

APPENDIX A: PARK PLACE NEIGHBORHOOD SURVEY #1

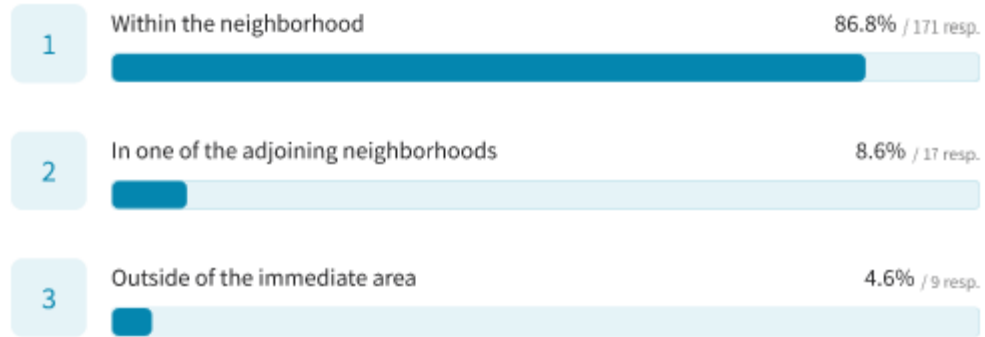
PARK PLACE URBANIZATION PLAN

Question 1



Do you live or work within the Park Place neighborhood?

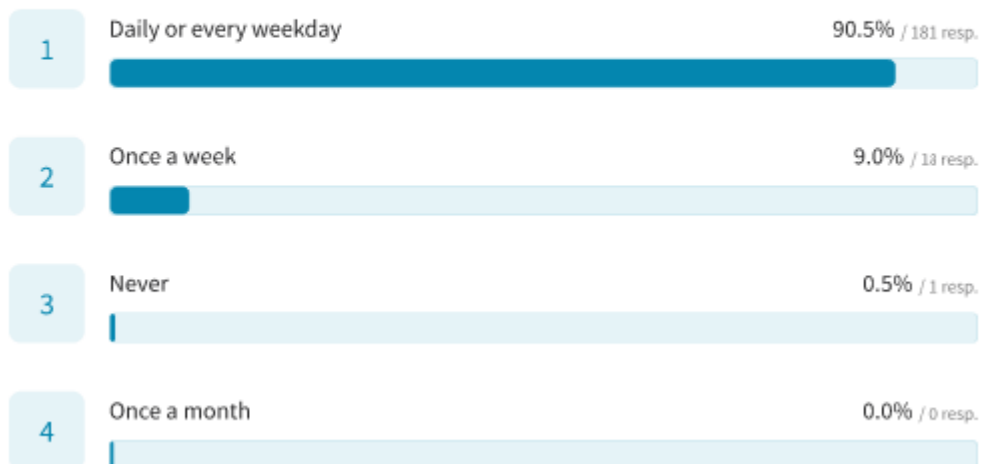
197 out of 200 answered



Question 2

How often do you travel by car in the neighborhood?

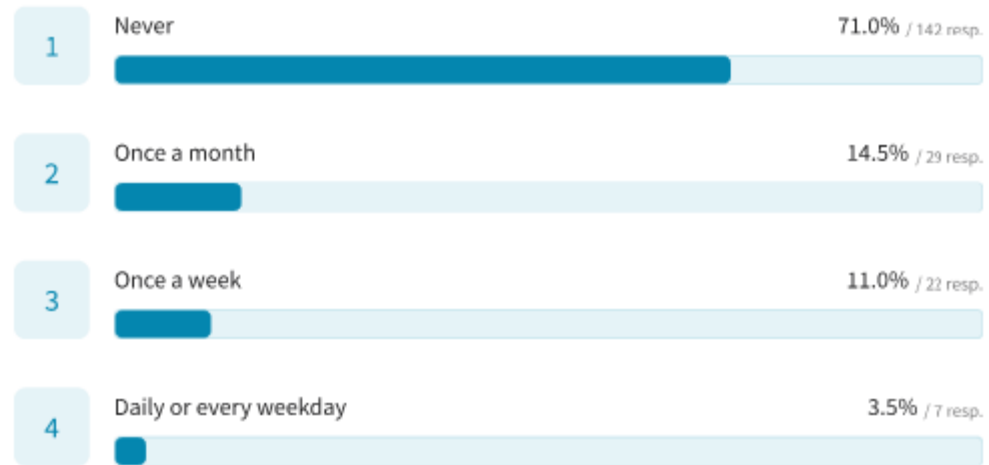
200 out of 200 answered



Question 3

How often do you travel by bike in the neighborhood?

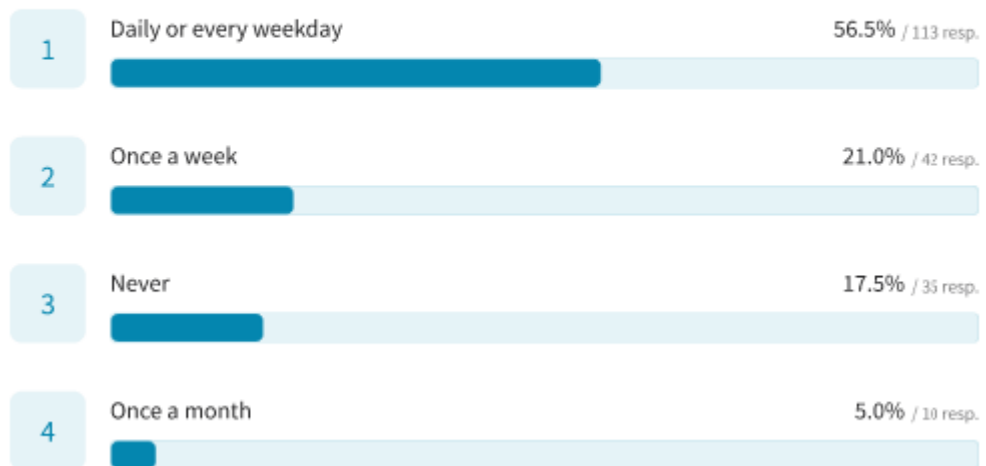
200 out of 200 answered



Question 4

How often do you walk in the neighborhood?

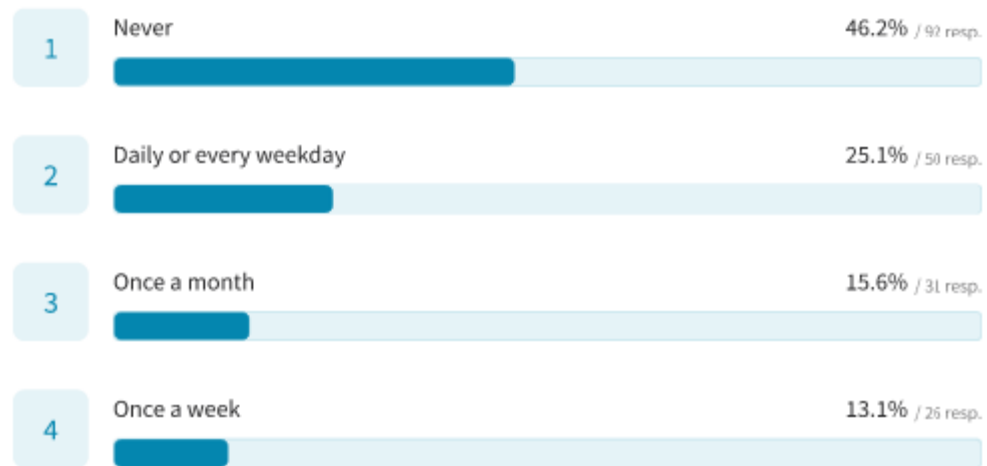
200 out of 200 answered



Question 5

How often do you travel to the *Park Place Park* in the neighborhood?

199 out of 200 answered



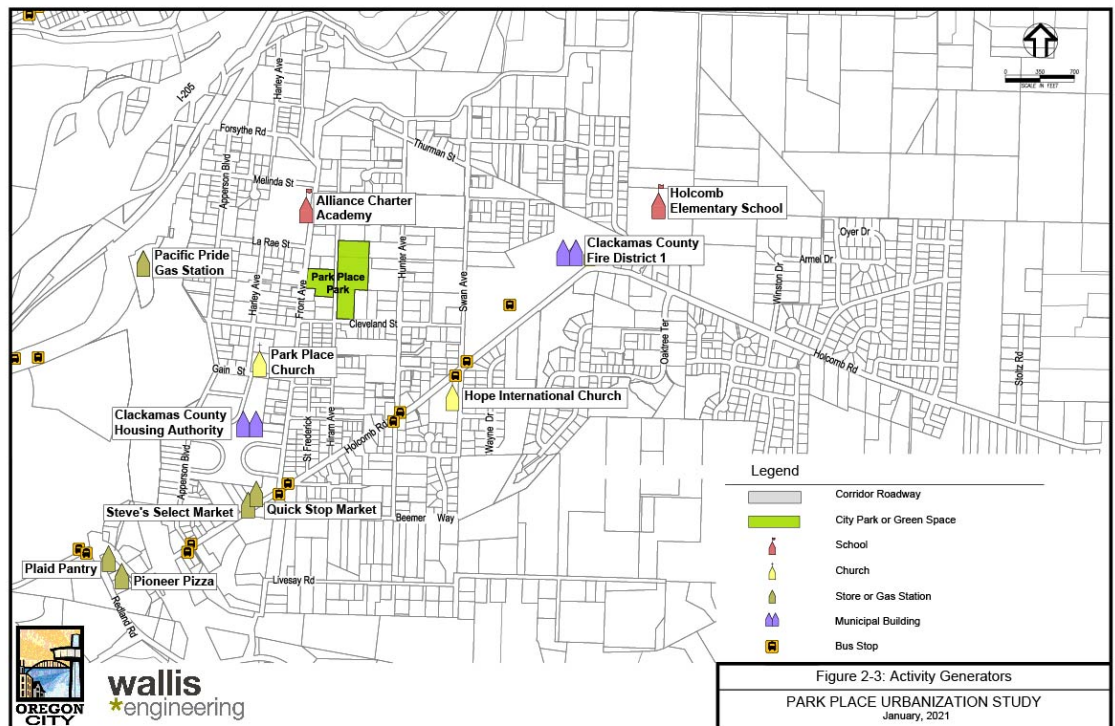
Question 6

Would you travel to the park more often if there were safer sidewalks?

147 out of 200 answered



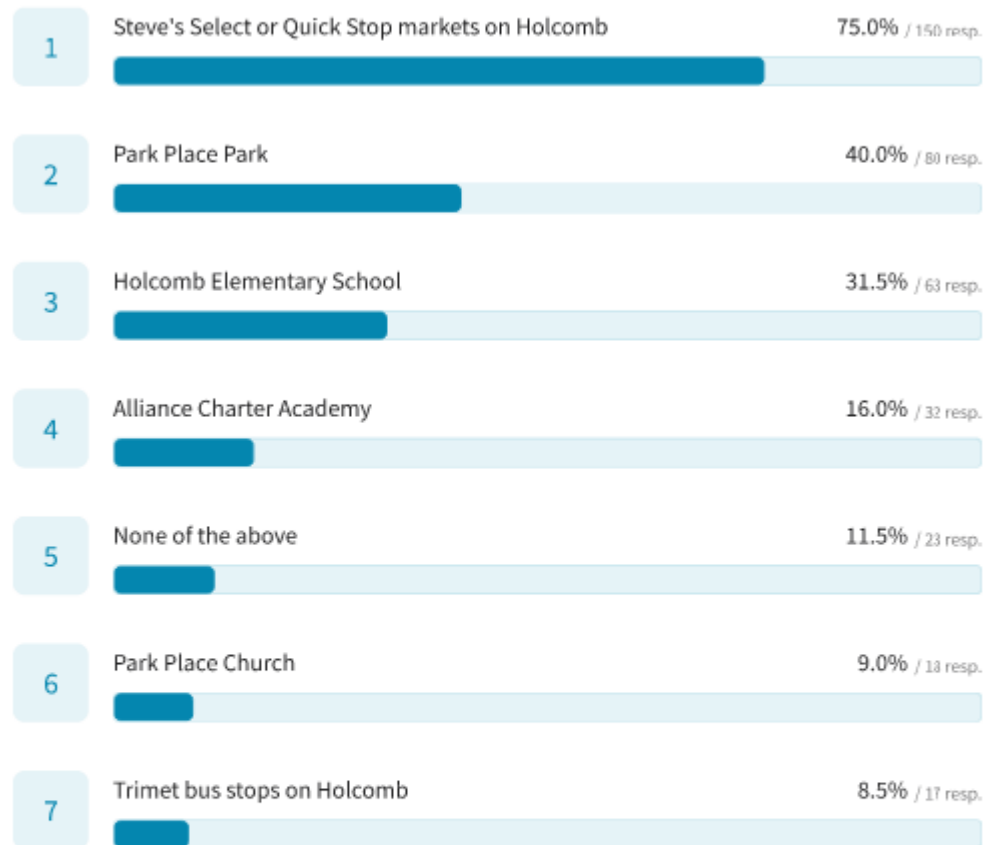
Question 7 The attached map shows the destinations we've identified within the neighborhood. Are there other locations within the neighborhood you want to go?



Question 8

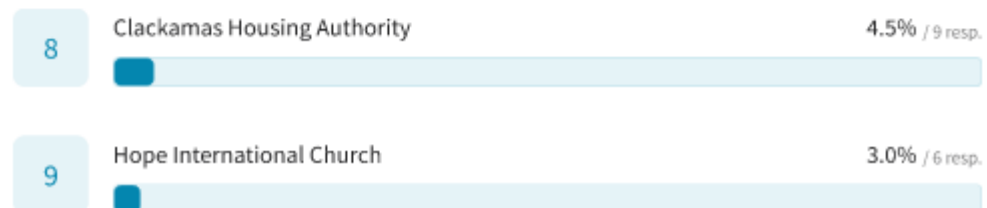
Of the destinations we've identified, which ones do you frequent? Select all that apply.

200 out of 200 answered



su8fgd59.typeform.com/report/FcbjrGI6/otlADailDWsa8zLO?view_mode=print

Park Place Survey



Question 9

How long would it take you to walk to your most frequent destination?

