

LIST OF APPENDICES:

A: Comments received during Community Outreach (April – June 2013)

Clackamas County Transportation System Plan: Comments from Virtual Open House #3, May 15-June 15, 2013

(Geographic Area code: M - Greater McLoughlin Area; E - East Area; SW - Southwest Area; NW -- Northwest Area; CRCIA -- Clackamas Regional Center/Industrial Area)

| TSP ID | Project Name / Street Name | Segment / Locations | Project Description | Category | PAC Recommended Tier | Public Comment Tier Suggestion | Public Comment Text | Geographic Area |
|--------|---------------------------------|---|---|---------------------------------|----------------------|--------------------------------|---|-----------------|
| 1016 | Rupert Rd | Rupert Rd / Oak Grove Blvd intersection | Provide pedestrian crosswalk | Upgrade - Active Transportation | Tier 1 | Remove | A crosswalk at this location probably does not meet standards. A project to add a crosswalk in the TSP is not needed for the cost listed of \$250,000. Any improvements here should be included in the sidewalk project. | M |
| 1037 | Lake Oswego to Milwaukie Bridge | Between Sellwood and Oregon City | Construct bike/ped crossing over the Willamette River | Bridge | Tier 1 | -- | Great project! One of the most needed in the county. Creates E/W connection (very needed!), and connects Trolley Trail (and the Portland connection) to Lake Oswego. | M |
| 1037 | Lake Oswego to Milwaukie Bridge | Between Sellwood and Oregon City | Construct bike/ped crossing over the Willamette River | Bridge | Tier 1 | -- | We really need a bike/ped path through here. It would make the commute so much better between Milwaukie and Lake Oswego. | M |
| 1037 | Lake Oswego to Milwaukie Bridge | Between Sellwood and Oregon City | Construct bike/ped crossing over the Willamette River | Bridge | Tier 1 | -- | A bike/ped bridge across the Willamette between Oak Grove and L.O. would benefit so many residents of Clackamas county. Let's do this! | M |
| 1037 | Lake Oswego to Milwaukie Bridge | Between Sellwood and Oregon City | Construct bike/ped crossing over the Willamette River | Bridge | Tier 1 | -- | Most important agenda option in my opinion, tier 1 for sure! | M |
| 1037 | Lake Oswego to Milwaukie Bridge | Between Sellwood and Oregon City | Construct bike/ped crossing over the Willamette River | Bridge | Tier 1 | -- | Would love to see a safe way to visit the park etc on the other side of the river! | M |
| 1037 | Lake Oswego to Milwaukie Bridge | Between Sellwood and Oregon City | Construct bike/ped crossing over the Willamette River | Bridge | Tier 1 | -- | Adding my support! I would definitely use this bridge.... thank you! | M |
| 1037 | Lake Oswego to Milwaukie Bridge | Between Sellwood and Oregon City | Construct bike/ped crossing over the Willamette River | Bridge | Tier 1 | Tier 1/High Priority | A bridge here would be a dream come true, connecting us to businesses and providing recreational access on both sides of the river for families/kids. | M |
| 1037 | Lake Oswego to Milwaukie Bridge | Between Sellwood and Oregon City | Construct bike/ped crossing over the Willamette River | Bridge | Tier 1 | Tier 1/High Priority | There is no ped/bike Willamette River crossing between the Sellwood Bridge and the Oregon City Arch Bridge, a span of 10-12 miles. Please join the people and businesses of Milwaukie/Oak Grove with their friends in Lake Oswego and cut my one way commute from 13 miles to 7. | M |
| 1037 | Lake Oswego to Milwaukie Bridge | Between Sellwood and Oregon City | Construct bike/ped crossing over the Willamette River | Bridge | Tier 1 | Tier 1/High Priority | This would be fantastic. We need multiple bike ped crossing over the Willamette between OC and Portland. This would be a start. | M |
| 1037 | Lake Oswego to Milwaukie Bridge | Between Sellwood and Oregon City | Construct bike/ped crossing over the Willamette River | Bridge | Tier 1 | Tier 1/High Priority | A great idea. I would use this weekly to walk to Lake Oswego. It turns a 10 mile trip into 1 mile. | M |
| 1037 | Lake Oswego to Milwaukie Bridge | Between Sellwood and Oregon City | Construct bike/ped crossing over the Willamette River | Bridge | Tier 1 | Tier 1/High Priority | People in our neighborhood have talked about it. There is nothing but 100% enthusiasm for the bike/ped bridge. | M |
| 1037 | Lake Oswego to Milwaukie Bridge | Between Sellwood and Oregon City | Construct bike/ped crossing over the Willamette River | Bridge | Tier 1 | Tier 1/High Priority | A bike/pedestrian bridge across the Willamette would be wonderful! Currently, most of us need to use a car, and go quite a bit out of our way, to get to areas directly across the river from us. I would love to visit Tryon Park or Foothills Park without having to drive. In our area, a bike/ped bridge would be an major expansion of non-automobile connections between different locales. | M |

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| 1037 | Lake Oswego to Milwaukie Bridge | Between Sellwood and Oregon City | Construct bike/ped crossing over the Willamette River | Bridge | Tier 1 | Tier 1/High Priority | If the railroad is not amenable to modifying the existing bridge, perhaps a new one can be built slightly south, at Bluff Rd or Oak Grove Blvd. | M |
| 1037 | Lake Oswego to Milwaukie Bridge | Between Sellwood and Oregon City | Construct bike/ped crossing over the Willamette River | Bridge | Tier 1 | Tier 1/High Priority | This would be a very useful multi-modal transportation project. It would save time and energy and reduce pollution. | M |
| 1037 | Lake Oswego to Milwaukie Bridge | Between Sellwood and Oregon City | Construct bike/ped crossing over the Willamette River | Bridge | Tier 1 | Tier 1/High Priority | Connecting Milwaukie to L.O. with a bike ped bridge and a riverfront trail would be great. The map needs to show the bike ped trail from OR 43 to OR 99E at Bluebird Street. | M |
| 1037 | Lake Oswego to Milwaukie Bridge | Between Sellwood and Oregon City | Construct bike/ped crossing over the Willamette River | Bridge | Tier 1 | Tier 1/High Priority | This would be a wonderful increase in accessibility between the East and west sides of the River (Lake Oswego and Milwaukie)!! | M |
| 1037 | Lake Oswego to Milwaukie Bridge | Between Sellwood and Oregon City | Construct bike/ped crossing over the Willamette River | Bridge | Tier 1 | Tier 1/High Priority | A pedestrian/bike bridge connecting SE with SW is a wonderful and needed project. It would bring business to both sides of the river- with more convenience to those riding or walking..Milwaukie's farmer's market was voted top farmers market of 2012--LO folks would love an easy way to bike over. And Milwaukie folks who currently have to drive to get to Tryon would be reducing their carbon footprint and increasing their health! Fantastic Project! | M |
| 1037 | Lake Oswego to Milwaukie Bridge | Between Sellwood and Oregon City | Construct bike/ped crossing over the Willamette River | Bridge | Tier 1 | Tier 1/High Priority | I currently never go to L. O. & environs, something that would change if there was a bridge here. I think a bridge would facilitate a great exchange of people between the two areas, for both recreation and commerce. | M |
| 1037 | Lake Oswego to Milwaukie Bridge | Between Sellwood and Oregon City | Construct bike/ped crossing over the Willamette River | Bridge | Tier 1 | Tier 1/High Priority | This would be an amazing connection. I could go from Lake O to the Milwaukie Farmer's Market by bike or on foot! I could also get to the new light rail line being built in Milwaukie which would connect me to many other locations including the Airport! | M |
| 1037 | Lake Oswego to Milwaukie Bridge | Between Sellwood and Oregon City | Construct bike/ped crossing over the Willamette River | Bridge | Tier 1 | Tier 1/High Priority | This project could be done at minimal cost to provide maximum accessibility. Without any serious disruption to the established communities at either end of a crossing, this project would enhance commerce on both sides of the River, and provide L.O. residents with access to the light rail line at the Park Avenue Station, via the Trolley Trail. A great way to connect communities with minimal impact and cost (including maintenance costs down the road). This should definitely be in Tier 1. | M |
| 1037 | Lake Oswego to Milwaukie Bridge | Between Sellwood and Oregon City | Construct bike/ped crossing over the Willamette River | Bridge | Tier 1 | Tier 1/High Priority | There is currently a huge gap for cyclists trying to cross the river between Sellwood and Oregon City. I would be in complete support of this project! | M |
| 1037 | Lake Oswego to Milwaukie Bridge | Between Sellwood and Oregon City | Construct bike/ped crossing over the Willamette River | Bridge | Tier 1 | Tier 1/High Priority | This is a very needed bridge between two great areas and an added convenience for all of SW Portland. | M |

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| 1037 | Lake Oswego to Milwaukie Bridge | Between Sellwood and Oregon City | Construct bike/ped crossing over the Willamette River | Bridge | Tier 1 | Tier 1/High Priority | It would be very nice if there was a motorized vehicle bridge closer than the Sellwood Bridge and the Oregon City I-205 crossing to West Linn. If that isn't possible, a pedestrian/bike crossing between Lake Oswego and Milwaukie/Oak Grove would be so wonderful!! Please consider this and add to the top of your list! | M |
| 1037 | Lake Oswego to Milwaukie Bridge | Between Sellwood and Oregon City | Construct bike/ped crossing over the Willamette River | Bridge | Tier 1 | Tier 1/High Priority | Please a ped/bike bridge to LO- it would be a great option I might actually go to LO and cut travel time for those who commute. | M |
| 1037 | Lake Oswego to Milwaukie Bridge | Between Sellwood and Oregon City | Construct bike/ped crossing over the Willamette River | Bridge | Tier 1 | Tier 1/High Priority | I think it would be terrific to increase bicycle and pedestrian accessibility in the region. My family and I bike every weekend together; great infrastructure has/is being built in Portland (Springwater) and Milwaukie (Trolley Trail), what a shame that it is so difficult to access beautiful spaces on either side of the river. We love to ride with a destination, whether it is from downtown Milwaukie out the Trolley Trail to visit the Clackamas River, or to Sellwood for a great bite to eat. We would love to ride across the river to get a scoop of Tillamook ice cream, or shop at Sur La Table, or make our way to Tryon Creek State Park. This bridge seems like an obvious choice for the County TSP since both sides of the river lie within the same county! I am in support of the Lake Oswego to Milwaukie Bridge, and hope that our Commissioners will consider the many benefits. | M |
| 1037 | Lake Oswego to Milwaukie Bridge | Between Sellwood and Oregon City | Construct bike/ped crossing over the Willamette River | Bridge | Tier 1 | Tier 1/High Priority | I would have used this every weekday for my commute to my previous job. I expect to use it twice a week without a job in that direction. | M |
| 1037 | Lake Oswego to Milwaukie Bridge | Between Sellwood and Oregon City | Construct bike/ped crossing over the Willamette River | Bridge | Tier 1 | Tier 1/High Priority | A pedestrian/bike crossing between Lake Oswego and Milwaukie/Oak Grove would connect the Trolley Trail to Lake Oswego and would greatly enhance accessibility for residents on both sides of the river. Please consider adding this to the top of your Tier 1 priority list. | M |
| 1037 | Lake Oswego to Milwaukie Bridge | Between Sellwood and Oregon City | Construct bike/ped crossing over the Willamette River | Bridge | Tier 1 | Tier 1/High Priority | Cycling between the two urban halves of Clackamas County is currently quite hazardous. I would not take a child on hwy 43 for anything. This bridge would allow people to commute, visit and recreate by bike in a safe and comfortable manner. Bicycling is the most energy efficient form of transportation that man as yet developed. It will be one of the most important forms of transport moving into the future as gas prices rise. This would be a world class project that would bring bicycling tourism into and around Clackamas County. | M |
| 1037 | Lake Oswego to Milwaukie Bridge | Between Sellwood and Oregon City | Construct bike/ped crossing over the Willamette River | Bridge | Tier 1 | Tier 1/High Priority | This would greatly ease my commute between West Linn and Oak Grove. It would bring great business opportunities to both communities. Such a bridge would greatly expand the bike/ped possibilities of the Portland Metro region. The Steel Bridge is a great example of a bridge used for trains to be converted into a bridge that serves both trains and bike/ped options. Let's make it happen! | M |
| 1037 | Lake Oswego to Milwaukie Bridge | Between Sellwood and Oregon City | Construct bike/ped crossing over the Willamette River | Bridge | Tier 1 | Tier 1/High Priority | This would be awesome! | M |

