

## SW Portland Bikeway Recommendations

Draft - 5.14.08

BIKEWAY		BIKEWAY TYPE						CHARACTER			IMPROVEMENTS				COMMENTS
Location	Description	Boulevard	Lanes	Uphill Shoulder	Pathway	School	Priority	Traffic Volume	Traffic Speed	Slope	Treatment	Special Needs	Cost	Location	
1	1A Kingston & Fairview between Washington Park - Skyline or Zoo	√		√			2	○	○	●	Wayfinding between park entrance & Skyline. Uphill shoulder desirable Hoyt Arboretum to Skyline or zoo.	None.	○		
2	1A Kingston & Canyon Ct. between Jefferson - Skyline	√	√				1	●	○	●	Wayfinding between park entrance, zoo, Canyon Ct. bike lanes & Sylvan.	Complete bike lane gap near zoo interchange with 26.	○	3	NB bike lane through parking lot is difficult to use when zoo is busy. Canyon Ct. bike lane is seldom swept. ODOT coordination required.
3	1A Pathway 23rd Pl. - Salmon				√		1	NA	NA	○	Pathway and wayfinding.	Spot pavement improvements and wayfinding.	○		Old road access from Burnside into Washington Park.
4	1A Skyline north of Sylvan			√			2	●	○	○	Continue NB bike lane from Sylvan with uphill shoulder to at least Fairview.	None.	●		In the long term, the city should provide bike lanes & sidewalk/pathway for pedestrians.
5	1A Scholls Ferry between Skyline - BH Hwy.		√				2	●	●	●	Bike lanes on Scholls Ferry.	Create better SB left turn condition from Skyline to Humphrey/Hewitt. Work with Wash. Co. & ODOT to make intersection at BH Hwy. safe for bikes/peds & provide connections to existing bike lanes on Scholls and Oleson (under const).	●	2 & 42	ODOT coordination required. B-H Hwy./Scholls/Oleson intersection identified as a "Special Area Street Overlay" in the Washington Co. 2020 Transportation Plan (Ord. # 683, Ex. 2, 4.18.07). This includes a map with the preferred alternative for intersection reconfiguration described in the Beaverton-Hillsdale Highway/Scholls Ferry Road/Oleson Road Intersection Preferred Alternative Report, Dec. 1996. Status should be confirmed.
6	1A Patton between Vista - Talbot	√		√		√	2	●	○	○	Wayfinding and an uphill shoulder, bike lane, or sharrow between Vista & uphill path/sidewalk that begins at Portland Hts. Park.	None.	○		Limited room on Patton between Montgomery and Portland Hts. Park. Major Emergency Response Route.
7	1A Humphrey between Patton - Sylvan		√	√			2	●	○	○	Wayfinding plus shoulders or bike lanes.	None.	●		Street widening will be difficult.
8	1A Hewitt between Patton - Sylvan	√					1	○	○	○	Wayfinding and boulevard.	None.	○		
9	1A Patton between Hewitt - Talbot		√	√		√	1	○	○	○	Uphill bike lane and bike lanes both directions preferred.	None.	○		Uphill shoulder/lane on Patton section is important because of high use on Hewitt.
10	1A Patton between Scholls Ferry - Hewitt			√			2	●	●	●	Uphill shoulder or bike lane and potential traffic calming.	None.	●		Street widening will be difficult due to side slope. Partially in the county.

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11	1A	Shattuck between Lowell - Patton		√	√		√	2	●	●	○	Uphill shoulder minimum or bike lanes.	None.	●		The upper portion of Shattuck will be of limited value without Patton improvements. Partially in the county.
12	1A	Tunnelwood between Hamilton - Dosch	√				√	1	○	○	●	Wayfinding.	Sight distance from Tunnelwood onto Dosch is limited.	○	29	
13	1A	Dosch between Hamilton - Patton			√			1	●	●	●	Wayfinding plus uphill shoulder.	Constrained ROW (?)	●		Difficult, but probably the best connection from B-H Hwy. area and top of hill.
14	1A/B	US 26 Pathway between Goose Hollow - Zoo				√		2	NA	NA	○	Pathway on N or S side of 26 connecting Jefferson to the bike lanes at the zoo exit.	EB connection from pathway to Jefferson/18th. PE needed to assess appropriate route.	●		Would complete safe/direct Portland - Beaverton route. ODOT coordination required.
15	1B	20th, Kings WB/Main EB & Madison between Jefferson - Washington Park	√					1	○	○	●	Wayfinding and Boulevard.	Eliminate right turn only for cyclists on King at Vista.	○	30	Because King is 1-way WB, Main should be EB couplet.
16	1B	Jefferson between Washington Park - downtown	√	√				1	○	●	○	Complete WB bike lane gap on Jefferson between 18th & 20th. EB bike lane from Wash. Park on Jefferson. EB bike blvd. to downtown via 18th & Clay.	Jefferson/18th roundabout isn't bike-friendly. Create EB bike lane on I-405 bridge.	●	5	No EB bike route into downtown/PSU from Wash. Park/Goose Hollow. ODOT coordination required for I-405 crossing.
17	1B	I-405 pathway & 18th between Montgomery - Jefferson	√			√		1	NA	NA	○	Wayfinding.	None.	○		
18	1B	Montgomery between PSU - Vista	√		√			1	○	○	●	Uphill shoulder from 12th to Vista.	Address difficult crossing at Vista.	●	4	Portions of Lower Montgomery have limited room for uphill shoulder, but with creative design, a paved uphill shoulder is possible. Potential for coordination with BES on apparent storm drainage improvements.
19	1B	Montgomery & Talbot between Vista - Fairmount	√					1	○	○	○	Wayfinding and Boulevard.	Limited sight distance Montgomery to Patton.	○	1	Easiest low traffic climb from downtown to Fairmount.
20	1B	Greenway between Talbot - Council Crest			√			1	○	○	○	Uphill shoulder, bike lane, or sharrows.	None.	○		Easiest final climb to Council Crest.
21	1B	Vista between King/Main - Montgomery			√			1	●	○	●	Uphill shoulder, bike lane, or sharrows on Vista Bridge & up to Montgomery.	None.	○		For this to work well, the pavement next to the curb must be swept regularly.
22	1B	Harrison between 1st - PSU			√			1	○	○	○	Uphill bike lane, or sharrows needed.	None.	○		

