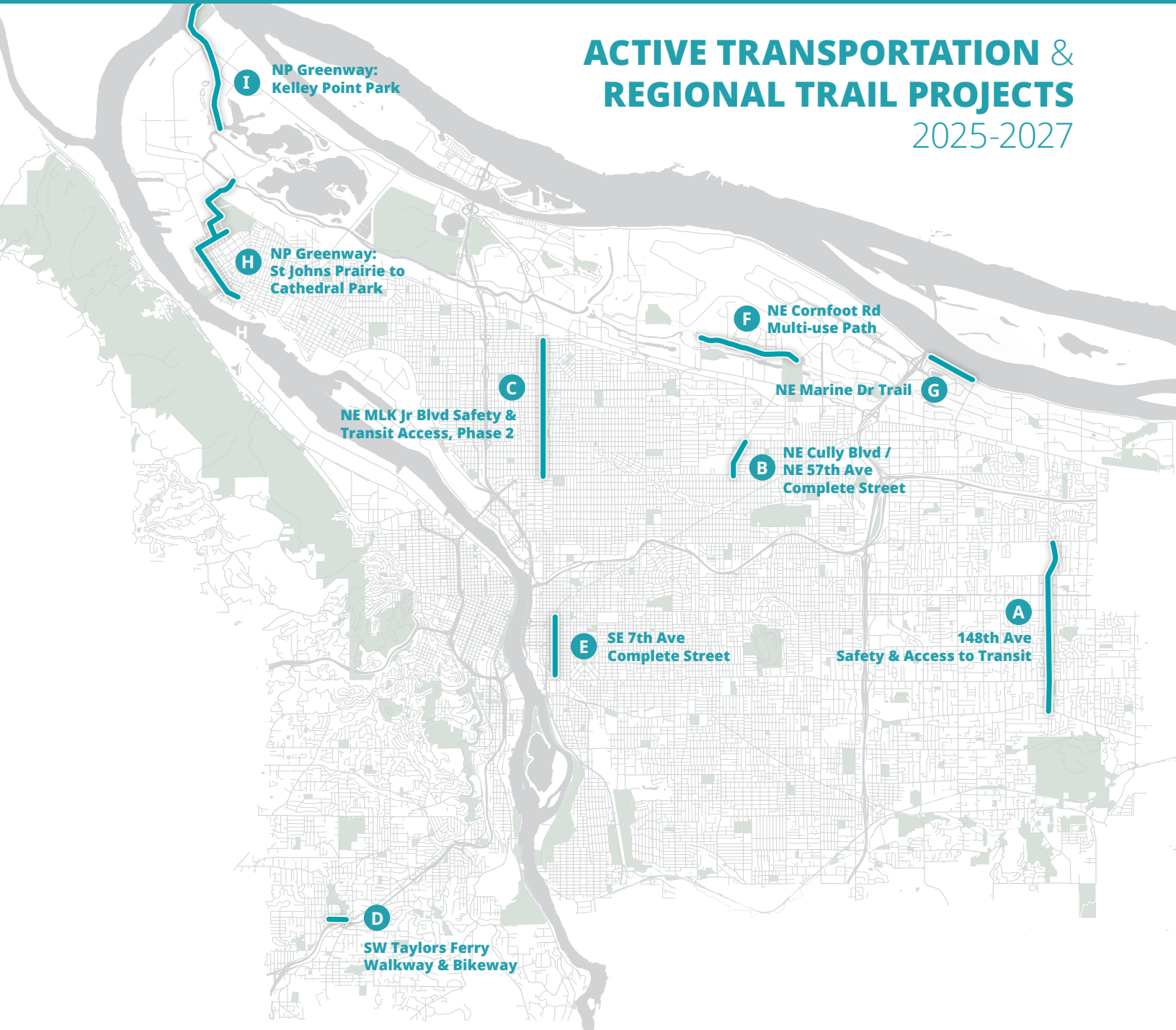
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Regional Flexible Funds

ACTIVE TRANSPORTATION & REGIONAL TRAIL PROJECTS 2025-2027



PROJECT CANDIDATE SUMMARY

ID	Project Name	Project Location	Project Description
A	148th Ave Safety & Access to Transit	NE/SE 148th Ave (Halsey - Powell)	Improve existing bike lanes, add enhanced crossings and support planned new TriMet bus line. Addresses high priority PedPDX crossing needs throughout the corridor.
B	NE Cully Blvd / NE 57th Ave Complete Street Project	NE Cully Blvd / 57th Ave (Prescott - Klickitat)	Fill sidewalk gap on west side of 57th and widen narrow sidewalk on east side of 57th from Fremont to Failing. Provide protected bike lanes from Klickitat to Prescott. Add transit islands at Mason and new crossings at Failing and Skidmore.
C	NE MLK Jr Blvd Safety and Access to Transit, Phase 2	NE MLK Jr Blvd (Fremont to Lombard)	New enhanced crossings and safety and multimodal improvements at existing signalized intersections along the northern end of MLK Jr Blvd to improve safety for people walking, crossing, and accessing transit along this corridor.
D	SW Taylors Ferry Walkway & Bikeway	SW Taylors Ferry (48th - Capitol Hwy)	Construct high-priority sidewalk and bikeway connections on W Taylors Ferry Rd to provide active transportation access to West Portland Town Center.
E	SE 7th Ave Complete Street Project	SE 7th Ave (Stark - Division)	Install directional protected bikeways along the length of the corridor, ADA curb ramps and enhanced crossings at key intersections. Installation of modern traffic signals along the corridor will increase reliability and efficiency.
F	NE Cornfoot Rd Multi-Use Path Project	NE Cornfoot Rd (47th Ave - Alderwood Rd)	Multi-use path on north side of Cornfoot Rd from Alderwood to NE 47th (part of Columbia Slough Trail), and intersection improvements at 47th and Airtrans Way.
G	NE Marine Dr Trail	NE Marine Dr (102nd -122nd)	Multi-use regional trail connecting existing sections of Marine Drive Trail between I-205 and NE 122nd Ave, includes one enhanced crossing with a rectangular rapid-flashing beacon (RRFB), signage and high-visibility crosswalk markings
H	North Portland Greenway: Kelley Point Park to North Slough	N Lombard & Rivergate Trail	The project is a paved, multi-use regional trail project consisting of 2,000 feet of new trail in Kelley Point Park and 2,600 feet of rebuilt Rivergate Trail.
I	North Portland Greenway: St Johns Prairie to Cathedral Park	N Columbia Blvd, N Bruce Ave, N Reno Ave, and N Catlin Ave	Bike and pedestrian bridge at N Columbia Blvd at Chimney Park, paved multi-use path at Baltimore Woods, and connections to and improvements throughout N Portland greenways in St Johns area.

Projects in Context

This collection of projects align with the Portland Bureau of Transportation's commitment to **addressing equity, improving safety, and managing for future population growth.**

EQUITY

PBOT uses the **Equity Matrix** to analyze investments based on the comparative racial and economic demography of all areas of the City.

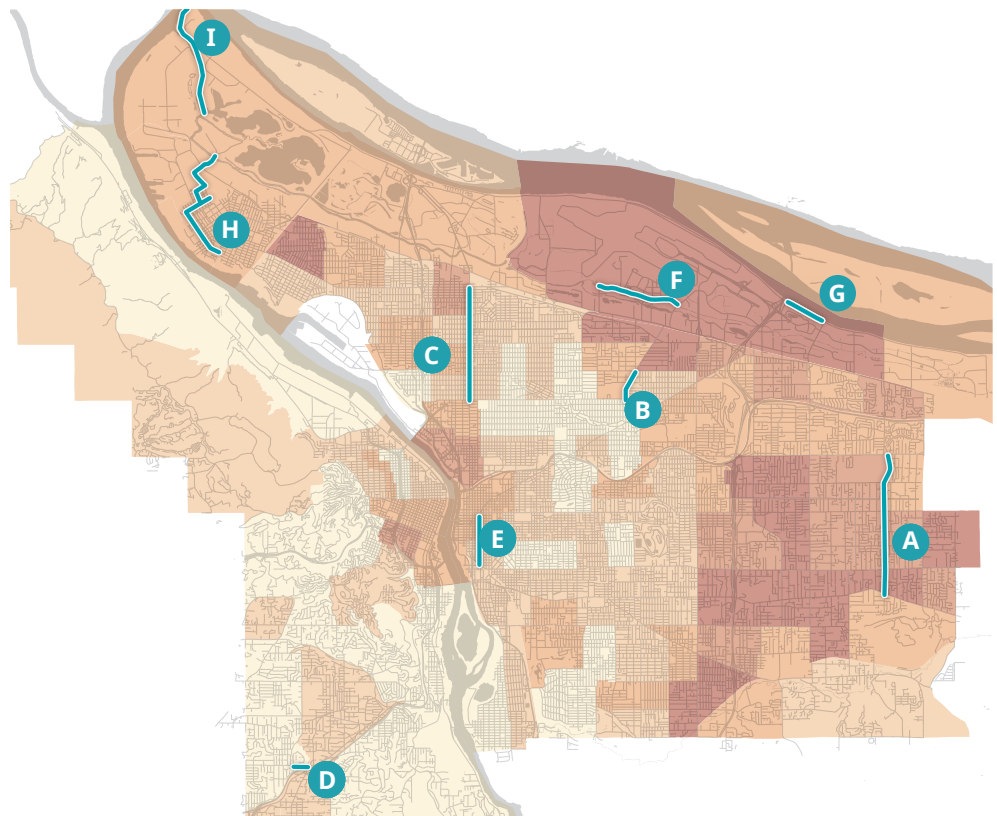
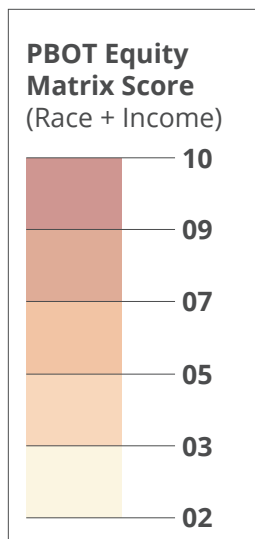
SAFETY