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| 1037 | Lake Oswego to Milwaukie Bridge | Between Sellwood and Oregon City | Construct bike/ped crossing over the Willamette River | Bridge | Tier 1 | Tier 1/High Priority | This is an excellent idea! | M |
| 1037 | Lake Oswego to Milwaukie Bridge | Between Sellwood and Oregon City | Construct bike/ped crossing over the Willamette River | Bridge | Tier 1 | Tier 1/High Priority | very much needed. Would be heavily used | M |
| 1037 | Lake Oswego to Milwaukie Bridge | Between Sellwood and Oregon City | Construct bike/ped crossing over the Willamette River | Bridge | Tier 1 | Tier 1/High Priority | High Importance, would be so helpful! | M |
| 1037 | Lake Oswego to Milwaukie Bridge | Between Sellwood and Oregon City | Construct bike/ped crossing over the Willamette River | Bridge | Tier 1 | Tier 1/High Priority | I live just above the park with a birds eye view of the train trestle and frequently see bike commuters, kids/teenagers, dog walkers, and running enthusiasts just to name a few who frequently (daily) cross the river this way. Building a pedestrian bridge is an excellent idea that would allow people to safely cross the river instead of having to use the train trestle which is dangerous and illegal. | M |
| 1037 | Lake Oswego to Milwaukie Bridge | Between Sellwood and Oregon City | Construct bike/ped crossing over the Willamette River | Bridge | Tier 1 | Tier 1/High Priority | This is a much needed river crossing... no other bike or pedestrian crossing exists for 12 miles between the Sellwood Bridge and Oregon City. That's too far for many cyclists and most pedestrians! | M |
| 1037 | Lake Oswego to Milwaukie Bridge | Between Sellwood and Oregon City | Construct bike/ped crossing over the Willamette River | Bridge | Tier 1 | Tier 1/High Priority | A great idea, it would really make carless travel to the nearby areas across the river a breeze! | M |
| 1037 | Lake Oswego to Milwaukie Bridge | Between Sellwood and Oregon City | Construct bike/ped crossing over the Willamette River | Bridge | Tier 1 | Tier 1/High Priority | It makes me so happy to see how many people want this! We've been thinking its a necessity since we moved here years ago! | M |
| 1037 | Lake Oswego to Milwaukie Bridge | Between Sellwood and Oregon City | Construct bike/ped crossing over the Willamette River | Bridge | Tier 1 | Tier 1/High Priority | It would be fabulous and heavily used. Too many people currently use the railroad bridge, which is unsafe. | M |
| 1037 | Lake Oswego to Milwaukie Bridge | Between Sellwood and Oregon City | Construct bike/ped crossing over the Willamette River | Bridge | Tier 1 | Tier 1/High Priority | This would be a great project, we love this neighborhood as it is, this would be such an added bonus. | M |
| 1037 | Lake Oswego to Milwaukie Bridge | Between Sellwood and Oregon City | Construct bike/ped crossing over the Willamette River | Bridge | Tier 1 | Tier 1/High Priority | Extremely important to have a ped/bike link across the river! One that is safe and legal. | M |
| 1037 | Lake Oswego to Milwaukie Bridge | Between Sellwood and Oregon City | Construct bike/ped crossing over the Willamette River | Bridge | Tier 1 | Tier 1/High Priority | YES, Yes, yes!! We would love a ped/bike bridge across the river. The access would be wonderful and it would be guaranteed to have lots and lots of use! | M |
| 1037 | Lake Oswego to Milwaukie Bridge | Between Sellwood and Oregon City | Construct bike/ped crossing over the Willamette River | Bridge | Tier 1 | Tier 1/High Priority | A group of us were just speaking about the lack of connectivity to the west side of the Willamette River. A pedestrian/bike bridge would be a huge asset to both sides..... | M |
| 1037 | Lake Oswego to Milwaukie Bridge | Between Sellwood and Oregon City | Construct bike/ped crossing over the Willamette River | Bridge | Tier 1 | Tier 1/High Priority | Wonderful idea. This has been talked about in the community for years - let's make it happen! | M |

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| 1037 | Lake Oswego to Milwaukie Bridge | Between Sellwood and Oregon City | Construct bike/ped crossing over the Willamette River | Bridge | Tier 1 | Tier 1/High Priority | The City of Milwaukie Park Board would like to express their support for the Lake Oswego to Milwaukie Riverfront Trail. This trail and the crossing of the Willamette would create a wonderful connection for pedestrians and bikers using the Trolley Trail and the Springwater Trail to the trails and amenities in lake Oswego. In addition it would create a beautiful River view and experience for bridge users. | M |
| 1037 | Lake Oswego to Milwaukie Bridge | Between Sellwood and Oregon City | Construct bike/ped crossing over the Willamette River | Bridge | Tier 1 | Tier 1/High Priority | I support connecting the trolley trail to Lake Oswego via the rr bridge. It would insure a safe passage rather than risky behavior that is currently happening. | M |
| 1037 | Lake Oswego to Milwaukie Bridge | Between Sellwood and Oregon City | Construct bike/ped crossing over the Willamette River | Bridge | Tier 1 | Tier 1/High Priority | A crossing at this location would save miles off of a commute from Milwaukie to points West. Think of the potential for the number of cars this could remove from the Sellwood bridge. | M |
| 1037 | Lake Oswego to Milwaukie Bridge | Between Sellwood and Oregon City | Construct bike/ped crossing over the Willamette River | Bridge | Tier 1 | Tier 1/High Priority | This would be so great for park connectivity. You could bike from the Milwaukie area to easily get to Tryon Creek and MS Young parks. Increased mobility always gets a yes in my book! | M |
| 1037 | Lake Oswego to Milwaukie Bridge | Between Sellwood and Oregon City | Construct bike/ped crossing over the Willamette River | Bridge | Tier 1 | Tier 1/High Priority | It would be great to be able to safely cross the river here! | M |
| 1037 | Lake Oswego to Milwaukie Bridge | Between Sellwood and Oregon City | Construct bike/ped crossing over the Willamette River | Bridge | Tier 1 | Tier 1/High Priority | This would be a facility of regional importance, a fantastic addition to bicycle infrastructure in the region. So awesome an idea I almost just wrote "DUH!" | M |
| 1037 | Lake Oswego to Milwaukie Bridge | Between Sellwood and Oregon City | Construct bike/ped crossing over the Willamette River | Bridge | Tier 1 | Tier 1/High Priority | I never even realized this would be an option, but it would be fantastic, not only for the region but for local Milwaukie/Oak Grove residents to access Lake Oswego businesses. Everybody wins! | M |
| 1037 | Lake Oswego to Milwaukie Bridge | Between Sellwood and Oregon City | Construct bike/ped crossing over the Willamette River | Bridge | Tier 1 | Tier 1/High Priority | This would be a great asset to Clackamas county. It would help fellow citizens and our government officials show our dedication to a sense of community, sustainability, our environment, and allow us to better highlight & experience our county's hidden beauty. | M |
| 1037 | Lake Oswego to Milwaukie Bridge | Between Sellwood and Oregon City | Construct bike/ped crossing over the Willamette River | Bridge | Tier 1 | Tier 1/High Priority | It would be so handy to have a pedestrian/bike bridge here! | M |
| 1037 | Lake Oswego to Milwaukie Bridge | Between Sellwood and Oregon City | Construct bike/ped crossing over the Willamette River | Bridge | Tier 1 | Tier 1/High Priority | I have biked in Portland for many years and find feel that that McLoughlin area is very closed off to the rest of the surrounding areas i.e.: Lake Oswego, and Portland. I would love to see the growing momentum of families and people in the community to have access to more bike friendly routes that "bridge" pardon the pun, to our neighbors to the west (Lake Oswego) as well as Portland. Having a bike bridge connecting Gladstone to Lake Oswego would be monumental for the growing bike community. Also a great opportunity for local businesses to reap the benefits of bike traffic in both Lake Oswego and Gladstone. | M |
| 1037 | Lake Oswego to Milwaukie Bridge | Between Sellwood and Oregon City | Construct bike/ped crossing over the Willamette River | Bridge | Tier 1 | Tier 1/High Priority | This would be an excellent addition to the planned bike path from LO to Portland that would also serve the folks on the east side of the river as well. | M |

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| 1037 | Lake Oswego to Milwaukie Bridge | Between Sellwood and Oregon City | Construct bike/ped crossing over the Willamette River | Bridge | Tier 1 | Tier 1/High Priority | this would be great! | M |
| 1037 | Lake Oswego to Milwaukie Bridge | Between Sellwood and Oregon City | Construct bike/ped crossing over the Willamette River | Bridge | Tier 1 | Tier 1/High Priority | A wonderful idea! | M |
| 1037 | Lake Oswego to Milwaukie Bridge | Between Sellwood and Oregon City | Construct bike/ped crossing over the Willamette River | Bridge | Tier 1 | Tier 1/High Priority | Look at all these overwhelmingly positive comments. Don't limit this possible crossing to the railroad bridge. Please consider a separate ped/bike bridge nearby. Oak Grove Blvd could be extended over a Ped/Bike bridge to Rohr Park in LO. | M |
| 1037 | Lake Oswego to Milwaukie Bridge | Between Sellwood and Oregon City | Construct bike/ped crossing over the Willamette River | Bridge | Tier 1 | Tier 1/High Priority | This bridge is a potential for bikes and pedestrians connecting Lake Oswego with Milwaukie to light rail. Currently, The Oregon City or the Sellwood bridges are the only two connectors, and also requires riding on Ore. 43. | M |
| 1037 | Lake Oswego to Milwaukie Bridge | Between Sellwood and Oregon City | Construct bike/ped crossing over the Willamette River | Bridge | Tier 1 | Tier 1/High Priority | Yes please. So many of us would use the bridge. It would cut down on ride from the east side to the west side! | M |
| 1037 | Lake Oswego to Milwaukie Bridge | Between Sellwood and Oregon City | Construct bike/ped crossing over the Willamette River | Bridge | Tier 1 | Tier 2/Medium Priority | pedestrian connection would be awesome! | M |
| 1037 | Lake Oswego to Milwaukie Bridge | Between Sellwood and Oregon City | Construct bike/ped crossing over the Willamette River | Bridge | Tier 1 | Tier 2/Medium Priority | I think this would be great to get to Tryon Park. | M |
| 1037 | Lake Oswego to Milwaukie Bridge | Between Sellwood and Oregon City | Construct bike/ped crossing over the Willamette River | Bridge | Tier 1 | Tier 3/Low Priority | Too many other projects for safety should come first. This is just a "wouldn't it be neat to be able to walk to L.O. Actually NO!!! | M |
| 1037 | Lake Oswego to Milwaukie Bridge | Between Sellwood and Oregon City | Construct bike/ped crossing over the Willamette River | Bridge | Tier 1 | Tier 3/Low Priority | Ped / Bike Bridge on Tillamook Branch Line (TBL) has some merit but needs significant coordination for exit points on either side of Willamette River. The approximate elevation of TBL Bridge is 95 ft above sea level (ASL) based upon a USGS benchmark on OR 43 150 yards south of OR 43 / Briarwood Rd. Elevation of TBL when it crosses OR 43 in LO is 110 ft ASL. Consideration MUST be given for wheel chair access which means what are the sight lines for recombinant type bikes in order to stop. Also what are the speeds for bikes. Trains are limited to 5-10 mph on this track segment due to rail / roadbed condition plus curves. Further how to police and emergency services get access? All attributes of the System of Law Enforcement and Deterrence (SLED) must be identified, labeled, described, defined and discussed with case studies. Such studies need to verify and validate the SLED. It would also help the public discussion about access to and from this bridge if a percent slope map were made publicly accessible as the Birdshill CPO / NA has asked for about two to three years. Concepts and justifying this project as part of a grand loop via Willamette Shore Line (WSL) through Elk Rock Tunnel (ERT) to Sellwood Bridge and Milwaukie need to examine geology of ERT. Least it form Elk Rock Rapids at Willamette River mile 19.0. Further this project if implemented should also consider a bridge parallel to Orange Line Bridge across Kellog Creek. To get off the elevation of the TBL drop down to elevation of US 99E for an at grade crossing after spending the money for this Willamette River crossing is questionable. | M |

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| 1037 | Lake Oswego to Milwaukie Bridge | Between Sellwood and Oregon City | Construct bike/ped crossing over the Willamette River | Bridge | Tier 1 | Remove | Terrible idea Too expensive greater need of funds elsewhere | M |
| 1037 | Lake Oswego to Milwaukie Bridge | Between Sellwood and Oregon City | Construct bike/ped crossing over the Willamette River | Bridge | Tier 1 | Tier 1/High Priority | I think it would be great to connect between Lake O and Milwaukie on the railway bridge on the Willamette. They are discussing it now for bikers but what about walkers? | M |
| 1037 | Lake Oswego to Milwaukie Bridge | Between Sellwood and Oregon City | Construct bike/ped crossing over the Willamette River | Bridge | Tier 1 | Tier 1/High Priority | I strongly support the development of a bridge across the Willamette River between Milwaukie and Lake Oswego that would allow pedestrians and bikers to cross. I would support this financially as well. | M |
| 1042 | Oak Grove Blvd | Laurie Ave and Rupert Dr | Fill gaps in pedways and bikeways | Upgrade - Active Transportation | Tier 1 | -- | There are no gaps | M |
| 1042 | Oak Grove Blvd | Laurie Ave and Rupert Dr | Fill gaps in pedways and bikeways | Upgrade - Active Transportation | Tier 1 | Tier 1/High Priority | Oak Grove Blvd. has bike lanes on both sides of the street. Between River Road and OR 99E it is missing sidewalk between East Avenue and Rupert Drive along the south side of the street. Constructing a sidewalk in this section is a low priority when so many street totally lack sidewalks. This project should be rank as a Tier 3 project and a project to completed the missing sections of sidewalk along the east side of Rupert Drive between Oak Grove Blvd. and the Trolley Trail should replace it as a Tier 1 project. | M |
| 1042 | Oak Grove Blvd | Laurie Ave and Rupert Dr | Fill gaps in pedways and bikeways | Upgrade - Active Transportation | Tier 1 | Tier 1/High Priority | Sidewalk and bike lanes needed here for sure. | M |
| 1042 | Oak Grove Blvd | Laurie Ave and Rupert Dr | Fill gaps in pedways and bikeways | Upgrade - Active Transportation | Tier 1 | Tier 1/High Priority | Oak Grove Blvd. is missing sidewalks and curb between East Avenue and Rupert Drive along the south side of the street for 1668'. Using ODOT bid item prices the cost estimate is as follows. Curb 1668'x\$12=\$20,016, Walks 1668'x5'x\$4=\$33,360. Project cost is estimated to be 2x the bid item costs. (\$20,016+\$33,360)x2=\$106,752. The Master List County Projects cost of \$18,670,000 needs to be corrected. | M |
| 1042 | Oak Grove Blvd | Laurie Ave and Rupert Dr | Fill gaps in pedways and bikeways | Upgrade - Active Transportation | Tier 1 | Tier 1/High Priority | This basic step is very important for development of this "main Street" hub. This section of Oak Grove Blvd has SO much potential to be a community gathering space | M |
| 1042 | Oak Grove Blvd | Laurie Ave and Rupert Dr | Fill gaps in pedways and bikeways | Upgrade - Active Transportation | Tier 1 | Tier 1/High Priority | The community of Oak Grove, or at least the part centered on Oak Grove Blvd, is becoming a much busier bike and pedestrian area with the completion of the Trolley Trail. Because there is significant retail presence on McLoughlin Blvd at Oak Grove Blvd (a key node identified in the MAP process), this upgrade would substantially enhance commerce and community mobility. This should definitely be in Tier 1. | M |