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23	1B 6th - Downtown connection		√				1	●	●	○	Complete <b>bike lane</b> gap on I-405 Bridge, improve merge situation at Jackson, and calm traffic.	Limited space on I-405 bridge.	●	6	See Liden and Geller memos for treatments to Broadway, 6th, 5th, 4th, Barbur, etc. ODOT coordination required for state routes and I-405 bridge crossings.
24	1B 5th - Terwilliger & Barbur connections		√		√		1	●	●	○	Create a <b>bike lane and/or path</b> link between 5th bike facility and EB Barbur and Terwilliger.	Evaluate modification to existing Broadway cross section to create bike lane to Barbur and Terwilliger.	●	6	Above
25	1B 4th - Downtown connections		√				1	●	●	○	Improve merge situation on N side of I-405 bridge and calm traffic.	None.	●	6	Above
26	1B Terwilliger between Sheridan - Sam Jackson		√				1	●	●	○	Widen substandard <b>uphill bike lane</b> and related improvements. Possible bike sensors and signals to facilitate SB left turn at Sam Jackson.	Narrow bikelane vanishing before Sam Jackson, poor sight distance, inadequate street lighting, rocks on pavement, heavy traffic, etc. make this difficult to turn left to proceed on Terwilliger.	●	7	Several public comments were received during the open house about this hazardous zone. Given the heavy bike use on Terwilliger, this should be one of the top priorities in the city. See Liden and Geller memos.
27	1B I-405 Pathway in ROW between 10th - 12th				√		1	NA	NA	○	Extend existing <b>pathway</b> on south side of I-405 with a trail segment between 10th - 12th in ODOT ROW.	None.	●		This would connect via local streets to the existing trail between Montgomery - 18th. ODOT coordination required.
28	1B 12th, Cardinal & Myrtle between Montgomery - Upper Montgomery	√					2	○	○	●	<b>Wayfinding</b> between PSU and upper portion of Montgomery.	None.	○		Portions of this route are steep.
29	1B 12th, Cardinal, pathway, Davenport & Ravenswood between Montgomery - Patton	√			√		2	○	○	●	<b>Wayfinding</b> between PSU and Patton/Vista intersection.	None.	○		Davenport is steep.
30	1B Talbot between Patton - Fairmount	√				√	1	○	○	●	<b>Wayfinding</b> between Patton near Vista/Montgomery and Fairmount.	Blind curve 1 block east of Patton is hazardous for cyclists and pedestrians in both directions.	○	31	Although it's an Major Emergency Response Route, traffic calming should be considered because of OHSU traffic.
31	1B Fairmount between Markham Hill - Talbot, NE section	√					1	●	●	○	<b>Wayfinding and traffic calming</b> and/or wider shoulders.	None.	○		OHSU traffic is a factor during peak hours. This portion of Fairmount is an Major Emergency Response Route, but traffic calming is appropriate.
32	1B Fairmount between Marquam Hill - Talbot, SW loop	√					1	○	○	○	<b>Wayfinding.</b>	None.	○		