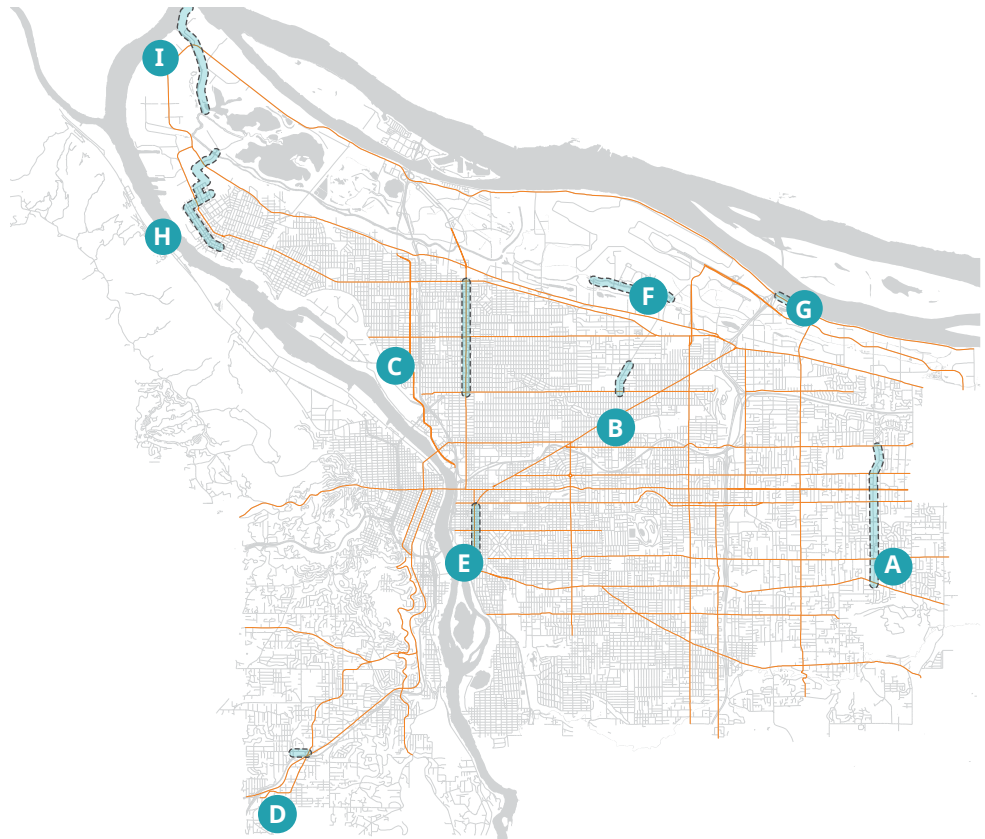
PBOT's *Vision Zero Action Plan* sets a goal of eliminating all transportation related deaths and serious injuries. The plan identifies a **High Crash Network** of streets where the highest rates of crashes occur.

ACCESS

Strategic investments in Comprehensive Plan **Centers and Corridors** help manage growth by giving people transportation options when traveling to and between employment centers and community hubs.

EQUITY

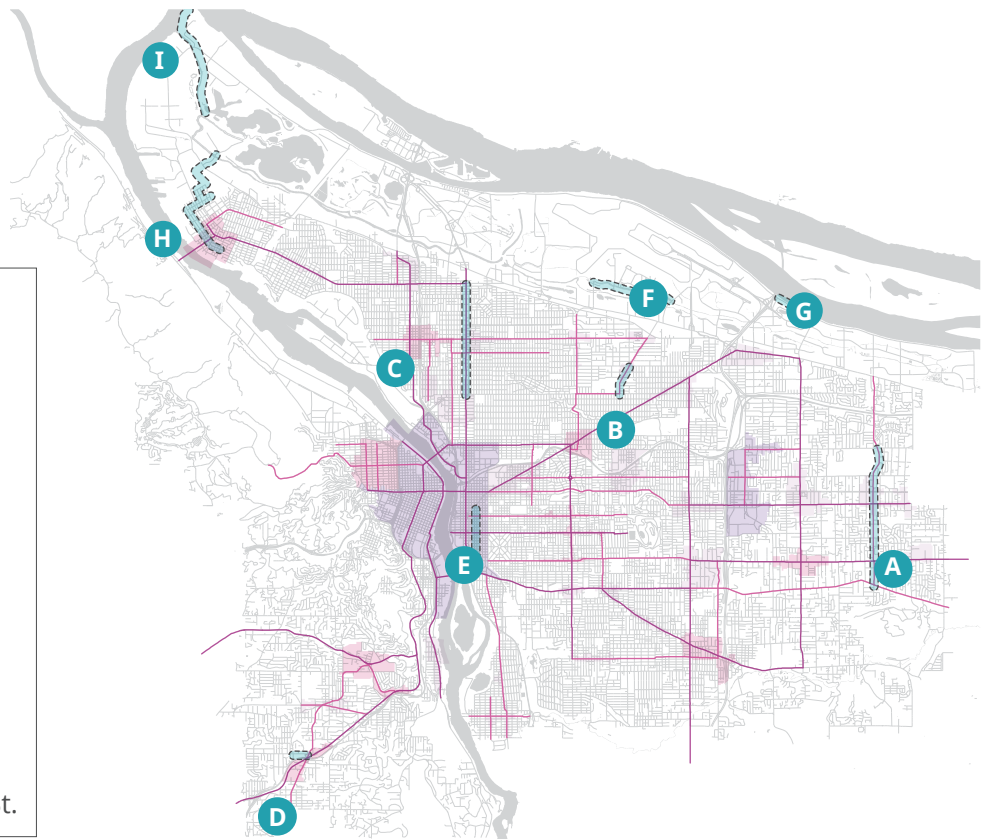




SAFETY

Vision Zero
High Crash Network

— All Modes



ACCESS

City of Portland
Comprehensive Plan
Centers and Corridors

- Regional Center
- Town Center
- Neighborhood Center
- Civic Corridor / Main St.
- Neighborhood Corridor / Main St.