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| 1043 | Monroe St | Fuller Rd to I-205 bike path | Add bikeways | Upgrade - Active Transportation | Tier 1 | Tier 1/High Priority | This, coupled with improvements to Monroe, would be incredibly valuable to Milwaukie residents. It would give people an option, other than driving, for getting to the I-205 path, MAX, and the mall. Improving the 82nd crossing is crucial. | CRC |
| 1045 | Springwater Trail | Gresham to Estacada and Government Camp | Extend Springwater Trail to Estacada and Government Camp | Multi-Use Path | Remove | Tier 2/Medium Priority | This should be set to Tier 2. Rather than spend the required percentage of pedestrian/bicycle dollars on a hodge podge of projects, extending Springwater to Mount Hood, would make it a premier ride/run that would increase tourism dollars to Clackamas Dollars. | E |
| 1045 | Springwater Trail | Gresham to Estacada and Government Camp | Extend Springwater Trail to Estacada and Government Camp | Multi-Use Path | Remove | Tier 1/High Priority | I direct the Barlow Road Ride for the Mt. Hood Cultural Center and Museum. This ride route suffers from no paved bike route from Zig Zag to Government Camp other than up Laurel Hill on dangerous Hwy 26. Rest of route has good alternatives like Marmot Rd to avoid Hwy 26. That last 15 mile gap needs to be solved if bike tourism to Government Camp is to become an OR Scenic Bikeway. Consider paving a 5' bike lane on Still Creek Road all the way to Government Camp. Would not cost much. | E |
| 1045 | Springwater Trail | Gresham to Estacada and Government Camp | Extend Springwater Trail to Estacada and Government Camp | Multi-Use Path | Remove | Tier 2/Medium Priority | This should be a tier 1 or tier 2 project as it would increase transportation options to the mountain and increase tourism in the area. | E |
| 1045 | Springwater Trail | Gresham to Estacada and Government Camp | Extend Springwater Trail to Estacada and Government Camp | Multi-Use Path | Remove | Tier 2/Medium Priority | If the Cazadero Trail is Tier 1, then please keep this line connected to Government Camp and connect the other end to the Cazadero, please! We need better routes to Mt. Hood than the ones we have now, and this seems like it might be very appropriate. | E |
| 1054 | S Killdeer Rd | Ferguson Road and Yeoman Road | Extend S Killdeer Rd to connect with S. Ivel Rd. and provide bike/ped access | Multi-Use Path | Tier 3 | Tier 1/High Priority | The right of way is further north at the end of Yeoman. Enforcement is what's needed. | SW |
| 1065 | Molalla Forest Rd | City of Canby to City of Molalla | Pave to provide bicycle access | Multi-Use Path | Tier 2 | Tier 1/High Priority | Improving bike access means more jobs for Canby/Molalla and entire south county. This should be a very high priority. State of Oregon funds may be available also. | SW |
| 1065 | Molalla Forest Rd | City of Canby to City of Molalla | Pave to provide bicycle access | Multi-Use Path | Tier 2 | Tier 1/High Priority | This project is very important in my opinion to help get Metro area bicycle tourism deeper into Clackamas County rural communities. As a cyclist I would use this access often as these country road are used by many vehicle, but not very safe for cyclists. | SW |
| 1065 | Molalla Forest Rd | City of Canby to City of Molalla | Pave to provide bicycle access | Multi-Use Path | Tier 2 | Remove | Again, put money where the cars are | SW |
| 1065 | Molalla Forest Rd | City of Canby to City of Molalla | Pave to provide bicycle access | Multi-Use Path | Tier 2 | Tier 2/Medium Priority | Creating safe bicycle access between Canby and Molalla would be an important contribution to the economy and livability of both communities. I am glad this is at Tier 2. I hope it doesn't drop in priority, and that the funding becomes available. | SW |

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| 1066 | Emerald Necklace Trail | To Canby Ferry | Extend Molalla Forest Rd to Locust St | Multi-Use Path | Tier 1 | Tier 1/High Priority | This would be a great connection to the Ferry for pedestrians and bike riders. Please keep this a Tier 1 project! | SW |
| 1068 | Ferguson Multi-Use Path | Thayer Rd to Ferguson Rd | Multi-use path to connect Ferguson Rd to Thayer Rd | Multi-Use Path | Tier 1 | Tier 1/High Priority | Finally -- consideration of the multi-use path needs in Beavercreek. Is this the best segment? I hope you will consider the whole community. Beavercreek has never been considered before for multi-use paths. | SW |
| 1090 | Graves Rd/ Passmore Rd/ Mulino Rd | OR 213 | Realign to create 4-way intersection of Mulino Rd / Graves Rd / OR 213. Install traffic signal. Disconnect Passmore Rd east of OR 213 (at school) and create cul-de-sac on western portion of roadway segment. | Safety | Tier 1 | Tier 1/High Priority | I'm not sure that putting a 4-way intersection at Mulino Road is the smartest thing to do, and I know that putting a traffic light there would be a mistake. Another traffic light on 213 would substantially increase congestion on all of Hwy 213 between Oregon City and Molalla. However, I do think it's important to close Passmore Road at its intersection with Highway 213. This would substantially increase traffic safety relative to the children at the elementary school at Passmore Road and Highway 213. | SW |
| 1090 | Graves Rd/Passmore Rd/Mulino Rd | OR 213 | Realign to create 4-way intersection of Mulino Rd/Graves Rd/ OR 213. Install traffic signal. Disconnect Passmore Rd east of OR 213 (at school) and create cul-de-sac on western portion of roadway segment. | Safety | Tier 1 | Tier 3/Low Priority | The state rejected this idea when they planned the new Milk Creek bridge. I'm not aware of a single issue with the children crossing Passmore Road A signal would result in interrupted and slower travel on Hwy 213 The Hamlet Board has voted to not pursue a realignment of Passmore and Mulino Road I'm sure the money could be better spent on more needed projects. | SW |
| 2001 | Orient Dr | US 26 north to County line | Add paved shoulders | Upgrade | Tier 3 | Tier 1/High Priority | This needs to be in Tier 1 along with the Compton Rd. project to keep transportation on the arterials and off the more residential streets. | E |
| 2003 | Barlow Trail Rd/ Lolo Pass Rd | Between communities of Timberline, Welches and Zig Zag | Add paved shoulders | Upgrade | Tier 3 | Tier 1/High Priority | I direct the Barlow Road Ride for the Mt. Hood Cultural Center & Museum on this route along Marmot Road and it has potential to be OR Scenic Bikeway with proper shoulders. Springwater trail connection to Sandy already is possible on farm roads. All we need is paved bike trail route from Zig Zag to Government Camp up Still Creek Road to avoid bikes on Laurel Hill Hwy 26. | E |
| 2016 | Lone Elder Rd | County line to Canby-Marquam Hwy | Add paved shoulders | Upgrade | Tier 3 | Tier 1/High Priority | Adding paved shoulders improves safety on this dangerous road. Should be high priority. | SW |
| 2017 | Barnards Rd | Meridian Rd to Canby-Marquam Hwy | Add paved shoulders | Upgrade | Tier 3 | Tier 1/High Priority | Please do this! Barnards Road gets a ridiculous amount of fast-moving traffic. There are no shoulders what-so-ever, which makes it extremely dangerous for the many people who walk/jog/ride bikes along this road. I've had trucks pass me close enough that I've felt their rearview mirrors touch my clothes and/or hair. Not good! | SW |
| 2017 | Barnards Rd | Meridian Rd to Canby-Marquam Hwy | Add paved shoulders | Upgrade | Tier 3 | Tier 2/Medium Priority | I agree this is important. | SW |

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| 2030 | Mountain Rd | Stafford Rd to Hoffman Rd | Add paved shoulders | Upgrade | Tier 3 | Tier 1/High Priority | Excellent project!! Very much needed! | NW |
| 2030 | Mountain Rd | Stafford Rd to Hoffman Rd | Add paved shoulders | Upgrade | Tier 3 | Tier 1/High Priority | As a prime corridor for bicyclists trying to cross the Willamette on the Canby Ferry, the addition of paved shoulders here is of the utmost benefit. Until a bike bridge is built in Wilsonville, more attention should be paid to making the alternatives as safe as possible. | NW |
| 2033 | Advance Rd | 65th Ave to Mountain Rd | Add paved shoulders | Upgrade | Tier 2 | Tier 1/High Priority | This is one of the key routes to get to the Canby Ferry from Wilsonville (one of the few safe ways to cross the Willamette). Adding paved shoulders should be a priority here to allow for a much higher safety margin between bikes and cars. | NW |
| 2034 | Graham's Ferry Rd | County boundary to Westfall Rd | Add paved shoulders | Upgrade | Tier 3 | Tier 1/High Priority | With the construction of the Villebois housing development, this section of Grahams Ferry has been getting busier and busier (traffic traveling North and South between Clutter Rd. and Tooze Rd.), with a large number of trucks, cars, and bikes all sharing the same narrow roadway (with the vehicles often traveling at speeds well over 50+mph). Adding paved shoulders would at least be an initial step in improving the overall safety of the corridor. | NW |
| 2044 | Torbank Rd | River Rd to Trolley Trail | Fill gaps in pedways | Upgrade - Active Transportation | Tier 1 | Tier 1/High Priority | Important route to Oak Grove Elementary, should connect to McLoughlin. Encourage county to work out an easement or something alongside the bomber property. | M |
| 2044 | Torbank Rd | River Rd to Trolley Trail | Fill gaps in pedways | Upgrade - Active Transportation | Tier 1 | Tier 1/High Priority | Correct map. Show project ending at Trolley Trail. Correct project description. Replace word 'pedways' with sidewalk. | M |
| 2044 | Torbank Rd | River Rd to Trolley Trail | Fill gaps in pedways | Upgrade - Active Transportation | Tier 1 | Tier 1/High Priority | There is 580' of missing sidewalk and curb along the south side of Torbank Road between River Road and Oak Grove Elementary School. ODOT bid price for curb is \$12/ lf and walks is \$4/sf. 580'x\$12+580'x5'x\$4=\$18,560. Project Cost twice the bid prices =\$37,120. The feasibility and cost if feasible of sidewalk between the school and the Trolley Trail needs to be determined. The right of way of this segment of Torbank Road is narrow. The Master List County Projects cost of \$1,350,000 needs to be review and corrected. | M |
| 2044 | Torbank Rd | River Rd to Trolley Trail | Fill gaps in pedways | Upgrade - Active Transportation | Tier 1 | Tier 1/High Priority | Torbank is very much a connector street, and if a little creativity and vision is brought to the table, a great way to get pedestrians and bikers to McLoughlin, the Trolley Trail, the Park Avenue Light Rail Station, and a lot of commerce, to say nothing of the kids at North Oak Grove Elementary. If we reach a point of investing in a significant presence of neighborhood electric vehicles as well, this could be a really safe, effective transportation corridor with little impact on the neighborhoods. Tier 1. | M |

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| 2044 | Torbank Rd | River Rd to Trolley Trail | Fill gaps in pedways | Upgrade - Active Transportation | Tier 1 | Tier 1/High Priority | Sidewalks for kids going to school - no brainer. Let's keep Torbank safe, slow and quiet though, and not create another wide fast Park/Courtney by entertaining thoughts of an automobile connector all the way to McLoughlin as another comment mentioned. People, bikes, paths make sense, a huge traffic artery through the neighborhood doesn't. One of the nicest parts of the entire trolley trail in this area. | M |
| 2045 | Courtney Ave | OR 99E to Oatfield Rd | Fill gaps in pedways and bikeways | Upgrade - Active Transportation | Tier 1 | Remove | There are bike lanes, curb, and sidewalk along both sides of Courtney Avenue between OR 99E and Oatfield Road. This project should be removed. | M |
| 2073 | Redland Rd | OR 213 to Hattan Rd | Perform road safety audit or transportation safety review to identify appropriate safety improvements | Safety | Tier 1 | Tier 2/Medium Priority | Bike lines on Redland Road would be a great asset and support tours to Milo McIver SP, while improving safety and encouraging multiple use | SW |
| 2078 | Upper Highland Rd | Beavercreek Rd to Lower Highland Rd | Perform road safety audit or transportation safety review to identify appropriate safety improvements | Safety | Tier 1 | Tier 1/High Priority | Intersection of Schuebel Sch. Rd./Bvrck. Rd. & Upper Highland is of particular concern. Closure of Schuebel Sch. Rd. at S. end would solve this at small cost. | SW |
| 2078 | Upper Highland Rd | Beavercreek Rd to Lower Highland Rd | Perform road safety audit or transportation safety review to identify appropriate safety improvements | Safety | Tier 1 | Tier 2/Medium Priority | Is a dangerous area | SW |
| 2082 | OR 170 | OR 99E to Macksburg Rd | Perform road safety audit or transportation safety review to identify appropriate safety improvements | Safety | Tier 1 | Tier 1/High Priority | We desperately need sidewalks in this area. For the school children walking to school. For the retired Hope Village Community to walk into Downtown. Please keep this in Tier 1. Thank you!! | SW |
| 2082 | OR 170 | OR 99E to Macksburg Rd | Perform road safety audit or transportation safety review to identify appropriate safety improvements | Safety | Tier 1 | Tier 1/High Priority | This is badly needed and should definitely remain a Tier 1 priority. There are so many neighborhoods that connect to Ivy. It is the way we walk, bike, and drive to schools, the swim center, the library, the downtown businesses, and more. It does not feel safe, though. If this happens, I hope the sidewalks and crosswalk at Ivy and Oregon 99E is a part of the improvements. | SW |
| 2082 | OR 170 | OR 99E to Macksburg Rd | Perform road safety audit or transportation safety review to identify appropriate safety improvements | Safety | Tier 1 | Tier 1/High Priority | From Lee Elementary to Hwy 99E is not safe for pedestrians or bikes. This is a major connection for residents to schools, services (the swim center), and downtown Canby businesses. Sidewalks and bike lanes are needed for this section. The description says to "review to identify appropriate safety improvements" but is there also funding to implement those improvements? This should be a high priority. | SW |
| 2082 | OR 170 | OR 99E to Macksburg Rd | Perform road safety audit or transportation safety review to identify appropriate safety improvements | Safety | Tier 1 | Tier 1/High Priority | Due to budget cuts our students have gone from riding buses to walking to and from school each day. This is a high traffic road, and there have been concerns about the children's safety. Please keep this in Tier 1 to be completed as soon as possible. Thank you! | SW |