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33	1B <b>Broadway</b> between I-405 - Vista			√			2	●	●	●	<b>Uphill shoulder.</b>	Limited ROW and steep side slopes. Difficult entry into downtown crossing Broadway.	●		Suggested at the open house. Constrained ROW (?). Maybe storm drainage improvements could be modified to provide uphill shoulder.	
34	1B <b>Sam Jackson</b> between Terwilliger-Campus			√			2	●	●	●	<b>Uphill shoulder.</b>	Limited ROW and steep side slopes.	●		Could provide a good direct route. Any potential to make this a 1-way street to provide room for bikes/peds? Steep side slope and potentially difficult.	
35	1B <b>Gibbs</b> between Campus - Marquam Hill			√			1	●	○	●	<b>Uphill shoulder, bike lane or sharrows</b> with traffic calming.	Limited space in some places, esp. near hospital.	○		Uphill shoulder or sharrows could be possible and given the desire for slow traffic speeds, calming appears appropriate although it's a Major Emergency Response Route.	
36	1B <b>Marquam Hill</b> between Gibbs - Fairmount			√			1	●	○	●	<b>Uphill shoulder &amp; traffic calming.</b>	Steep side slope and potentially constrained ROW.	●		Bike lanes both directions requested at open house. Major Emergency Response Route.	
37	1B <b>Naito</b> between Barbur - Columbia		√				1	●	●	○	<b>Lanes.</b>	Difficult merges related to Ross Is. Br. and Macadam.	●	32	Need to evaluate how to deal with ramps and constrained space in some sections to connect with the new bike lanes on Naito in downtown.	
38	1B <b>Bancroft, Gaines &amp; 11th</b> between Gibbs-Terwilliger	√	√				1	○	○	○	<b>Boulevard</b> or possibly <b>uphill bike lanes</b> or <b>sharrows.</b>	None.	○		Significant peak traffic volumes.	
39	1B <b>Condor</b> between Barbur - Terwilliger	√					1	○	○	●	<b>Boulevard.</b> Uphill bike lane or sharrows might be more desirable.	None.	○		Significant peak traffic volumes. Good OHSU/Barbur connection.	
40	1B <b>1st</b> between Arthur - Harrison		√				1	●	●	○	<b>Lanes</b> in both directions.	None.	○		Bike lane currently in just one direction.	
41	1B <b>Corbett</b> between Arthur-Hamilton	√					1	●	○	○	<b>Boulevard</b> with traffic calming. Possible sharrows.	Curb-to-curb width is deficient. Look for east-west connection between Corbet - Barbur near Hooker.	○	45	Best connection from Corbett/Johns Landing area to downtown with 1st. Consider sharrows if a lane is not possible.	
42	2A <b>Hamilton</b> between Scholls Ferry - 60th Pl.	√					2	●	○	○	<b>Boulevard</b> with traffic calming and shoulders.	None.	●			
43	2A <b>Hamilton</b> between 60th Pl. - Dosch		√			√	1	●	○	●	<b>Lanes</b> with traffic calming.	None.	●		Coordinate with neighborhood street improvement initiative - SW neighborhoods & PDOT.	
44	2A <b>Shattuck</b> between BH Hwy. - Vermont		√	√			1	●	●	○	<b>Uphill shoulder</b> first priority and ultimately provide <b>lanes.</b>	Narrows between Camaron - Boundary are dangerous for cyclists and pedestrians.	●	33	Alpenrose is an important destination on the route.	
45	2A <b>Shattuck</b> between Lowell - BH Hwy.		√	√		√	1	●	●	○	<b>Uphill shoulder</b> minimum or <b>bike lanes.</b>	None.	○		Best connection to neighborhoods to west.	
46	2A <b>Martha &amp; Boundary</b> between 45th - 65th	√					2	○	○	○	<b>Wayfinding and boulevard.</b>	Sight distance from Martha heading WB or turning at Shattuck.	○	8	If the sight distance problem can be solved, this would provide a quiet alternative to B-H Hwy.	

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47	2A		√				2	●	●	○	Lanes.	None.	○			
48	2A		√	√			1	●	●	●	Uphill shoulder followed by lanes in both directions.	None.	●			
49	2A	√				√	1	○	○	●	Wayfinding and boulevard.	Modify signal at B-H Hwy. for bikes.	●	9		
50	2A	√			√	√	1	○	○	●	Combination of wayfinding, boulevard & pathway.	Construct a pathway connection between Bertha - 21st, near Capitol Hwy.	●		This would open a section of the trail from 33rd & Bertha to Terwilliger or end of Parkhill Dr. Connection to Hayhurst School.	
51	2A				√	√	2	○	○	●	Combination of wayfinding & pathway.		●		Good connection to Shattuck, Alpenrose and Oleson.	
52	2A	√					1	○	○	●	Wayfinding and boulevard.	None.	○			
53	2A/B	√	√			√	1	○	○	●	Combination of wayfinding, boulevard & lanes.	Dosch and the poor sight distance at both Boundary connections is a barrier.	●	10	Good east-west connection. East portion of Boundary has direct connection to Robert Gray MS.	
54	2A		√	√		√	1	●	●	○	Uphill shoulder first priority and ultimately provide lanes.	None.	●		Lanes needed on Dosch to connect the Boundary bike boulevard segments noted above.	
55	2A		√	√			2	●	●	●	Uphill shoulder first priority and ultimately provide lanes.	None.	●		Limited ROW.	
56	2A	√	√				1	○	○	●	Wayfinding with lanes between Iowa - B-H Hwy. and boulevard on Iowa-32nd.	None.	○		If the lower portion of 30th could be improved, this is a reasonable alternative to the narrow, upper portion of 30th.	
57	2A	√					1	○	○	●	Wayfinding and boulevard.	None.	○			
58	2A	√					1	○	○	●	Wayfinding and boulevard.	None.	○			
59	2A	√					1	○	○	●	Wayfinding and boulevard.	None.	○			
60	2A		√	√			1	●	○	●	Uphill shoulder first priority and ultimately provide lanes.	None.	●		Important connection for Multnomah Village.	
61	2A		√				1	●	●	○	Lanes.	None.	●		Coordinate with neighborhood street improvement initiative - SW neighborhoods & PDOT. It's REALLY TIME to do this now!	
62	2A		√				1	●	●	○	Lanes.	None.	●		Coordinate with neighborhood street improvement initiative - SW neighborhoods & PDOT.	