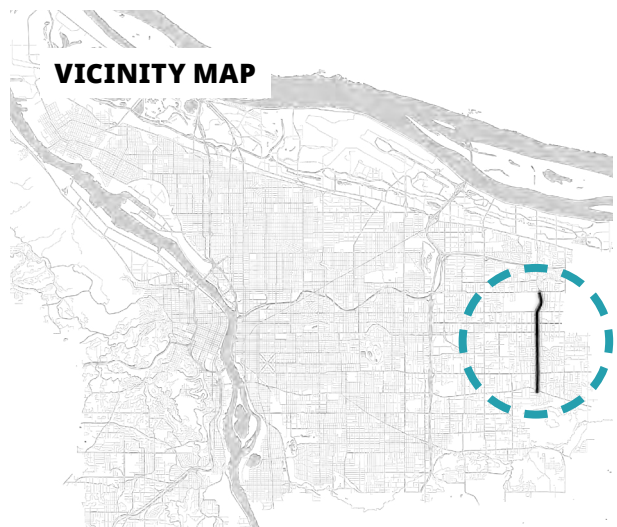
148th Ave

Safety & Access to Transit



Project context and background

148th Avenue between NE Halsey Avenue and SE Powell Boulevard moves through a part of the city with high equity needs and helps connect the Rosewood/Glenfair and Division Neighborhood Centers. Improvements to 148th have been identified in both the Regional Transportation Plan (RTP) and Portland Transportation System Plan (TSP). Despite being identified as a Major City Bikeway and Major City Walkway in the TSP, the corridor has substandard bike facilities, missing segments of sidewalk, ADA ramp deficiencies and a lack of crossing opportunities. Improvements are also needed to prepare the street for planned TriMet bus service and improve access to the MAX station at SE 148th Avenue and E Burnside Street. The project has public support from community partners such as East Portland Action Plan and The Rosewood Initiative. Project development work has already been completed for the corridor, and no significant challenges or issues are anticipated. The intersections of SE 148th Avenue and SE Stark and SE Powell Boulevard have been identified as top 30 High Crash Intersections.





SE 148TH AVE TODAY

Project Details

The 148th Avenue Project will address major deficiencies and improve comfort and access for people walking, biking, and taking transit along and across the corridor. The project will add buffered and protected bike lanes between NE Halsey St and SE Powell Blvd, with some parking maintained on one side of the street. It will also construct enhanced crossings at NE Flanders, NE Couch, a midblock crossing between E Burnside & SE Stark, SE Alder, SE Taylor, SE Market, SE Lincoln, and SE Grant. Necessary signal modifications will be made at SE Mill and SE Grant. It will also fill in sidewalk and add lighting.

These comprehensive improvements will tie into several other funded projects: a neighborhood greenway project that will cross SE 148th Avenue and SE Mill Street, a recently constructed protected intersection at SE 148th and SE Division Street, and a funded protected intersection at the intersection of SE 148th and SE Stark Street, as well as funded improvements at SE 148th Avenue and SE Powell Boulevard. The project’s improvements will prepare the corridor for transit service in coordination with TriMet.



SE 148TH & MILL TODAY

Project Cost Estimate: \$7,913,000

Local Match: \$812,665 RFFA Grant Request: \$7,100,335

FOR MORE INFORMATION

Mark Lear

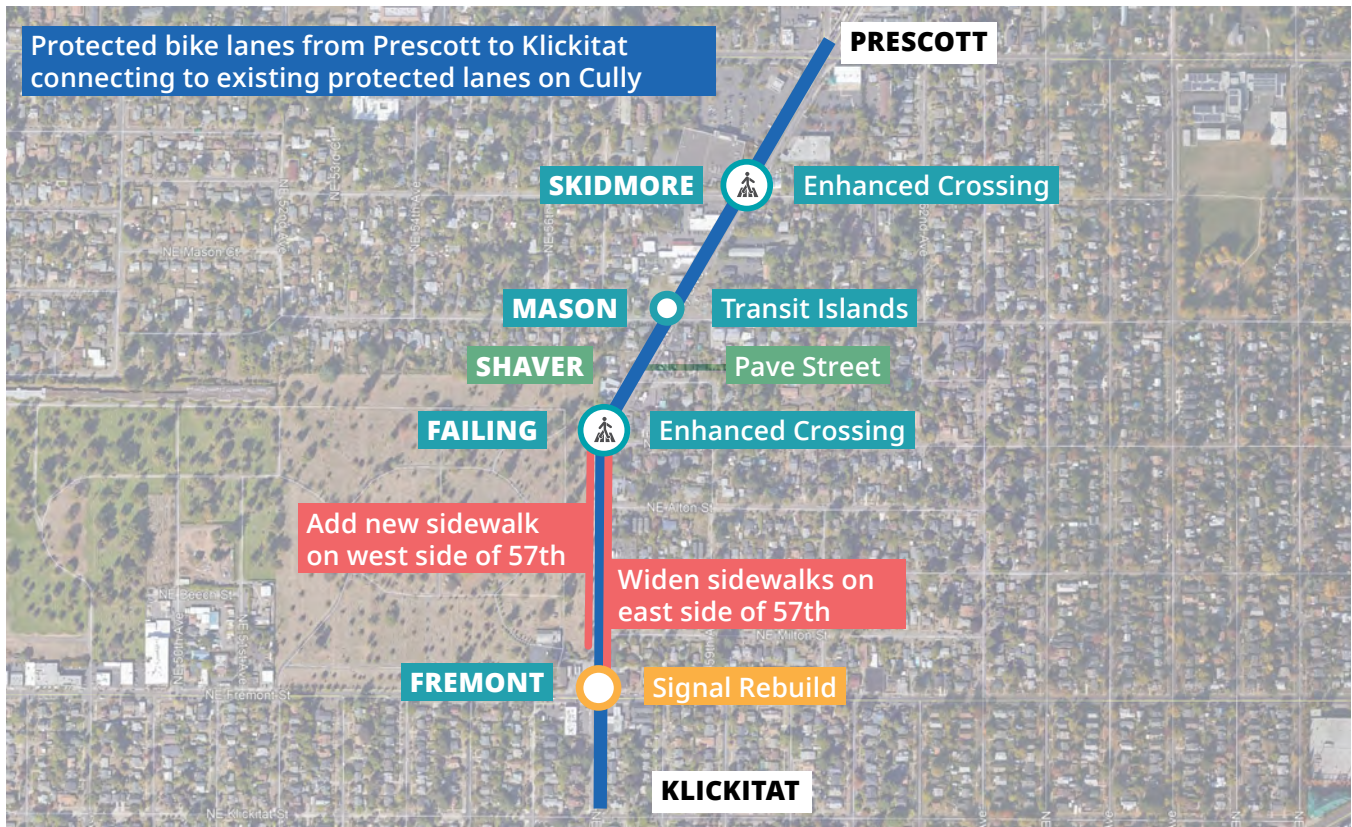
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NE Cully Blvd / NE 57th Ave

Complete Street Project



Project details

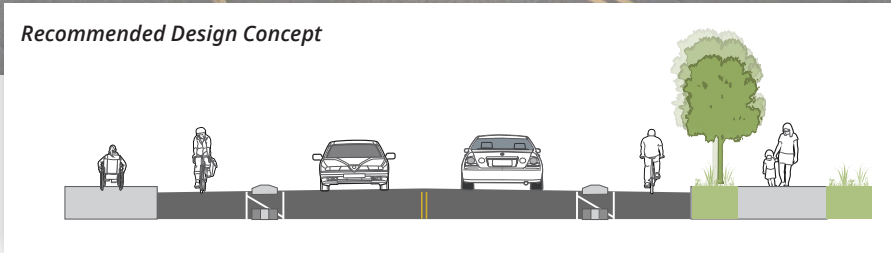
The Cully/57th Complete Street Project would make improvements between NE Klickitat Street and NE Prescott Street. The project would fill the sidewalk gap on the west side of 57th Avenue and widen the sidewalk on the east side of 57th Avenue to improve pedestrian safety and comfort. It would also narrow the curb-to-curb width of the street and add protected bicycle lanes from Fremont Street to Klickitat Street to connect to already existing protected bicycle lanes on NE Cully Boulevard.

It would add new crossings at NE Failing Street and NE Skidmore Street, as well as a transit island at the Mason Street transit stops. Finally, it would rebuild the deficient signal at NE Fremont Street and pave a failing section of road on NE Shaver Street





NE 57TH AVE TODAY



Project context and background

NE Cully Boulevard/NE 57th Avenue functions as the main street of the Cully neighborhood but lacks infrastructure that supports safe and comfortable movement for people walking or biking. While the street is classified as a Bicycle Parkway and Pedestrian Parkway in the Regional Transportation Plan (RTP), there are locations with narrow or no sidewalks, deficient bicycle facilities, substandard transit stops, and long gaps between pedestrian crossings. These deficiencies have resulted in several crashes involving people walking and biking.

A project in this area would have high equity benefits that serve the heart of the Cully neighborhood, improve the main neighborhood north/south bus line, fill a critical north-south pedestrian network gap, and make improvements to substandard signals, sidewalks, and ADA ramps. The project has public support from the Living Cully coalition members, and significant project development work has already been completed.