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| 2082 | OR 170 | OR 99E to Macksburg Rd | Perform road safety audit or transportation safety review to identify appropriate safety improvements | Safety | Tier 1 | Tier 1/High Priority | This section of road has major foot traffic, especially for young students! | SW |
| 2082 | OR 170 | OR 99E to Macksburg Rd | Perform road safety audit or transportation safety review to identify appropriate safety improvements | Safety | Tier 1 | Tier 1/High Priority | Ivy street is a natural collector for students walking to school. At the same time, it has high traffic volumes, no sidewalks and very narrow shoulders. Anyone who thinks this is not a priority should walk down the street themselves with their back to oncoming traffic. | SW |
| 2087 | Jennings Ave | Webster Rd to OR 99E | Perform road safety audit or transportation safety review to identify appropriate safety improvements | Safety | Tier 1 | Tier 1/High Priority | In order for people who live at the top of Jennings hill to walk to public transit at Oatfield Rd., they must first traverse an area between Jade Ct. and Pagoda Ct. where there is no way to get out of the traffic lanes. This is extremely dangerous in the daylight, and near suicide at night. Rectifying this situation should be of the highest priority. Myself, and others, have tried to no avail to get something done here before someone is killed. | M |
| 2087 | Jennings Ave | Webster Rd to OR 99E | Perform road safety audit or transportation safety review to identify appropriate safety improvements | Safety | Tier 1 | Tier 1/High Priority | Safety for children should be highest priority. | M |
| 2088 | Oatfield Rd | Jennings Ave to Lake Rd | Perform road safety audit or transportation safety review to identify appropriate safety improvements | Safety | Tier 1 | Tier 1/High Priority | Definitely important for safety of kids going to school and to encourage walking and biking. Create a highly visible bike lane here. | M |
| 2088 | Oatfield Rd | Jennings Ave to Lake Rd | Perform road safety audit or transportation safety review to identify appropriate safety improvements | Safety | Tier 1 | -- | Close to large trucks between Lake Rd/Oatfield and Park Avenue/Oatfield. | M |
| 2088 | Oatfield Rd | Jennings Ave to Lake Rd | Perform road safety audit or transportation safety review to identify appropriate safety improvements | Safety | Tier 1 | Tier 1/High Priority | Provide a SMART bus, similar to Wilsonville for low ridership areas. | M |
| 2088 | Oatfield Rd | Jennings Ave to Lake Rd | Perform road safety audit or transportation safety review to identify appropriate safety improvements | Safety | Tier 1 | Tier 1/High Priority | Having used Oatfield quite a bit, I can appreciate the interest in a safety audit. There are probably some improvements that can be made, but the road seems to function pretty well, except that the signal timing is atrocious (and wasteful of fuel). This can stay in Tier 1, but don't expect a lot of work to come of it. | M |

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| 2088 | Oatfield Rd | Jennings Ave to Lake Rd | Perform road safety audit or transportation safety review to identify appropriate safety improvements | Safety | Tier 1 | Tier 1/High Priority | A roundabout, stop sign, or other traffic calming device is necessary at the intersection of Courtney and Oatfield. There is low visibility at this intersection, because of Oatfield's angle on Courtney and dense hedges. To get onto Oatfield from Courtney, cars turning left and right have to fight for visibility, igniting road rage. Then, motorists regularly peel out after waiting for a long time and then trying to accelerate to turn onto Oatfield. Unsurprisingly, accidents are fairly common. I'd hate to be a pedestrian trying to cross here. | M |
| 2088 | Oatfield Rd | Jennings Ave to Lake Rd | Perform road safety audit or transportation safety review to identify appropriate safety improvements | Safety | Tier 1 | Tier 1/High Priority | A roundabout, stop sign, or other traffic calming device is necessary at the intersection of Courtney and Oatfield. There is low visibility at this intersection, because of Oatfield's angle on Courtney and dense hedges. To get onto Oatfield from Courtney, cars turning left and right have to fight for visibility, igniting road rage. Then, motorists regularly peel out after waiting for a long time and then trying to accelerate to turn onto Oatfield. Unsurprisingly, accidents are fairly common. I'd hate to be a pedestrian trying to cross here. | M |
| 2088 | Oatfield Rd | Jennings Ave to Lake Rd | Perform road safety audit or transportation safety review to identify appropriate safety improvements | Safety | Tier 1 | Tier 1/High Priority | A roundabout, stop sign, or other traffic calming device is necessary at the intersection of Courtney and Oatfield. There is low visibility at this intersection, because of Oatfield's angle on Courtney and dense hedges. To get onto Oatfield from Courtney, cars turning left and right have to fight for visibility, igniting road rage. Then, motorists regularly peel out after waiting for a long time and then trying to accelerate to turn onto Oatfield. Unsurprisingly, accidents are fairly common. I'd hate to be a pedestrian trying to cross here. | M |
| 2088 | Oatfield Rd | Jennings Ave to Lake Rd | Perform road safety audit or transportation safety review to identify appropriate safety improvements | Safety | Tier 1 | Tier 1/High Priority | Traffic on Lake Road is commonly moving at unsafe speeds even in the School Zones. Speed Bumps in/around the school zones would stop people from using Lake Road as a drag strip. | M |
| 2095 | Graham's Ferry Rd | Wilsonville Rd to City of Wilsonville | Add paved shoulders | Upgrade | Tier 3 | Tier 2/Medium Priority | This section of Grahams Ferry Rd. is very twisty and has horrible sightlines. Adding a paved shoulder would at least allow for some margin of error between bikes and cars. | NW |
| 2113 | Thiessen Rd | Thiessen Rd / Aldercrest Rd intersection | Add turn lanes on Thiessen Rd; consider converting to two-way stop controlled | Upgrade - Vehicle Capacity | Tier 1 | -- | any improvement at this 3 way stop/bottleneck would be welcome | M |
| 2806 | Arndt Rd Extension | Knights Bridge to OR 99E | Construct new 3 lane roadway | New Roadway | Tier 2 | Tier 1/High Priority | Is this the improved connection between Canby to I-5? Canby desperately needs a better connect to I-5! Pioneer Industrial Park businesses need this connection for this industrial land to develop. | SW |
| U001 | Sunnybrook Blvd Extension | OR 213 to Harmony Rd | Construct new 2 lane roadway with pedways and bikeways | New Roadway | Remove | Remove | Remove Sunnybrook Blvd. Extension from the project list. I will not support a project that significantly impacts the Three Creeks Natural Area, the removal of 300 to 500 year-old oak trees. and impact the Kellogg Creek watershed for a two-lane road. | CRC |

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| U001 | Sunnybrook Blvd Extension | OR 213 to Harmony Rd | Construct new 2 lane roadway with pedways and bikeways | New Roadway | Remove | Remove | This project is an embarrassing, destructive waste of money. Our region has far better things on which to spend our limited resources. | CRC |
| U001 | Sunnybrook Blvd Extension | OR 213 to Harmony Rd | Construct new 2 lane roadway with pedways and bikeways | New Roadway | Remove | Remove | Remove this project from the list. It has been rejected over and over by citizens and NAs and City Council and watershed councils and neighbors. | CRC |
| U001 | Sunnybrook Blvd Extension | OR 213 to Harmony Rd | Construct new 2 lane roadway with pedways and bikeways | New Roadway | Remove | Remove | Do not support new roadway here. | CRC |
| U001 | Sunnybrook Blvd Extension | OR 213 to Harmony Rd | Construct new 2 lane roadway with pedways and bikeways | New Roadway | Remove | Remove | The people have spoke. Remove Sunnybrook West from the CC TSP | CRC |
| U001 | Sunnybrook Blvd Extension | OR 213 to Harmony Rd | Construct new 2 lane roadway with pedways and bikeways | New Roadway | Remove | Remove | Please permanently remove from all master plan lists. | CRC |
| U057 | 122nd Ave | Sunnyside Rd to Hubbard Rd | Add pedways, traffic calming and turn lanes at major intersections | Upgrade | Tier 1 | Remove | Remove traffic calming devices from plan. Pedways and turn lanes are ok. | CRC |
| U057 | 122nd Ave | Sunnyside Rd to Hubbard Rd | Add pedways, traffic calming and turn lanes at major intersections | Upgrade | Tier 1 | Tier 3/Low Priority | Change priority | CRC |
| U058 | 132nd Ave | Sunnyside Rd to OR 212 | Add bikeways, pedways, traffic calming and turn lanes at major intersections | Upgrade | Tier 1 | Tier 1/High Priority | Just have some concerns about turn lanes and visibility along 132nd. Would there be an opportunity to talk with project engineer? | CRC |
| U066 | West Collector | Johnson Creek Blvd to King Rd | Construct new 2 lane collector west of OR 213 with pedways and bikeways | New Roadway | Remove | Tier 1/High Priority | The lack of north-south connectivity west of 82nd here is disastrous for people who would like to walk and bike in their neighborhood. All trips end up being routed to scary 82nd Ave. No wonder people prefer to drive! | CRC |
| U090 | Otty Rd | OR 213 to 92nd Ave | Improve to minor arterial standard consistent with Fuller Road Station Plan; improve curb radius, add turn lanes, on-street parking, central median, landscaping, add bikeways and pedways | Upgrade | Tier 1 | Tier 1/High Priority | I would like to see this project completed it is really needed | CRC |
| U093 | Monroe St | 72nd Ave to Fuller Rd | Add bikeways and pedways | Upgrade - Active Transportation | Tier 1 | Tier 1/High Priority | This is a great project to fill the gaps in the route to make Monroe continuous to the 205 Bike Path. I would use this route to commute every weekday by bike when completed. Need good signal for crossing 82nd that does not make you sit and wait endlessly to get a green light | CRC |

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| U093 | Monroe St | 72nd Ave to Fuller Rd | Add bikeways and pedways | Upgrade - Active Transportation | Tier 1 | Tier 1/High Priority | Creating a bicycle greenway across Milwaukie from the Trolley Trail to the 205 bike path would go a long way creating safe ways for pedestrians and cyclists to move through and around the area. Milwaukie is beginning the process on their end, it would be incredible if Clackamas County continued it out to 205 | CRC |
| U093 | Monroe St | 72nd Ave to Fuller Rd | Add bikeways and pedways | Upgrade - Active Transportation | Tier 1 | Tier 1/High Priority | Adding sharrows and traffic calming on Monroe would greatly improve safety and access to the I-205 path and the light rail station at Clack Town Center. It sounds like Milwaukie to moving toward some Neighborhood Greenway treatments for their section of Monroe and it would be great if the County and Milwaukie could work together to make this a safer street for bikes and peds! | CRC |
| U093 | Monroe St | 72nd Ave to Fuller Rd | Add bikeways and pedways | Upgrade - Active Transportation | Tier 1 | -- | Families, older people and those who want to use a bicycle to get from their homes to downtown Milwaukee need a safe and comfortable route. Even though King has a bike lane, the traffic volume is fast and furious, so it isn't pleasant to ride on for most people. Monroe is a wonderful parallel route that would be good for anyone who wants to bike instead of drive the short distance from their home to downtown businesses or school | CRC |
| U093 | Monroe St | 72nd Ave to Fuller Rd | Add bikeways and pedways | Upgrade - Active Transportation | Tier 1 | Tier 1/High Priority | Neighborhood Greenways are an inexpensive and fast way to encourage more bicycling in neighborhoods! | CRC |
| U093 | Monroe St | 72nd Ave to Fuller Rd | Add bikeways and pedways | Upgrade - Active Transportation | Tier 1 | -- | Being able to bike from Milwaukie to the 205 path would be very useful. | CRC |
| U097 | Causey Ave | Fuller Rd to I-205 | Add bikeways | Upgrade - Active Transportation | Tier 2 | Tier 1/High Priority | The section of Causey west of 82nd could be done with paint only, reducing the size of the 15 ft center turn lane. This part of the project should be split off of U097 and increased to Tier 1. | CRC |
| U103 | Harmony Rd | Lake Rd / Linwood Ave / Harmony Rd intersection | Grade separated railroad crossing, include bikeways and pedways | Upgrade | Tier 1 | Tier 1/High Priority | This will prepare the region for increased railway transportation (and there are few alternate rail routes). | CRC |
| U104 | Harmony Rd | OR 213 to OR 224 | Widen to 5 lanes with bikeways and pedways | Upgrade | Remove | Remove | Should definitely be removed. Too much environmental impact. | CRC |
| U104 | Harmony Rd | OR 213 to OR 224 | Widen to 5 lanes with bikeways and pedways | Upgrade | Remove | -- | Project should be a tier 1 project. Without it the neighborhood will be flooded with through vehicles using the local streets | CRC |
| U108 | North Clackamas Regional Park Trail | Linwood Ave to North Clackamas Park Complex | Construct multi-use path | Multi-Use Path | Tier 1 | Tier 2/Medium Priority | would love to see a bike route/path to connect the parks in this area. | CRC |
| U137a | River Rd | Lark St to Courtney Ave | Add pedways | Upgrade - Active Transportation | Tier 1 | Tier 1/High Priority | A tier 1 project. There are many pedestrians and they have to walk in the street. | M |