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63	2A Vermont between 52nd Oleson		√				1	●	●	○	Lanes.	None.	●		Coordinate with neighborhood street improvement initiative - SW neighborhoods & PDOT.	
64	2A Capitol Hwy. between Sunset - Nevada		√			√	1	●	●	○	Complete lane gaps in both directions near 30th & Vermont.	1. Difficult merge WB to continue on Capital Hwy. at BH Hwy. 2. Similar difficulty at Vermont. 3. No sight distance as SB lane drops near Texas. 4. NB lane from Multnomah Village drops near Texas. 5. Left turn EB to NB Sunset or Terwilliger is difficult.	●	14	These 5 situations really limit the usability and safety of this facility. <b>This should be one the city's top priorities.</b> Access to JCC.	
65	2A Illinois between 45th - Shattuck	√				√	1	○	○	○	Wayfinding and boulevard.	None.	○			
66	2A 50th between Illinois - Vermont	√				√	1	○	○	○	Wayfinding and boulevard.	None.	○			
67	2A 63rd, Miles, Canby & 68th between Shattuck - Garden Home	√					1	○	○	○	Wayfinding and boulevard.	Garden Home - Multnomah Blvd. intersection.	○	18		
68	2A 52nd & Maplewood between Vermont - Multnomah	√				√	1	○	○	○	Wayfinding and boulevard.	None.	○			
69	2A Miles, Logan & Nevada/Custer between 60th - 52nd	√			√	√	1	○	○	○	Wayfinding, boulevard & pathway.	None.	○		Good connection through April Hill Park.	
70	2A Gabriel Park between Vermont - Canby				√		1	NA	NA	○	Wayfinding and pathway.	Improve existing pathway system to provide easier connections through the park.	○		Coordination with Portland Parks.	
71	2A Gabriel Park, Nevada, 33rd & Texas between 45th - Capitol Hwy.	√			√		1	NA	NA	○	Wayfinding, pathway and boulevard.	Improve existing pathway system to provide easier connections through the park.	○		Coordination with Portland Parks.	
72	2A 45th between Cameron - Vermont		√	√			1	○	○	○	Lanes. Uphill minimum & 2-way preferred.	None.	○			
73	2A 45th between Vermont - Multnomah		√	√			2	●	●	○	Lanes. Uphill minimum & 2-way preferred.	None.	●			
74	2A 45th between Multnomah - Carson		√				1	○	○	○	Lanes. Uphill minimum & 2-way preferred.	None.	○			
75	2A 45th & 48th between Multnomah - Taylors Ferry		√	√			2	○	●	○	Lanes. Uphill minimum & 2-way preferred.	None.	○			
76	2A 40th between Canby - Garden Home	√					1	○	○	○	Wayfinding and boulevard.	None.	○			

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77	2A	Canby between Gabriel Park - 35th	√				1	○	○	○	Wayfinding and boulevard.	None.	○		Connection to Multnomah Village.	
78	2A	35th, Spring Garden, Dolph & 35th between Capitol Hwy. - Alice	√				1	○	○	○	Wayfinding and boulevard.	None.	○		Connection to Multnomah Village.	
79	2A	31st, Hume, 30th & 26th between Capitol Hwy. - Taylors Ferry		√	√		1	●	○	○	Lanes. 2-way or uphill shoulders from Taylors Ferry to Barbur on 26th.	None.	○			
80	2A	Spring Garden, Dolph, 41st & Carson between 30th - 45th	√				1	○	○	○	Wayfinding and boulevard.	Poor sight distance Dolph to 41st at Capitol Hwy..	○	21	Sight distance should be addressed during PE for Capitol Hwy. 41st needs to be paved.	
81	2A	Garden Home between Capitol Hwy. - Oleson		√	√		1	●	●	○	Lanes. Uphill minimum 2-way preferred.	Bad intersection at Multnomah.	●	18	Important connection with the recreation center at Oleson and a trail connection to Beaverton	
82	2B	Hamilton, Twombly & Chesapeake between Dosch - Fairmount	√				1	○	○	●	Wayfinding and boulevard.	None.	○			
83	2B	Red Electric Trail between Corbett - Capitol Hwy.	√	√	√	√	1	NA	NA	○	Pathway and variety of street improvements from pedestrian bridge to 33rd & Bertha		●			
84	2B	Sunset between Capitol Hwy. - Dosch		√		√	1	○	○	○	Lanes. 2-way or uphill shoulders Dosch to 27th and Capitol Hwy. to 18th.	Sections with limited ROW.	●		One of best potential routes in Hillsdale area. Focus on Capitol Hwy. to 18th as top priority.	
85	2B	26th, Sunset & 27th between Boundary - Hamilton	√			√	1	○	○	●	Wayfinding and boulevard.	Poor sight distance from 27th to Sunset.	○	34	Better alternative could be Dosch Park (private) & 29th.	
86	2B	18th & 19th between Sunset - 25th	√			√	1	○	○	○	Wayfinding and boulevard.	None.	○		If Sunset is improved by Safe Streets, may not be necessary. Possible connection to Hamilton via Seymore/27th.	
87	2B	Hillsdale redevelopment	√	√			2	○	○	○	Possible lanes or boulevards with redevelopment in Hillsdale NW of Sunset/Capitol Hwy.	None.	○	43	Coordinate with BOP and neighborhood as internal street system is developed.	
88	2B	Bertha between Vermont - B-H Hwy.		√		√	2	●	●	○	Bike lanes on this segment of Bertha.	This is a gap between two good facilities.	○	11		