NE SHAVER TODAY

Project Cost Estimate: \$8,518,000

Local Match: \$874,800; RFFA Grant Request: \$7,643,200

FOR MORE INFORMATION

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NE MLK Jr Blvd

Safety & Access to Transit, Phase 2

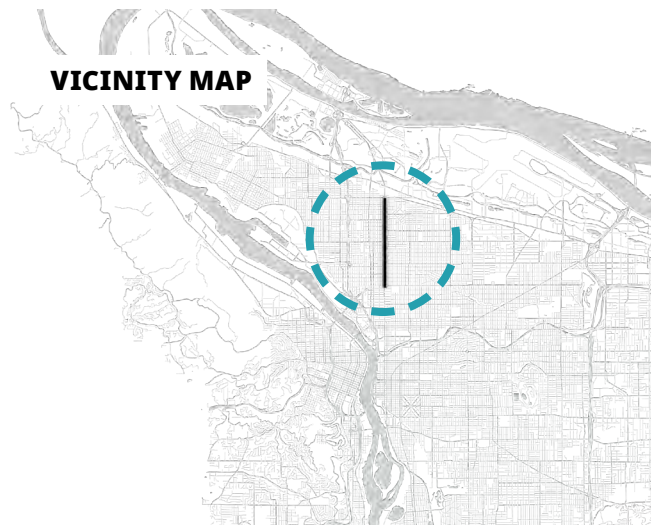


Project context and background

NE Martin Luther King Jr Blvd (NE MLK Jr Blvd) is the major North/South transportation corridor in Northeast Portland and plays an outsized role in the movement of people in goods in this part of the city. It is the civic corridor that connect neighborhoods in the historic Albina area of Portland, the center of Black civic and cultural life in the City of Portland.

This street is also home to many small businesses, important community destinations, and many larger scale housing developments, including many affordable housing developments. With increased traffic and pedestrian activity, this corridor experiences high crash rates, especially for vulnerable road users like pedestrians and cyclists.

NE MLK Jr Blvd is identified as a regional High Injury Corridor and is on the City of Portland's Vision Zero High Crash network for people walking and cycling. There are many identified deficient crossings and crossing gaps along the corridor, which present both safety and access challenges for people work, play, learn, live, or worship along this corridor.



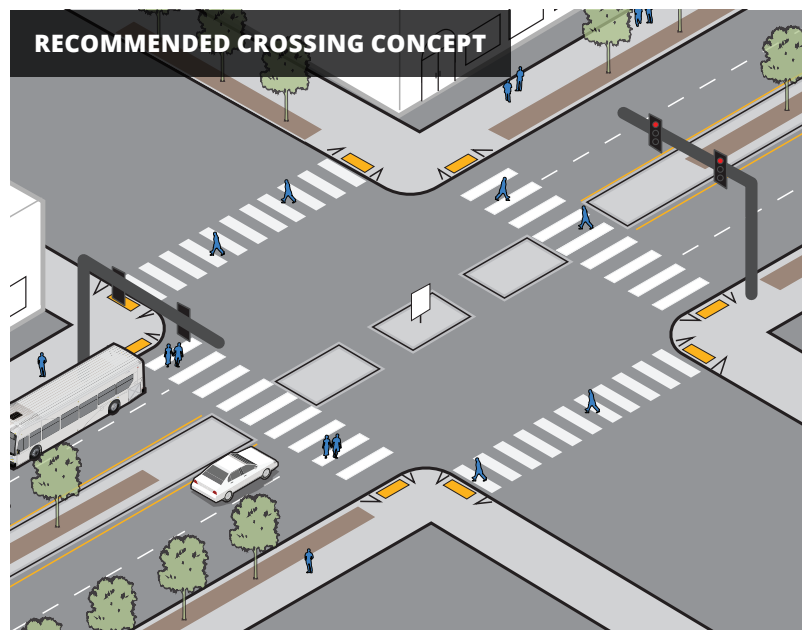


Project details

This project includes five major crossing improvements along the northern end of the corridor.

This project will add two new crossings at NE Buffalo St and NE Bryant St, addressing all identified crossing gaps between NE Rosa Parks Way and NE Lombard St. By making these two streets easier to cross, it will provide better access to frequent service bus (TriMet Line 6) that runs north-south along the corridor. These crossing improvements are also placed at existing or planned neighborhood greenways, and will help strengthen the east-west active transportation network in Northeast Portland.

This project will also invest in operational and safety improvements in existing signalized intersections at NE Ainsworth St, NE Alberta St, and NE Skidmore St. By updating outdated signals, this allows PBOT to include pedestrian safety features including protected left turns, separated signal phases for turning vehicles, and leading pedestrian intervals. These investments also allow for better communication between signals, helping to optimize the streets performance along this frequent transit corridor.



Project Cost Estimate: \$6,098,000

Local Match: \$644,750; RFFA Grant Request: \$5,604,370

FOR MORE INFORMATION

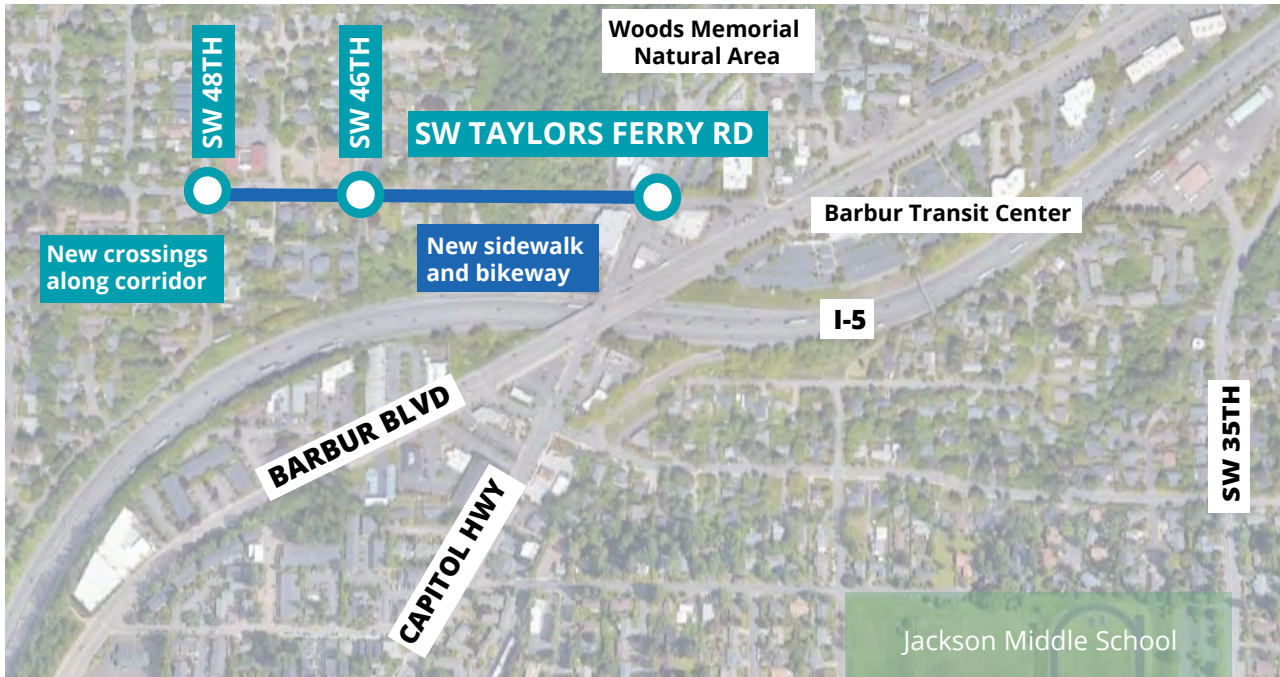
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SW Taylors Ferry Rd

Walkway and Bikeway Connection



Project context and background

SW Taylors Ferry Rd from SW 48th Ave to SW Capitol Hwy is the only route to the Barbur Transit Center and other community destinations for neighbors living west of Capitol Hwy and Interstate 5. Today the street lacks bicycle facilities and has a degraded, substandard walkway on one side of the street.