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| U137a | River Rd | Lark St to Courtney Ave | Add pedways | Upgrade - Active Transportation | Tier 1 | Tier 1/High Priority | Change project description to complete missing sidewalk segments along west side of River Road. Correct map or project description so the beginning of the project is clear. | M |
| U137a | River Rd | Lark St to Courtney Ave | Add pedways | Upgrade - Active Transportation | Tier 1 | Tier 1/High Priority | lots of families walk their kids to school here, older folks walk too and the wide shoulders just allow drivers to wander. | M |
| U137b | River Rd | Courtney Ave to Oak Grove Blvd | Add pedways | Upgrade - Active Transportation | Tier 3 | Tier 1/High Priority | The number of walkers, students and runners who use this section warrants it being included in plans for sidewalks in my opinion | M |
| U137c | River Rd | Oak Grove Blvd to Risley Ave | Fill gaps in bikeways and pedways | Upgrade - Active Transportation | Tier 1 | Tier 1/High Priority | Improve the bike-ability to the local schools like Riverside to maximize safety of children and their families along these bike lanes. | M |
| U137c | River Rd | Oak Grove Blvd to Risley Ave | Fill gaps in bikeways and pedways | Upgrade - Active Transportation | Tier 1 | Tier 1/High Priority | More congestion on River Road now; bikeways and pedways would be helpful. | M |
| U137c | River Rd | Oak Grove Blvd to Risley Ave | Fill gaps in bikeways and pedways | Upgrade - Active Transportation | Tier 1 | Tier 1/High Priority | River Road is becoming a major bikeway (this is a good thing). So to the extent there are gaps in the bike and pedestrian infrastructure here, they should be eliminated as soon as practicable. Leave this one in Tier 1. | M |
| U137c | River Rd | Oak Grove Blvd to Risley Ave | Fill gaps in bikeways and pedways | Upgrade - Active Transportation | Tier 1 | Tier 1/High Priority | Only needed from Oak Grove Blvd to Creighton | M |
| U140a | Concord Rd | River Rd to Oatfield Rd | Fill gaps in pedway | Upgrade - Active Transportation | Tier 1 | Tier 1/High Priority | Concord Road has a 40' right of way between OR 99E and River Road except where there has been improvements requiring donation of right of way and sidewalk construction. Additional sidewalk construction will require the purchase of right of way. It will be very costly and likely result in a storm of opposition causing the project to be cancelled. I suggest this project be dropped and replaced with a project along Risly Avenue which has a 60' right of way. | M |
| U141 | Oatfield Rd | Oatfield Rd / Park Rd intersection | Install traffic signal and add turn lanes | Upgrade - Vehicle Capacity | Tier 1 | Remove | Tri met is building this project. Remove project from project list. | M |
| U146 | Aldercrest Dr | Thiessen Rd to Oatfield Rd | Add pedways to one side of the road and bikeways | Upgrade | Tier 3 | Tier 2/Medium Priority | This could be an important bike route because it is very flat in a hilly area. The narrow lanes and high speeds make it very scary to ride though. | M |
| U146 | Aldercrest Dr | Thiessen Rd to Oatfield Rd | Add pedways to one side of the road and bikeways | Upgrade | Tier 3 | Tier 2/Medium Priority | Lots of accidents on Aldercrest. It's not at all safe to walk. This would be great. | M |
| U146 | Aldercrest Dr | Thiessen Rd to Oatfield Rd | Add pedways to one side of the road and bikeways | Upgrade | Tier 3 | Tier 3/Low Priority | Aldercrest is one of our only "beautiful, tranquil & peaceful areas left in our area. Let's make it a scenic area to enjoy along Kellogg Creek; allowing only bikes, pedestrians and one lane traffic. | M |

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|--------|----------------------------|----------------------------|--|---------------------------------|----------------------|--------------------------------|---|-----------------|
| U146 | Aldercrest Dr | Thiessen Rd to Oatfield Rd | Add pedways to one side of the road and bikeways | Upgrade | Tier 3 | -- | Beautiful but skinny road with sheer drop offs that makes biking and walking very unsafe, however very desirable walking and biking route. A multi-use path is needed! | M |
| U146 | Aldercrest Dr | Thiessen Rd to Oatfield Rd | Add pedways to one side of the road and bikeways | Upgrade | Tier 3 | Tier 1/High Priority | Added bike lanes and at least one side of the road needs sidewalks. Traffic calming devices also need to be added. Traffic travels way to fast, and the road is very narrow. Make speeds 20mph. | M |
| U146 | Aldercrest Dr | Thiessen Rd to Oatfield Rd | Add pedways to one side of the road and bikeways | Upgrade | Tier 3 | Tier 2/Medium Priority | While this project could be intrusive to the property owners along Aldercrest, this road is unacceptably unsafe as a pedestrian or bike thoroughfare, especially at night or in bad weather. If anyone is to use this beautiful route as a cyclist or a pedestrian, facilities will have to be built on one side or the other. This should have a higher priority - Tier 2. | M |
| U146 | Aldercrest Dr | Thiessen Rd to Oatfield Rd | Add pedways to one side of the road and bikeways | Upgrade | Tier 3 | Tier 2/Medium Priority | Please add safe bike and ped ways for travel on Aldercrest. I travel by bike on this road and I pedal as fast as I can...even though it could be a really pleasant commute. | M |
| U146 | Aldercrest Dr | Thiessen Rd to Oatfield Rd | Add pedways to one side of the road and bikeways | Upgrade | Tier 3 | Tier 2/Medium Priority | Please don't consider removing this project. It's a great parallel route for Lake and the Milwaukie Expressway. And it's flat! | M |
| U149a | Jennings Ave | River Rd to Oatfield Rd | Widen to 2-lane urban minor arterial standard with bikeway and pedway infill | Upgrade - Active Transportation | Tier 1 | Tier 1/High Priority | Live at the corner of Jennings and Oatfield (6100 SE Jennings). When you say widen; assume that means a bike path only. That would appear to be a necessary Tier 1 improvement for both access and safety. Either side makes sense. Believe the County built the fence on our property at one time when Jennings was widened. | M |
| U149a | Jennings Ave | River Rd to Oatfield Rd | Widen to 2-lane urban minor arterial standard with bikeway and pedway infill | Upgrade - Active Transportation | Tier 1 | Tier 1/High Priority | We drive our kids the .5 mile to Candy Lane elementary because it's not safe for them to bike or walk. Waste of fuel and time. In addition to the obvious pedestrian and bike safety concern; improved connectivity to the Trolley Trail would be a welcome improvement by the neighborhood. Again, gas up and drive now. | M |
| U149a | Jennings Ave | River Rd to Oatfield Rd | Widen to 2-lane urban minor arterial standard with bikeway and pedway infill | Upgrade - Active Transportation | Tier 1 | Tier 1/High Priority | The improvements of Jennings Ave from River Road to Oatfield would create a nice east west connection north of I-205. It could also improve safety at the intersection with 99E by adding protected left turn lanes on the signal. | M |

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| U149a | Jennings Ave | River Rd to Oatfield Rd | Widen to 2-lane urban minor arterial standard with bikeway and pedway infill | Upgrade - Active Transportation | Tier 1 | Tier 1/High Priority | This is a heavy traffic street with children crossing to walk to Candy Lane Elementary and for Jennings Lodge Elementary. There are also bus stops for youth who are taking the bus to Oregon City Schools that live in this neighborhood. There is commercial truck traffic on this street -- semi's do travel it because of the East West connection McLoughlin to Webster Road and to the I-205. Residents also walk up the hill to Oatfield for Metro Bus Service and down the hill to McLoughline for Metro Bus Service. Very dangerous at night for pedestrians because there is insufficient safety zone and no sidewalk. | M |
| U149a | Jennings Ave | River Rd to Oatfield Rd | Widen to 2-lane urban minor arterial standard with bikeway and pedway infill | Upgrade - Active Transportation | Tier 1 | -- | would like to see Jennings improved all the way from River Rd to Webster Rd because it's the area's longest/best continuous E-W connection now ; if it was extended/improved through to I-205 it would be even more efficient . | M |
| U173 | Rosemont Rd | Stafford Rd to Salamo Rd | Add paved shoulders and turn lanes at major intersections | Upgrade | Tier 2 | Tier 1/High Priority | I got rear ended here by a car coming over the hill when I had to stop for a deer in the road. A car coming the other direction hit that car because the road is so narrow here. (FYI, sheriff never responded). With the volume of traffic here, this route should be a top priority. | NW |
| U173 | Rosemont Rd | Stafford Rd to Salamo Rd | Add paved shoulders and turn lanes at major intersections | Upgrade | Tier 2 | Tier 1/High Priority | This should be a high priority. | NW |
| U173 | Rosemont Rd | Stafford Rd to Salamo Rd | Add paved shoulders and turn lanes at major intersections | Upgrade | Tier 2 | Tier 1/High Priority | Improve this road alongside the bike path. | NW |
| U173 | Rosemont Rd | Stafford Rd to Salamo Rd | Add paved shoulders and turn lanes at major intersections | Upgrade | Tier 2 | Tier 1/High Priority | Rosemont should be a high priority. There are no shoulders and if you get off the asphalt, you can't get back on. Bikes need a route and this is an important connection; bikes shouldn't be on this dangerous road. | NW |
| U177 | Stafford Rd | I-205 to Boeckman Rd (Advance Rd) | Add paved shoulders and turn lanes at major intersections | Upgrade | Tier 2 | Tier 1/High Priority | This area of Stafford road is frequented by recreational and commuter cyclists and is the main bike route to cross the Canby Ferry. | NW |
| U211 | Beavercreek Rd | Henrici Rd to Yeoman Rd/Steiner Rd | Add paved shoulders and turn lanes at major intersections | Upgrade | Tier 1 | Tier 1/High Priority | This Beavercreek Rd. improvement is a high priority, because Beavercreek Rd. is heavily used and has no shoulders so bicyclists and pedestrians unsafely mix with traffic. It also has lots of accidents due to blind hills and lots of curves hiding traffic backups. | SW |
| U227 | Compton Rd | US 26 to 352nd Ave | Remove vertical curve near Orient Dr and relocate intersection; add paved shoulders | Safety | Tier 3 | Tier 1/High Priority | This needs to be in Tier 1 along with the Old Loop Rd project to keep transportation on the arterials and off the more residential streets. This corner is almost impossible for trucks. | E |
| U231 | Amisigger Rd / Kelso Rd | OR 224 to Kelso / Richey Rd | Add paved shoulders; turn lanes at Amisigger/OR 212 and Kelso/Richey; smooth curves. | Upgrade | Tier 1 | Tier 1/High Priority | I am director of the Barlow Road Ride for Mt. Hood Cultural Center & Museum from Oregon City to Barton Park and Ammissiger is route we use and it needs bike lanes added to the project. I agree this is tier one but it must have bike lanes on shoulders for more safety to Boring | E |

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| U231 | Amisigger Rd / Kelso Rd | OR 224 to Kelso / Richey Rd | Add paved shoulders; turn lanes at Amisigger/OR 212 and Kelso/Richey; smooth curves. | Upgrade | Tier 1 | Tier 1/High Priority | Yes, adding paved shoulders would be a huge improvement for this road, which has a high travel speed and poor sight lines. | E |
| U241a | Welches Rd | US 26 to Birdie Ln | Add paved shoulders; add pedways in Welches rural center | Upgrade | Tier 1 | -- | Welches road and other roads need traffic calming. The cars are driving too fast. | E |
| U265 | Beavercreek Rd | Beavercreek Rd / Leland Rd / Kamrath Rd intersection | Construct roundabout with additional analysis | Upgrade - Vehicle Capacity | Tier 1 | Tier 3/Low Priority | Don't put a round about at this intersection that is the last thing this intersection needs. It would end up taking out all the stores in Beavercreek to redo the road & put a round about there. Make it a 4 way stop if you have to before you put a round about there. | SW |
| U267 | Central Point Rd | Parrish Rd to Mulino Rd | Add paved shoulders; smooth curves | Upgrade | Tier 3 | Tier 1/High Priority | This is very important to allow safe travel for cyclist and ped between Canby and OC. This is critically important | SW |
| U277 | Airport Rd | Arndt Rd to Miley Rd | Add turn lanes at major intersections | Upgrade - Vehicle Capacity | Tier 3 | Tier 1/High Priority | Improve bike access for Miley Road since I-5 Boone Bridge is currently only option for cyclists between Charbonneau/Aurora/Butteville and Wilsonville. Bike lanes needed for both access to I-5 ramp, and across bridge if remaining on Miley Road. | SW |
| U285 | Holly St | Territorial Rd to Canby Ferry | Add paved shoulders | Upgrade | Tier 3 | Tier 1/High Priority | Add bike lanes as Canby ferry is important connectivity option for cyclists. What about Advance Road and Mountain Road on the North side of the ferry? | SW |
| U285 | Holly St | Territorial Rd to Canby Ferry | Add paved shoulders | Upgrade | Tier 3 | Tier 2/Medium Priority | I would like to see this happen, so that residents can safely bike and walk to the state park and the ferry. | SW |
| U285 | Holly St | Territorial Rd to Canby Ferry | Add paved shoulders | Upgrade | Tier 3 | Tier 1/High Priority | U285 Petes Mountain needs more shoulders for the many bicyclists from all over metro area who use it for training. | SW |
| U290 | Township Rd | Central Point Rd to Canby City limit | Add paved shoulders and turn lanes at major intersections | Upgrade | Tier 1 | Tier 1/High Priority | Improved/expanded shoulders of road improves safety. I've see young children biking on this road. Improvement is greatly needed. | SW |
| U290 | Township Rd | Central Point Rd to Canby City limit | Add paved shoulders and turn lanes at major intersections | Upgrade | Tier 1 | Tier 2/Medium Priority | This is a fairly busy road and it would be good to have this improvement for bike and pedestrian safety. At the same time though, I think there are higher priority locations that would get more use (Ivy in the middle of Canby for example). If you can improve both, great! but if it's one or the other Ivy is a more important project. | SW |
| U290 | Township Rd | Central Point Rd to Canby City limit | Add paved shoulders and turn lanes at major intersections | Upgrade | Tier 1 | Tier 1/High Priority | Let's support multiple methods of transportation. Improve safety for pedestrians and cyclists, the costs of supporting alternative transportation are significantly smaller than widening roads for more cars. | SW |
| U290 | Township Rd | Central Point Rd to Canby City limit | Add paved shoulders and turn lanes at major intersections | Upgrade | Tier 1 | Tier 3/Low Priority | Lower priority. Let's fix roads, not improve paved shoulders for walkers and bikers | SW |
| U302a | Union Mills Rd | OR 213 to OR 211 | Add turn lanes at major intersections | Upgrade - Vehicle Capacity | Tier 1 | Tier 1/High Priority | Busy road | SW |