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89	2B Capitol Hwy. between Barbur - Vermont		√				1	●	●	○	Lanes 2-way and lane widening. Possible bike sensors and signals to facilitate left turns and merges in both directions.	No EB lane and narrow, poorly maintained uphill lane east of Terwilliger. Narrow lanes between Terwilliger - Sunset. Also difficult going WB to get left and proceed on Capital Hwy. past B-H Hwy. Substandard bike lane width EB before Bertha bridge.	●	12 - 28	Remove center panted median between Terwilliger - Sunset and widen bike lanes. Drop one uphill vehicle lane from Barbur to provide adequate bike and vehicle lane widths.	
90	2B Dewitt & Westwood between Sunset - Terwilliger	√					1	○	○	○	Wayfinding and boulevard.	None.	○			
91	2B Cheltenham between Cheltenham Ct. - Terwilliger	√					1	○	○	○	Wayfinding and boulevard.	None.	○			
92	2B Westwood & Mitchell between Fairmount - Westwood Dr.	√					1	○	○	●	Wayfinding and boulevard.	None.	○		Westwood has most gradual slope of the possibilities on this end.	
93	2B Menefee between Westwood - Westwood	√					1	○	○	●	Wayfinding and boulevard.	None.	○		More direct connection between Fairmount and Terwilliger than Westwood.	
94	2B Hamilton between Terwilliger - Corbett		√	√			1	○	○	●	Lanes. Uphill shoulder at a minimum, 2-way lanes preferred.	Crossing at Barbur not good for cyclists.	○	27	Good connection between Corbett and Terwilliger.	
95	2B Slavin & Nebraska between Terwilliger - Corbett	√			√		1	○	○	●	Wayfinding, boulevard & pathway.	None.	○			
96	2B Ralston pathway between Barbur - Terwilliger				√		2	NA	NA	●	Wayfinding & pathway.	None.	●		Pathway would use existing Ralston ROW.	
97	2B Terwilliger between Cheltenham - Barbur		√				1	●	○	○	Complete bike lane gaps at Capital Hwy. and near 7th (SB).	On N. side of Capitol Hwy. improve existing gravel path for peds and existing sidewalk for bikes. Room available near 7th.	○	13 - 15	These gaps compromise the value of the facility.	
98	2B Wilson HS between Vermont - Capitol Hwy.				√	√	1	NA	NA	○	Pathway connection.	None.	○		A sidewalk and parking lot driveway provide this now, but an "official" route should be established.	
99	2B Vermont, Chestnut or Burlingame Terr. between Capitol Hwy. - Terwilliger	√					1	○	○	○	Wayfinding and boulevard. Possible uphill lane WB from Terwilliger to Wilson HS.	Can't legally cross Terwilliger EB on Chestnut.	○	35		
100	2B Corbett between Hamilton - Custer	√		√			1	●	○	●	Wayfinding, boulevard & possible uphill shoulder/lane.	Really need uphill lane NB from Boundary to Hamilton.	○	36	The Boundary-Hamilton section is nasty with heavy traffic and NO room.	
101	2B Boundary between Willamette Grwy.- Corbett	√					1	○	○	○	Wayfinding and boulevard.	None.	○		Good E-W connection with signal.	