199 out of 200 answered



Question 10**What streets do you currently use to walk or bike? Enter '0' if none.**

Street Name	# times mentioned
Holcomb Blvd	105
Swan Ave	46
Front Ave	38
Hunter Ave	35
Cleveland St	30
Apperson Blvd	25
Barlow Dr	18
Hiram Ave	15
Ames St	15
Thurman St	11
Kitty Hawk Ave	10
Forsythe Rd	10
Harley Ave	9
Beemer Way	8
Gain St	8
Winston Dr	8
Earhart Ave	7
Oaktree Ter	7
Pasture Way	7
La Rae St	5
Noble Dr	4
Cattle Dr	3
Frederick St	2
none	37

Question 11 **What streets would you most like to walk on if there were adequate facilities? Enter '0' if none.**

Street Name	# times mentioned
Holcomb Blvd	74
Swan Ave	26
Hunter Ave	20
Forsythe Rd	11
Apperson Blvd	10
Front Ave	9
Cleveland St	7
Hiram Ave	6
Ames St	4
Winston Dr	4
Beemer Way	4
Oaktree Ter	3
Harley Ave	2
Cattle Dr	2
Clackamas River Dr	3
Gain St	1
Thurman St	1
Frederick St	1
La Rae St	1
none	64

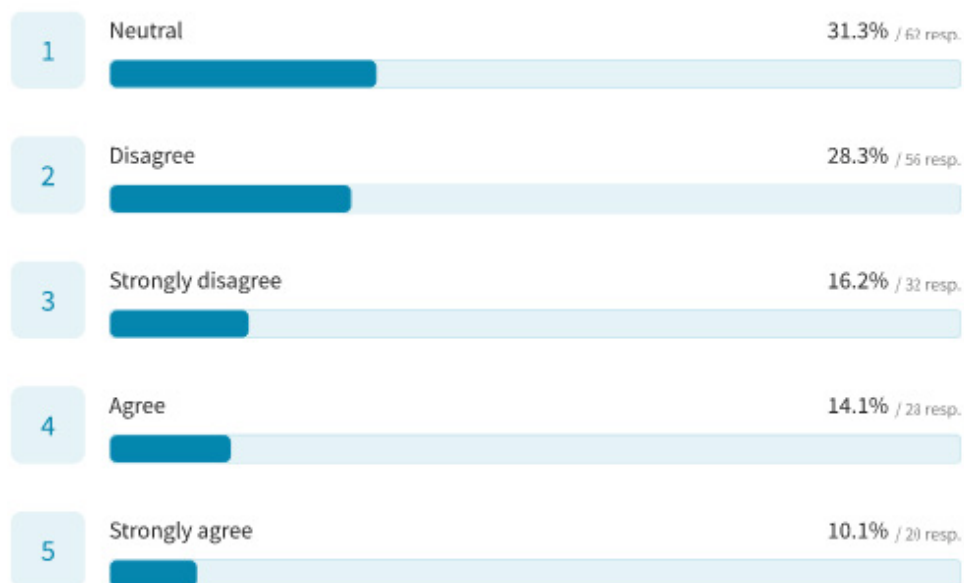
Question 12 **What streets would you most like to bike on if there were a dedicated space for bikes? Enter '0' if none.**

Street Name	# times mentioned
Holcomb Blvd	48
Swan Ave	13
Hunter Ave	10
Forsythe Rd	9
Front Ave	7
Apperson Blvd	4
Cleveland St	3
Hiram Ave	3
Ames St	2
Clackamas River Dr	2
Beemer Way	1
Oaktree Ter	1
Harley Ave	1
Barlow Dr	1
none	100

Question 13 Do you agree with the following statement?

“When I am **walking**, there are safe and convenient alternative routes within the neighborhoods that I can use to get where I want to go.”

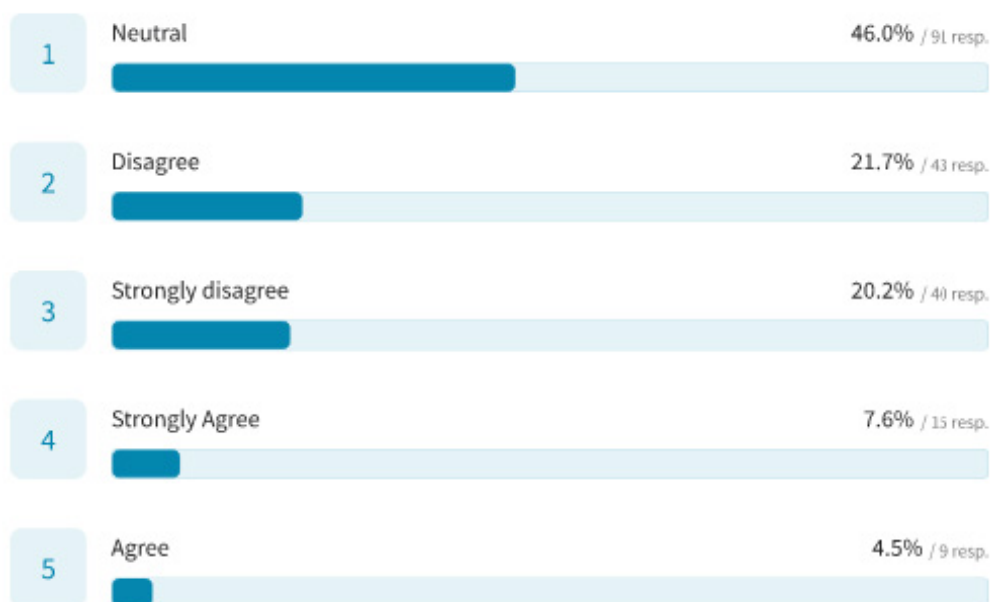
198 out of 200 answered



Question 14 Do you agree with the following statement?

“When I am **biking**, there are safe and convenient alternative routes within the neighborhoods that I can use to get where I want to go.”

198 out of 200 answered

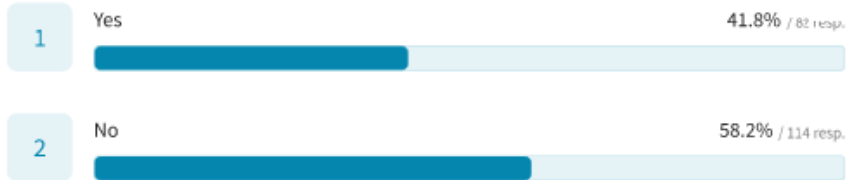


Question 15



Current city plans anticipate the use of shared lane markings (or sharrows, as shown in the picture) within the neighborhood to indicate space for bikes. Would you feel more comfortable biking if sharrows were installed?

196 out of 200 answered



Question 16

Do you feel it is important to provide a space for bikes separated from cars within the neighborhood.

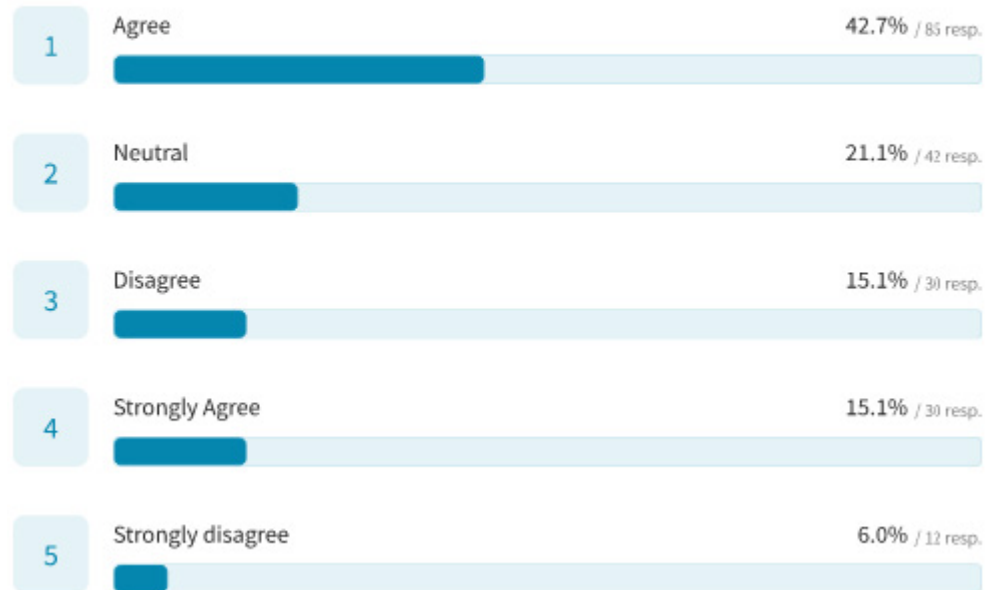
196 out of 200 answered



Question 17 Do you agree with the following statement?

“When I am driving, there are safe and convenient alternative routes within the neighborhood that I can use to get where I want to go.”

199 out of 200 answered



Question 18

There are a number of roadways within the neighborhood that are less than 20' wide. This means cars often have to slow down to pass each other. Wider streets often result in higher vehicle speeds. In your opinion, is it important for the city to widen streets in the neighborhood?

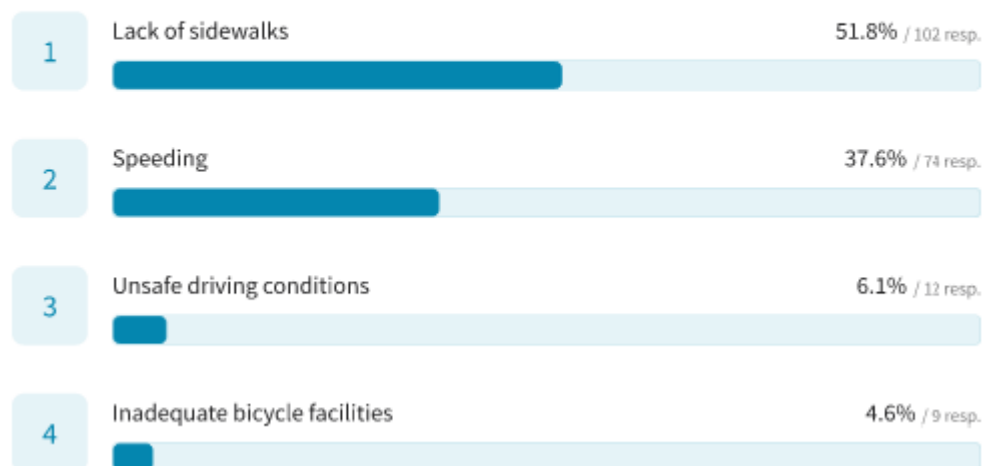
199 out of 200 answered



Question 19

Which of the following is your greatest concern in the neighborhood?

197 out of 200 answered



APPENDIX B: PARK PLACE NEIGHBORHOOD SURVEY #2

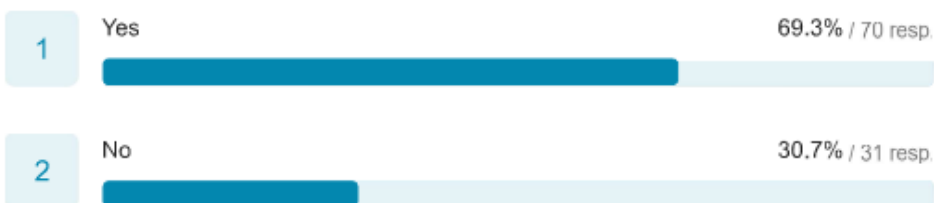
PARK PLACE URBANIZATION PLAN

Question 1



The Community would like to prioritize sidewalk infill segments to provide connectivity where it is missing and unlikely to be completed as part of future development. This graphic shows sidewalks the city intends to include as priority 1 (blue lines) and priority 2 (green lines). These lines represent sidewalks on only one side of the street. This work would be prioritized by the City when funds become available or as conditioned by development. Does this plan prioritize the correct streets?

101 out of 103 answered



Question 2 “no” answer to Question 1

If no, what streets do you believe should be prioritized instead?

Priority 2 lines on Swan and Holcomb only for the upper project (as promised 50 years ago). Cleveland is rarely used by pedestrians and never by bicyclists.

Swan

Beemer way

Holcomb

Hunter and Swan are FAR more dangerous to walk than the streets in the Apperson to Hiram zone.

Lower Holcomb to Redland Rd. There is no route for walkers/bikers to get out of this neighborhood safely.

Holcomb

Swan from Blue Mountain Way to Thurman

Hunter and Swan

Holcomb Blvd from Swan to Winston

Hunter Ave south of Holcomb Blvd

Holcomb above the school to connect the sidewalks around the curve.

Hunter, Swan

Holcomb Blvd. still needs completed sidewalks!

Holcomb Blvd.

Before neighborhood sidewalks, work on Holcomb. Bus turnouts and turn lanes.

Hunter

All Streets, especially Holcomb near the markets to redland

Holcomb from the school up past Oak Tree

places where sidewalks do not exist on Holcomb Blvd first.

Need more infrastructure on Holcomb for traffic. Don't need bike lanes

Apperson is busier road & should be prioritized.

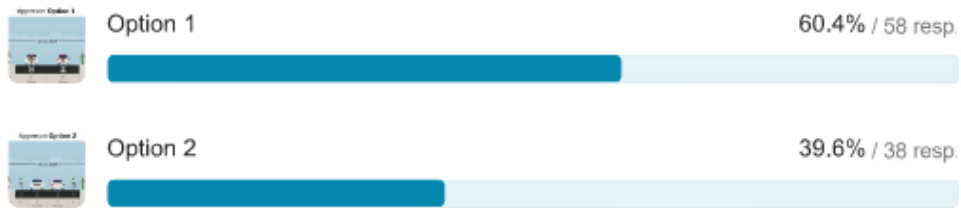
Beemer & south side of Hunter

On Holcomb to the Oaktree Trail

Question 3

Apperson Blvd currently includes shared lanes (for bicycles and automotive vehicles) (Option 1). This option allows for limited on-street parking. Alternatively, bike lanes could be installed as shown in the alternate cross section but would remove the opportunity for on-street parking (Option 2). Please select your preferred option.

96 out of 103 answered



Question 4

Front Street currently allows parking on both sides of the street and shared lanes (for bicycles and automotive vehicles) (Option 1). There is an opportunity to add bike lanes but would require removal of parking on one side of the street (Option 2). Which option would you prefer?

100 out of 103 answered



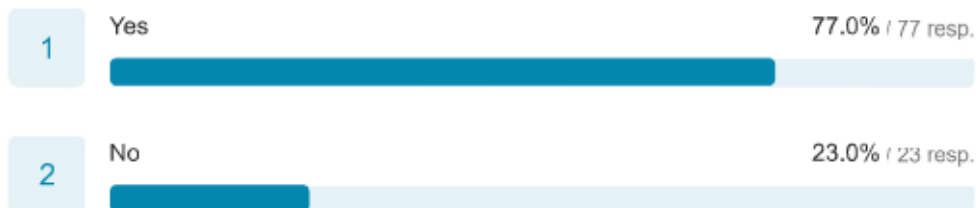
Question 5

Hunter Cross Section



The plan would like to propose sidewalk/roadway improvements to Hunter Ave. Would you like to see the proposed improvements to Hunter Ave as shown below?

100 out of 103 answered

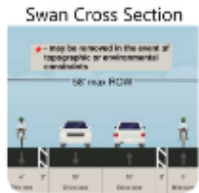


Question 6
“no” answer
to Question 5

If no, why not?

Have you done any studies to actually count how many people walk up on Hunter? At this moment, money should be used elsewhere.
Save money
It will just increase our taxes.
Remove parking. Hunter is narrow and busy
There is no need to invite parking on Hunter based on the location of the homes. However, sidewalks are definitely needed, and perhaps a bike lane. Hunter needs improvement, but the plan offered doesn't make sense.
Holcomb Blvd. is too dangerous and will only get worse with more development and traffic.
street is way too small for this
need more tree sections
I'm not in favor of making area more congested which I feel would happen
Hunter is a little used street and money's could be used elsewhere
Fix Holcomb first!
too much traffic
I don't live up that way
Bikes in vehicle lanes cause additional traffic

Question 7



The plan would like to propose sidewalk/roadway improvements to Swan Ave. Would you like to see the proposed improvements to Swan Ave as shown below?

99 out of 103 answered

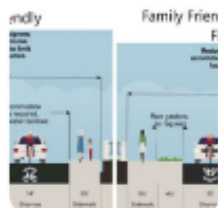


Question 8
“no” answer
to Question 7

If no, why not?

