

List of Proposed Projects

#	Project Name	Project Description	Source Plan	HIGH Priority	MEDIUM Priority	LOW Priority
1	Sauvie Island Road Multi-Use Path	Construct multi-use path parallel to sections of Sauvie Island Road located on the levee.	TSP CIPP			
2	Advisory Bike Lane Study	Conduct engineering study to identify potential locations for an advisory bike lane pilot test and verify adequate sight distance.	TSP			
3	Advisory Bike Lane Pilot Project	Implement advisory lane pilot test project. The project will temporarily implement an advisory lane and be monitored for compliance and use.	TSP			
4	Sauvie Island and Multnomah Channel (SIMC) Bike Map	Work with Sauvie Island Community Association (SICA) and other Sauvie Island stakeholders to develop a bike map that includes wayfinding and education	TSP			
5	Gillihan Road Curve Improvements	Provide warning signs and delineation posts on curves along the loop roads.	TSP			
6	Gillihan Road/Reeder Road Intersection Improvement Study	Conduct an engineering/safety study to determine impacts and safety considerations for implementing three-way stop-control at the intersection of Gillihan Road and Reeder Road.	TSP			
7	Gillihan Road/Reeder Road Intersection Upgrades	Implement a three-way stop control at the intersection of Gillihan Road and Reeder Road.	TSP			
8	SIMC Wayfinding Upgrades	Install additional wayfinding to provide guidance to motorized and non-motorized users to areas of interest such as types and location of recreation, parking, and other key destinations.	TSP			
9	Share the Road Improvements	Install warning/advisory signs are to inform motorists of bicycles and farm equipment sharing the road along facilities (all roads under existing conditions)	TSP			
10	Gillihan Road Signage Improvements	Install speed limit signs on unsigned sections of Gillihan Road.	TSP			
11	Sauvie Island Mobile Speed Radar Implementation	Obtain a mobile speed radar unit for Sauvie Island that can be relocated at regular intervals.	TSP			
12	US 30/Sauvie Island Road Intersection Upgrades	Upgrade the traffic signal controller at the intersection of US 30 and Sauvie Island Road.	TSP			
13	US 30/Sauvie Island Road Intersection Signal Study	Conduct study of signal timing at the intersection of US 30 and Sauvie Island Road for possible truck extensions, westbound detection issues, and optimization of green and red time.	TSP			
14	Parking Information Distribution Study	Study to determine the most effective and feasible method to implement distribution of parking information.	TSP			
15	Permitting Study	Work with ODF&W to implement an increased parking permit fee and/or limit number of permits. Include bicycle permitting.	TSP			
16	Sauvie Island Park-n-Ride and Shuttle Service Study	Study to determine location of off-island park-n-ride lots and plan for on-island shuttle service for events.	TSP			
17	Event Permit Calendar	Develop event permit calendar and implement use.	TSP			
18	Daily Trip Study	Study to explore a daily trip cap.	TSP			
19	Ticket and Permit Enforcement Study	Study the implementation of increased permits and enforcement of permits; including illegally parked vehicles, beach day use permits, and existing permit compliance.	TSP			
20	Sauvie Island Bridge Toll Study	Study the implications of a Sauvie Island Bridge toll for non-residents.	TSP			
21	SIMC Travel Demand Management Plan	Develop a Travel Demand Management Plan for the island that further explores each of the potential TDM strategies and explores and identifies a potential Transportation Management Association (TMA) for Sauvie Island. Elements of the TDM plan should include input from projects 14-20.	TSP			
22	Sauvie Island Road/Reeder Road Intersection Improvement Study	Conduct an engineering/safety study to determine impacts and safety considerations for implementing three-way stop-control and channelized right-turn for northbound traffic at the intersection of Sauvie Island Road and Reeder Road.	TSP			
23	SIMC Rail Study	Conduct rail corridor study to identify feasible local street connections and railroad crossing consolidation and upgrades. Project will include coordinate with owners of the private rail crossings.	TSP			
24	Loop Road Shoulder Improvements	Provide 3-4 foot paved shoulders on the loop roads including Reeder Road, Sauvie Island Road, and Gillihan Road.	TSP			
25	Sauvie Island Speed Photo Radar Implementation	Implement permanent speed photo radar signs at several locations on Sauvie Island.	TSP			
26	Sauvie Island Speed Photo Radar Ticketing Implementation	Implement photo radar ticketing at several locations on Sauvie Island	TSP			
27	Sauvie Island Road Shoulder Improvements	Provide 3-4 foot paved shoulders on Sauvie Island Road from Reeder Road to the Columbia County line.	TSP CIPP			