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Location	Description	Boulevard	Lanes	Uphill Shoulder	Pathway	School	Priority	Traffic Volume	Traffic Speed	Slope	Treatment	Special Needs	Cost	Location		
102	2B Nebraska between Willamette Grwy. - Corbett	√					1	○	○	○	Wayfinding and boulevard.	None.	○		Good connection with Willamette Park with signal.	
103	2B Miles, Laview, Corbett, Custer, Miles, 5th & Chestnut between Willamette Grwy. - Terwilliger	√					1	○	○	●	Wayfinding and boulevard.	Crossing at Macadam/Virginia not good for cyclists. Widen sidewalk between Virginia & Laview. Improve Barbur signals/stripping for bikes.	○	16-17	Remove utility pole in sidewalk between Virginia & Laview that no longer serves a purpose.	
104	2B Virginia between Miles - Nebraska	√					1	○	○	○	Wayfinding and boulevard.	None.	○			
105	2B Willamette Grwy. between Bancroft - Sellwood Br.				√		2	NA	NA	○	Pathway improvements to better accommodate all users.	Terrible access to/from Sellwood Br.	●	20	Fix Sellwood Br. Access as well as connection to south Macacam and Riverview Cemetery with the bridge project.	
106	2B Barbur between Capitol Hwy. - Multnomah		√				1	●	●	○	Bike lane gaps on bridges must be completed to really make all of Barbur safe.	Gaps on two bridges leave no room for cyclists.	●	37	City should work with ODOT to get these done as part of bridge maintenance and not wait for replacement.	
107	2B Custer between Corbett Terwilliger				√		2	NA	NA	○	Wayfinding and pathway.	None.	●		Join these streets with a connection under Terwilliger immediately south of I-5. In ODOT ROW and has been studied before. Pathway already open.	
108	2B 12th & 13th between Vermont - Barbur	√				√	1	○	○	○	Wayfinding and boulevard.	None.	○			
109	2B Custer between Barbur - Capitol Hill	√					1	○	○	○	Wayfinding and boulevard.	None.	○			
110	2B Capitol Hill between Barbur - Bertha		√				1	●	●	○	Lanes.	None.	●		Focus on Barbur to Troy as top priority.	
111	2B 19th between Spring Garden - Barbur		√			√	1	●	●	○	Lanes.	None.	●		With Capitol Hill and Spring Garden improvements, this is a critical Barbur crossing. ODOT coordination.	
112	2B Texas, 29th, Nevada, Caldw & 21st between Capitol Hwy. - Capitol Hill	√					1	○	○	○	Wayfinding and boulevard.	None.	○		Look into possibility of continuing Nevada to Capitol Hill as a pathway.	
113	2B Canby & Troy between Capitol Hwy. - Capitol Hill	√					1	○	○	○	Wayfinding and boulevard.	None.	○		Multnomah connection.	
114	2B 24th & 25th between Troy - Spring Garden	√					1	○	○	○	Wayfinding and boulevard.	May need path connection.	○			

BIKEWAY		BIKEWAY TYPE						CHARACTER				IMPROVEMENTS				COMMENTS
Location	Description	Boulevard	Lanes	Uphill Shoulder	Pathway	School	Priority	Traffic Volume	Traffic Speed	Slope	Treatment	Special Needs	Cost	Location		
115	2B Spring Garden between 30th - Taylors Ferry		√			√	1	●	●	○	Lanes.	None.	●		Partial bike lanes need to be extended to be of much value.	
116	2B 6th, Hume & 17th between Terwilliger - Taylors Ferry	√				√	1	○	○	●	Wayfinding and boulevard.	Bike detection loop on 6th NB onto Terwilliger.	○	19	Signal on 6th to Terwilliger will not provide a green even after pushing pedestrian bottom.	
117	2B 9th & Orchid between Hume - Terwilliger	√				√	1	○	○	●	Wayfinding and boulevard.	None.	○			
118	2B Taylors Ferry between Macadam - Terwilliger		√	√			2	●	●	●	Uphill shoulder first priority and ultimately provide lanes.	None.	●			
119	3A 61st, Orchid & 62nd between Garden Home - Taylors Ferry	√					1	○	○	●	Wayfinding.	None.	○			
120	3A 61st between Garden Home - Pasadena	√		√			1	●	●	○	Wayfinding. Uphill shoulder or lane south of TF.	None.	●			
121	3A Knightsbridge between Orchid - 55th	√					1	○	○	●	Wayfinding and boulevard.	None.	○			
122	3A 57th, Orchid, 50th & 49th between Garden Home - Taylors Ferry	√				√	1	○	○	●	Wayfinding and boulevard.	Look for Garden Home/Multnomah connection opportunity on or near 57th.	○	44		
123	3A 52nd between Dolph - Orchid	√				√	1	○	○	○	Wayfinding and boulevard.	None.	○			
124	3A Dolph between 49th - 57th	√			√		1	NA	NA	○	Wayfinding and pathway.	None.	○		Because it is relatively level, creating pathway or street connections along the Dolph alignment between 49th and 55th should be considered.	
125	3A 54th between Dolph - Garden Home	√					1	○	○	●	Wayfinding and pathway.	None.	○			
126	3A Brugger between 62nd - 48th	√					1	○	○	●	Wayfinding and boulevard.	Gaps of undeveloped ROW between 49th - 55th.	●	38	Tremendous potential to be an excellent alternative to Taylors Ferry. Check possible connection to Florence via water tank property.	
127	3A 55th, Pasadena & Pomona/Palatine between Brugger - City Limit	√					1	○	○	●	Wayfinding and boulevard.	Gravel surface on 55th between Brugger and Taylors Ferry.	○	39	Except for gravel section, very good N-S route.	
128	3A 48th & Alfred between Taylors Ferry - 55th	√					1	○	○	●	Wayfinding and boulevard.	None.	○			
129	3A Alfred, 61st & Wilbard between 55th - City Limit	√			√		1	○	○	●	Wayfinding, boulevard and pathway connection.	None.	○		ROW appears to be available to make pathway connection.	