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| U338 | 82nd Dr | OR 212 to Lawnfield Rd | Fill in bikeways and pedways gaps | Upgrade - Active Transportation | Tier 1 | Tier 2/Medium Priority | I would love to see this happen, but I would love even more to see the gap filled in the I-205 path. | CRC |
| U475a | Henrici Rd | Beavercreek Rd to Ferguson Rd | Add paved shoulders and turn lanes at major intersections. Remove horizontal and vertical curves | Upgrade | Tier 1 | Tier 1/High Priority | A helpful improvement. It should help with the accidents. Too bad it doesn't extend on Henrici to Redlands. | SW |
| U475b | Henrici Rd | Ferguson Rd to Redland Rd | Add paved shoulders and turn lanes at major intersections. Remove horizontal and vertical curves | Upgrade | Tier 2 | Tier 1/High Priority | This important connector sure needs to be taken care of sooner. | SW |
| U495 | Bull Run Rd | Ten Eyck Rd to Multnomah County line | Add paved shoulders and turn lanes at major intersections. | Upgrade | Tier 3 | Tier 2/Medium Priority | This road has become increasingly busy over the last few years and the traffic includes many large trucks, such as log trucks, with many bicyclist. It is dangerous. Paved shoulders would go a long way to improve this road and bring more bicyclist and tourism to this beautiful stretch. | E |
| U650 | Sunnyside Rd | OR 213 to 97th Ave | Modified boulevard treatment including lane redesign, medians, beautification, curb extensions, reconstructed sidewalks, landscaping, south side bikeways | Upgrade - Active Transportation | Tier 2 | Tier 1/High Priority | Addition of south side bike lanes would make it possible for eastbound bikes on Harmony to continue safely onto Sunnyside Rd at 82nd. That's currently a dangerous transition. | CRC |
| U654 | North Clackamas Regional Park Trail | OR 213 to Linwood Ave | Construct multi-use path | Multi-Use Path | Tier 1 | Tier 2/Medium Priority | Great to continue to provide more multi-use paths for biking/walking. | CRC |
| U654 | North Clackamas Regional Park Trail | OR 213 to Linwood Ave | Construct multi-use path | Multi-Use Path | Tier 1 | -- | There is little or no support for safe and accessible pedestrian and bike movement across Hwy 224/Milw Expressway, so this project would also help this issue, along with connectivity to regional trails. | CRC |
| U654 | North Clackamas Regional Park Trail | OR 213 to Linwood Ave | Construct multi-use path | Multi-Use Path | Tier 1 | Tier 1/High Priority | It would be great to see more connectivity for bikes and peds in this area. I would prefer this trail to stay closer to Harmony Road heading east of Linwood that there is a good connection to the college and aquatics center. | CRC |
| U694 | 93rd Ave | Sunnyside Rd to Sunnybrook Blvd | Add bikeways | Upgrade - Active Transportation | Tier 3 | Tier 3/Low Priority | This would be a nice addition, but the 205 path parallels this close by. | CRC |
| U707 | Hill Rd | Oatfield Rd to Thiessen Rd | Add bikeways and pedways | Upgrade - Active Transportation | Tier 3 | -- | This arterial road has lots of pedestrian traffic, and growing amounts of biking traffic are currently using this road with no shoulders or safe transit areas. Build multi-use paths along Hill! | M |

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| U724 | Rusk Rd | OR 224 South to Aldercrest Rd | Add pedways on one side of the roadway and bikeways | Upgrade - Active Transportation | Tier 3 | Tier 3/Low Priority | Schools, churches, parks, many cars and school buses, but no shoulders and NO SIDEWALKS! Bad combination, but super opportunity to make an important neighborhood connector safer and pedestrian friendly. | M |
| U724 | Rusk Rd | OR 224 South to Aldercrest Rd | Add pedways on one side of the roadway and bikeways | Upgrade - Active Transportation | Tier 3 | -- | This is a very dangerous road to walk. Diving for the weeds in the only way to avoid being hit. | M |
| U724 | Rusk Rd | OR 224 South to Aldercrest Rd | Add pedways on one side of the roadway and bikeways | Upgrade - Active Transportation | Tier 3 | Tier 1/High Priority | Added bike lanes and at least one side of the road needs sidewalks, especially given the proximity to the Milwaukie Center and N Clackamas Park. | M |
| U724 | Rusk Rd | OR 224 South to Aldercrest Rd | Add pedways on one side of the roadway and bikeways | Upgrade - Active Transportation | Tier 3 | Tier 3/Low Priority | This project has good goals (increased pedestrian and bike access), but I question what people would be accessing via this connection. There is very little in the way of accessible commerce within a mile of the opposite side of 224, and very little along 224 itself. Why would pedestrians and bicyclists be using this route on a regular basis? It is probably appropriate in Tier 3, unless there is data to support it. | M |
| U738 | Barlow Rd | Knights Bridge Rd to OR 99E | Add paved shoulders | Upgrade | Tier 3 | Tier 3/Low Priority | This is a very tight spot for cars, bikes, and pedestrians to share the road. It would be great to make access from I-5 into Canby safer for everyone. | SW |
| U739 | Beavercreek Rd | Yeoman Rd/Steiner Rd to OR 211 | Add paved shoulders | Upgrade | Tier 3 | Tier 1/High Priority | This intersection has been a dangerous spot for years. People drive down Beavercreek Rd at 60+ miles an hour & come over that hill just as another car is pulling on to Beavercreek Rd. It's not like they don't know the intersection is there. There are signs that say that the intersection is up ahead, & most drive it every day to & from school or work. It is lucky that no one has gotten killed on that stretch of road. I hope that isn't what it takes to finally get this section of road fixed. I really think the best option for it is to lower the road so that those stopped at Windy City or Unger Rds can see if a car is coming from further down the road. During the Christmas Tree season or any other time of the year if big trucks are turning on to the road there is no way for them to go any faster through that intersection. It would be a huge help to everyone turning onto either Windy City or Unger roads or off of either of the roads to be able to see further down the road. | SW |
| U781 | Cazadero Multi-Use Trail | Community of Boring to City of Estacada | Construct multi-use path | Multi-Use Path | Tier 1 | Tier 1/High Priority | The Cazadero Trail would be a dream-come-true for families and recreational riders. I would use it to go camping outside of Estacada or to events at Barton Park. This is a very exciting project. | E |

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| U781 | Cazadero Multi-Use Trail | Community of Boring to City of Estacada | Construct multi-use path | Multi-Use Path | Tier 1 | Tier 1/High Priority | Fixing the gap in the Springwater-Cazadero trail connection will enable low-stress cycling from the Portland Metro to Estacada and beyond, providing much-needed safe and healthy recreational opportunities for area residents and helping promote the coming explosion of bike tourism in the area. A couple of years ago I took my child bike-camping at Barton Park. The Springwater Trail was fantastic out to its end in Boring, but the last 3 miles on Amisigger Road between Boring and the park was a bit dangerous northbound and I would probably not do it again unless the trail is completed. Most of the 3 miles of needed trail already exists, but dead ends at a bridge/trestle washout. I'm sure the bridge repair is expensive, but beyond that this is an easy fix with a big payoff for the region. | E |
| U781 | Cazadero Multi-Use Trail | Community of Boring to City of Estacada | Construct multi-use path | Multi-Use Path | Tier 1 | Tier 2/Medium Priority | I frequently bicycle with friends via Springwater to Estacada and this project would be a wonderful extension of the Springwater that would not be all that expensive and would encourage a lot of bike riding to Estacada and resulting spending on local businesses there. The County needs to extend the Springwater which has proven hugely popular with both peds and bike riders. Build it and they will come to Estacada! | E |
| U781 | Cazadero Multi-Use Trail | Community of Boring to City of Estacada | Construct multi-use path | Multi-Use Path | Tier 1 | Tier 3/Low Priority | I suppose there is matching money for this or it wouldn't be in Tier 1. We need road modification (see projects U227 and 2001) more than a multi-use trail. | E |
| U781 | Cazadero Multi-Use Trail | Community of Boring to City of Estacada | Construct multi-use path | Multi-Use Path | Tier 1 | Tier 1/High Priority | Connecting Boring and Estacada would be great and connecting both to the Springwater Regional trail would be even better! | E |
| U781 | Cazadero Multi-Use Trail | Community of Boring to City of Estacada | Construct multi-use path | Multi-Use Path | Tier 1 | Tier 1/High Priority | Please complete the Cazadero Trail! It's what keeps me from visiting Barton County Park, Estacada or Milo McIver. I've taken Amisigger Road once and it was scary; I took the bus home from Estacada to avoid it. Ideally, pavement would be the easiest to use, especially if camping, but at this point completing it would be wonderful. | E |
| U784 | Canby - Molalla Railroad Trail | 0 | Construct multi-use path | Multi-Use Path | Tier 2 | Tier 1/High Priority | Developing the Canby-Molalla Trail improves tourism in south county and improves economy of Canby/Molalla. It also improves safety for trail/road use. This is a high priority. This project complements state efforts at developing bike tourism in the state. Which may attract state funding. | SW |
| U784 | Canby - Molalla Railroad Trail | 0 | Construct multi-use path | Multi-Use Path | Tier 2 | Tier 2/Medium Priority | There seem to be 3 different proposed trails in the same vicinity. They all sound great, but if one needs to be picked, from a biking perspective, the one with the fewest hills would get the most use. My assumption is that the railroad would have the easiest grades of the 3. | SW |
| U784 | Canby - Molalla Railroad Trail | 0 | Construct multi-use path | Multi-Use Path | Tier 2 | Tier 2/Medium Priority | Awesome! Let's help revitalize Molalla with a multi-use path. This would increase local tourism and help support businesses in Molalla | SW |
| U784 | Canby - Molalla Railroad Trail | 0 | Construct multi-use path | Multi-Use Path | Tier 2 | Tier 2/Medium Priority | Yes! This would help our two communities be safer and healthier. Please construct this path! | SW |

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| U795 | Courtney Ave | River Rd to OR 99E (McLoughlin Blvd) | Construct pedway / complete gaps on the south side; add bikeways | Upgrade - Active Transportation | Tier 1 | Tier 1/High Priority | Correct project description. Courtney has bike lanes on both sides of the street. The project should include sidewalks on both sides of the street. | M |
| U795 | Courtney Ave | River Rd to OR 99E (McLoughlin Blvd) | Construct pedway / complete gaps on the south side; add bikeways | Upgrade - Active Transportation | Tier 1 | Tier 1/High Priority | Important pedestrian connection and route to school. | M |
| U795 | Courtney Ave | River Rd to OR 99E (McLoughlin Blvd) | Construct pedway / complete gaps on the south side; add bikeways | Upgrade - Active Transportation | Tier 1 | Tier 2/Medium Priority | Horrible access from River Road to Trolley Trail. Sidewalks here would be great | M |
| U795 | Courtney Ave | River Rd to OR 99E (McLoughlin Blvd) | Construct pedway / complete gaps on the south side; add bikeways | Upgrade - Active Transportation | Tier 1 | Tier 1/High Priority | This is a disadvantaged neighborhood with many low-income folks, many with children. The Trolley Trail has provided a key community pedestrian and bike link to the rest of the community, and adding the last pieces of the infrastructure that would connect to the Trolley Trail along Courtney is a Tier 1 project. | M |
| U811 | Linwood Ave | Monroe St to Johnson Creek Blvd | Add pedways | Upgrade - Active Transportation | Tier 1 | Tier 1/High Priority | Monroe St lacks safe walking/biking access westward towards downtown. Both the middle school and High School are West of 224 and there is no safe route for our kids to get from the neighborhoods to the local schools | CRC |
| U811 | Linwood Ave | Monroe St to Johnson Creek Blvd | Add pedways | Upgrade - Active Transportation | Tier 1 | Tier 1/High Priority | How about adding Bike lanes to Linwood? And enforcement of people parking in the lack-luster bike lanes that exist. Milwaukie PD won't enforce parking on Linwood because it is not in Milwaukie. | CRC |
| U811 | Linwood Ave | Monroe St to Johnson Creek Blvd | Add pedways | Upgrade - Active Transportation | Tier 1 | Tier 1/High Priority | The intersection of Linwood and Monroe is dangerous for all modes of transportation. This intersection needs a redesign so that it works better/ is safer for bikes and pedestrians. | CRC |
| U813 | Naef Rd | Oatfield Rd to River Rd | Add pedways | Upgrade - Active Transportation | Tier 3 | Tier 1/High Priority | Naef has sidewalks on the south side to the Trolley Trail. There are only 3 missing sections of sidewalk on the north side between OR 99E and the Trolley Trail. The north side has curbs and drainage. Completing these few section of sidewalk would be inexpensive. This project should be moved to Tier 1 due to its low cost. Completing sidewalks to River Road should not be included now do to the high cost. Naef has 40' of right of way east of River Road to existing sidewalk. Change location ending section at Trolley Trail. Naef does not go through to Oatfield Road. Change description to complete sidewalk on north side of street in this section. This comment concerns the section of Naef between OR99E and River Road. | M |
| U813 | Naef Rd | Oatfield Rd to River Rd | Add pedways | Upgrade - Active Transportation | Tier 3 | Tier 3/Low Priority | While it's true that the Oak Grove Post Office is on Naef, I use this street a lot and have never once seen a pedestrian north of the park. Is there some data that suggests that this is a priority over such places as school neighborhoods? Tier 3 is the right one. | M |
| U815 | Park Ave | River Rd to OR 99E (McLoughlin Blvd) | Add pedways | Upgrade - Active Transportation | Tier 1 | Tier 1/High Priority | Park Avenue has bike lanes and a sidewalk along the north side of the street. Constructing a sidewalk along the south side of the street is a low priority. This project should be deleted or be a Tier 3 Project. | M |