28	Reeder Road Shoulder Improvements	Provide 3-4 foot paved shoulders on Reeder Road from Gillihan Road to the Columbia County line.	TSP RAP			
29	US 30	Ride share parking - Provide parking for 100 spaces next to truck scale near county line. \$325,000	RAP			
30	US 30/Cornelius Pass Road	Public transportation - Provide commuter transit service from Columbia County over Cornelius Pass Road to Washington County. \$78,000/year	RAP			
31	US 30	Scenic viewing opportunities - Access provided across railroad tracks adjacent to Burlington Bottoms using existing road approaches (per location). Exact locations to be determined. Providing pull outs of widening along US 30 will not be acceptable on the basis of safety. \$350,000	TSP RAP			
32	Cornelius Pass Road	U.S. 30 intersection improvements - Include a northbound turn lane and shared northbound left-turn/right-turn lane.	RAP			
33	Newberry Road	Safety spot improvement - Install guardrail ¼ mile south of US 30 and install speed hump 1.2 miles from US 30. \$450,000	TSP			
34	Germantown Road	Safety improvement - Add to 2.22 miles of shoulders (4 ft). \$6,744,000	TSP			
35	Skyline Boulevard	Safety improvement - Add to shoulders from UGB to Cornelius Pass Road (1.49 miles). \$ 2,039,000	CIPP TSP			
36	Skyline Boulevard	Safety improvement - Add to shoulders from Cornelius Pass Road to Rocky Point Road (4 ft). \$ 11,153,000	CIPP TSP			
37	Skyline Boulevard	Cornelius Pass Road intersection improvements - install signal, provide westbound left-turn lane and through/right lane on Skyline Boulevard. \$695,000	TSP			
38	Cornelius Pass Road	Safety and capacity needs - Study to look at climbing lanes, guardrail, drainage, addition of shoulders, and alternate routes. \$180,000	TSP			
39	Germantown Road	Safety spot improvements - Widen lanes on curves only, install center skip like reflective markers, and install mirror at intersection with Old Germantown Road. \$750,000	TSP			
40	Skyline Boulevard	Speed zone study - Conduct speed study to determine appropriate speed limit for Skyline Boulevard from Cornelius Pass Road east to city limits of Portland. \$5,000	TSP			
41	Springville Road	Safety improvement - Add to shoulders (4 ft). \$3,160,000	CIPP TSP			
42	Laidlaw Road	Safety improvement - Add to shoulders (4 ft). \$643,000	TSP			
43	Thompson Road	Safety improvement - Add to shoulders (4 ft). \$100,000	TSP			
44	Skyline Boulevard	Safety improvement - Install traffic calming devices such as speed humps to reduce speeds from UGB to Cornelius Pass Road. \$485,000	TSP			

List of Proposed Projects

#	Project Name	Project Description	Source Plan	HIGH Priority	MEDIUM Priority	LOW Priority
45	Skyline Boulevard	Scenic viewing opportunities - Acquire property through fee or donation for development of parking area adjacent to roadway. \$350,000	TSP			
46	Cornelius Pass Road	Safety improvement - Construct pullouts at a number of locations for the purposes of speed enforcement. \$750,000	TSP			
47	Germantown Road	Safety improvement - Install traffic calming devices such as speed humps to reduce speeds. \$887,000	TSP			
48	Germantown Road/Old Germantown Road (PN 726)	Widen Germantown Road to create left turn pocket and improve sight distance. \$780,835	CIPP			
49	Cornelius Pass Road: (old) St. Helens Road to MP 2	Shoulder bikeway. \$3,684,602	CIPP			
50	Ogden Road: Mershon to Woodard	Shoulder bikeway. \$463,789	CIPP			
51	Larch Mt. Road: HCRH to End of Road	Shoulder bikeway. \$26,341,706	CIPP			
52	Knieriem Road: Littlepage Road to HCRH	Shoulder bikeway. \$3,122,720	CIPP			
53	Hurlburt Road: HCRH to Littlepage Road	Shoulder bikeway. \$4,344,240	CIPP			
54	Evan Road: Hurlburt Road to HCRH	Shoulder bikeway. \$4,463,908	CIPP			
55	Woodard Road: HCRH to Ogden Road	Shoulder bikeway. \$2,338,065	CIPP			
56	Mershon Road: Ogden to HCRH	Shoulder bikeway. \$4,009,646	CIPP			
57	Orient Road/Dodge Park Boulevard Realignment	Realign the intersection to create a more perpendicular angle. Driveway modifications would be required to serve the autobody shop in the northwest quadrant of the intersection.	RAP			
58	Oxbow Drive/327th Avenue Realignment	Channelizing the broad paved area on SE 327th Avenue at the approach to SE Oxbow Drive to create a more perpendicular intersection is recommended to improve sight distance and reduce the potential for conflict between westbound left turns and northbound left turns.	RAP			
59	Lusted Road/Powell Valley Road/282nd Avenue Consolidation	Realignment to connect SE Lusted Road directly with SE Powell Valley Road is included in the County's Capital Improvement Plan and Program. The project would require further engineering analysis and coordination with the City of Gresham to develop a recommend alignment. A traffic signal is warranted based on projected 2020 PM peak hour volumes, and would provide LOS B operations.	RAP			