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Location	Description	Boulevard	Lanes	Uphill Shoulder	Pathway	School	Priority	Traffic Volume	Traffic Speed	Slope	Treatment	Special Needs	Cost	Location		
130	3A <b>Taylor's Ferry</b> between Capitol Hwy. - 49th		√	√			1	●	●	●	<b>Uphill shoulder</b> first priority and ultimately provide <b>lanes</b> .	ROW may be an issue.	●		Improving the connection between Capitol Hwy. - 49th should be first priority. PE for Capitol Hwy. improvements should be expanded to comprehensively assess the intersection of Taylor's F.-Barbur-I-5.	
131	3A <b>Taylor's Ferry</b> between Capitol Hwy. - City Limit		√				2	●	●	○	<b>Lanes</b> .	ROW may be an issue.	●		Focus on section between PCC and I-5.	
132	3A <b>Capitol Hwy.</b> between Garden Home - Huber		√				1	●	●	○	<b>Bike lanes</b> .	Barbur intersection needs to accommodate cyclists between Taylor's Ferry - Huber.	●	22	MTIP funding approved to do PE. Need to position for MTIP construction \$ next. ODOT coordination for Barbur intersection treatment.	
133	3A <b>49th &amp; Kerr</b> between Capitol Hwy. - City Limit		√				1	●	●	○	<b>Bike lanes</b> at PCC entrance.	None.	●	26	Bike lane gap at PCC entrance is a difficult section for cyclists.	
134	3A <b>Capitol Hwy. &amp; Lesser</b> between 49th - western PCC entrance.			√			2	●	●	○	<b>Uphill shoulder</b> between PCC entrance and 49th.	None.	●			
135	3A <b>Haines &amp; Lesser</b> between City Limit - western PCC entrance.		√				1	●	●	○	<b>Bike lanes</b> .	None.	●		ROW May be limited. Good connection to/from Tigard.	
136	3A <b>PCC Campus</b> between 49th - Lesser	√		√			1	○	○	●	<b>Boulevard or uphill bike lane and wayfinding</b> .	None.	○		Coordination with PCC.	
137	3A <b>40th, Alfred, 43rd &amp; Dickinson</b> between Barbur Transit - Capitol Hwy.	√			√		1	○	○	○	<b>Wayfinding, boulevard and pathway connection</b> .	Need to provide a good connection through transit station and across Barbur.	○	23	Reasonable low traffic alternative to crossing Barbur on Capitol Hwy. Without improvement to Barbur/Capitol intersection, this crossing (and connections to it) should be evaluated as part of a safe route between Multnomah Village and Jackson School/PCC area.	
138	3A <b>35th &amp; Alice</b> between Dolph - Capitol Hwy.	√					1	○	○	○	<b>Wayfinding and boulevard</b> .	None.	○			
139	3A <b>Taylor's Ferry</b> between 26th - 35th		√			√	2	●	●	○	<b>Lanes</b> .	None.	○		ROW may be limited.	
140	3A <b>Stanley</b> between 26th - 35th	√					1	○	○	●	<b>Wayfinding and boulevard</b> .	None.	○			