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| U815 | Park Ave | River Rd to OR 99E (McLoughlin Blvd) | Add pedways | Upgrade - Active Transportation | Tier 1 | Tier 1/High Priority | Park Avenue was rebuilt within the last ten years with north side sidewalks, curbs along both sides of street, and drainage. Park Avenue is missing 1680 lf of 5' sidewalk along the south side. ODOT Bid Price for walks is \$4/sf. 1680'x5'x\$4=\$33,600. Project cost is assumed to be twice the cost of the walks alone \$67,200. The Master List County Projects cost for this project of \$1,750,000 needs to be corrected. | M |
| U815 | Park Ave | River Rd to OR 99E (McLoughlin Blvd) | Add pedways | Upgrade - Active Transportation | Tier 1 | Tier 2/Medium Priority | Since there is a good sidewalk on one side of Park Avenue, I encourage attention elsewhere in the short term. | M |
| U815 | Park Ave | River Rd to OR 99E (McLoughlin Blvd) | Add pedways | Upgrade - Active Transportation | Tier 1 | Tier 1/High Priority | TROLLEY Trail needs to connect thru here!! | M |
| U815 | Park Ave | River Rd to OR 99E (McLoughlin Blvd) | Add pedways | Upgrade - Active Transportation | Tier 1 | Tier 1/High Priority | If what is meant here by "pedways" is sidewalks, you're getting into the area of the neighborhood where pedestrians and bikes can share infrastructure, if it's built right. There is a lot of sidewalk on Park Ave already, and the gaps should be filled. And it's a main thoroughfare to the Park Avenue Light Rail station, so it needs to be in Tier 1. Just be mindful that sidewalks aren't called for everywhere in this part of the County. | M |
| U816 | Risley Ave | Arista Dr to Hager Rd | Fill gaps in pedways | Upgrade - Active Transportation | Tier 3 | Tier 1/High Priority | This project needs to be extended past Risley Park to River Road and to River View School. Risley Avenue has 60" of right of way so sidewalks can be constructed with ease. I do not think it will be possible to construct sidewalks along Concord since its has 40' of right of way. Risley Avenue needs to be the ped street. This project needs to be Tier 1 | M |
| U818 | Roethe Rd | River Rd to OR 99E (McLoughlin Blvd) | Add bikeways, pedways and traffic calming | Upgrade - Active Transportation | Tier 3 | Tier 1/High Priority | Completing the sidewalk on the south side of Roethe Road from OR 99E to the Trolley Trail is a low cost project since their are existing curbs and drainage. The few section of sidewalk should be moved up to Tier 1. | M |
| U818 | Roethe Rd | River Rd to OR 99E (McLoughlin Blvd) | Add bikeways, pedways and traffic calming | Upgrade - Active Transportation | Tier 3 | Tier 1/High Priority | Completing the sidewalk on the south side of Roethe Road from OR 99E to the Trolley Trail is a low cost project since their are existing curbs and drainage. The few section of sidewalk should be moved up to Tier 1. | M |
| U824 | Thiessen Rd | Oatfield Rd to Webster Rd | Add bikeways and pedways | Upgrade - Active Transportation | Tier 2 | | This is a highly used road especially for pedestrians (Rex Putnam students and more), so pedestrian safety needs to be addressed. | M |
| U919 | Scouters Mountain / Mt Scott Loop Trail | Loop trail through Happy Valley, Damascus, Clackamas County and Portland | Construct multi-use path consistent with the Connecting Clackamas Plan | Multi-Use Path | Tier 3 | Tier 2/Medium Priority | Metro has acquired Scouters Mountain land and already there are good connections to HV City Park and along Mt Scott Creek to City limits at 117th. County needs to extend existing trail down Mt. Scott Creek to Mt. Talbert to give pedestrian connection of these parks and open space areas. All that is needed are gap connections at relatively low cost to complete all these connections. | CRC |

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| U919 | Scouters Mountain / Mt Scott Loop Trail | Loop trail through Happy Valley, Damascus, Clackamas County and Portland | Construct multi-use path consistent with the Connecting Clackamas Plan | Multi-Use Path | Tier 3 | Tier 2/Medium Priority | Metro has acquired Scouters Mountain land and already there are good connections to HV City Park and along Mt Scott Creek to City limits at 117th. County needs to extend existing trail down Mt. Scott Creek to Mt. Talbert to give pedestrian connection of these parks and open space areas. All that is needed are gap connections at relatively low cost to complete all these connections. | CRC |
| U919 | Scouters Mountain / Mt Scott Loop Trail | Loop trail through Happy Valley, Damascus, Clackamas County and Portland | Construct multi-use path consistent with the Connecting Clackamas Plan | Multi-Use Path | Tier 3 | Tier 2/Medium Priority | Metro has acquired Scouters Mountain land and already there are good connections to HV City Park and along Mt Scott Creek to City limits at 117th. County needs to extend existing trail down Mt. Scott Creek to Mt. Talbert to give pedestrian connection of these parks and open space areas. All that is needed are gap connections at relatively low cost to complete all these connections. | CRC |
| U920 | Newell Creek Trail / Oregon City Loop Trail | Loop around the perimeter of Oregon City | Construct multi-use path consistent with the Connecting Clackamas Plan | Multi-Use Path | Tier 2 | Tier 1/High Priority | A loop around the perimeter would help keep bicycles and pedestrians off of roads with cars and thereby increasing safety and livability of the entire area as well as improve traffic. | SW |
| U925 | French Prairie Bridge | Willamette River near I-5 | Construct a bridge consistent with the Connecting Clackamas Plan | Bridge | Tier 1 | Tier 1/High Priority | An alternative crossing to the I-5 bridge for bikes is desperately needed. While the Canby Ferry and Newberg Bridge are options, they are a considerable distance away, over roads that often have unpaved shoulders (let alone bike lanes!). The connection to the Willamette Valley Scenic Bikeway is obvious at this point, and the safety benefits for bicyclists who can avoid the 70+mph vehicles on I-5 are clear. | NW |
| U926 | Tonquin Trail | Willamette River through Wilsonville | Construct bike / ped bridge consistent with the Connecting Clackamas Plan | Multi-Use Path | Tier 1 | Tier 3/Low Priority | The bike ped bridge should connect to Charboneau by crossing under the Boone Bridge on the Wilsonville side then to Charboneau. Generally I do not think this project should be done because it is so expensive and with the Canby Ferry so close I do not see the need. The Ferry provides an excellent tourism event rather than a basic bridge. To me Tonquin Trail is awesome, but the bridge is a very low priority in the overall scheme of things. The WV Scenic Bikeway can connect to the Metro area using the Canby Ferry. This project seems like a boondoggle from the previous Clackamas County Commission Chair to benefit her constituents rather than considering what is best for the county as a whole. | NW |
| U926 | Tonquin Trail | Willamette River through Wilsonville | Construct bike / ped bridge consistent with the Connecting Clackamas Plan | Multi-Use Path | Tier 1 | Tier 3/Low Priority | Spend money on projects for cars! | NW |
| U929 | Clarks Four Corners Intersection | Beavercreek Rd / Unger Rd | Reconstruct intersection | Safety | Tier 1 | Tier 1/High Priority | I have heard that now is the time to let the County know if we want to advocate for road improvements. I am not sure what the process is, but would love to advocate for this intersection (Windy City and Beavercreek Road). I was in a serious accident at that intersections in 1995 and my children attend Clarkes Elementary. This is an intersections that would greatly benefit from improvement...even just a flashing yellow light would be great! :-) | SW |
| U929 | Clarks Four Corners Intersection | Beavercreek Rd / Unger Rd | Reconstruct intersection | Safety | Tier 1 | Tier 1/High Priority | Advocate for this intersection to be improved. Concerns about safety and past severe crashes. | SW |

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| U929 | Clarks Four Corners Intersection | Beavercreek Rd / Unger Rd | Reconstruct intersection | Safety | Tier 1 | Tier 1/High Priority | County traffic engineer Rick Nys acknowledged to community residents that sight distance is inadequate due to a crest in the road just south of the intersection. This sight problem has caused a variety of collisions over the years, at least one of which involved a vehicle plowing over an elementary schooler on a bike, and various accidents resulting in vehicles being totally destroyed. Local residents have been trying since the 1960s to get some kind of change to the intersection because of the problem. Traffic has increased exponentially since then. It's time for a change. | SW |
| U929 | Clarks Four Corners Intersection | Beavercreek Rd / Unger Rd | Reconstruct intersection | Safety | Tier 1 | Tier 1/High Priority | I am writing about the Clarkes Four Corners intersection - Beavercreek Rd intersection with Unger Rd and Windy City Rd. We have lived here for 40 years and the lack of site distance has always been an object of concern with the locals. During that time the general consensus has been that if we could only lower the section of Beavercreek Rd just to the South of the intersection, northbound traffic on Beavercreek Rd would be able to see the intersection much sooner and the cross traffic on Unger and Windy City would be able to see oncoming northbound traffic. It is a relatively inexpensive fix and would greatly improve the safety of the intersection. (Several neighbors have volunteered to take the excavation spoils.) | SW |
| U929 | Clarks Four Corners Intersection | Beavercreek Rd / Unger Rd | Reconstruct intersection | Safety | Tier 1 | Tier 1/High Priority | PLEASE fix the sight lines at the Clarke's Four Corners intersection to prevent more accidents. The sight lines are too short making the intersection dangerous. It has been suggested that around \$200,000 would lower the hill south of the intersection on Beavercreek road. Please make this a priority and fund it. | SW |
| U929 | Clarks Four Corners Intersection | Beavercreek Rd / Unger Rd | Reconstruct intersection | Safety | Tier 1 | Tier 1/High Priority | A problem area noted for the last 50 yrs. of concern to residents, school district, & parents of children. Rd. carries heavy traffic and heavy vehicles, exiting traffic from school and children crossing roadway. Yes, please include reconstruction of this community concern and Tier 1 project! | SW |
| U929 | Clarks Four Corners Intersection | Beavercreek Rd / Unger Rd | Reconstruct intersection | Safety | Tier 1 | Tier 1/High Priority | Very Dangerous intersection. It needs to be changed. | SW |
| U929 | Clarks Four Corners Intersection | Beavercreek Rd / Unger Rd | Reconstruct intersection | Safety | Tier 1 | Tier 1/High Priority | Very dangerous intersection and this needs to be addressed immediately considering it's proximity to a school. | SW |
| U939 | I-205 Multi-use Path Gap | OR 224/OR 213 to OR 212 | Study the I-205 multi-use path gap to create a plan for connection and path completion | Study | Tier 1 | -- | The I-205 Gap must be closed. This trail could provide thousands of people with the option of walking and biking between Oregon City, the Columbia River, and all points in between. | CRC |
| U939 | I-205 Multi-use Path Gap | OR 224/OR 213 to OR 212 | Study the I-205 multi-use path gap to create a plan for connection and path completion | Study | Tier 1 | Tier 1/High Priority | The I-205 Gap must be closed. This trail could provide thousands of people with the option of walking and biking between Oregon City, the Columbia River, and all points in between. | CRC |
| U939 | I-205 Multi-use Path Gap | OR 224/OR 213 to OR 212 | Study the I-205 multi-use path gap to create a plan for connection and path completion | Study | Tier 1 | Tier 1/High Priority | Yes, please close the I-205 trail gap. It is confusing and chaotic to reconnect once you're unceremoniously dropped onto 82nd. | CRC |

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| U939 | I-205 Multi-use Path Gap | OR 224/OR 213 to OR 212 | Study the I-205 multi-use path gap to create a plan for connection and path completion | Study | Tier 1 | Tier 1/High Priority | the Gap on the 205 bike path is the only flaw in the otherwise excellent bikeway from the Columbia River to Oregon city. Clackamas County is seriously lacking in safe bike paths. This small project would be a big step | CRC |
| U939 | I-205 Multi-use Path Gap | OR 224/OR 213 to OR 212 | Study the I-205 multi-use path gap to create a plan for connection and path completion | Study | Tier 1 | Tier 1/High Priority | The transition from the I-205 overpass to the southbound trail is dangerous at best. As is 82nd dr both directions. A gap closure will provide safe passage for bikes and peds. | CRC |
| U939 | I-205 Multi-use Path Gap | OR 224/OR 213 to OR 212 | Study the I-205 multi-use path gap to create a plan for connection and path completion | Study | Tier 1 | Tier 1/High Priority | The I-205 trail only has one gap and it would be great to be able to ride all the way down to Oregon City | CRC |
| U939 | I-205 Multi-use Path Gap | OR 224/OR 213 to OR 212 | Study the I-205 multi-use path gap to create a plan for connection and path completion | Study | Tier 1 | Tier 1/High Priority | The gap needs to be closed. Riding on 82nd to try and connect the gap is dangerous, especially with children. | CRC |
| U423 | OR 212 | SE 162nd to Anderson Rd | Add bikeways, pedways, and landscaped buffer; widen to 6 lanes within Happy Valley; add center turn lane within Damascus | Upgrade | High | Tier 2/Medium Priority | Are these ODOT priorities what are causing other important ODOT projects to be rated low such as Hwy 213 bounded by huge ditches. | CRC |
| U619 | Sunrise Corridor Unit 2 | 172nd Ave to US 26 | Construct new 4 lane roadway with interchanges | New Roadway | Remove | Tier 2/Medium Priority | Is this project the reason that Hwy 213, Hwy 43 and Hwy 99 etc. are being under-prioritized? This growth accommodating project is NOT more important that safety on existing highways. | CRC |
| U904 | Sunrise Multi-use Path | I-205 to Rock Creek Junction | Construct multi-use path to / from I-205 paralleling the Sunrise project | Multi-Use Path | High | Tier 2/Medium Priority | This project is being rated higher than many important ODOT projects addressing major safety problems such as on Hwy 213, 43 and 99. Is there a cheaper way to handle this need such as shoulders? | CRC |
| U904 | Sunrise Multi-use Path | I-205 to Rock Creek Junction | Construct multi-use path to / from I-205 paralleling the Sunrise project | Multi-Use Path | High | Tier 1/High Priority | Interesting idea for a project, but how about completing the missing gap of I-205 path between 224 (at the north) and roots road (at the south)? That is fatal flaw in the path that that needs to be fixed. | CRC |
| U905 | Sunrise Phase 1 Preliminary Engineering | Webster Rd/ OR 224 to 172nd Ave / OR 212 | Preliminary engineering and Environmental Impact Statement (EIS) from Webster Rd to 172nd Ave | Other | High | Tier 2/Medium Priority | Has the relative importance of this project been directly compared with serious safety problems on Hwy 213, 43 and 99? | CRC |
| 1018 | I-205 / OR 212/224 Interchange | In vicinity of Roots Rd and McKinley Ave | Connect bikeways | Upgrade - Active Transportation | Medium | Tier 1/High Priority | The I-205 Gap must be closed. This trail could provide thousands of people with the option of walking and biking between Oregon City, the Columbia River, and all points in between. | CRC |