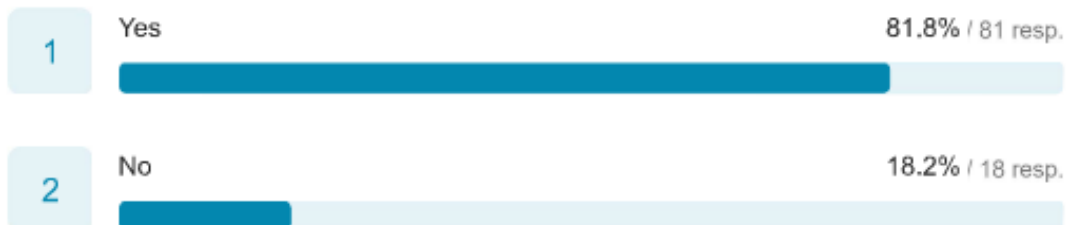
50 years ago, the County changed (at least one) building plans forcing homes closer to the street. Now these older homes will have the sidewalk AT their porch--destroying any semblance of a front yard and taking away any private and/or driveway parking. It's not homeowners' faults that the County was faulty in their future planning.
no bike lane required
Take away parking with grass strip that will not be cared for
It will increase our taxes
I don't think we should be investing in bike lanes; they can share with cars. Also, why have parking strips? You just plant trees that destroy the sidewalks. Just move the sidewalk to the curb.
Not unless you widen the street first -- won't fit.
Swan is so hilly that we really don't ride bikes there. Sidewalks are desired, just not the bike lanes.
Holcomb is higher priority
Holcomb Blvd. needs sidewalks, road widening before these nice to have features.
street is way too small for this
Bike lanes are a foolish waste of resources when only 3 month a year is bike friendly. There is no sensible reason to spend money on a lane 1% of people will use for 1/4 of the year.
same as above
I rarely see use of bicycles
I don't think there is enough bike traffic, have wider car lanes
Fix Holcomb first!
We need as much street parking as possible
I do not like the Bike Lanes
Parking is more important
I don't live at that end of Holcomb
why not make 2 - 12' lanes, what is the 2' buffer for?
vehicle transportation should be prioritized. Bikes add danger to our roads and should stay on sidewalks, in my opinion. Also, there are not enough places for bikes to continue to ride in this area (there's nothing for them to connect to). In addition, our main road, Holcomb, is getting more and more congested. More lanes or turn outs are
Don't want road space to go to bike lane. Not needed.
Bike lanes take away from driving safety, parking and no one really bikes up Holcomb or side streets. Its a BIG hill.
You take property away from homeowners

Question 9



Do you feel that the proposed cross sections for Family friendly streets are acceptable?

99 out of 103 answered



Question 10
“no” answer
to Question 9

If no, why not?

Do not want taxes to increase
I don't see any on street parking indicated. People still need places to park and for their guests to park.
I don't think the neighborhood streets are as important as roads such as Apperson, Front, Hunter, and Swan
streets are way to small for this
The traffic lanes are too narrow to be useful.
I dont see the need when people generally dont and wont use the space as imagined
Some of these streets...Hiram...are not wide enough for this
Holcomb Blvd. should have priority for sidewalks!
neighborhood residents.
Please do not reduce the width of our roads.
Don't want streets narrowed. Traffic is bad enough
Too skinny for delivery trucks and traffic to move safe
as a bike path.
Many people need to be able to park on the street

Question 11

Do you believe it is important for the city to keep mail boxes where they are along sidewalks (Option 1) or invest in mail box banking (Option 2)? Select your preferred option.

98 out of 103 answered



(Option 2) Consolidate mailboxes

63.3% / 62 resp.



(Option 1) Keep mailboxes as is

36.7% / 36 resp.



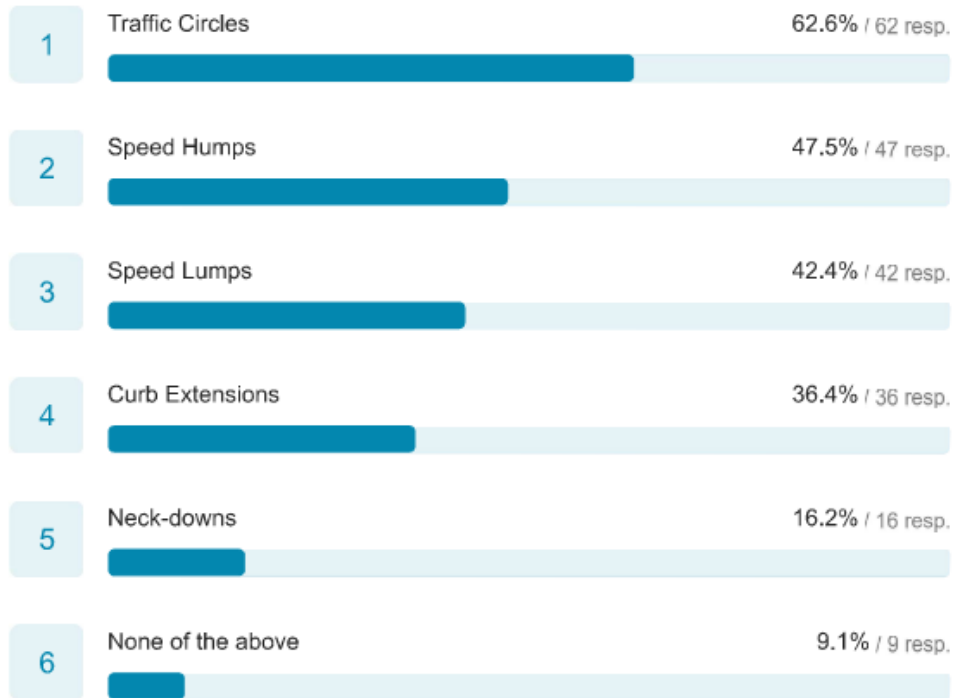
Question 12



The following pictures show traffic calming measures that the city might consider. Please select the options you feel are acceptable for use in the neighborhood. You may select as many as you like. Additional information on the use of these measures is available here:

<https://nacto.org/publication/urban-bikeway-design-guide/bicycle-boulevards/speed-management/>

99 out of 103 answered



Question 13
Additional
Comments

Traffic Calming additional fill in question - And finally, do you have any additional comments regarding traffic calming measures that the design team should consider?	
Listen to the recent podcast "Freakonomics" regarding roundabouts. We need more of them!	
Have traffic cops posted every few blocks every once in awhile. Raise the fines for speeding and reckless/DUI driving. The City will make a lot of money.	
Please ensure all ADA guidelines are followed	
No	
roundabouts and sidewalks are great. No need for other traffic items, usage is so low. I walk my dogs everyday and rarely if ever see a biker, no need for bike lanes.	
Lower speed on Holcomb to 30mph or less	
and heavy for a residential neighborhood. It is also extremely loud. Also have a police presence from time to time monitoring the speed.	
Consider one way roads where possible	
Existing speed humps on Apperson do not slow traffic coming down the hill, only going up the hill...is there another way to encourage people to slow down coming downhill on Apperson from South to North?	
complicated.	
Add a light on Holcomb somewhere between Kitty Hawk and Winston; traffic doesn't want to slow down when it enters the neighborhood.	
You should explain the difference between a speed hump and a speed lump. The graphic was not helpful. Current speed reminder signs have been helpful during the transition from 40mph to 35 mph.	
Increasing visibility, especially at night, will help avoid walker vs. car issues.	
As much green space as possible to make it still feel like small neighborhood	
sidewalks near the school on holcomb, add roundabouts, not bumps (tough on vehicles and passengers) not narrow intersections (difficult to see well, pinches bikes, hard to navigate full sized vehicles, delivery trucks). Swales are often trip hazards for peds, esp on heavy use sidewalks. Make better access into the neighborhood from Clack R drive (up forsyth for example). Make your survey addresses more user friendly, or add link to the (easier to type) orcity.org project page.	
Maybe making the speed limit on Holcomb 25 mph	
Holcomb Blvd. needs to be widened to allow bike lanes and sidewalks. Sidewalks need to be installed on both sides of Holcomb all the way to Winston Drive.	
and now growth is coming back, and no building and no one knows nothing when we ask. located off Holcomb & Livesay	
traffic is to get the cars moving along as smoothly as possible. Forcing obstructions into the flow is not moving traffic along.	
Nothing to add	
traffic lights	
You can put a speed bump in front of my house!!!	
It would be helpful to have sidewalks on Holcomb Blvd., because pedestrians have to walk on the shoulder of the road, which is very dangerous, especially at night.	
Increased surveillance for speeders on Holcomb.	
them	
We need to keep as much parking as possible.	
All streets in Park Place neighborhood should have a sidewalk on at least one side of the street	
Prefer no speed bumps for various reasons	
Speed bumps are horrible and hard on cars and trucks	
don't care for necking down intersections or hour glass	
Holcomb definitely needs more lighting especially coming up the sharp curve from Redland Rd.	
raised crosswalks?	

We desperately need turn out lanes at business turn-off spots on Holcomb. Especially at the Holcomb Elementary. There is a lot of danger at this corner, when people need to stop in the road for a turning car, but cars coming around the corner don't know that cars are stopped ahead. Any heavily used -cross road desperately needs a turn out lane. This is way more needed than bicycle traffic lanes.

Turn Lanes. We all get backed up coming up Holcomb because of increased residents in area. Many are needing to make a left hand turn, which backs everything up. Need to add turn lanes and stop throwing money at bike lanes.

Make it easier and safer to drive w/o adding bike lanes, make traffic flow in the most time efficient manner. Do not slow us down anymore. It already takes 15 min to get to the freeway because of traffic when it should only take 5min!

I don't think we will see a lot of bike use along the side streets, thus we feel street parking along Apperson and Front are important. I was hoping there would be more to address Holcomb Blvd. itself, and in the initial survey, that is what I was thinking about when proposing road improvements. I know this would likely cost a lot of money, so I am sure that is a consideration. The hair pin curve at Holcomb School Rd. is just asking for trouble. We feel like we take a risk every time we bike with our family on the sidewalk headed toward Holcomb School Road.

I am not in favor of the grass, tree areas, they only cause problems. As the trees age the sidewalk pops up causing expense for the home owner in purchasing the new tree and repairing the sidewalk. They also take up road space that could be used for parking; bike paths or sidewalks.

Not at this time. Thanks for the much-needed crosswalk considerations along Holcomb.

It would be nice if the bike lanes/ sidewalks would go up Holcomb and meet up to Winston Dr. Then continue onwards pass Kitty Hawk. Or at least make the road wider for runners/ bicycles to ride along from Kitty Hawk to Bradley. Its dangerous along that stretch of the road.

Please add sidewalk on Melinda from apperson to clack river dr, and on Holcomb from front to redland

APPENDIX C: SIDEWALK PRIORITIZATION PLAN COST ESTIMATES

PARK PLACE URBANIZATION PLAN

1509A Park Place Urbanization Study
Sidewalk Prioritization plan Cost Estimate

Wallis Engineering
By: DB/DJ
Date: 12/8/2021

Construction cost assumptions

Sidewalks:

Cost breakdown per LF roadway widening (for sidewalk)

	Quantity	Unit	Unit Price	Total
Concrete Walks	5	SF	\$13.00	\$65
Curb and Gutter	1	LF	\$40.00	\$40
Asphalt reconstruction	3	SF	\$15.00	\$45
Per LF Subtotal:				<u>\$150</u>

Assumptions:

Costs include mobilization, demolition, excavation and aggregate base

Improvements are assumed to be completed as part of larger construction packages. Small individual construction packages may have increased costs.

No stormwater treatment or detention required.

Stormwater:

Stormwater costs are included when sidewalks are constructed over existing open conveyances.

Cost breakdown per LF of stormwater conveyance construction

	Quantity	Unit	Unit Price	Total
12" dia. Conc pipe	1	LF	\$150.00	\$150
Per LF Subtotal:				<u>\$150</u>

Assumptions:

Costs include mobilization, clearing and grubbing, backfill and pipe installation. Surfacing not included.

Improvements are assumed to be completed as part of larger construction packages. Small individual construction packages may have increased costs.

1509A Park Place Urbanization Study Sidewalk Prioritization plan Cost Estimate

Wallis Engineering
By: DB/DJ
Date: 12/8/2021

Priority 1 Sidewalks

Street	Starting Address	Ending Address	Total length of 5 ft wide sidewalk (LF)	Construction cost (\$/LF)	Stormwater conveyance required. (Y/N)	Stormwater cost/lf	ROW required (Y/N)	# of lots	Total ROW cost	Total cost (\$)	Difficulty	Justification
Melinda St	S. Clackamas River Dr.	13860 Melinda St	345	\$150	N	\$0	N	0	\$0	\$51,750	easy	
Clackamas River Dr	13032 Clackamas River Dr	13030 Clackamas River Dr	229	\$150	N	\$0	N	0	\$0	\$34,350	easy	
Harley Ave (La Rae to Cleveland)	13932 La Rae St	16130 Harley Ave	511	\$150	N	\$0	N	0	\$0	\$76,592	easy	
	16190 Harley Ave	13937 Cleveland St										
Harley Ave (La Rae to Cleveland)	16130 Harley Ave	16190 Harley Ave	299	\$150	Y	\$150	N	0	\$0	\$89,700	medium	storm water impacts
Harley Ave (Cleveland to Gain)	13934 Cleveland St	Park Place Church	470	\$150	N	\$0	N	0	\$0	\$70,500	easy	
Cleveland St (Apperson to Harley)	13801 Cleveland St	Intersection of Cleveland and Harley	411	\$150	N	\$0	N	0	\$0	\$61,644	easy	
Cleveland St (Harley to Front)	13937 Cleveland St	13970 Front Ave	422	\$150	N	\$0	N	0	\$0	\$63,300	easy	
Cleveland St (Front to Hiram)	16266 Front Ave	16263 Hiram Ave	318	\$150	N	\$0	N	0	\$0	\$47,700	easy	
Cleveland St (Gladys to Swan)	14260 Cleveland St	16251 Swan Ave	348	\$300	Y	\$150	N	0	\$0	\$156,717	medium	storm water impacts
Gain St (Apperson to Harley)	16322 Apperson Blvd	16331 Harley Ave	268	\$150	N	\$0	N	0	\$0	\$40,253	easy	
Gain St (Harley to Front)	Park Place Church	16333 Front Ave	420	\$150	N	\$0	N	0	\$0	\$62,976	easy	
Front Ave	16238 Front Ave	16058 Front Ave	752	\$300	Y	\$150	N	0	\$0	\$338,400	medium	storm water impacts
Hiram Ave	16263 Hiram Ave	14055 Holcomb Blvd	1313	\$150	N	\$0	N	0	\$0	\$196,890	easy	
Swan Ave	16251 Swan Ave	16275 Swan Ave	172	\$150	N	\$0	Y	2	\$10,000	\$45,824	hard	ROW
Hunter Ave	16381 Hunter Ave	16415 Hunter Ave	125	\$150	N	\$0	N	0	\$0	\$18,750	easy	
Fredrick Street	16535 Frederick St	16547 Frederick St	48	\$150	N	\$0	N	0	\$0	\$7,238	easy	
Beemer Way	Intersection of Holcomb and Beemer	Intersection of Beemer and S. Jacobs Way	342	\$150	N	\$0	Y	5	\$10,000	\$101,233	hard	ROW
Oaktree Terrace	Intersection of Holcomb Blvd and Oaktree Terrace	16267 Oaktree Ter	780	\$150	N	\$0	N	0	\$0	\$117,000	easy	assumed to be installed within existing street and not impact NROD

Total sidewalk length

7,573 If

Assumptions

Stormwater conveyance relocation costs assumed at \$150/lf. Includes all areas where open conveyance would be impacted.