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Location	Description	Boulevard	Lanes	Uphill Shoulder	Pathway	School	Priority	Traffic Volume	Traffic Speed	Slope	Treatment	Special Needs	Cost	Location		
141	3A	35th between Stanley - Stephenson		√			√	1	●	●	○	Lanes.	None.	○		Coordinate with neighborhood street improvement initiative - SW neighborhoods & PDOT (between Stephenson - Arnold).
142	3A/B	Huber & 25th between Capitol Hwy. - Lancaster		√	√			1	○	○	○	2-way lanes between Capitol - 35th and minimum uphill shoulders between 35th - 25th.	None.	○		Focus on Capitol Hwy. - 35th section as high priority.
143	3A/B	Maracara, 25th & Luradel between 35th - Lancaster	√			√	√	2	○	○	○	Wayfinding, boulevard and pathway connection.	None.	○		Need to determine if a bicycle connection through Maracara Park is possible.
144	3A	Pomona between 35th - Capitol Hwy.		√	√			2	○	○	○	2-way lanes preferred and minimum uphill shoulders.	None.	●		
145	3A	Vesta, Vecuna & Coronado between 35th - 49th	√					1	○	○	○	Wayfinding and boulevard.	None.	○		
146	3A	45th between Pomona - Vesta	√					1	○	○	○	Wayfinding and boulevard.	None.	○		
147	3B	Lancaster between Taylors Ferry - Stephenson	√	√	√			1	○	○	○	Wayfinding and boulevard. However, this may need uphill shoulders/lanes or 2-way lanes to address traffic and limited sight distances.	Treatment needs further evaluation by PDOT. Also, difficult connection between Lancaster and 26th on Taylors Ferry.	○	24	Received comments of concern about the safety of this route. Still best N-S route in area.
148	3B	21st, Marigold & 23rd between Spring Garden - Taylors Ferry	√					1	○	○	○	Wayfinding, boulevard and pathway (existing).	None.	○		Grade allows easier climb NB than 17th.
149	3B	Maplecrest between Lancaster - Terwilliger	√					1	○	○	○	Wayfinding and boulevard.	None.	○		Best connection to Terwilliger.
150	3B	18th between Taylors Ferry - Maplecrest	√					1	○	○	○	Wayfinding and boulevard.	None.	○		In combination with 17th, it's one of the better Taylors Ferry crossings.
151	3B	Broadleaf between 18th - Lancaster	√					1	○	○	○	Wayfinding and boulevard.	None.	○		Short segment should be signed for cyclist convenience.
152	3B	14th between Lancaster - Maplecrest	√					1	○	○	○	Wayfinding and boulevard.	None.	○		Short segment should be signed for cyclist convenience.
153	3B	Taylors Ferry between 17th - 26th		√				1	●	●	○	Lanes to connect N-S routes.	ROW may be an issue.	●		
154	3B	Taylors Ferry between 26th - Spring Garden			√			2	●	●	○	Uphill shoulder or lane.	ROW may be an issue.	○		
155	3B	Taylors Ferry between Spring Garden - Terwilliger			√			1	●	●	○	Uphill shoulder or lane.	ROW may be an issue.	○		

BIKEWAY		BIKEWAY TYPE						CHARACTER				IMPROVEMENTS				COMMENTS
Location	Description	Boulevard	Lanes	Uphill Shoulder	Pathway	School	Priority	Traffic Volume	Traffic Speed	Slope	Treatment	Special Needs	Cost	Location		
156	3B Arnold between 35th - Lancaster	√	√	√			1	○	●	○	Wayfinding and boulevard. However, this may need uphill shoulders/lanes or 2-way lanes to address traffic and limited sight distances.	None.	●		Similar situation to Lancaster. Treatment needs further evaluation by PDOT.	
157	3B 27th between Lancaster Stephenson	√					1	○	○	●	Wayfinding and boulevard.	Gravel surface for 1-2 blocks near Lancaster.	○	40	Major Emergency Response Route.	
158	3B Stephenson between Boones Ferry - 35th		√	√		√	1	●	●	○	Uphill shoulder followed by lanes in both directions.	Difficult intersection for all modes at Boones Ferry.	●	41	Some creative re-stripping may proved some of the desired uphill shoulders without widening.	
159	3B Boones Ferry between Terwilliger - City Limit		√	√			2	●	●	○	2-way lanes preferred and minimum uphill shoulders.	None.	●		Some public comment to make a higher priority.	
160	3B Stephenson Ct. near Boones Ferry	√					1	○	○	○	Wayfinding and boulevard.	None.	○		Offered as an idea if Stephenson remains as it is, because it bypasses a busy, steep section on Stephenson.	
161	3B 27th Pl., Sylvania, Orchard Hill between Stephenson - Boones Ferry	√					2	○	○	●	Wayfinding and boulevard.	None.	○			
162	3B Riverview Cemetery, Palatine Hill & Primrose between Macadam - Terwilliger	√					1	○	○	●	Wayfinding and boulevard.	None.	○		Best way up from Sellwood Br. City should consider obtaining a permanent easement.	
163	3B Palatine Hill & Palater between cemetery - Terwilliger	√					1	○	○	○	Wayfinding and boulevard.	None.	○			
164	3B Palater, Comus, Palatine Hill between Terwilliger - City Limit		√				1	○	○	○	2-way lanes preferred and minimum uphill shoulders.	None.	●		Partial bike lane improvement near Lewis & Clark needs to be expanded.	
165	3B Lewis & Clark pathway between Macadam - Terwilliger				√		2			●	Don to describe in more detail...	None.	●			
166	3B Terwilliger between Taylors Ferry - City Limit		√	√		√	2	●	●	○	2-way lanes preferred and minimum uphill shoulders.	Boones Ferry intersection needs improvement for cyclists on Terwilliger, Boones Ferry and Tryon Cr. path.	●	25		
167	3B Boones Ferry between Terwilliger - Taylors Ferry			√			2	○	○	○	Should this get any special treatment?		○			

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BIKEWAY		BIKEWAY TYPE						CHARACTER			IMPROVEMENTS				COMMENTS
Location	Description	Boulevard	Lanes	Uphill Shoulder	Pathway	School	Priority	Traffic Volume	Traffic Speed	Slope	Treatment	Special Needs	Cost	Location	
3B	Macadam between Sellwood Br. - City Limit		√	√	√		2	●	●	○	2-way lanes or separate pathway preferred and minimum uphill shoulders.	None.	●		Coordination with ODOT.