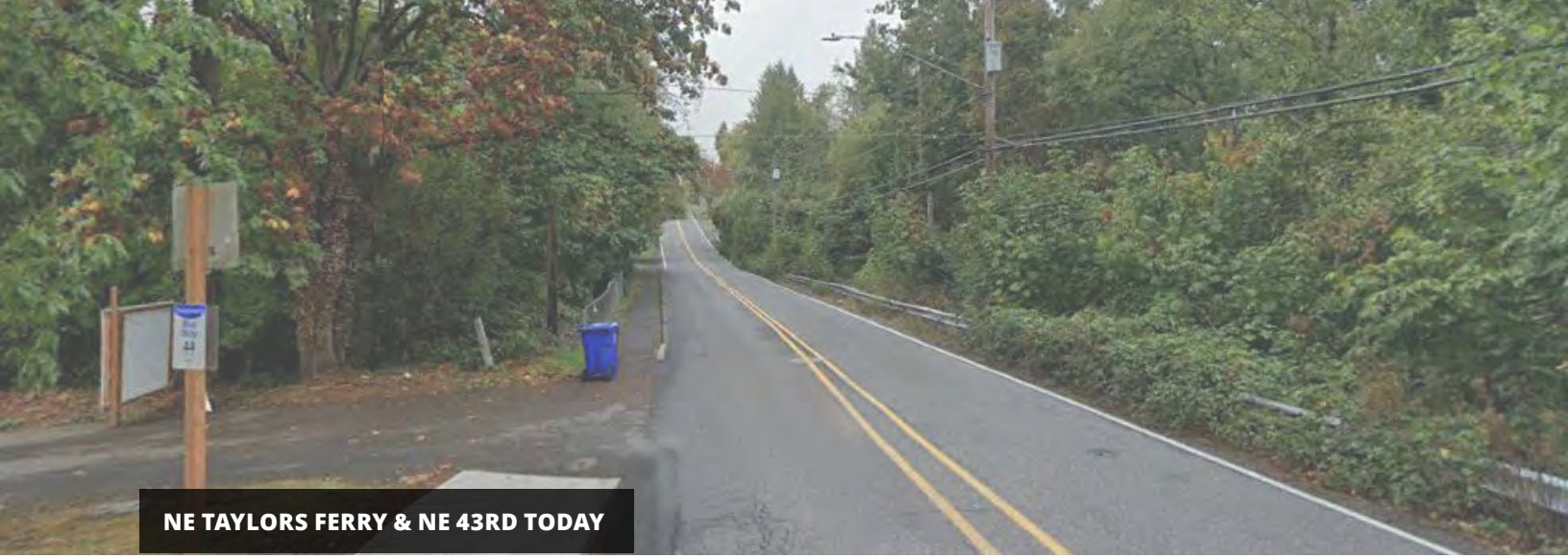
The project would build upon and connect to funded complete-street upgrades of Capitol Hwy, extending the reach of those investments. The project implements Portland's 2035 Comprehensive plan by making connections to and through the West Portland Town Center, an important growth area in Southwest Portland.

SW Taylors Ferry Road is designated as a City Bikeway and City Walkway in the Portland Transportation System Plan of 2016 (2016). The project is on the Primary Investment Route for Markham Elementary

School in the Portland Safe Routes to School plan (2018). The community identified this route as SW Trail #5 in the Southwest Urban Trails Plan (2000). TriMet identified this project as Tier 1 priority to improve access to the Barbur Boulevard Transit Center as a part of the TriMet Bike Plan (2016).

VICINITY MAP





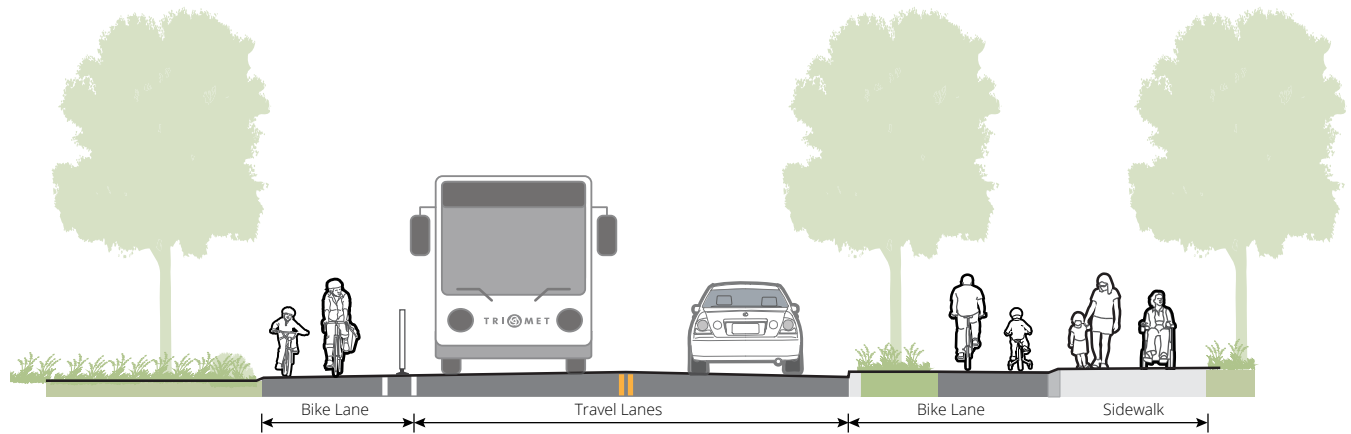
NE TAYLORS FERRY & NE 43RD TODAY

Project details

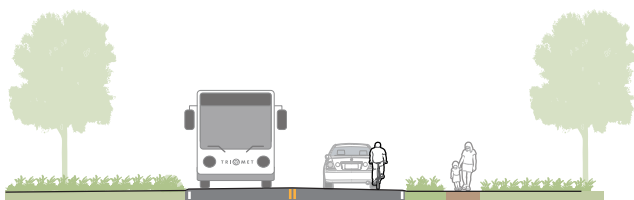
The project intends to address major infrastructure deficiencies along a critical network link in an important Town Center poised for growth. The project will construct a sidewalk and widen the roadway to provide a bikeway on SW Taylors Ferry Rd between SW Capitol Hwy and SW 48th Ave. Upgrade all intersection corners at SW 48th Ave, and install an enhanced crossing at SW 46th Ave. Retaining walls may be needed to address grades, maintain access to properties and provide necessary width for these improvements.

As part of construction for this project, PBOT will collaborate with the Bureau of Environmental Services to coordinate upgrades to the culvert at Woods Creek.

PROPOSED



EXISTING



Project Cost Estimate: \$11,283,000

Local Match: \$1,158,765; RFFA Grant Request: \$10,124,235

FOR MORE INFORMATION

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SE 7th Ave

Complete Street Project

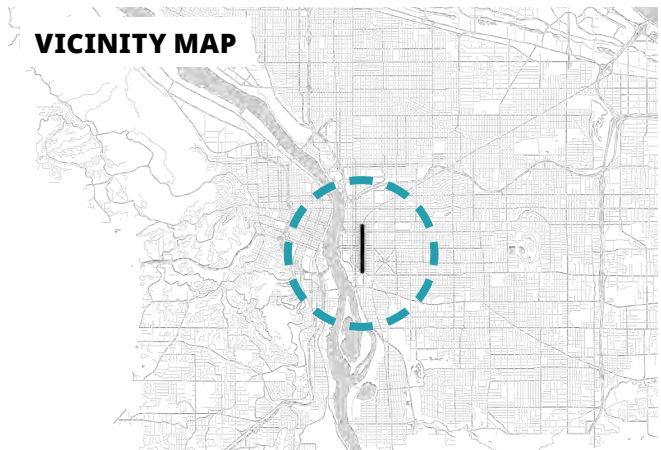
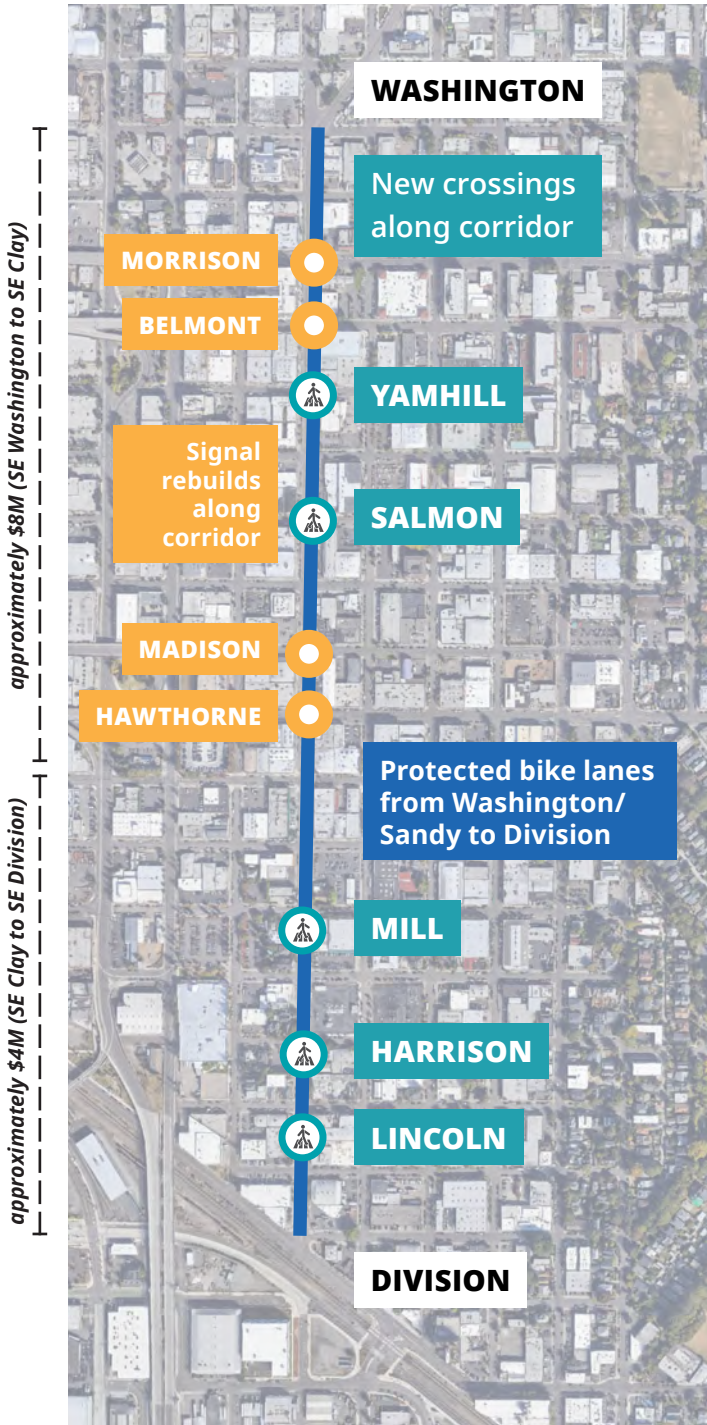
Project context and background

