

Multnomah County

162nd Avenue

Light-touch transit enhancements throughout corridor, potential business access/transit (BAT) lanes at intersections, safer crossings with lighting, and better bus stops.	\$10-15M
Potential to enhance a funded project: Already funded: Road reorganization to three vehicle lanes from Stark to Powell, adds buffered bikes lanes, adds improved pedestrian crossings at Mill, Lincoln/Grant, and Tibbetts. Additional enhancements could include: Additional enhanced pedestrian crossings, bicycle facilities, and transit facilities from Powell to Stark.	\$5-10 M
Complete street north-end (Gresham): convert rural 2-lane street to 3-lanes from Glisan to Railroad overcrossing, add bike lanes, sidewalks, pedestrian crossing improvements, lighting, and transit stop improvements.	\$20-30M
Complete street north-end (Portland): complete sidewalks and bike lanes on both sides from Railroad overcrossing to Sandy, add left turn lanes as warranted.	\$10-15M
Railroad overcrossing: address gaps for walking and biking <ul style="list-style-type: none"> North End Replace UPRR overcrossing to increase vehicle height clearance and include width for standard-width sidewalks and bike lanes. <u>OR</u> add warning signals or traffic signal for bikes to get through Railroad tunnel safely without adding bike lanes and build sidewalk through tunnel cutout with lighting in the tunnel. 	\$35M \$5M

Powell Boulevard

Added N/S left turn lanes at intersection with 182 nd /Highland to address traffic congestions.	\$3-5M
Added northbound lane at Hogan to address traffic congestion.	\$6-8M
Two-way bikeway on north side of Powell from Main to 1 st Ave to connect downtown to Powell Valley neighborhoods.	\$3M
Inner Powell (ongoing): ODOT state of good repair study; ADA improvements, utilities, signals, pavement quality, crossings for SE 9th Ave– SE 99th Ave.	Ongoing; cost TBD in 2020
Inner Powell: Large investment needed to support high-capacity transit, such as Light Rail or Bus Rapid Transit. Planning needed to identify mode (bus or rail), terminus (how far east does it go?), design (tunnel, elevated, or at-grade?), and complete an environmental impact study (EIS) to seek federal funding.	\$15 M

Downtown Portland (Central City)

Central City in Motion: Investments to transit, walking and biking in the Central City to increase the efficiency of constrained streets.	\$70-100M
MAX Tunnel Study: opportunity to increase MAX speed and reliability by moving trains into a tunnel under downtown. Likely saves about 15 minutes per train.	~\$100M (plan)
Ross Island Bridgehead-Naito Parkway (The Stitch): Rebuilds ramps into efficient multimodal arterial connections with Naito Parkway, reconnects South Portland and Lair Hill neighborhoods and bridges historic highway barrier.	\$70-80M
Connecting people & places: Investments in walking and biking infrastructure to address major system gaps and connect to regional destinations. Trail connections from PSU, OMSI to riverfront and Orange Line.	\$10-30M

Burnside Street

Multnomah County: Earthquake Ready Burnside Bridge Project. <ul style="list-style-type: none"> • Opportunity to create a seismically resilient multimodal bridge along a critical east-west regional lifeline route • Currently in the Environmental Review Phase. Design phase funding identified. Seeking portion of construction funding. 	\$150M
Enhanced transit corridor (ETC) elements for Line 20 potentially including station enhancements, articulated buses, signal priority, and periodic transit (BAT) lanes downtown and along E Burnside Street.	\$50M - \$87.5M (higher number could leverage \$87.5M federal match)
Portland Central City Enhanced transit investments. <ul style="list-style-type: none"> • Opportunity for West Burnside enhancements between 2nd Ave and Park Ave. • Funding for East Burnside to 12th Ave. 	\$10-20M
Portland: Safety investments and pedestrian crossings.	\$10-20M
Gresham: Safety and access improvements.	\$10M

C2C/181st Avenue

Enhanced transit corridor (ETC) elements including periodic business access transit (BAT) lanes from Glisan St. to Division St.	\$15M
181st/182nd Ave Safety Improvements.	\$10-15M
172nd Ave/Foster Rd. intersection	\$4-5M

172nd/190th Connector (in Clackamas County). Four-lane connector with medians, sidewalks, and bicycle facilities to complete C2C connection (181st-190th-172nd).	\$40-50M
Modify 172nd Ave. to urban standards. Four lanes with medians, sidewalks, and bicycle facilities.	\$35-40M
Modify 190th Ave to urban standards from 11th St to Cheldelin Rd (County Line). Four lanes with medians, sidewalks, and bicycle facilities.	\$50-60M
<ul style="list-style-type: none"> Pleasant View Bridge Replacement. Gresham's highest priority bridge based on age, condition, and design. Alternate route to 182nd. 	\$2-3M

122nd Avenue

<p>Safety Improvements.</p> <ul style="list-style-type: none"> Systemic safety improvements including added pedestrian crossings, sidewalk infill, improved bicycle facilities, improved lighting, and other treatments. 	\$50-100M
Address multi-modal barriers at underpasses and help fill gap in the I-84 multi-use path by building path connection along 122nd.	\$1-2M
Intersection reconfiguration at Sandy including converting highway-type ramps to street connections with signalized intersections.	\$5-20M
Enhanced Transit Corridor treatments including station enhancements, transit signal priority, and limited transit (BAT) lanes.	\$20-25M

82nd Avenue

82nd/Airport Way interchange.	\$35M (remainder of \$87M project covered by Port)
Multi-modal connectivity study (Killingsworth to Alderwood). Plan and design walking/biking path to address a clear need (people regularly walking on shoulder of expressway)	\$0.5-1.0M (plan)
Enhanced Transit Corridor Improvements. Includes station enhancements, articulated buses, signal priority, periodic transit (BAT) lanes, and station access improvements. Could include full BAT lanes with a road reorganization.	\$87.5-200M (leverages \$87.5-100M federal funding)
82nd Ave/Jonesmore MAX station: Extend platform under 82 nd and add Westside elevator and stairs. Provides for transfers between MAX Red/Blue/Green and 82nd Avenue buses without having to cross 82nd Avenue.	\$15M

82nd Ave Safety Corridor. <ul style="list-style-type: none"><li data-bbox="253 233 597 268">• Multnomah Co. portion.<li data-bbox="253 275 586 310">• Clackamas Co. portion.	\$70-100M \$20-50M
State of Good Repair/Deferred Maintenance (stormwater, signal upgrades, ADA ramp reconstruction, pavement).	\$60M-120M