Right of way costs assumed at \$10,000/impacted lot

No stormwater treatment/detention required.

No environmental impacts anticipated

Subtotal	\$1,580,815
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Contingency (40%)	\$632,326
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Total	<u>\$2,213,141</u>
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1509A Park Place Urbanization Study Sidewalk Prioritization Plan Cost Estimate

Wallis Engineering

By: DB/DJ

Date: 12/08/2021

Priority 2 Sidewalks

Street Section	Starting Address	Ending Address	Total length of 5 ft wide sidewalk (LF)	Appx. Cost/lf	Stormwater conveyance required. (Y/N)	storm length required.	stormwater cost/lf	ROW required (Y/N)	# of lots	Total ROW cost	Total cost	Difficulty	Justification
Melinda St	13864 Melinda St	13865 Melinda St	344	\$150	N	\$0	\$0	N			\$51,663	easy	
Forsythe Rd (Clackamas River Dr to Apperson)	13822 Forsythe Rd	Intersection of Forsythe and Apperson	140	\$150	y	50	\$150	N			\$28,500	easy	
Forsythe Rd (Apperson to Harley)	15896 S Short Ave	Intersection of Forsythe and Harley	412	\$150	y	167	\$150	N			\$86,850	easy	
Harley Ave	15824 Harley Ave	15872 Harley Ave	256	\$150	N	0	\$0	N			\$38,352	easy	
Apperson Blvd (Cleveland to John Jeffery)	16141 Apperson Blvd	Intersection of Apperson and Cleveland St.	297	\$150	N	0	\$0	N			\$44,583	easy	
Apperson Blvd (John Jeffery to La Rae)	16071 Apperson Blvd	Intersection of Apperson and La Rae St.	222	\$500	N	0	\$0	Y	1	\$10,000	\$121,070	hard	ROW+structural issues. Best fit may require reduction in road width'
Hunter Ave (Cleveland to Quail)	16140 Hunter Ave	16236 Hunter Ave	503	\$200	N	0	\$0	N			\$100,606	medium	slope
Hunter Ave (Cleveland to Quail)	16066 Hunter Ave	16140 Hunter Ave	361	\$150	N	0	\$0	Y	4	\$10,000	\$94,153	hard	ROW
Hunter Ave (S Bonn to Holcomb)	14214 Holcomb Blvd	16480 Hunter Ave	315	\$200	N	0	\$0	N			\$62,934	medium	slope and possible tree relocation
Swan Ave (Holcomb to S. Ann Dr.)	Intersection of Holcomb and Swan	Intersection of Swan and S Ann Dr.	476	\$150	N	0	\$0	N			\$71,361	easy	
Swan Ave (Holcomb to Thurman)	200 Longview Way	Intersection of Swan and Holcomb	973	\$200	N	0	\$0	N			\$194,550	medium	slope
Swan Ave (Holcomb to Thurman)	16022 Swan Ave	200 Longview Way	454	\$150	N	0	\$0	Y	4	\$10,000	\$108,051	Hard	sidewalk ends at side of building/ROW
Swan Ave (Thurman to Ames)	15910 Swan Ave	Intersection of Swan and Ames St.	236	\$150	Y	72	\$150	N			\$46,200	medium	storm water
S Bonn St (Hunter Ave to Swan Ave)	Intersection of Bonn St and Hunter	14263 Bonn St	78	\$150	N	0	\$0	Y	1	\$10,000	\$21,654	hard	sidewalk ends at side of building/ROW
Ames St (Swan to Cherabon)	Intersection of Swan and Ames	14375 Ames St	199	\$150	N	0	\$0	N		\$10,000	\$29,843	easy	
Ames St (Swan to Cherabon)	14375 Ames St	14415 Ames St	249	\$150	Y	249	\$150	Y	3	\$10,000	\$104,705	medium	storm water/ ROW
Ames St (Cherabon to Stables)	14491 Ames St	15842 Ames St	168	\$150	Y	0	\$0	Y	3	\$10,000	\$55,208	easy	ROW

Total Sidewalk Length

5,682 LF

Assumptions

Stormwater conveyance relocation costs assumed at \$150/LF. Includes all areas where open conveyance would be impacted.

Right of way costs assumed at \$10,000/lot

No stormwater treatment/detention required.

No environmental impacts anticipated

Subtotal **\$1,260,281**

Contingency (40%)	\$504,112.20
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Total \$1,764,392.70

APPENDIX D: TRANSPORTATION SYSTEM PLAN PROJECTS

PARK PLACE URBANIZATION PLAN

Table 2: Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
Further Study				
D0	OR 213/Beavercreek Road Refinement Plan	OR 213 from Redland Road to Molalla Avenue	Identify and evaluate circulation options to reduce motor vehicle congestion along the corridor. Explore alternative mobility targets.	Short-term
D00	I-205 Refinement Plan	I-205 at the OR 99E and OR 213 Ramp Terminals	Identify and evaluate circulation options to reduce motor vehicle congestion at the interchanges. Explore alternative mobility targets, and consider impacts related to a potential MMA Designation for the Oregon City Regional Center.	Short-term
Driving Solutions (Intersection and Street Management- see Figure 16)				
D1	Molalla Avenue/ Beavercreek Road Adaptive Signal Timing	Molalla Avenue from Washington Street to Gaffney Lane; Beavercreek Road from Molalla Avenue to Maple Lane Road	Deploy adaptive signal timing that adjusts signal timings to match real-time traffic conditions.	Short-term
D7	Option 1: 14 th Street Restriping	Option 1: OR 99E to John Adams Street	<p>Option 1: Convert 14th Street to one-way eastbound between McLoughlin Boulevard and John Adams Street:</p> <ul style="list-style-type: none"> • Convert the Main Street/14th Street intersection to all-way stop control (per project D13). • From McLoughlin Boulevard to Main Street, 14th Street would be restriped to include two 12-foot eastbound travel lanes, a six-foot eastbound bike lane, a six-foot westbound contra-flow bike lane, and an eight-foot landscaping buffer on the north side • From Main Street to Washington Street, 14th Street would be restriped to include two 11-foot eastbound travel lanes, a five-foot eastbound bike lane, a five-foot westbound contra-flow bike lane, and an eight-foot on-street parking lane on the north side • From Washington Street to John Adams Street, 14th Street would be restriped to include one 12-foot eastbound travel lane, a six-foot eastbound bike lane, a six-foot westbound contra-flow bike lane, and an eight-foot on-street parking lane on the north and south side • Add a bicycle signal, with detection at the McLoughlin Boulevard/14th Street intersection. <p>Add bicycle detection to the traffic signal at the Washington Street/14th Street intersection.</p>	Short-term

Table 2: Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
	Option 2: Main Street/14 th Street Intersection Widening	Option 2: Main Street/14 th Street	Option 2: Convert the Main Street/14 th Street intersection to all-way stop control (per project D13). Widen 14 th Street to include shared through/left-turn and through/right-turn lanes in both directions	
D8	15 th Street Restriping	OR 99E to John Adams Street	<p>Convert 15th Street to one-way westbound between Washington Street and McLoughlin Boulevard:</p> <ul style="list-style-type: none"> • From John Adams Street to Washington Street, 15th Street would be striped as a shared-roadway (per project B6). • From Washington Street to Main Street, 15th Street would be restriped to include two 11-foot westbound travel lanes, a five-foot westbound bike lane, a five-foot eastbound contra-flow bike lane, and an eight-foot on-street parking lane on the south side. Complete the sidewalk gaps on the north side of 15th Street between Main Street and Center Street, and on the south side between Center Street and Washington Street (per project W75). • From Main Street to McLoughlin Boulevard, 15th Street would be restriped to include two 12-foot travel lanes, a six-foot westbound bike lane, and an eight-foot on-street parking lane on the south side. Add a 12-foot shared-use path with a two-foot buffer adjacent to the on-street parking lane. <p>Add bicycle detection to the traffic signal at the Washington Street/15th Street intersection.</p>	Included with project D7
D11	Optimize existing traffic signals	Citywide	Optimize the existing traffic signals by updating the existing coordinated signal timing plans, upgrading traffic signal controllers or communication infrastructure or cabinets.	Short-term
D12	Protected/permitted signal phasing	Citywide	Incorporate protected/permitted phasing for left turn movements at traffic signals.	Short-term
D13	Main Street/14 th Street Safety Enhancement	Main Street/14 th Street	Convert to all-way stop control to be consistent with the traffic control at surrounding intersections on Main Street.	Included with project D7
D14	Southbound OR 213 Advanced Warning System	Southbound OR 213, north of the Beavercreek Road intersection	Install a queue warning system for southbound drivers on OR 213 to automatically detect queues and warn motorists in advance via a Variable Message Sign	Short-term
D27	OR 213/Beavercreek Road Operational Enhancement	OR 213/Beavercreek Road	Lengthen the dual left-turn lanes along Beavercreek Road to provide an additional 200 feet of storage for the eastbound	Short-term

Table 2: Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
			approach	
D28	Washington Street/12th Street Safety Enhancement	Washington Street/12th Street	Install a traffic signal with dedicated left turn lanes for the 12 th Street approaches to Washington Street.	Medium-term
D30	Molalla Avenue/Division Street-Taylor Street Safety Enhancement	Molalla Avenue/Division Street-Taylor Street	Install a single-lane roundabout	Medium-term
D32	South End Road/Warner Parrott Road Operational Enhancement	South End Road/Warner Parrott Road	Install a traffic signal with dedicated left turn lanes for the South End Road approaches to Warner Parrott Road	Medium-term
D33	South End Road/Lafayette Avenue-Partlow Road Operational Enhancement	South End Road/Lafayette Avenue-Partlow Road	Install a single-lane roundabout	Medium-term
D40	Main Street/Dunes Drive Extension Operational Enhancement	Main Street/Dunes Drive Extension	Install a single-lane roundabout	Long-term
D41	South End Road/Buetel Road Extension Operational Enhancement	South End Road/Buetel Road Extension	Install a single-lane roundabout	Medium-term
D42	South End Road/Deer Lane Extension Operational Enhancement	South End Road/Deer Lane Extension	Install a single-lane roundabout	Long-term
D43	Holcomb Boulevard/Holly Lane North Extension Operational Enhancement	Holcomb Boulevard/Holly Lane North Extension	Install a single-lane roundabout	Long-term
D44	Beavercreek Road/Loder Road Extension Operational Enhancement	Beavercreek Road/Loder Road Extension	Install a roundabout	Medium-term
D45	Meyers Road Extension/ Loder Road Extension Operational Enhancement	Meyers Road Extension/ Loder Road Extension	Install a single-lane roundabout	Medium-term
Driving Solutions (Street Extensions- see Figure 17)				
D46	Meyers Road West extension	OR 213 to High School Avenue	Extend Meyers Road from OR 213 to High School Avenue as an Industrial Minor Arterial. Create a local street connection to Douglas Loop.	Short-term
D47	Meyers Road East extension	Beavercreek Road to the Meadow Lane Extension	Extend Meyers Road from Beavercreek Road to the Meadow Lane Extension as an Industrial Minor Arterial. Between the Holly Lane and Meadow Lane extensions, add a sidewalk and bike lane to the south side of the street, with a shared-use path to be added on north side per project S19. Modify the existing traffic signal at Beavercreek Road	Medium-term
D48	Holly Lane North extension	Redland Road to Holcomb Boulevard	Extend Holly Lane from Redland Road to Holcomb Boulevard as a Residential Minor Arterial. Create local street	Long-term

Table 2: Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
			connections to Cattle Drive and Journey Drive.	
D49	Swan Avenue extension	Livesay Road to Redland Road	Extend Swan Avenue from Livesay Road to Redland Road as an Residential Collector	Long-term
D50		Redland Road to Morton Road	Extend Swan Avenue from Redland Road to Morton Road as an Residential Collector	Long-term
D51	Deer Lane extension	Rose Road to Buetel Road	Extend Deer Lane from Rose Road to Buetel Road as a Residential Collector. Add a sidewalk and bike lane to the east side of the street, with a shared-use path to be added on west side per project S32.	Long-term
D52		Buetel Road to Parrish Road	Extend Deer Lane from Buetel Road to Parrish Lane as a Residential Collector. Add a sidewalk and bike lane to the east/north side of the street, with a shared-use path to be added on west/south side per project S33. Create a local street connection to Finnegans Way Install a roundabout at South End Road (per project D42).	Long-term
D53	Madrona Drive extension	Madrona Drive to Deer Lane	Extend Madrona Drive to Deer Lane as a Constrained Residential Collector	Long-term
D54	Clairmont Drive extension	Beavercreek Road to Holly Lane South Extension	Extend Clairmont Drive from Beavercreek Road to the Holly Lane South extension as an Industrial Collector. Add a sidewalk and bike lane to the south side of the street, with a shared-use path to be added on north side per project S17.	Long-term
D55	Glen Oak Road extension	Beavercreek Road to the Meadow Lane Extension	Extend Glen Oak Road from Beavercreek Road to the Meadow Lane Extension as a Residential Collector. Install a roundabout at Beavercreek Road (per project D39)	Long-term
D56	Timbersky Way extension	Beavercreek Road to the Meadow Lane Extension	Extend Timbersky Way from Beavercreek Road to the Meadow Lane Extension as a Residential Collector. Add a sidewalk and bike lane to the south side of the street, with a shared-use path to be added on north side per project S20.	Long-term
D57	Holly Lane South extension	Maple Lane Road to Thayer Road	Extend Holly Lane from Maple Lane Road to Thayer Road as a Residential Collector. Add a sidewalk and bike lane to the west side of the street, with a shared-use path to be added on east side per project S14. Install a roundabout at Maple Lane Road (per project D37).	Medium-term

Table 2: Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
D58		Thayer Road to Meyers Road	Extend Holly Lane from Thayer Road to the Meyers Road extension as an Industrial Collector. Add a sidewalk and bike lane to the west side of the street, with a shared-use path to be added on east side per project S15.	Medium-term
D59		Meyers Road to the Meadow Lane Extension	Extend Holly Lane from the Meyers Road extension to the Meadow Lane Extension as a Mixed-Use Collector. Add a sidewalk and bike lane to the west side of the street, with a shared-use path to be added on east side per project S16.	Long-term
D60	Meadow Lane extension	Meadow Lane to Meyers Road	Extend Meadow Lane to the Meyers Road Extension as a Mixed-Use Collector. Between Old Acres Lane and the Glen Oak Road extension, add a sidewalk and bike lane to the west side of the street, with a shared-use path to be added on east side per project S21.	Long-term
D61		Meyers Road to UGB (north of Loder Road)	Extend Meadow Lane from the Meyers Road Extension to the UGB (north of Loder Road) as an Industrial Collector	Medium-term
D62	Dunes Drive Extension	OR 99E to Agnes Avenue	Extend Dunes Drive from OR 99E to Agnes Avenue as a Mixed-Use Collector. Install a roundabout at the Dunes Drive/Agnes Avenue intersection (per project D40). Will require redevelopment of the Oregon City Shopping Center.	Medium-term
D63	Washington Street to Abernethy Road Connection	Washington Street to Abernethy Road	Connect Washington Street to Abernethy Road with a Mixed-Use Collector. Add a sidewalk and bike lane to the west side of the street, with a shared-use path to be added on east side per project S5. This street should be a public access road built to City standards but maintained by a private entity.	Long-term
D64	Loder Road Extension	Beavercreek Road to Glen Oak Road	Extend Loder Road from Beavercreek Road to Glen Oak Road as an Industrial Collector. Add a sidewalk and bike lane to the west side of the street, with a shared-use path to be added on east side per project S18. Create a local street connection to Douglas Loop. Install a roundabout at Meyers Road (per project D45).	Short-term
D65	Parrish Road Extension	From Parrish Road east to Kolar Drive	Complete the gap between Parrish Road as a Constrained Residential Collector.	Long-term
D66	Washington Street Realignment	Home Depot Driveway to Clackamas River	Washington Street Realignment associated with the OR	Under