The 2018, Portland City Council adopted the Central City in Motion Implementation Plan, directing PBOT staff to identify funding and implement 18 key projects, including the SE 7th Avenue Complete Street project.

The SE 7th Avenue Complete Street project supports the plan's goal to create a safer and more sustainable transportation system for a growing Central City by constructing a new north / south protected bikeway connection through the heart of the Central Eastside.

The project leverages millions of dollars of regional investments in multimodal infrastructure, stitching together the Lloyd District and the Central Eastside while providing safe and comfortable connections to key Willamette River bridges and the downtown. ADA and enhanced pedestrian crossings will improve safety, accessibility and access to the Line 10, which TriMet intends to route on the corridor.

The SE 7th Avenue Complete Streets project design is based on extensive outreach and reflects public desires to increase transportation options on the corridor, particularly for people walking and biking, while preserving freight access. These investments are designed to accommodate up to 71% more people trips in the same roadway space.





SE 7TH & TAYLOR TODAY

Project details

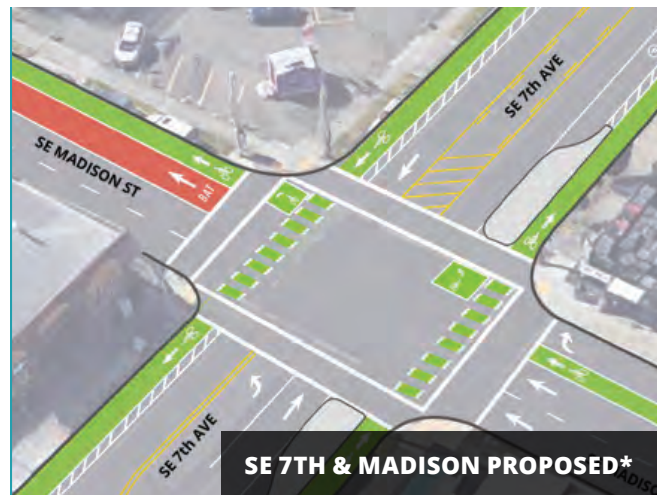
The SE 7th Avenue Complete Street Project runs from SE Washington to SE Division Street and will install directional protected bikeways along the whole length of the corridor, alongside ADA curb ramps and enhanced crossings at key intersections. The installation of modern traffic signals along the corridor will allow for more flexible traffic signal operations, increasing reliability and efficiency. The new bicycle and pedestrian facilities will increase travel options and reduce drive-alone trips, further leveraging PBOT's Transportation Wallet TDM program open to all employees and residents of the Central Eastside.

The project provides a low-stress spine through the district that allows for safe and convenient access to Willamette River bridges and adjoining facilities on the west side, such as the Tilikum Crossing, Hawthorne Bridge, the Morrison Bridge, the Burnside Bridge, and the new two-way cycletrack on Naito Parkway. It is truly a regional connector, stitching together millions of dollars of investments from PBOT, Multnomah County, and Metro and in our active transportation network in Portland's core.

PBOT hopes to construct the entire corridor, as it will provide the greatest connectivity and safety benefits, but should full funding not be available, the project team has scoped a more affordable project that runs from SE Washington to SE Clay, for a savings of roughly \$4m.

Project Cost Estimate: \$11,916,000

Local Match: \$1,223,775; RFFA Grant Request: \$10,692,225



SE 7TH & MADISON PROPOSED*



SE 7TH & SALMON PROPOSED*

** Location sketches from 2018 Central City in Motion plan. Proposed project includes concrete traffic separators to protect the bikeway and a center median crossing treatment as SE Salmon*

FOR MORE INFORMATION

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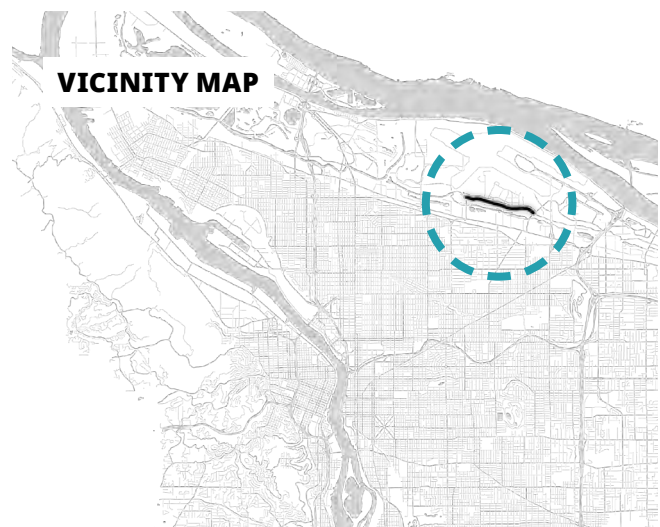
NE Cornfoot Rd

Multi-use path Project



Project details

The Cornfoot Road multi-use path project would construct a 12-foot shared use path on the north side of Cornfoot Road between NE 47th Avenue and the recently constructed path along the United States Postal Service site. The project will also add lighting along the corridor to improve visibility and safety for all users, and make intersection improvements at NE 47th Avenue and NE Airtrans Way. Additionally, the project will consider widening the sidewalks into the roadway over the 47th Avenue bridge to better connect the path to the recently constructed improvements along NE 47th Avenue if feasible based on bridge load rating. This path and other improvements will create a continuous path system to both employment opportunities as well as recreational opportunities Whitaker Ponds Nature Center and Colwood Natural Area, as well as fill a gap in the Columbia Slough Trail



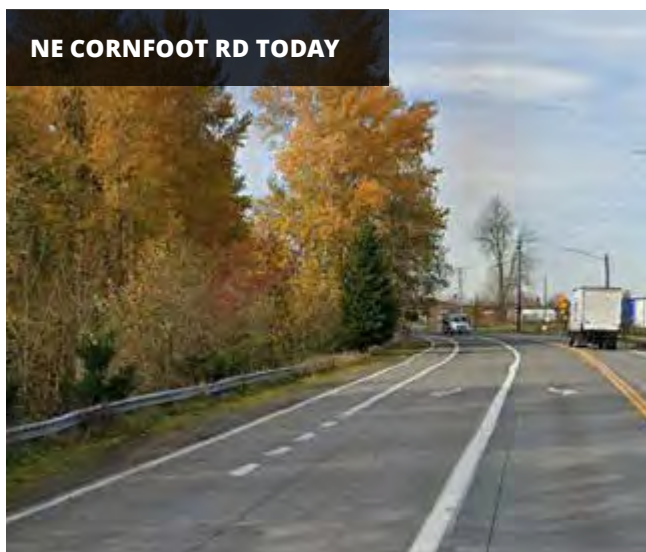


NE CORNFOOT RD TODAY

Project context and background

NE Cornfoot Road between NE 47th Avenue and NE Alderwood Road serves several major industrial employers such as FedEx, Boeing, and the United States Postal Service, as well as the Oregon Army National Guard Base. It also connects NE Alderwood Road and employment opportunities near the airport to Cully and other Northeast Portland neighborhoods. Currently, there are no bicycle or pedestrian facilities along the road, and a multi-use path is identified as a priority in the Regional Transportation Plan (RTP).

