

## Active Transportation Plan - Bike Project Descriptions

### Project ID Description

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<b>BR 1</b>	Connection from I-84 to Division Street along 169th, 172nd, 176th. Facility implementation will consist of traffic calming (169th, 176th), and separated bike lanes (172nd). Jogged connections on NE Halsey St and SE Stark St require separated bike lane connections and crossing enhancements to allow for low-stress connections.
<b>BR 2</b>	Connection from Marine Drive path to NE Halsey St along NE 185th Dr, NE Sandy Blvd and NE 201st Ave. Facility implementation should be a path.
<b>BR 3</b>	Bicycle Boulevard connection from NE 162nd Ave to NE 202nd Ave. Implementation may require access management and speed management to create low-stress shared roadway conditions.
<b>BR 4</b>	Connection from Yamhill St to NE Hassalo St along NE 187th Ave/NE 188th Ave.
<b>BR 5</b>	Gap closure and route extensions along the WyEast path from SE 242nd Dr to SE 174th Ave. Facility implementation should be bicycle boulevards or path along the rail corridor.
<b>BR 6</b>	Separated bike lane on SE Division St, from SE 176th Ave to the Gresham Fairview Trail along SE Division St.
<b>BR 7</b>	Neighborhood-serving connection from NW Burnside Rd to NE Glisan St.
<b>BR 8</b>	Connection from NW Burnside Rd to SW Eastman Pkwy primarily along Wallula Ave and 212th Ave. Implementation as bicycle boulevards, with a separated bike lane connection along Powell Blvd.
<b>BR 9</b>	Connection from the Gresham/Fairview Trail to Downtown via NW 1st St and other neighborhood streets. Implementation as a bicycle boulevard with connections through Bella Vista Park.
<b>BR 10</b>	Connection from Downtown to SE El Camino Dr along the Powell Blvd. corridor, following NE 2nd St/Powell Blvd/SE 1st St. This route will include bicycle boulevard and separated bike lane treatments, depending on roadway context.
<b>BR 11</b>	Neighborhood connection from SE 212th Ave to Mt Hood Community College along NE 23rd and other neighborhood streets. Implementation as bicycle boulevards requires access management and speed management to create low-stress shared roadway bicycling conditions. Potential alternative alignment along NE 19th St.
<b>BR 12</b>	Connection from the Springwater Corridor to BR 11 (at SE Salmon Ct), primarily along N Main Ave. Implementation as bicycle boulevards requires access management and speed management to create low-stress shared roadway bicycling conditions. Potential alternative alignment along NE 19th St. Unique downtown context may require a custom design approach.
<b>BR 13</b>	Future alignment through Pleasant Valley Plan Area.
<b>BR 14</b>	Future alignment through Pleasant Valley Plan Area.

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**BR 15** Neighborhood east-west route through the Butler Creek neighborhood. Implementation as bicycle boulevards requires access management and speed management to create low-stress shared roadway bicycling conditions.

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**BR 16** Neighborhood connection through the Butler Creek neighborhood. Implementation as bicycle boulevards requires access management and speed management to create low-stress shared roadway bicycling conditions.

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**BR 17** Neighborhood-serving path in the riparian corridor, through the Butler Creek neighborhood.

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**BR 18** Route through Gresham Butte on paths and roads

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**BR 19** Connection from SE Rugg Rd to the WyEast Path along SE Hogan Rd. Implementation as separated bike lanes.

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**BR 20** Neighborhood route from Mt Hood Community College to SE Orient and beyond. Implementation as bicycle boulevards requires access management and speed management to create low-stress shared roadway bicycling conditions.

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**BR 21** Neighborhood connection to SE Orient Dr along SE 11th/10th St.

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**BR 22** Eastern neighborhood connections. Implementation as bicycle boulevards requires access management and speed management to create low-stress shared roadway bicycling conditions.

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**BR 23** East-west connection from HW 26 to SE 282nd Ave along SE Hillyard Rd and SE Welch Rd. Implementation as bicycle boulevards requires access management and speed management to create low-stress shared roadway bicycling conditions.

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**BR 25** Future alignment through Springwater Plan Area.

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**BR 26** Grade separated crossing of US 26 at SE Palmquist Rd.

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**BR 27** Connection under I-84 at NE 181st Ave. Implementation as separated bike lanes.

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