Table 2: Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
		Drive	213/Washington Street Jug-handle Project.	Construction
D72	Hampton Drive Extension	Hampton Drive to Atlanta Drive	Extend Hampton Drive to Atlanta Drive as a Residential Local Street.	Long-term
Driving Solutions (Street and Intersection Expansions- see Figure 18)				
D73	McLoughlin Boulevard Improvements - Phase 2	Dunes Drive to Clackamas River Bridge	Boulevard and gateway improvements, including pedestrian and bicycle facilities. Access management improvements just north of the I-205 southbound ramps.	Under Construction
D80	Division Street Upgrade	7 th Street to 18 th Street	Improve to Collector cross-section, as a constrained street	Long-term
D81	Beavercreek Road Upgrade	Clairmont Drive (CCC Entrance) to Meyers Road	Improve to Industrial Major Arterial cross-section	Medium-term
D82		Meyers Road to UGB	Improve to Residential Major Arterial cross-section	Long-term
D89	South End Road Upgrade	Partlow Road-Lafayette Road to UGB	Improve to Residential Minor Arterial cross-section	Medium-term
D92	Washington Street Upgrade	11 th Street to 7 th Street	Improve to Minor Arterial cross-section, as a constrained street. Add curb-ramps at intersections	Medium-term
Walking Solutions (see Figure 19)				
W5	Washington Street Sidewalk Infill	Washington Street-Abernethy Road Extension to Abernethy Road	Complete sidewalk gaps on both sides of the street	Short-term
W11	Holcomb Boulevard (East of OR 213) Sidewalk Infill	OR 213 overcrossing to Swan Avenue	Complete sidewalk gaps on both sides of the street	Medium-term
W12		Longview Way to Winston Drive	Complete sidewalk gaps on both sides of the street	Medium-term
W13		Barlow Drive to UGB	Complete sidewalk gaps on both sides of the street	Medium-term
W34	Molalla Avenue Sidewalk Infill	Gaffney Lane to Sebastian Way	Complete sidewalk gaps on both sides of the street	Included with project W74
W35	Leland Road Sidewalk Infill	Warner Milne Road to Meyers Road	Complete sidewalk gaps on both sides of the street	Short-term
W41	Warner Milne Road Sidewalk Infill	Leland Road to west of Molalla Avenue	Complete sidewalk gaps on both sides of the street	Short-term
W42	Beavercreek Road Sidewalk Infill	Warner Milne Road to east of Kaen Road	Complete sidewalk gaps on the east side of the street	Short-term
W47	South End Road (south of Partlow) Sidewalk Infill	Partlow Road to Buetel Road	Complete sidewalk gaps on both sides of the street	Included with project D89
W48		Buetel Road to UGB	Complete sidewalk gaps on both sides of the street	Included with project D89
W54	South End Road (north of Partlow) Sidewalk Infill	Partlow Road to Barker Avenue	Complete sidewalk gaps on both sides of the street	Short-term
W56	Warner Parrott Road Sidewalk Infill	King Road to Marshall Street	Complete sidewalk gaps on the north side of the street	Short-term

Table 2: Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
W62	Linn Avenue Sidewalk Infill	Ella Street to Charman Avenue	Complete sidewalk gaps on both sides of the street	Short-term
W64	Brighton Avenue-Creed Street Sidewalk Infill	Charman Avenue to Waterboard Park Road	Complete sidewalk gaps on both sides of the street	Short-term
W65	Brighton Avenue-Park Drive Sidewalk Infill	Charman Avenue to Linn Avenue	Complete sidewalk gaps on both sides of the street	Short-term
W70	Division Street Sidewalk Infill	7 th Street to 18 th Street	Complete sidewalk gaps on both sides of the street	Included with project D80
W73	Molalla Avenue Streetscape Improvements Phase 3	Holmes Lane to Warner Milne Road	Streetscape improvements including widening sidewalks, sidewalk infill, ADA accessibility, bike lanes, reconfigure travel lanes, add bus stop amenities.	Medium-term
W74	Molalla Avenue Streetscape Improvements Phase 4	Beavercreek Road to OR 213	Streetscape improvements including widening sidewalks, sidewalk infill, ADA accessibility, bike lanes, reconfigure travel lanes, add bus stop amenities.	Medium-term
W75	15 th Street Sidewalk Infill	OR 99E to Washington Street	Complete sidewalk gaps on both sides of the street, with a shared-use path to be added on south side between OR 99E and Main Street per project S53.	Included with project D8
Biking Solutions (see Figure 20)				
B1	7 th Street Shared Roadway	OR 43 Bridge to Railroad Avenue	Add wayfinding and shared lane markings	Short-term
B2	Railroad Avenue-9 th Street Shared Roadway	OR 99E to Main Street	Add wayfinding and shared lane markings	Short-term
B3	Main Street Shared Roadway	OR 99E to 15 th Street	Add wayfinding and shared lane markings	Short-term
B5	12 th Street (west of Washington Street) Shared Roadway	OR 99E to Washington Street	Add wayfinding and shared lane markings	Short-term
B6	15 th Street (west of John Adams) Shared Roadway	Washington Street to John Adams Street	Add wayfinding and shared lane markings	Included with project D8
B12	Holcomb Boulevard (East of OR 213) Bike Lanes	Longview Way to UGB	Add bike lanes to both sides of the street	Medium-term
B29	Beavercreek Road Bike Lanes	Pebble Beach Drive to UGB	Add bike lanes to both sides of the street	Included with project D82
B32	Fir Street Bike Lanes	Molalla Avenue to 1,500 feet east	Add bike lanes to both sides of the street	Medium-term
B33	Leland Road Bike Lanes	Marysville Lane to Meyers Road	Add bike lanes to both sides of the street	Medium-term
B35	Meyers Road Bike Lanes	Leland Road to Autumn Lane	Add bike lanes to both sides of the street	Medium-term

Table 2: Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
B37	Molalla Avenue Bike Lanes	Gales Lane to Adrian Way	Complete bike lane gaps on both sides of the street	Included with project W73
B42	South End Road (south of Partlow) Bike Lanes	Buettel Road to UGB	Add bike lanes to both sides of the street	Included with project D89
B53	Holmes Lane Bike Lanes	Linn Avenue to Rilance Lane	Add bike lanes to both sides of the street	Medium-term
B55	Pearl Street Bike Lanes	Linn Avenue to Molalla Avenue	Add bike lanes to both sides of the street	Medium-term
B60	Division Street Bike Lanes	7 th Street to 18 th Street	Add bike lanes to both sides of the street	Included with project D80
B65	14 th Street Bike Lanes	OR 99E to John Adams Street	Add an eastbound bike lane and a westbound contra-flow bike lane	Included with project D7
B66	15 th Street Bike Lanes	OR 99E to Washington Street	Add a westbound bike lane and an eastbound contra-flow bike lane, with a shared-use path to be added on south side of 15 th Street between OR 99E and Main Street per project S53.	Included with project D8
Shared-Use Path Solutions (see Figure 21)				
S14	Maple Lane-Thayer Shared-Use Path	Maple Lane Road to Thayer Road	Add a shared-use path on the east side of the Holly Lane extension between Maple Lane and Thayer.	Long-term
S15	Thayer-Loder Shared-Use Path	Thayer Road to Loder Road	Add a shared-use path on the east side of the Holly Lane extension between Thayer and Loder.	Long-term
S18	Loder Road Shared-Use Path	Glen Oak Road to Holly Lane Extension	Add a shared-use path on the south/east side of the Loder Road extension between Glen Oak Road and the Holly Lane extension.	Long-term
S24	Gaffney Lane Elementary Shared-Use Path	Eastborne Drive to Falcon Drive	Add a shared-use path along the northern boundary of Gaffney Lane Elementary School between the Eastborne Drive path and Falcon Drive	Long-term
S36	Tumwater-4 th Shared-Use Path	Tumwater Drive to 4 th Avenue	Add a shared-use path through Old Canemah Park connecting 4 th Avenue to the Tumwater/South 2 nd intersection	Long-term
S53	15 th Street Shared-Use Path	OR 99E to Main Street	Add a shared-use path on the south side of 15 th Street between OR 99E and Main Street.	Included with project D8
Transit Solutions				
T1	Molalla Avenue Transit Signal Priority	Washington Street to Gaffney Lane	Provide priority at traffic signals for buses behind schedule. This includes the use and deployment of Opticom detectors	Short-term

Table 2: Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
			at traffic signals and emitters on buses.	
T2	OR 99E Transit Signal Priority	Dunes Drive to 10 th Street		Short-term
T3	Bus Stop Amenity Enhancement	Citywide	Add amenities at bus stops as needed, including bus shelters, landing pads, benches, trash/recycling receptacles and lighting	Short-term
Street Crossing Solutions (see Figure 21)				
C11	Beavercreek Road/Loder Road Shared-Use Path Crossing	Beavercreek Road/Loder Road intersection	Install crosswalk and pedestrian activated flasher on Beavercreek Road	Long-term
C35	John Adams/7 ^h Family Friendly Route Crossing	7 th Street/John Adams Street intersection	Install crosswalk and pedestrian activated flasher on 7 th Street	Long-term
Family-Friendly Routes (see Figure 19 or 20)				
FF13	Leland-Warner Parrot Family Friendly Route	Leland Road to Warner Parrot Road	Add sidewalks on both sides of the street. Add wayfinding, traffic calming and shared lane markings. Route via Hampton Drive, Atlanta Drive, Auburn Drive and Boynton Street. Includes Hampton Drive extension to Central Point Road	Long-term
FF19	Warner Parrot-Barker Family Friendly Route	Warner Parrot Road to Barker Avenue	Add sidewalks on both sides of the street. Add wayfinding and shared lane markings. Route via Woodlawn Avenue and Woodfield Court.	Long-term
FF20	Barker Avenue Family Friendly Route	South End Road to Telford Road	Add sidewalks on both sides of the street. Add wayfinding, traffic calming and shared lane markings. Route via Barker Avenue	Long-term
FF23	Charman Avenue Family Friendly Route	Telford Road to Linn Avenue	Add sidewalks and bike lanes on both sides of the street. Add wayfinding and traffic calming	Long-term
Citywide and Programmatic Improvements				
N/A	Family Friendly Routes	Citywide	Program to systematically implement the Neighborhood Greenway network on a yearly basis	N/A
N/A	Sidewalk Infill Program	Citywide	Capital program to systematically design and construct missing sidewalks along prioritized pedestrian routes. Provide sidewalks on local, residential streets that lead to roadways with transit service.	N/A
N/A	Develop Bicycle and Pedestrian Design Guidelines	Citywide	Develop bicycle and pedestrian design guidelines that establish preferred designs that represent best practices. Key	N/A

Table 2: Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
			treatments include pedestrian crossing design and bicycle accommodation at intersections (i.e. bike boxes, bicycle detection, etc.).	
N/A	ADA/Curb Ramp Upgrade Program	Citywide	Upgrade curb ramps and eliminate gaps in ADA access along prioritized pedestrian routes near key destinations.	N/A
N/A	Pedestrian Wayfinding Signage	Citywide	Pedestrian wayfinding tools can include signs and walking maps indicating walking routes to destinations and transit stops, as well as digital applications for smart phones.	N/A
N/A	Bicycle Parking Program	Citywide	Implement bicycle rack design and placement standards; review development applications for compliance; coordinate with sidewalk installation by developments or in city projects.	N/A
N/A	Bike Lane Re-striping Schedule	Citywide	Develop a bike lane re-striping schedule.	N/A
N/A	Bicycle Wayfinding Signage	Citywide	Implement a bicycle wayfinding signage program to assist bicyclists in choosing comfortable routes and to help visiting bicyclists navigate through the city.	N/A
N/A	Stop Here For Pedestrians signage	Citywide	Add Stop Here For Pedestrians signage at existing and new crosswalks. State standards require installation of a stop line in advance of the crosswalk to use this sign.	N/A
N/A	Bicycle/Pedestrian Connections to Transit	Citywide	Coordinate infrastructure upgrades near transit stops and park and rides to improve access and amenities targeted at increasing ridership.	N/A
N/A	Repaving policy	Citywide	Ensure repaving projects extend the full width of the road, including the full shoulder or bike lane.	N/A
N/A	Streetscape Enhancements	Citywide	Develop projects to create a pedestrian buffer zone on key pedestrian routes, including those that provide access to transit. Streets that would benefit from a buffer zone include Molalla Ave and Warner Milne Rd.	N/A
N/A	Safe Routes to Schools Curriculum	Citywide	Leverage ODOT Safe Routes Program with local investment to bring Safe Routes curriculum to all area K-8 schools.	N/A

Table 2: Not Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
Driving Solutions (Intersection and Street Management- see Figure 1)				
D2	Beavercreek Road Traffic Surveillance	Molalla Avenue to Maple Lane Road	Install video monitoring cameras and vehicle detection equipment to provide turn movement counts, hourly volumes, travel times, and speed	Long-term Phase 2
D3	Washington Street Traffic Surveillance	7 th Street to OR 213		Long-term Phase 3
D4	7 th Street/Molalla Avenue Traffic Surveillance	Washington Street to OR 213		Long-term Phase 3
D5	OR 213/ 7 th Street-Molalla Avenue/ Washington Street Integrated Corridor Management	I-205 to Henrici Road	Integrate traffic surveillance and traffic control equipment with ODOT	Long-term Phase 3
D6	OR 99E Integrated Corridor Management	OR 224 (in Milwaukie) to 10 th Street		Long-term Phase 3
D9	OR 213/Beavercreek Road Weather Information Station	OR 213/Beavercreek Road	Install road weather information stations that provide temperature, road conditions, and a video image.	Long-term Phase 4
D10	Warner Milne Road/Linn Avenue Road Weather Information Station	Warner Milne Road/Linn Avenue		Long-term Phase 4
D15	Holcomb Boulevard Curve Warning System	Holcomb Boulevard just to the west of the OR 213 overcrossing	Install a curve warning system on Holcomb Boulevard that activates when a motorist approaches the curve at a high speed.	Long-term Phase 3
D16	Holcomb Boulevard Speed Warning System	Holcomb Boulevard east of Jada Way	Install a speed warning system that activates when a motorist approaches at a high speed.	Long-term Phase 4
D17	Washington Street Speed Warning System	Washington Street near 9 th Street		Long-term Phase 4
D18	7 th Street Speed Warning System	7 th Street near Harrison Street		Long-term Phase 4
D19	Linn Avenue Speed Warning System	Linn Avenue near Glenwood Court		Long-term Phase 4
D20	OR 99E Northbound Speed Warning System	OR 99E near Paquet Street		Long-term Phase 4
D21	OR 99E Southbound Speed Warning System	OR 99E near Hedges Street		Long-term Phase 4
D22	Central Point Road Speed Warning System	Central Point Road near White Lane		Long-term Phase 4
D23	South End Road School Zone Flashers	South End Road near Salmonberry	Install school zone flashers	Long-term