A multi-use path would fill a last gap between the improvements recently made to 47th Avenue and planned for the 42nd/47th Avenue bridge, and the Alderwood bikeway that exists from the Cully neighborhood to Portland International Airport. It also would fill a key gap in the Columbia Slough Trail, part of the 40 Mile Loop trail system. The street is identified as a regional bikeway and regional walkway in the RTP and is identified as a priority in the recently adopted Columbia Lombard Mobility Corridor Plan. The project would separate people walking and biking from freight movement, and has support from the Port of Portland, Cully neighborhood, Columbia Corridor Association, and Friends of the 40 Mile Loop.



NE CORNFOOT RD TODAY

Project Cost Estimate: \$7,465,000

Local Match:

RFFA: \$766,656;

Trails Bond: \$2,239,500

Grant Request:

RFFA: \$6,698,350

Trails Bond: \$5,225,500

FOR MORE INFORMATION

Mark Lear

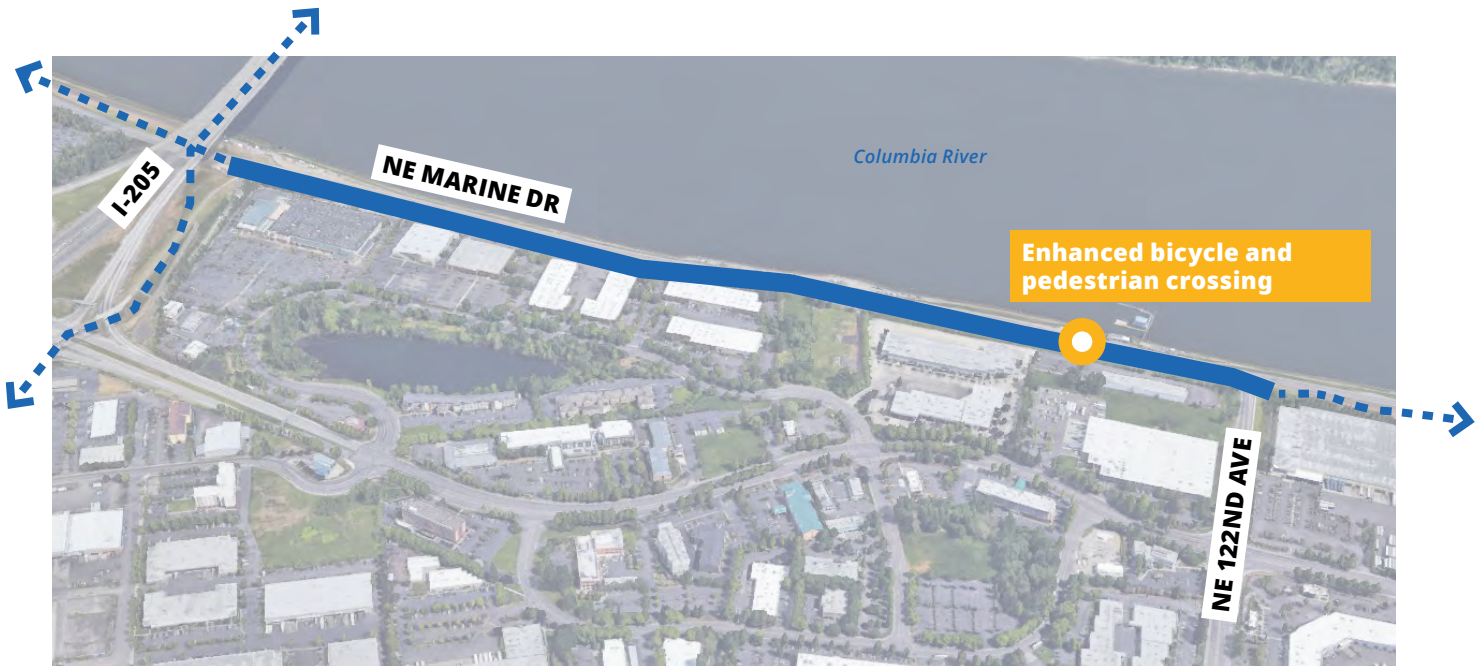
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NE Marine Dr

Marine Drive Trail I-205 to NE 122nd Ave



 New Multi-Use Path

 Existing Multi-Use Path

Project context and background

Marine Drive Trail is a regional off-street multi-use trail that provides a continuous route for active transportation; recreation; access to nature; and access to residential, industrial, and commercial areas; with public transportation enhancing access to the corridor. As part of the regional trail network, Marine Drive Trail connects to other regional trails such as the I-205 Multi-use Path and North Portland Greenway.

While most of Marine Drive Trail is completed today, some gaps remain unfunded along its length. In the present condition, approximately 4,050 feet of painted bike lanes are painted along the trail gap between Interstate 205 and NE 122nd Ave, creating a barrier for cyclists and pedestrians. There is no sidewalk along this stretch. Cyclists ride in the bike lanes with no physical separation from high volumes of motor vehicle traffic, including heavy trucks.

Pedestrians (including those with disabilities) do not have any access along this stretch; they must either traverse this area via either the paved roadway or along the grassy shoulder. NE Marine Dr is considered a High Injury Corridor by Metro and a High Crash Corridor by PBOT. The project will improve safety and access for cyclists and pedestrians.





NE MARINE DR TODAY

Project details

Construction of this 4,050-long paved, multi-use regional trail project will address the barriers created by these gaps. The trail is separated from NE Marine Dr, improving safety and access for trail users. This project will connect residents and guests of the region to the Columbia River; Portland, Gresham, and Troutdale neighborhoods; employment opportunities; recreation opportunities and natural areas; and interconnect these areas and opportunities.

The project is 4,050 feet of paved asphalt, multi-use regional trail that connects existing sections of Marine Drive Trail between I-205 and NE 122nd Ave. The trail is twelve feet wide with one-foot shoulders on each side. It will be built separate from the NE Marine Dr roadway on the bench of the levee, with approximately ten to fifteen feet of vertical separation from the NE Marine Dr roadway. The design includes one NE Marine Dr midblock crossing with a rectangular rapid-flashing beacon, enhanced signage, and high-visibility crosswalk markings. It is anticipated that the trail’s minimal runoff will be treated by vegetated filter strips adjacent to the paved trail.



NE MARINE DR & 125TH TODAY

Project Cost Estimate: \$3,100,000

Local match:
RFFA: \$317,100
Trails Bond: \$926,200

Grant request:
RFFA: \$2,770,300
Trails Bond: \$2,161,200

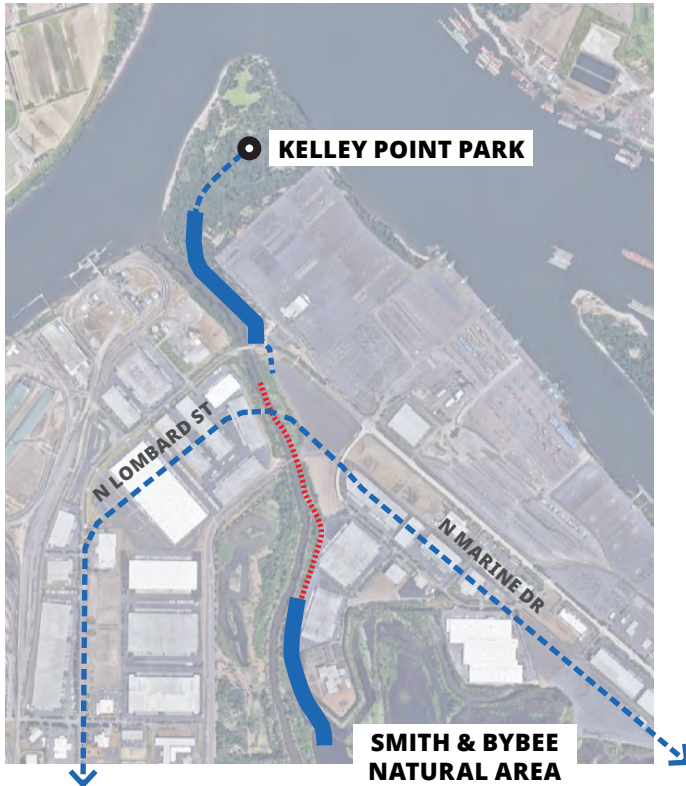
FOR MORE INFORMATION




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North Portland Greenway

Kelley Point Park to the North Slough



-  New Multi-Use Path
-  Existing Multi-Use Path
-  Planned Multi-Use Path

Project context and background

North Portland Greenway is a regional trail that provides a continuous route for active transportation; recreation; access to nature; and residential, industrial, and commercial areas; with public transportation enhancing access to the corridor. As part of the regional trail network, North Portland Greenway connects to other regional trails such as Marine Drive Trail and Peninsula Crossing Trail. While some of North Portland Greenway is completed today, many gaps remain unfunded along its length. The existing at-grade crossing of N Marine Dr is a safety barrier. Although North Portland Greenway exists as an off-street multiuse path under NE Marine Dr, it dead-ends at Kelley Point Park, and cyclists and pedestrians traveling along North Portland Greenway on Port of Portland property (the “Rivergate Trail”) or Marine Drive Trail must cross N Marine Dr at-grade if they wish to enter Kelley Point Park. N Marine Dr is a PBOT-identified High Crash Corridor. This project completes North Portland Greenway’s off-road multiuse connection between Kelley Point Park and the Rivergate Trail, improving safety by allowing pedestrians and cyclists to avoid crossing N Marine Dr at-grade.