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| 2053 | OR 224 | Milwaukie City limits to I-205 | Fill gaps in pedways or construct multi-use path as parallel route to OR 224 | Upgrade - Active Transportation | Low | -- | This would be an invaluable resource for walkers/bikers, as Hwy 224 is a primary E-W access for all, and currently only vehicle-friendly. This resource would connect to both the 17th Ave path improvements planned already and to the path along Hwy 205. Bravo! | CRC |
| 2053 | OR 224 | Milwaukie City limits to I-205 | Fill gaps in pedways or construct multi-use path as parallel route to OR 224 | Upgrade - Active Transportation | Low | Tier 1/High Priority | Milwaukie is talking about creating a multi-use path on Rail Road Ave.... couldn't the county work with them on that project instead? Bikes and Peds don't really like to be next to cars traveling 50-60 mph- it is unnerving and loud. Rail Road Ave makes more sense. | CRC |
| 2093 | OR 212 | I-205 to OR 224 | Perform road safety audit or transportation safety review to identify appropriate safety improvements | Safety | Low | Tier 1/High Priority | Close the I-205 gap please. This is just way too dangerous to ride through this missing link. It's about time that a solution is found. | CRC |
| U445 | OR 224 | Amisigger Rd / OR 224 intersection | Install traffic signal; add southbound and eastbound left-turn lanes and westbound right-turn lane | Upgrade - Vehicle Capacity | Low | Tier 1/High Priority | This is a miserable intersection. | E |
| U520 | US 26 | Lolo Pass Rd to Govt. Camp Loop Rd. W | Widen to 4 lanes with left-turn lanes, add passing/climbing lanes and westbound right-turn lane at Lolo Pass | Upgrade - Vehicle Capacity | Low | Tier 1/High Priority | Four lanes are needed not only for congestion relief but also to allow divided median to protect against head on accidents in winter conditions. Son of good friend was killed recently in such an accident returning from ski trip. Also need protected bike lanes unless alternative bike trail route is paved on Still Creek Route to avoid danger on Hwy 26 for summer bike riders | E |
| U775 | OR 224 | OR 212 to City of Estacada | Add shoulders and bikeways | Upgrade | Low | Tier 3/Low Priority | Clackamas River Drive to Barton Park is far better biking route and shoulders and bikeways should be added there sooner than 224 because 224 has far too much motor vehicle traffic compared to Clackamas River Drive to Barton Park | E |
| 1100 | US 26 | US 26 / Haley Rd intersection | Install traffic signal | Upgrade | Low | Remove | A traffic signal at Stone Rd would make a lot more sense. I've lived here and driven these roads for 40 years. What you're doing to this intersection is dangerous and ridiculous. | E |
| 2066 | US 26 | Duncan Rd to Langensand Rd | Perform road safety audit or transportation safety review to identify appropriate safety improvements | Safety | Low | Tier 1/High Priority | Planning should have started thirty years ago. (...but planners don't drive through Sandy, do they.) This is for long-term planning: a By-pass around Sandy. City of Sandy employees stated it is not up to them and it's not their problem. They also had no idea who to refer to. (Sounds like Government.) It is impossible to go to the north side of the city (cliffs). Elevating has been avoided elsewhere (Bend, the coast). That leaves the south side of town. Land needs to be set aside now for the future. Therefore the planning should be Tier 1; the implementation of land acquisition should be Tier 2; and eventual construction Tier 3. | E |
| U407 | OR 99E (McLoughlin Blvd) | Milwaukie City limit to Gladstone City limit | Add bikeways, pedways, median enhancements, crosswalks and pedestrian refuges | Upgrade - Active Transportation | Medium | Tier 1/High Priority | Side walks will become more important when the Max service to Park St starts. | M |

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| U407 | OR 99E (McLoughlin Blvd) | Milwaukie City limit to Gladstone City limit | Add bikeways, pedways, median enhancements, crosswalks and pedestrian refuges | Upgrade - Active Transportation | Medium | Tier 1/High Priority | McLoughlin continues to grow commercially faster than the public improvements can keep up. Although some improvements have been made that have help, the street still lacks a unified, attractive look, with safety. In particular, without street lighting in the long stretches between intersections, drivers just can't see pedestrians in dark clothing on rainy nights. Also, the lane striping needs to be renewed more frequently to enhance visibility. | M |
| U407 | OR 99E (McLoughlin Blvd) | Milwaukie City limit to Gladstone City limit | Add bikeways, pedways, median enhancements, crosswalks and pedestrian refuges | Upgrade - Active Transportation | Medium | Tier 1/High Priority | Does ODOT have a project here? With the completion of the paving project in 2014 is ODOT done? How do the sidewalks get finished? Completing the sidewalks is a high priority. | M |
| U407 | OR 99E (McLoughlin Blvd) | Milwaukie City limit to Gladstone City limit | Add bikeways, pedways, median enhancements, crosswalks and pedestrian refuges | Upgrade - Active Transportation | Medium | Tier 1/High Priority | Very important, but must be done well and designed to fit the community's vision and work being done via the current MAP-IT process. Please work with this group to design improvements that will maximize benefits to McLoughlin businesses and local residents. | M |
| U407 | OR 99E (McLoughlin Blvd) | Milwaukie City limit to Gladstone City limit | Add bikeways, pedways, median enhancements, crosswalks and pedestrian refuges | Upgrade - Active Transportation | Medium | Tier 1/High Priority | Pedestrians need to be accommodated. They cross Hwy 99 without protection. Helping them is a highest priority. Many of these people don't have cars and they can't walk the long distances between crosswalks. At least the businesses are slowly moving closer to the road. | M |
| U407 | OR 99E (McLoughlin Blvd) | Milwaukie City limit to Gladstone City limit | Add bikeways, pedways, median enhancements, crosswalks and pedestrian refuges | Upgrade - Active Transportation | Medium | Tier 1/High Priority | There needs to be a better engineered intersection here to handle the increased bike and pedestrian traffic that is using the trolley trail at this area. | M |
| U407 | OR 99E (McLoughlin Blvd) | Milwaukie City limit to Gladstone City limit | Add bikeways, pedways, median enhancements, crosswalks and pedestrian refuges | Upgrade - Active Transportation | Medium | Tier 1/High Priority | any improvements to McLoughlin are welcome. There is so much going on on the strip (cars, left turns, driveways, pedestrians, flags, signs, etc) that it makes driving difficult and hard to see peds/bikes. There definitely needs to be more enhancements for non-auto uses but calming or other traffic improvements should be considered as well. | M |
| U407 | OR 99E (McLoughlin Blvd) | Milwaukie City limit to Gladstone City limit | Add bikeways, pedways, median enhancements, crosswalks and pedestrian refuges | Upgrade - Active Transportation | Medium | Tier 1/High Priority | I would love the bike/pedestrian bridge over the river. I would vote this to beTier1 importance. | M |
| U407 | OR 99E (McLoughlin Blvd) | Milwaukie City limit to Gladstone City limit | Add bikeways, pedways, median enhancements, crosswalks and pedestrian refuges | Upgrade - Active Transportation | Medium | Tier 1/High Priority | this isn't a Planning comment, but safety could be GREATLY improved for a very low cost by ENFORCING CURRENT SPEED LIMITS. Motorists drive too fast and too aggressively on McLoughlin | M |

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| U917 | OR 43 | Lake Oswego to Portland | Develop active transportation connection consistent with the Connecting Clackamas Plan | Multi-Use Path | Low | Tier 1/High Priority | This initiative / project needs complete coordination with evolving Tryon Creek State Natural Area Master Plan, concept for day lighting Tryon Creek Culvert underneath OR Hwy 43 at mile pt 5.74 = Intersect of OR 43 / Terwilliger Blvd, pedestrian access from Birdshill Rd to LO, plus geo stability of Elk Rock Cliff at MP 4.90 = OR 43 / Breyman Ave wrt Elk Rock Tunnel on WSL (to become Elk Rock Rapids at Willamette River mile 19.0. Will compile report annotated with documents and deliver circa 2013 Sep | NW |
| U918 | OR 43 South | West Linn to Lake Oswego | Implement the OR 43 design plan for an active transportation corridor consistent with the Connecting Clackamas Plan | Multi-Use Path | Medium | Tier 1/High Priority | Oswego Highway #3 (Signed OR-43) is in dire need of both basic road surface maintenance, and long-term safety improvements. It clearly should move up to high priority. For example, visit the short stretch between Hidden Springs and Cedaroak. Problems include: 1. The asphalt is crumbling, some places are down to the old road surface. 2. The crosswalks are perilous to navigate. Signal timing leads to many red-light runners. Lighting could also be better. 3. The signals at Hidden Springs and Cedaroak are poorly synchronized, causing unneeded backups on most days. Different timing would help quite a bit. Last but not least, some of the utility access holes are recessed far too deep. One particular hole in the NB lane near the Cedaroak crosswalk is particularly dangerous, and it's right in the track. The variety of problems on this short segment is but one example of why the entire length of OR-43 in West Linn needs serious work, and not just a little hot-top. Please make it a high priority -- Thank you. | NW |
| U918 | OR 43 South | West Linn to Lake Oswego | Implement the OR 43 design plan for an active transportation corridor consistent with the Connecting Clackamas Plan | Multi-Use Path | Medium | Tier 1/High Priority | HWY 43 needs repair work. | NW |
| U918 | OR 43 South | West Linn to Lake Oswego | Implement the OR 43 design plan for an active transportation corridor consistent with the Connecting Clackamas Plan | Multi-Use Path | Medium | Tier 1/High Priority | The bike lane roadway surface is in poor repair through West Linn and grates and drains have not been raised with previous asphalt overlays, making them dangerous. This is a major commuter route. Protected bike lanes would be even better. | NW |
| U918 | OR 43 South | West Linn to Lake Oswego | Implement the OR 43 design plan for an active transportation corridor consistent with the Connecting Clackamas Plan | Multi-Use Path | Medium | Tier 1/High Priority | Hwy 43 is terrible and has been for years. This should be moved up on the priority list. | NW |
| U918 | OR 43 South | West Linn to Lake Oswego | Implement the OR 43 design plan for an active transportation corridor consistent with the Connecting Clackamas Plan | Multi-Use Path | Medium | Tier 1/High Priority | This should be a high priority. | NW |

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| U918 | OR 43 South | West Linn to Lake Oswego | Implement the OR 43 design plan for an active transportation corridor consistent with the Connecting Clackamas Plan | Multi-Use Path | Medium | Tier 1/High Priority | This road is horrible to commute and bike. | NW |
| U918 | OR 43 South | West Linn to Lake Oswego | Implement the OR 43 design plan for an active transportation corridor consistent with the Connecting Clackamas Plan | Multi-Use Path | Medium | Tier 1/High Priority | Highway 43 is served by near frequent (almost 15-minute headways) bus service from TriMet's Route 35 during the morning and evening peak commute periods. This Highway has been experiencing increased congestion as population in the region grows. Considering the existing development pattern along Highway 43 and the constrained Right-of-way, the County should consider high capacity transit in this corridor to increase capacity. | NW |
| U918 | OR 43 South | West Linn to Lake Oswego | Implement the OR 43 design plan for an active transportation corridor consistent with the Connecting Clackamas Plan | Multi-Use Path | Medium | Tier 1/High Priority | With the amount of bikers and traffic here, this route should be a top priority of not just the state but also the County. | NW |
| U918 | OR 43 South | West Linn to Lake Oswego | Implement the OR 43 design plan for an active transportation corridor consistent with the Connecting Clackamas Plan | Multi-Use Path | Medium | Tier 1/High Priority | Why isn't Hwy 43 a high priority all the way up to Multnomah County? This is necessary for through bicycle traffic, but currently has only intermittent bicycle facilities. It is also needed for local pedestrians but is very incomplete. | NW |
| 2010 | OR 99E | Oregon City to Canby | Add shoulders and bikeways | Upgrade | Low | Tier 1/High Priority | Shoulders and bikeways would really improve the connection between Oregon City and Canby. There are a few scary/dangerous parts on this route currently. | SW |
| 2010 | OR 99E | Oregon City to Canby | Add shoulders and bikeways | Upgrade | Low | Tier 1/High Priority | I commute on this road everyday, and people I care about cycle it on a regular basis. There are a number of sections that seem very dangerous for cyclists, and make me nervous as the driver. I would also think that connecting Canby to Oregon City, and thereby much of the rest of the county, would help tourism and the economy greatly. | SW |
| 2010 | OR 99E | Oregon City to Canby | Add shoulders and bikeways | Upgrade | Low | Tier 1/High Priority | I've only biked this road once but driven it plenty of times. On either side of the windshield, it's nerve-wracking. I would LOVE to see bike lanes on it. It would create an amazing connection and, with its connection to the ferry, terrific tourism value. | SW |
| U774 | OR 213 | Oregon City boundary to Marion County line | Add shoulders and bikeways | Upgrade | Low | Tier 1/High Priority | We have routinely heard from Bicycle Transportation Alliance members in Clackamas that this stretch of road is vital for them and needs serious safety improvements to keep car/bike traffic flowing safely. | SW |
| U774 | OR 213 | Oregon City boundary to Marion County line | Add shoulders and bikeways | Upgrade | Low | Tier 1/High Priority | We have routinely heard from Bicycle Transportation Alliance members in Clackamas that this stretch of road is vital for them and needs serious safety improvements to keep car/bike traffic flowing safely. | SW |

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| U774 | OR 213 | Oregon City boundary to Marion County line | Add shoulders and bikeways | Upgrade | Low | Tier 1/High Priority | Hwy 213 is extremely dangerous between Mulino and Molalla due to the huge ditches. This is a very high priority. There are also a couple of isolated spots needing attention between Mulino and Oregon City. | SW |
| Bornstedt Rd / Firwood Rd intersection | NA | NA | NA | #N/A | NA | NA | We drive frequently on Firwood Rd. from US 26 because we live on Kleinsmith Rd. The intersection of Bornstedt Rd and Firwood Rd. is a dangerous intersection because oncoming traffic cannot be seen until you are in the process of turning left onto Bornstedt Rd. from Firwood Rd. The brush has grown so high that visibility is greatly impaired. Recently, both my husband and I on 2 separate occasions of attempting left turns onto Bornstedt, have had to swerve back into our lane to avoid hitting oncoming traffic. | E |