Table 2: Not Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
		Drive and Filbert Drive		Phase 4
D24	Gaffney Lane School Zone Flashers	Gaffney Lane near Glenview Court and Falcon Drive		Long-term Phase 4
D25	Meyers Road School Zone Flashers	Meyers Road near High School Lane		Long-term Phase 4
D26	Beavercreek Road School Zone Flashers	Beavercreek Road south of Loder Road and north of Glen Oak Road		Long-term Phase 4
D29	John Adams Street/7th Street Safety Enhancement	John Adams Street/7th Street	Restripe 7th Street to include a northbound left-turn pocket from 7th Street to John Adams Street.	Long-term Phase 2
D31	High Street/2nd Street Operational Enhancement	High Street/2nd Street	Install a traffic signal	Long-term Phase 4
D34	Central Point Road/Warner Parrott Road Operational Enhancement	Central Point Road/Warner Parrott Road	Restrict left turns from Central Point Road to Warner Parrott Road. Install a roundabout at the Linn Avenue-Leland Road/ Warner Parrott Road-Warner Milne Road intersection	Long-term Phase 4
D35	Redland Road/Anchor Way Operational Enhancement	Redland Road/Anchor Way	Install a traffic signal	Long-term Phase 4
D36	Redland Road/Holly Lane Operational Enhancement	Redland Road/Holly Lane	Install a single-lane roundabout	Long-term Phase 4
D37	Maple Lane Road/Holly Lane Operational Enhancement	Maple Lane Road/Holly Lane	Install a single-lane roundabout	Long-term Phase 4
D38	Maple Lane Road/Walnut Grove Way Operational Enhancement	Maple Lane Road/Walnut Grove Way	Install a single-lane roundabout or realign Maple Lane Road in correlation with development	Long-term Phase 3
D39	Beavercreek Road/Glen Oak Road Operational Enhancement	Beavercreek Road/Glen Oak Road	Install a roundabout	Long-term Phase 2
Driving Solutions (Street Extensions- see Figure 2)				
D67	OR 99E to Beutel Road Extension Feasibility Study	OR 99E to Beutel Road	Further study a potential connection between OR 99E and Beutel Road as a Constrained Minor Arterial. Add shared-use path on the east side of the street per project S34. Install a roundabout at South End Road (per project D41). The connection will likely be hindered by topography.	Long-term Phase 4
D68	Chanticleer Place Extension	Glen Oak Road to north of Russ	Extend Chanticleer Place from Glen Oak Road to	Long-term

Table 2: Not Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
		Wilcox Way	Russ Wilcox Way as a Residential Collector.	Phase 3
D69		South of Talawa Drive to Chanticleer Drive	Extend Chanticleer Place from Talawa Drive to Chanticleer Drive as a Residential Collector.	Long-term Phase 3
D70	Chanticleer Drive Extension	South of Edgemont Drive to Henrici Road	Extend Chanticleer Drive from Edgemont Drive to Henrici Road as a Residential Collector.	Long-term Phase 3
D71	Coquille Drive Extension	Quinalt Drive to Henrici Drive	Extend Coquille Drive from Quinalt Drive to Henrici Drive as a Residential Collector.	Long-term Phase 3
Driving Solutions (Street and Intersection Expansion- see Figure 3)				
D74	McLoughlin Boulevard Improvements - Phase 3	10 th Street to Main Street	Widen OR 99E to a five-lane cross-section that includes two travel lanes in each direction and a center two-way left-turn lane and/or a median to improve access management. The project will also improve pedestrian and bicycle facilities.	Long-term Phase 2
D75	I-205 Southbound Interchange Improvements	OR 99E/I-205 Southbound Ramps	Add dual left-turn lanes on the southbound OR 99E approach to the southbound I-205 ramp. Widen the on-ramp to the ramp meters to accommodate the dual left-turn approach.	Long-term Phase 3
D76	I-205 Northbound Interchange Improvements	OR 99E/I-205 Northbound Ramps	Add dual left-turn lanes on the westbound I-205 Off-ramp approach to OR 99E. Widen the off-ramp approaching OR 99E to maintain the separated westbound right-turn lane.	Long-term Phase 3
D77	OR 213 Safety Improvement	Molalla Avenue to Conway Drive	Widen to five lanes (two travel lanes in each direction, with a center turn lane/median) with bike lanes and sidewalks	Long-term Phase 4
D78	Anchor Way Safety Improvement	18 th Street to Division Street	Realign Anchor Way to connect with Division Street	Long-term Phase 4
D79	OR 213/Redland Road Capacity Improvements	Redland Road to Redland Road undercrossing	Add a third northbound travel lane on OR 213 north of the Redland Road undercrossing. Extend the third southbound travel on OR 213 south of the Redland Road intersection and merge the third lane before the Redland Road undercrossing. Add a right-turn lane (southbound OR 213 to westbound Redland).	Long-term Phase 4

Table 2: Not Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
			Convert the Redland Road approach to OR 213 to 1 receiving lane, 2 left-turn approach lanes, and 1 right-turn lane.	
D83	Holly Lane Upgrade	Redland Road to Maple Lane Road	Improve to Residential Minor Arterial cross-section	Long-term Phase 2
D84	Maple Lane Road Upgrade	Beavercreek Road to UGB	Improve to Residential Minor Arterial cross-section	Long-term Phase 2
D85	Loder Road Upgrade	Beavercreek Road to UGB	Improve to Industrial Collector cross-section. Install a roundabout at the Beavercreek Road/Loder Road intersection.	Long-term Phase 2
D86	Livesay Road Upgrade	Redland Road to Swan Avenue	Improve to Residential Collector cross-section.	Long-term Phase 3
D87		Swan Avenue to Holly Lane extension	Improve to Mixed-Use Collector cross-section.	Long-term Phase 3
D88	Donovan Road Upgrade	Holly Lane to UGB	Improve to Mixed-Use Collector cross-section.	Long-term Phase 3
D90	Main Street Upgrade	15 th Street to Agnes Avenue	Improve to Mixed-Use Collector cross-section between 17 th Street and Agnes Avenue. Between 15 th Street and 17 th Street, restripe Main Street to include two 12-foot travel lanes, a six-foot northbound bike lane, a six-foot southbound bike lane, and an eight-foot on-street parking lane on the east side.	Long-term Phase 2
D91	Redland Road Upgrade	Holcomb Boulevard to Holly Lane	Improve to Minor Arterial cross-section, as a constrained street	Long-term Phase 2
D93	Beutel Road Upgrade	South End Road to northern terminus	Improve to Collector cross-section, as a constrained street	Long-term Phase 2
Walking Solutions (see Figure 4)				
W1	Dunes Drive Sidewalk Infill	OR 99E to Clackamette Drive	Complete sidewalk gaps the south side of the street	Long-term Phase 4
W2	Main Street Sidewalk Infill	OR 99E to 17 th Street	Complete sidewalk gaps on west/south side of the street. A shared-use path will be added on east/north side per project S1	Included with project D90

Table 2: Not Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
W3		17 th Street to 15 th Street	Complete sidewalk gaps the west side of the street	Included with project D90
W4	Agnes Avenue Sidewalk Infill	Main Street to Washington Drive	Complete sidewalk gaps on both sides of the street	Long-term Phase 4
W6	Holcomb Boulevard (West of OR 213) Sidewalk Infill	Abernethy Road to OR 213 overcrossing	Complete sidewalk gaps on both sides of the street	Long-term Phase 3
W7	Redland Road (West of OR 213) Sidewalk Infill	Abernethy Road to Anchor Way	Complete sidewalk gaps on west/south side of the street. A shared-use path will be added on west side per project S6	Long-term Phase 2
W8	Forsythe Road Sidewalk Infill	Clackamas River Drive to Harley Avenue	Complete sidewalk gaps on south side of the street. A shared-use path will be added on north side per project S7	Long-term Phase 3
W9	Clackamas River Drive Sidewalk Infill	OR 213 to Forsythe Road	Complete sidewalk gaps on east side of the street. A shared-use path will be added on west side per project S8	Long-term Phase 2
W10		Forsythe Road to UGB	Complete sidewalk gaps on both sides of the street	Long-term Phase 3
W14	Apperson Boulevard Sidewalk Infill	La Rae Street to Gain Street	Complete sidewalk gaps on the west side of the street	Long-term Phase 3
W15	Swan Avenue Sidewalk Infill	Forsythe Road to Ann Drive	Complete sidewalk gaps on both sides of the street	Long-term Phase 2
W16	Livesay Road Sidewalk Infill	Redland Road to Frank Avenue	Complete sidewalk gaps on both sides of the street	Included with project D86/D87
W17	Redland Road (East of OR 213) Sidewalk Infill	Anchor Way to Livesay Road	Complete sidewalk gaps on north side of the street. A shared-use path will be added on south side per project S6	Included with project D91
W18		Livesay Road to UGB	Complete sidewalk gaps on both sides of the street	Long-term Phase 3
W19	Donovan Road Sidewalk Infill	Holly Lane to western terminus	Complete sidewalk gaps on north side of the street. A shared-use path will be added on south side per project S12	Long-term Phase 4

Table 2: Not Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
W20	Morton Road Sidewalk Infill	Holly Lane to Swan Extension	Complete sidewalk gaps on both sides of the street	Long-term Phase 4
W21	Holly Lane Sidewalk Infill	Redland Road to Donovan Road	Complete sidewalk gaps on both sides of the street	Included with project D83
W22		Donovan Road to Maple Lane Road	Complete sidewalk gaps on west side of the street. A shared-use path will be added on east side per project S13	Included with project D83
W23	Maple Lane Road Sidewalk Infill	Beavercreek Road to UGB	Complete sidewalk gaps on both sides of the street	Included with project D84
W24	Thayer Road Sidewalk Infill	Maple Lane Road to UGB	Complete sidewalk gaps on both sides of the street	Long-term Phase 3
W25	Loder Road Sidewalk Infill	Beavercreek Road to the Holly Lane Extension	Complete sidewalk gaps on north side of the street. A shared-use path will be added on south side per project S18.	Included with project D85
W26		Holly Lane Extension to the UGB	Complete sidewalk gaps on both sides of the street	Included with project D85
W27	High School Avenue Sidewalk Infill	Meyers Road to Glen Oak Road	Complete sidewalk gaps on the west side of the street	Long-term Phase 3
W28	Glen Oak Road Sidewalk Infill	OR 213 to High School Avenue	Complete sidewalk gaps on both sides of the street	Long-term Phase 2
W29		Coquille Drive to Augusta Drive	Complete sidewalk gaps on both sides of the street	Long-term Phase 3
W30	Chanticleer Drive Sidewalk Infill	North terminus to south terminus	Complete sidewalk gaps on both sides of the street	Long-term Phase 4
W31	OR 213 Sidewalk Infill	Molalla Avenue to Conway Drive	Complete sidewalk gaps on both sides of the street	Included with project D77
W32	Bertha Drive Sidewalk Infill	Clairmont Way to Gaffney Lane	Complete sidewalk gaps on the east side of the street	Long-term Phase 3
W33	Gaffney Lane Sidewalk Infill	Cokeron Drive to Glenview Court	Complete sidewalk gaps on both sides of the street	Long-term

Table 2: Not Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
				Phase 2
W36	Leland Road Sidewalk Infill	Meyers Road to McCord Road	Complete sidewalk gaps on both sides of the street	Long-term Phase 3
W37		McCord Road to UGB	Complete sidewalk gaps on both sides of the street	Long-term Phase 4
W38	Meyers Road Sidewalk Infill	Leland Road to Frontier Parkway	Complete sidewalk gaps on both sides of the street	Long-term Phase 3
W39	Jessie Avenue Sidewalk Infill	Leland Road to Frontier Parkway	Complete sidewalk gaps on both sides of the street	Long-term Phase 4
W40	Clairmont Way Sidewalk Infill	Leland Road to Bertha Drive	Complete sidewalk gaps on both sides of the street	Long-term Phase 3
W43	McCord Road Sidewalk Infill	Sunset Springs Drive to Leland Road	Complete sidewalk gaps on both sides of the street	Long-term Phase 4
W44	Pease Road Sidewalk Infill	Leland Road to Tidewater Street	Complete sidewalk gaps on both sides of the street	Long-term Phase 4
W45	Central Point Road Sidewalk Infill	McCord Road to Trade Wind Street	Complete sidewalk gaps on both sides of the street	Long-term Phase 3
W46		Parrish Road to Hazeldell Avenue	Complete sidewalk gaps on both sides of the street	Long-term Phase 3
W49	Parrish Road Sidewalk Infill	South End Road to eastern terminus	Complete sidewalk gaps on both sides of the street	Long-term Phase 4
W50		Kolar Drive to Central Point Road	Complete sidewalk gaps on the south side of the street	Long-term Phase 4
W51	Buetel Road Sidewalk Infill	South End Road to western terminus	Complete sidewalk gaps on both sides of the street	Included with project D93
W52	Partlow Road Sidewalk Infill	South End Road to Central Point Road	Complete sidewalk gaps on both sides of the street	Long-term Phase 3
W53	Rose Road Sidewalk Infill	South End Road to Deer Lane	Complete sidewalk gaps on both sides of the street	Long-term Phase 4
W55	Lawton Road Sidewalk Infill	South End Road to Netzel Street	Complete sidewalk gaps on both sides of the street	Long-term Phase 4
W57	Canemah Road Sidewalk Infill	Warner Parrott Road to Telford	Complete sidewalk gaps on both sides of the street	Long-term

Table 2: Not Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
		Road		Phase 3
W58	Hood Street Sidewalk Infill	Linn Avenue to eastern terminus	Complete sidewalk gaps on both sides of the street	Long-term Phase 4
W59	Telford Road Sidewalk Infill	Ogden Drive to Holmes Lane	Complete sidewalk gaps on both sides of the street	Long-term Phase 3
W60	AV Davis-Ethel Street Sidewalk Infill	Holmes Lane to Leonard Street	Complete sidewalk gaps on both sides of the street	Long-term Phase 3
W61	Holmes Lane (west of Bell Court) Sidewalk Infill	Telford Road to Bell Court	Complete sidewalk gaps on both sides of the street	Long-term Phase 3
W63	Charman Avenue Sidewalk Infill	Linn Avenue to Electric Avenue	Complete sidewalk gaps on both sides of the street	Long-term Phase 3
W66	Warner Street Sidewalk Infill	Prospect Street to Molalla Avenue	Complete sidewalk gaps on the south side of the street	Long-term Phase 4
W67	Holmes Lane (east of Bell Court) Sidewalk Infill	Bell Court to Prospect Street	Complete sidewalk gaps on the north side of the street	Long-term Phase 3
W68	Pearl Street Sidewalk Infill	Linn Avenue to Eluria Street	Complete sidewalk gaps on both sides of the street	Long-term Phase 3
W69	Center Street Sidewalk Infill	Clinton Street to 1 st Street	Complete sidewalk gaps on both sides of the street	Long-term Phase 3
W71	15 th Street Sidewalk Infill	Harrison Street to Jefferson Street	Complete sidewalk gaps on both sides of the street	Long-term Phase 4
W72	Anchor Way Sidewalk Infill	18 th Street to Redland Road	Complete sidewalk gaps on east side of the street. A shared-use path will be added on west side per project S49.	Long-term Phase 4
Biking Solutions (see Figure 5)				
B4	Main Street Bike Lanes	Agnes Avenue to I-205 undercrossing	Add a bike lane to the west side of the street. A shared-use path will be added on east/north side per project S1	Long-term Phase 3
B7	Agnes Avenue Bike Lanes	Main Street to Washington Drive	Add bike lanes to both sides of the street	Long-term Phase 4
B8	Abernethy Road Bike Lanes	Washington Street to Redland Road	Add a bike lane to the south side of the street. A shared-use path will be added on the north side per project S2.	Long-term Phase 2