60	282nd Avenue/Stone Road Turn Lanes	The addition of turn lanes in the northbound and southbound direction on 282nd would reduce the high incidence of rear end crashes at this location. Some roadway widening would be necessary.	RAP			
61	Shoulder Widening to Meet Updated Standards	Prioritization for shoulder improvements within the West of Sandy River rural area should be given to roadways connecting to school sites, especially Barlow High School. Proposed shoulder widening should be evaluated based on potential impacts on drainage and adjacent productive lands. For shoulders wider than 1.8 meters, the adopted County standards require paved width of 1.5 meters. The remaining 0.3 meters may be unpaved. Shoulder widening should be incorporated into routine roadway maintenance wherever possible.	RAP			
62	Cochran Drive: Troutdale Road to westerly 2175' (PN 145)	Reconstruct to major collector standards: 2 travel lanes, center lane/median, sidewalks, bike lanes, and culvert replacement. \$7,442,765	CIPP			
63	Troutdale Road: Stark St to Division Drive (PN TBD)	Reconstruct with 2 travel lanes; construct center turn lane/median, sidewalks, bicycle lanes between Stark and Strebin. Reconstruct Troutdale Road/Division Drive intersection including new fish culverts. \$8,297,000	CIPP			
64	Sweetbriar Road: Troutdale Road to E City Limit (PN 149)	Widen to neighborhood collector standards with 2 travel lanes, sidewalk and bike lanes. \$2,740,748	CIPP			
65	Orient Drive/Bluff Road (PN 706)	Widen Orient Drive to create eastbound left turn lane to Bluff Road, realign Bluff and Teton to create perpendicular intersection. \$685,247	CIPP RAP			
66	Orient Drive/Dodge Park Boulevard (PN 703)	Widen Orient Drive to create eastbound left turn lane. \$373,616	CIPP			
67	Oxbow Drive/Altman Road (PN 707)	Widen Oxbow Drive to create westbound left turn lane to Altman Road, realign intersection to a 5 perpendicular intersection. \$ 790,693	CIPP			
68	302nd Avenue/Lusted Road (PN 704)	Realign Lusted Road and Pipeline Road to create perpendicular intersection at 302nd, add left turn lane to each leg of intersection. \$5,613,717	CIPP RAP			
69	Division Drive/Troutdale Road (Included in Collector project above) (PN 186)	Realign intersection, eliminating NE leg, producing a 4-way intersection. Replace 3 existing culverts identified as fish barriers. \$ -	CIPP RAP			
70	Dodge Park Boulevard: 302nd to County Line	Shoulder bikeway. \$7,592,686	CIPP			
71	302nd Avenue: Division to Bluff	Shoulder bikeway. \$3,878,852	CIPP			
72	Orient Drive: Welch Road to Dodge Park Boulevard	Shoulder bikeway. \$1,523,441	CIPP			
73	Oxbow Park Road: Oxbow Drive to Road End	Shoulder bikeway. \$1,834,695	CIPP			
74	Oxbow Drive: Division Drive to Hosner Road	Shoulder bikeway. \$5,393,681	CIPP			
75	Oxbow Drive: Hosner Terrace to Oxbow Park Road SE	Shoulder bikeway. \$1,259,838	CIPP			
76	SE Division Drive: UGB to Troutdale Road	Bike lanes. \$945,518	CIPP			
77	Troutdale Road: Strebin Road to 282 Avenue	Bike lanes. \$3,292,979	CIPP			
78	SE Division Drive: Troutdale to Oxbow Parkway	Bike lanes. \$3,371,407	CIPP			
79	Stark St: Eavans Ave to 35th St	Add sidewalk to southside	Ped Master			
80	Historic Columbia River Highway RR Overcrossing: Half miles east of 244th Avenue (PN 199)	Reconstruct railroad bridge to accommodate wider travel lanes, sidewalks, and bike lanes. \$9,314,500	CIPP			
81	Corbett Hill Road/Historic Columbia River Highway (PN 147)	Improve intersection alignment by making stops at right angle. \$3,770,920	CIPP			
82	Sandy River to Springwater multi-modal connection	Projects to provide multi-modal connections from Downtown Troutdale to Mt. Hood Community College and the Springwater Corridor Trail. CATALYST PROJECTS: Master plan for new multi-modal corridor.	Connect Plan			
83	Pleasant Valley	Projects develop the necessary public infrastructure for development of Pleasant Valley Community Plan. CATALYST PROJECTS: Improvements to 174th and Foster.	Connect Plan			
84	Catalyst for Springwater District	Projects help develop the necessary public infrastructure for private investment and jobs in this regionally significant employment area. Projects include a new interchange on US 26 and an extension of Rugg Road to connect US 26 and Hogan, as well as collector street improvements to provide needed access for future jobs and employment. CATALYST PROJECTS: New interchange on US 26 and arterial connections.	Connect Plan			
85	Interlachen Lane: Marine Dr to Blue Lake Rd	Add sidewalks to both sides	Ped Master			
86	Burlington Northern Trail	Convert Burlington Northern railroad corridor parallel to Cornelius Pass Road to a mixed-use trail.	Metro ATP			