KELLEY PT PARK TODAY

Project details

The project is a paved, multi-use regional trail project consisting of 2,000 feet of new trail in Kelley Point Park and 2,600 feet of rebuilt Rivergate Trail. The Kelley Point Park trail is priority, as the rebuilt Rivergate Trail requires a North Slough Bridge (outside the scope of this grant application) to access St Johns Landfill to its south. The trail will be paved asphalt, twelve feet wide with one-foot shoulders on each side. It will be physically separate from nearby roadways. It will not include any stormwater treatment structures; it is anticipated that the trail's minimal runoff will be treated by vegetated filter strips adjacent to the paved trail. The project will also address lack of access to nature by enhancing access to and through Kelley Point Park and the Rivergate Trail. Kelley Point Park is a regional draw with significant access to nature opportunities, and the Rivergate Trail features access to habitat and wildlife.



RIVERGATE TRAIL TODAY

Project Cost Estimate: \$5,000,000

Local match:

RFFA: \$511,108

Trails Bond: \$1,493,014

Grant request:

RFFA: \$4,465,605

Trails Bond: \$3,483,699

FOR MORE INFORMATION

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North Portland Greenway

St Johns Prairie to Cathedral Park



New Bike & Ped Bridge Over N Columbia Blvd

CHIMNEY PARK

ST JOHNS PRAIRIE

PIER PARK

BALTIMORE WOODS NATURAL AREA

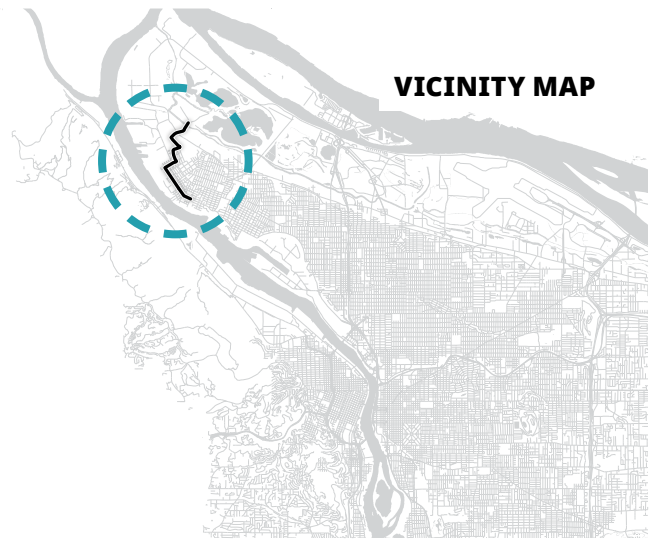
ST JOHNS TOWN CENTER

CATHEDRAL PARK

- █ New Multi-Use Path
- █ New On-Street Connection
- ⬅️⋯⬆️ Existing Multi-Use Path
- ⬅️⋯⬆️ Funded On-Street Connection
- ⬅️⋯⬆️ Existing On-Street Connection
- ⬅️⋯⬆️ Planned Multi-Use Path

Project context and background

North Portland Greenway is a regional trail that provides a continuous route for active transportation; recreation; access to nature; and residential, industrial, and commercial areas; with public transportation enhancing access to the corridor. As part of the regional trail network, North Portland Greenway connects to other regional trails such as Marine Drive Trail and Peninsula Crossing Trail. While some of North Portland Greenway is completed today, many gaps remain unfunded along its length. This project completes an on-road and off-road, safe, accessible bicycle and pedestrian connection between Chimney Park and Cathedral Park. It also features a bicycle/pedestrian bridge that addresses a key safety barrier presented by the existing condition of the site: the lack of a grade-separated crossing at N Columbia Blvd. N Columbia Blvd is a Metro-identified High Injury Corridor and a Portland Bureau of Transportation-identified High Crash Corridor. Completion of the N Columbia Blvd bicycle/pedestrian bridge will provide a safe, grade-separated crossing of N Columbia Blvd for North Portland Greenway. The project will also provide much-needed access to nature in the City of Portland by enhancing access to and through parks and natural areas along the project alignment.



VICINITY MAP



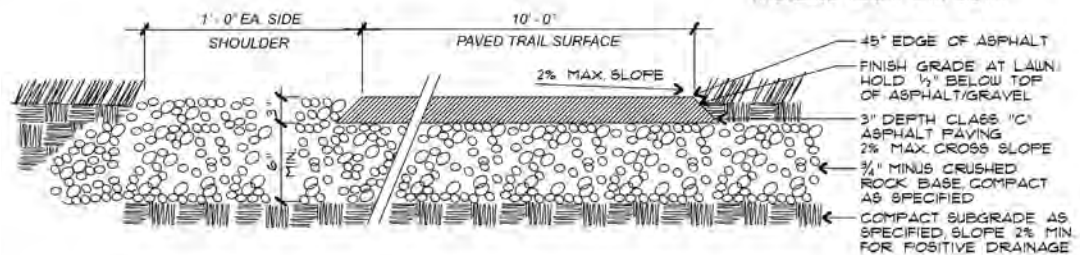
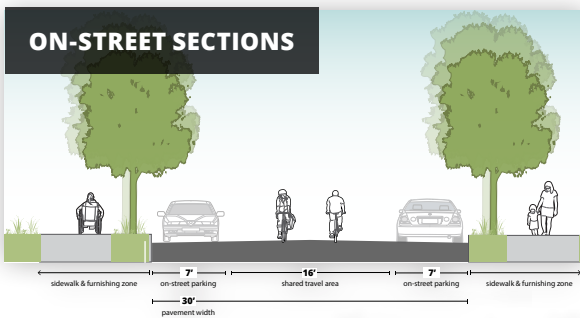
Project details

The project consists of both on-road off-street bicycle/ pedestrian facilities. It is composed of three main elements:

1) A grade-separated bicycle/pedestrian bridge (already partially, but not fully designed and funded) crossing of N Columbia Blvd (fourteen feet of clear width) and its paved, multiuse trail approaches (twelve feet wide with two-foot shoulders on each side);

2) 1,450 linear feet of paved, multiuse trail (twelve feet wide with one-foot shoulders on each side) in Baltimore Woods Natural Area and Cathedral Park; and

3) Neighborhood greenways comprised of 100 linear feet of new neighborhood greenway on improved N Reno Ave, and 2,200 linear feet of new neighborhood greenways within existing already-improved rights-of-way along N Bruce Ave, N Reno Ave, and N Catlin Ave. Neighborhood greenways feature pavement markings and speed bumps in the travelway.



NOTES:

1. CROWN TRAIL OR SLOPE TO SIDE AS SHOWN ON PLANS.
2. MIN. CURVE RADIUS = 85' FOR 12 MPH
3. TYPICAL DESIGN SPEED IS 20 MPH + 200' MIN. CURVE RADIUS
4. MAXIMUM LONGITUDINAL GRADE = 10% FOR 500' AND 12% FOR 50'
5. MIN. VERTICAL CLEARANCE FOR VEGETATION = 8', FOR BRIDGES = 12' (INCREASE HEIGHT WITH WIDTH)

Project Cost Estimate: \$3,100,000

Local match:

RFFA: \$314,240

Trails Bond: \$411,800

Grant request:

RFFA: \$2,745,540

Trails Bond: \$2,648,000

FOR MORE INFORMATION

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PBOT
PORTLAND BUREAU OF TRANSPORTATION