Table 2: Not Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
B9	Holcomb Boulevard (West of OR 213) Bike Lanes	Abernethy Road to OR 213 overcrossing	Add bike lanes to both sides of the street	Long-term Phase 2
B10	Forsythe Road Bike Lanes	Clackamas River Drive to Harley Avenue	Add a bike lane to the south side of the street. A shared-use path will be added on north side per project S7	Long-term Phase 4
B11	Clackamas River Drive Bike Lanes	Forsythe Road to UGB	Add bike lanes to both sides of the street	Long-term Phase 3
B13	Apperson Boulevard Shared Roadway	Forsythe Road to Holcomb Boulevard	Add wayfinding and shared lane markings	Long-term Phase 3
B14	Swan Avenue Bike Lanes	Forsythe Road to Holcomb Boulevard	Add bike lanes to both sides of the street	Long-term Phase 2
B15	Swan Avenue Shared Roadway	Holcomb Boulevard to southern terminus	Add wayfinding and shared lane markings	Long-term Phase 4
B16	Livesay Road Bike Lanes	Redland Road to Frank Avenue	Add bike lanes to both sides of the street	Long-term Phase 4
B17	Donovan Road Bike Lanes	Holly Lane to western terminus	Add a bike lane to the north side of the street. A shared-use path will be added on south side per project S12	Long-term Phase 4
B18	Morton Road Bike Lanes	Holly Lane to Swan Extension	Add bike lanes to both sides of the street	Long-term Phase 4
B19	Holly Lane Bike Lanes	Redland Road to Donovan Road	Add bike lanes to both sides of the street	Included with project D83
B20		Donovan Road to Maple Lane Road	Add a bike lane to the west side of the street. A shared-use path will be added on east side per project S13	Included with project D83
B21	Maple Lane Bike Lanes	Walnut Grove Way to UGB	Add bike lanes to both sides of the street	Included with project D84
B22	Thayer Road Bike Lanes	Elder Road to UGB	Add bike lanes to both sides of the street	Long-term Phase 3
B23	Loder Road Bike Lanes	Beavercreek Road and the Holly Lane Extension	Add a bike lane to the north side of the street. A shared-use path will be added on south side per	Included with project

Table 2: Not Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
			project S18.	D85
B24		Holly Lane Extension to the UGB	Add bike lanes to both sides of the street	Included with project D85
B25	High School Avenue Shared Roadway	Meyers Road to Glen Oak Road	Add wayfinding and shared lane markings	Long-term Phase 4
B26	Glen Oak Road Bike Lanes	Coquille Drive to Augusta Drive	Add bike lanes to both sides of the street	Long-term Phase 3
B27	Coquille Drive Shared Roadway	Glen Oak Road to Turtle Bay Drive	Add wayfinding and shared lane markings	Long-term Phase 4
B28	Chanticleer Drive Shared Roadway	North terminus to south terminus	Add wayfinding and shared lane markings	Long-term Phase 4
B30	Bertha Drive Bike Lanes	Clairmont Way to Gaffney Lane	Add bike lanes to both sides of the street	Long-term Phase 4
B31	Gaffney Lane Bike Lanes	Cokeron Drive to Glenview Court	Add bike lanes to both sides of the street	Long-term Phase 3
B34	Leland Road Bike Lanes	Kalal Court to UGB	Add bike lanes to both sides of the street	Long-term Phase 3
B36	Jessie Avenue Bike Lanes	Leland Road to Jessie Court	Add bike lanes to both sides of the street	Long-term Phase 4
B38	McCord Road Bike Lanes	Central Point Road to Leland Road	Add bike lanes to both sides of the street	Long-term Phase 2
B39	Pease Road Shared Roadway	Leland Road to Tidewater Street	Add wayfinding and shared lane markings	Long-term Phase 4
B40	Central Point Road Bike Lanes	Partlow Road to Swallowtail Place	Complete bike lane gaps on both sides of the street	Long-term Phase 2
B41		Parrish Road to Skellenger Way	Add bike lanes to both sides of the street	Long-term Phase 2
B43	Parrish Road Shared Roadway	South End Road to eastern terminus	Add wayfinding and shared lane markings	Long-term Phase 4
B44	Parrish Road Bike Lanes	Kolar Drive to Central Point Road	Add bike lanes to both sides of the street	Long-term Phase 4
B45	Buetel Road Bike Lanes	South End Road to western terminus	Add bike lanes to both sides of the street	Included

Table 2: Not Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
				with project D93
B46	Partlow Road Bike Lanes	South End Road to Central Point Road	Complete bike lane gaps on both sides of the street	Long-term Phase 2
B47	Rose Road Bike Lanes	South End Road to Deer Lane	Add bike lanes to both sides of the street	Long-term Phase 4
B48	Lawton Road Shared Roadway	South End Road to Netzel Street	Add wayfinding and shared lane markings	Long-term Phase 4
B49	Canemah Road Shared Roadway	Warner Parrott Road to Telford Road	Add wayfinding and shared lane markings	Long-term Phase 4
B50	Telford Road Shared Roadway	Charman Avenue to Holmes Lane	Add wayfinding and shared lane markings	Long-term Phase 3
B51	AV Davis-Ethel Street Shared Roadway	Holmes Lane to Leonard Street	Add wayfinding and shared lane markings	Long-term Phase 3
B52	Holmes Lane Shared Roadway	Telford Road to Linn Avenue	Add wayfinding and shared lane markings	Long-term Phase 4
B54	Brighton Avenue-Creed Street Shared Roadway	Charman Avenue to Waterboard Park Road	Add wayfinding and shared lane markings	Long-term Phase 3
B56	Pearl Street Shared Roadway	Molalla Avenue to Eluria Street	Add wayfinding and shared lane markings	Long-term Phase 3
B57	Center Street Shared Roadway	Clinton Street to 5 th Street	Add wayfinding and shared lane markings	Long-term Phase 3
B58	South 2 nd Street Shared Roadway	High Street to Tumwater Drive	Add wayfinding and shared lane markings	Long-term Phase 3
B59	5 th Street Shared Roadway	Washington Street to Center Street	Add wayfinding and shared lane markings	Long-term Phase 3
B61	Taylor Street Shared Roadway	7 th Street to 12 th Street	Add wayfinding and shared lane markings	Long-term Phase 3
B62	12 th Street Shared Roadway	Taylor Street to Washington Street	Add wayfinding and shared lane markings	Long-term Phase 3
B63	15 th Street Shared Roadway	Division Street to John Adams Street	Add wayfinding and shared lane markings	Long-term Phase 4
B64	Anchor Way Bike Lanes	18 th Street to Redland Road	Add a bike lane to the east side of the street. A	Long-term

Table 2: Not Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
			shared-use path will be added on west side per project S49.	Phase 2
Shared-Use Path Solutions (see Figure 6)				
S1	Main Street Shared-Use Path	Clackamette Park to 17 th Street	Add a shared-use path on the north/east side of the street	Long-term Phase 2
S2	Abernethy Road Shared-Use Path	Main Street to Redland Road	Add a shared-use path on the north side of the street from Main Street to Redland Road. Add a railroad gate at the 17 th Street rail crossing. Will require permission for an at-grade pedestrian and bicycle rail crossing.	Long-term Phase 3
S3	OR 99E Shared-Use Path	10 th Street to Railroad Avenue	Add a shared-use path on the west side of the street	Included with project D74
S4	Abernethy Creek Park Shared-Use Path	John Adams Street to 15 th Street	Add a shared-use path between John Adams and 15 th , with a bridge over the gully	Long-term Phase 4
S5	Abernethy Road-Clackamas River Drive Shared-Use Path	Abernethy Road to Clackamas River Drive	Add a shared-use path on the east side of the Abernethy-Washington extension and on the east side of the Washington Street realignment to Clackamas River Drive	Long-term Phase 2
S6	Redland Road Shared-Use Path	Abernethy Road to Livesay Road	Add a shared-use path on the west/south side of the street	Long-term Phase 2
S7	Forsythe Road Shared-Use Path	Clackamas River Drive to UGB	Add a shared-use path on the north side of the street	Long-term Phase 4
S8	Clackamas River Drive Shared-Use Path	OR 213 to Forsythe Road	Add a shared-use path on the west side of the street	Long-term Phase 2
S9	Swan-Livesay Shared-Use Path	Bonn Street to Livesay Road	Add a shared-use path between Swan and Livesay, with a bridge over the gully	Long-term Phase 4
S10	Redland-Holcomb Shared-Use Path	Redland Road to Holcomb Boulevard	Add a shared-use path along the north side of the gully from the Redland/Livesay to Holcomb/Oak Tree intersection	Long-term Phase 3
S11	Holcomb- Forsythe Road Shared-Use Path	Holcomb Boulevard to Forsythe Road	Add a shared-use path connecting the Redland-Holcomb Shared-Use Path to the Forsythe Road Shared-Use Path	Long-term Phase 4

Table 2: Not Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
S12	Redland-Holly Shared-Use Path	Redland Road to Holly Lane	Add a shared-use path along the east side of the gully between the Redland/Livesay and Holly/Donovan intersection. Will require a bridge over the gully south of Redland Road	Long-term Phase 2
S13	Holly Lane Shared-Use Path	Donovan Road to Maple Lane Road	Add a shared-use path on the east side of the street	Long-term Phase 2
S16	Loder-Timbersky Shared-Use Path	Loder Road to Timbersky Way	Add a shared-use path on the east side of the Holly Lane extension between Loder and Timbersky.	Long-term Phase 3
S17	Clairmont Drive Shared-Use Path	Beavercreek Road to UGB	Add a shared-use path on the north side of the Clairmont Drive extension between Beavercreek Road and the UGB.	Long-term Phase 3
S19	Meyers Road Extension Shared-Use Path	Holly Lane Extension to UGB	Add a shared-use path on the north side of the Meyers Road extension between the Holly Lane extension and the UGB.	Long-term Phase 3
S20	Timbersky Extension Shared-Use Path	Pebble Beach Drive to Meadow Lane Extension	Add a shared-use path on the east side of Beavercreek Road and the north side of the Timbersky Way extension between Pebble Beach Drive and the Meadow Lane Extension Shared-use Path	Long-term Phase 3
S21	Meadow Lane Extension Shared-use Path	Old Acres Lane to UGB (north of Loder Road)	Add a shared-use path on the east side of the Meadow Lane extension from Meadow Lane to the Glen Oak Road extension. Between the Glen Oak Road extension and the UGB (north of Loder Road) the shared-use path will run along the west side of the ridge	Long-term Phase 4
S22	Meyers-Beavercreek Shared-Use Path	Morrie Drive to Beavercreek Road	Add a shared-use path under the power lines between Morrie Drive and Beavercreek Road. Will require a portion of the parking lot between Molalla and Beavercreek	Long-term Phase 2
S23	Meyers Road Shared-Use Path	Meyers-Beavercreek Shared-Use Path to OR 213	Add a shared-use path on the south side of Meyers Road between the Meyers-Beavercreek Shared-Use Path and the Clackamas Community College Shared-use Path	Long-term Phase 3
S25	Falcon-Pompei Shared-Use Path	Falcon Drive to Naples Street	Add a shared-use path between Falcon Drive and	Long-term

Table 2: Not Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
			Naples Street	Phase 3
S26	Leland Road-Wesley Lynn Park Shared-Use Path	Leland Road to Wesley Lynn Park	Add a shared-use path between Leland Road and the Wesley Lynn Park Shared-Use Path	Long-term Phase 3
S27	Hillendale Park-Leonard Street Shared-Use Path	Hillendale Park Shared-Use Path to Leonard Street	Add a shared-use path along the western boundary of the Clackamas County Red Soils Campus	Long-term Phase 2
S28	Beavercreek-Hilltop Shared-Use Path	Beavercreek Road to Fox Lane	Add a shared-use path along the ridge connecting the Meyers-Beavercreek Shared-Use Path to Hilltop Avenue	Long-term Phase 3
S29	Fremont-Hiefield Shared-Use Path	Fremont Street to Hiefield Court	Add a shared-use path between Fremont Street and the Hillendale Park-Leonard Street Shared-Use Path	Long-term Phase 4
S30	Orchard Grove-Hazelnut Shared-Use Path	Orchard Grove Drive to Hazelnut Court	Add a shared-use path between Orchard Grove Drive and Hazelnut Court	Long-term Phase 3
S31	South End-Deer Lane Shared-Use Path	Deer Lane to Filbert Drive	Add a shared-use path between the Deer Lane extension and Filbert Drive	Long-term Phase 3
S32	Deer Lane Extension Shared-Use Path	Buetel Road to Deer Lane	Add a shared-use path on the west side of the Deer Lane extension	Long-term Phase 3
S33	Buetel-Kolar Shared-Use Path	Buetel Road to Kolar Drive	Add a shared-use path on the west/south side of the Deer Lane extension between Buetel Road and Kolar Drive	Long-term Phase 4
S34	OR 99E-Buetel Shared-Use Path	OR 99E to Buetel Road	Add a shared-use path between OR 99E and Buetel Road	Long-term Phase 3
S35	Canemah-Buetel Road Shared-Use Path	5 th Avenue to OR 99E-Buetel Road Shared-Use Path	Add a shared-use path connecting Canemah to the OR 99E-Buetel Road shared-use path	Long-term Phase 3
S37	OR 99E (south of Railroad Avenue) Shared-Use Path	Railroad Avenue to UGB	Add a shared-use path along the north side of the street. Rehabilitate existing boardwalk between South 2 nd Street and Hedges Street	Long-term Phase 2
S38	Singer Creek Park Shared-Use Path	Singer Creek Park to Electric Avenue	Add a shared-use path from Singer Creek Park to Electric Avenue	Long-term Phase 3
S39	Electric-East Shared-Use Path	Electric Avenue to East Street	Add a shared-use path from Electric Avenue to East Street	Long-term Phase 3
S40	Hood-Warner Shared-Use Path	Hood Street to Warner Street	Add a shared-use path from Hood Street to Warner Street	Long-term Phase 2

Table 2: Not Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
S41	Beavercreek-Laurel Shared-Use Path	Beavercreek Road to Laurel Lane	Add a shared-use path on the western edge of the cemetery, from Beavercreek Road to Laurel Lane	Long-term Phase 2
S42	Fox-Hillcrest Shared-Use Path	Fox Lane to Hillcrest Street	Add a shared-use path from Fox Lane to the Mountainview Cemetery	Long-term Phase 3
S43	Magnolia-Eluria Shared-Use Path	Magnolia Street to Eluria Street	Add a shared-use path between Magnolia Street and Eluria Street	Long-term Phase 3
S44	End of the Oregon Trail Shared-Use Path	Abernethy Road to east of the Abernethy-Washington Street extension	Add a shared-use path	Long-term Phase 3
S45	4 th Street Shared-Use Path	West of Jackson Street to east of Monroe Street	Add a shared-use path	Long-term Phase 3
S46	John Adams Shared-Use Path	10 th Street to west of 11 th Street	Add a shared-use path	Long-term Phase 3
S47	Barclay Park Shared-Use Path	Jefferson Street to John Adams Street	Add a shared-use path through Barclay Park	Long-term Phase 3
S48	Atkinson Park Shared-Use Path	17 th Street to 18 th Street	Add a shared-use path	Long-term Phase 4
S49	Anchor Way Shared-Use Path	18 th Street to Redland Road	Add a shared-use path on the west side of the street	Long-term Phase 4
S50	King Elementary School Shared-Use Path	South End Road to Woodfield Court	Add a shared-use path along the northern boundary of King Elementary School between Amanda Court and Woodfield Court	Long-term Phase 3
S51	Chanticleer-Coquille Shared-Use Path	Chanticleer Drive to Coquille Drive	Add a shared-use path between Chanticleer Drive and Coquille Drive	Long-term Phase 3
S52	Linn Avenue Shared-Use Path	Electric Avenue to Pearl Street	Add a shared-use path between Electric Avenue and Pearl Street	Long-term Phase 2
Transit Solutions				
T4	Oregon City TMA Startup Program	Oregon City Regional Center	Implements a transportation management association program with employers.	Long-term Phase 2
Street Crossing Solutions (see Figure 6)				
C1	Clackamette Drive Crossing	Clackamette Park overflow lot to the Clackamette Park entrance	Install crosswalk and pedestrian activated flasher on Clackamette Drive	Long-term Phase 3
C2	Main Street Crossing	I-205 Shared Use Path to south of	Relocate the existing crosswalk on Main Street	Long-term

Table 2: Not Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
		Main Street	approximately 175 feet southeast to align with the I-205 Shared Use Path. Install a pedestrian activated flasher.	Phase 4
C3	Holcomb/Front Family Friendly Route Crossing	Holcomb Boulevard/Front Avenue intersection	Install crosswalk and pedestrian activated flasher on Holcomb Boulevard	Long-term Phase 4
C4	Holcomb/Swan Crossing	Holcomb Boulevard/Swan Avenue intersection	Install crosswalk and pedestrian activated flasher on Holcomb Boulevard	Long-term Phase 4
C5	Holcomb Boulevard Shared-Use Path Crossing	Holcomb Boulevard/Oak Tree Terrace intersection	Install crosswalk and pedestrian activated flasher on Holcomb Boulevard	Long-term Phase 4
C6	Holcomb/Winston Crossing	Holcomb Boulevard/ Winston Drive intersection	Install crosswalk and pedestrian activated flasher on Holcomb Boulevard	Long-term Phase 4
C7	Redland Road Shared-Use Path Crossing	Redland Road/Livesay Road intersection	Install crosswalk and pedestrian activated flasher on Redland Road	Long-term Phase 2
C8	Holly Lane Shared-Use Path Crossing	Holly Lane/Donovan Road intersection	Install crosswalk and pedestrian activated flasher on Holly Lane	Long-term Phase 4
C9	Maple Lane Road Shared-Use Path Crossing	Maple Lane Road/Holly Lane intersection	Install crosswalk and pedestrian activated flasher on Maple Lane Road	Long-term Phase 2
C10	Thayer Road Shared-Use Path Crossing	Thayer Road/Holly-Thayer Shared-Use Path intersection	Install crosswalk and curb extensions on Thayer Road	Long-term Phase 4
C12	Beavercreek Road/Pebble Beach Drive Shared-Use Path Crossing	Beavercreek Road/ Pebble Beach Drive intersection	Install crosswalk and pedestrian activated flasher on Beavercreek Road	Long-term Phase 4
C13	Meyers Road Extension/Loder Road Extension Shared-Use Path Crossing	Meyers Road Extension/Loder Road Extension intersection	Install crosswalk and pedestrian activated flasher on Meyers Road	Long-term Phase 3
C14	Glen Oak Road Shared-Use Path Crossing	Glen Oak Road/Loder Road Extension intersection	Install crosswalk and curb extensions on Glen Oak Road	Long-term Phase 4
C15	Meyers Road Shared-Use Path Crossing	Meyers Road/Moccasin Way intersection	Install crosswalk and pedestrian activated flasher on Meyers Road	Long-term Phase 3
C16	Clairmont Way Family Friendly Route Crossing	Clairmont Way/Eastborne Drive intersection	Install pedestrian activated flasher at the existing crosswalk on Clairmont Way near Eastborne Drive	Long-term Phase 3
C17	Leland Road Family Friendly Route Crossing	Leland Road/Reddaway Avenue intersection	Install pedestrian activated flasher at the existing crosswalk on Leland Road at Reddaway Avenue	Long-term Phase 2
C18	Meyers Road Family Friendly Route Crossing	Leland Road/Hiefield Court intersection	Install crosswalk and pedestrian activated flasher on Leland Road	Long-term Phase 4

Table 2: Not Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
C19	Warner Milne Road Shared-Use Path Crossing	Warner Milne Road/ Hillendale Park-Leonard Street Shared-Use Path intersection	Install crosswalk and pedestrian activated flasher on Warner Milne Road	Long-term Phase 2
C20	Hampton Drive Family Friendly Route Crossing	Central Point Road/Hampton Drive intersection	Install crosswalk and pedestrian activated flasher on Central Point Road	Long-term Phase 3
C21	Hazelnut Court Family Friendly Route Crossing	Central Point Road/ Hazelnut Court intersection	Install crosswalk and curb extensions on Central Point Road	Long-term Phase 3
C22	Deer Lane Extension Shared-Use Path Crossing	South End Road/Deer Lane Extension intersection	Install crosswalk and pedestrian activated flasher on South End Road	Long-term Phase 4
C23	Buetel Road/Deer Lane Extension Shared-Use Path Crossing	Buetel Road/Deer Lane Extension intersection	Install crosswalk and curb extensions on Buetel Road	Long-term Phase 3
C24	Filbert Drive Family Friendly Route Crossing	South End Road/Filbert Drive intersection	Install crosswalk and pedestrian activated flasher on South End Road	Long-term Phase 3
C25	Warner Parrot/Boynton Family Friendly Route Crossing	Warner Parrot Road/Boynton Street intersection	Install crosswalk and pedestrian activated flasher on Warner Parrot Road	Long-term Phase 2
C26	South End/Amanda Family Friendly Route Crossing	South End Road/Amanda Court intersection	Install pedestrian activated flasher at the existing crosswalk on South End Road at Amanda Court	Long-term Phase 2
C27	OR 99E-Buetel Shared-Use Path Crossing	OR 99E-Buetel Road Shared-Use Path intersection	Install crosswalk and pedestrian activated flasher on OR 99E	Long-term Phase 4
C28	AV Davis Road Crossing	Linn Avenue/AV Davis Road intersection	Install a pedestrian activated flasher at the existing crosswalk on Linn Avenue at AV Davis Road	Long-term Phase 2
C29	Holmes/Leonard Family Friendly Route Crossing	Holmes Lane/Leonard Street intersection	Install crosswalk and pedestrian activated flasher on Holmes Lane	Long-term Phase 2
C30	Barclay Hills Drive Crossing	Molalla Avenue/Barclay Hills Drive intersection	Install a pedestrian activated flasher at the existing crosswalk on Molalla Avenue at Barclay Hills Drive	Long-term Phase 4
C31	Park Drive Crossing	Linn Avenue/Park Drive intersection	Install a pedestrian activated flasher at the existing crosswalk on Linn Avenue at Park Drive	Long-term Phase 2
C32	Electric Avenue Family Friendly Route Crossing	Linn Avenue/Electric Avenue	Install crosswalk and pedestrian activated flasher on Linn Avenue	Long-term Phase 2
C33	JQ Adams/5 th Family Friendly Route Crossing	5 th Street/JQ Adams Street intersection	Install crosswalk and pedestrian activated flasher on 5 th Street	Long-term Phase 4
C34	Jackson/7 th Family Friendly Route Crossing	7 th Street/Jackson Street intersection	Install crosswalk and pedestrian activated flasher on 7 th Street	Long-term Phase 2

Table 2: Not Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
C36	Jerome Street Crossing	OR 99E/Jerome Street	Install crosswalk and pedestrian activated flasher on OR 99E in Canemah	Long-term Phase 2
Family-Friendly Routes (see Figure 4 or 5)				
FF1	John Adams Family Friendly Route	Abernethy Road to Abernethy Creek Park	Add sidewalks on both sides of the street. Add wayfinding and shared lane markings	Long-term Phase 4
FF2	Front Avenue Family Friendly Route	Forsythe Road to Holcomb Boulevard	Add sidewalks on the east side of the street. Add wayfinding, traffic calming and shared lane markings	Long-term Phase 3
FF3	Cleveland Street Family Friendly Route	Apperson Boulevard to Swan Avenue	Add sidewalks on both sides of the street. Add wayfinding and shared lane markings	Long-term Phase 3
FF4	Jacobs-Beemer Family Friendly Route	Holcomb Boulevard to Redland-Holcomb Shared-Use Path	Add sidewalks on both sides of the street. Add wayfinding and shared lane markings	Long-term Phase 4
FF5	Glen Oak-Chanticleer Drive Family Friendly Route	Glen Oak Road to Chanticleer Drive	Add wayfinding and shared lane markings. Includes street extensions between Glen Oak Road and Chanticleer Place, and Chanticleer Place and Chanticleer Drive.	Long-term Phase 4
FF6	Coquille-Beavercreek Road Family Friendly Route	Coquille Drive to Beavercreek Road	Add wayfinding and shared lane markings. Route via Turtle Bay Drive, Torrey Pines Drive and Pebble Beach Drive.	Long-term Phase 4
FF7	Falcon Drive Family Friendly Route	Gaffney Lane to Falcon-Pompei Shared-Use Path	Add sidewalks on both sides of the street. Add wayfinding and shared lane markings	Long-term Phase 3
FF8	Pompei Drive-Naples Street Family Friendly Route	OR 213 to Falcon-Pompei Shared-Use Path	Add wayfinding and shared lane markings. Route via Sebastian Way, Pompei Drive, Sandra Loop and Naples Street	Long-term Phase 3
FF9	Hillendale Park to Gaffney Lane Elementary Family Friendly Route	Hillendale Park to Gaffney Lane Elementary Shared-Use Path	Add sidewalks on both sides of the street. Add wayfinding and shared lane markings. Route via Eastborne Way, Clairmont Way, Wassail Lane, and Roseberry Avenue	Long-term Phase 3
FF10	Frontier Parkway Family Friendly Route	Wesley Lynn Park to Meyers-Beavercreek Shared-Use Path	Add sidewalks on both sides of the street. Add wayfinding and shared lane markings. Route via Frontier Parkway and Morrie Drive	Long-term Phase 3
FF11	Hiefield Court Family Friendly Route	Leland Road to Hillendale Park-Leonard Street Shared-Use Path	Add sidewalks on both sides of the street. Add wayfinding and shared lane markings	Long-term Phase 2

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Project #	Project Description	Project Extent	Project Elements	Priority
FF12	Hilltop Avenue Family Friendly Route	Fox Lane to Beavercreek-Hilltop Shared-Use Path	Add sidewalks on both sides of the street. Add wayfinding and shared lane markings. Route via Hilltop Avenue and Fox Lane	Long-term Phase 4
FF14	McCord-Leland Family Friendly Route	Orchard Grove Drive to Fremont Street	Add sidewalks on both sides of the street. Add wayfinding, traffic calming and shared lane markings. Route via Pease Road, Tidewater Street and Fremont Street	Long-term Phase 2
FF15	Orchard Grove Family Friendly Route	Orchard Grove-Hazelnut Shared-Use Path to McCord Road	Add wayfinding and shared lane markings. Route includes Orchard Grove Drive	Long-term Phase 2
FF16	Central Point-South End Family Friendly Route	Central Point Road to South End Road	Add wayfinding and shared lane markings. Route includes Filbert Drive, Hazel Grove Drive, Hazelnut Avenue, Geranium Place and Kolar Drive	Long-term Phase 3
FF17	Deer Lane Family Friendly Route	Rose Road to South End-Deer Lane Shared-Use Path	Add sidewalks on both sides of the street. Add wayfinding, traffic calming and shared lane markings. Route via Deer Lane.	Long-term Phase 2
FF18	Rose-Amanda Family Friendly Route	Rose Road to Amanda Court	Add sidewalks on both sides of the street. Add wayfinding, traffic calming and shared lane markings. Route via Madrona Drive, Lafayette Avenue, Lawton Road, Netzel Street and Amanda Court. Route includes Madrona Drive extension to Rose Road	Long-term Phase 2
FF21	Canemah Family Friendly Route	Old Canemah Park to Cemetery Road	This site is located within the Canemah National Register District. Add wayfinding and shared lane markings. Add a walking path on one side of the street, if approved by the Historic Review Board. Route via 5 th Avenue, Blanchard Street, 4 th Avenue, Ganong Street and 3 rd Avenue	Long-term Phase 4
FF22	Tumwater-South 2 nd Family Friendly Route	Waterboard Park to Tumwater-4 th Shared-Use Path to McLoughlin Promenade	Add sidewalks on both sides of the street. Add wayfinding and shared lane markings. Route via Tumwater Drive, South 2 nd Street and Waterboard Park Road	Long-term Phase 4
FF24	Leonard-Bell Family Friendly Route	Williams Street to northern terminus of Bell Court	Add sidewalks on both sides of the street. Add wayfinding and shared lane markings. Route via Leonard Street and Bell Court	Long-term Phase 3

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Project #	Project Description	Project Extent	Project Elements	Priority
FF25	Hillcrest-Magnolia Family Friendly Route	Fox-Hillcrest Shared-Use Path to Magnolia-Eluria Shared-Use Path	Add sidewalks on both sides of the street. Add wayfinding and shared lane markings. Route via Mountainview Cemetery, Hilda Street, Duane Street, Barclay Hills Drive and Magnolia Street.	Long-term Phase 4
FF26	Warner-Holmes Family Friendly Route	Kamm Street to Holmes Lane	Add sidewalks on both sides of the street. Add wayfinding and shared lane markings. Route via Warner Street and Prospect Street	Long-term Phase 4
FF27	Electric-5th Family Friendly Route	Electric-East Shared-Use Path to 4 th /5 th Street	Add sidewalks on both sides of the street. Add wayfinding and shared lane markings. Route via East Street, 4 th Street and Jackson Street	Long-term Phase 2
FF28	Eluria Street Family Friendly Route	Division Street to Pearl Street	Add sidewalks on both sides of the street. Add wayfinding and shared lane markings	Long-term Phase 4
FF29	Jackson Street Family Friendly Route	5 th Street to 17 th Street	Complete sidewalk gaps. Add wayfinding, traffic calming and shared lane markings. Route via JQ Adams Street, 6 th Street and Jackson Street	Long-term Phase 4
FF30	9 th -Lincoln Street Family Friendly Route	Division Street to John Adams Street	Complete sidewalk gaps. Add wayfinding, traffic calming and shared lane markings	Long-term Phase 4
FF31	4 th Street Family Friendly Route	Jackson Street to McLoughlin Promenade	Add wayfinding and shared lane markings	Long-term Phase 2
FF32	John Adams-Jefferson Street Family Friendly Route	Waterboard Park Road to 15 th Street	Complete sidewalk gaps. Add wayfinding and shared lane markings	Long-term Phase 2
FF33	18 th Street Family Friendly Route	Anchor Way Shared-Use Path to McLoughlin Avenue	Complete sidewalk gaps. Add wayfinding and shared lane markings	Long-term Phase 4