

Date: December 15, 2010

To: Sue Dagnese, ODOT; Wendy Cawley, PBOT

From: Marianne Fitzgerald, Chair of the Southwest Neighborhoods, Inc. Transportation Committee, and the West Portland Crossroads Advisory Group

Re: Immediate Safety Upgrades, SW Barbur/SW Capitol Highway / Interstate-5

Here are some suggested safety improvements needed at the intersection of SW Barbur Blvd. and SW Capitol Highway. *For the purpose of this memo, in this area, SW Barbur Blvd. runs east/west and SW Capitol Highway runs north/south.*

### **1. SW Barbur/SW Capitol Highway/I-5 Intersection**

- a) Increase "Walk" time and total time on the pedestrian signal for the north/south crossing of SW Barbur at SW Capitol Highway (from Action Photo to Kaady Car Wash).
- b) Replace pedestrian icon heads on north/south crossing of SW Barbur with countdown heads (from Action Photo to Kaady Car Wash).
- c) Install "crossing closed" barriers at the westernmost crossing of SW Barbur at SW Capitol (near Castle Video and the I-5 South on-ramp, and Pacific Pride).
- d) Institute a "no right turn on red" for motor vehicle traffic proceeding north on SW Capitol through the Barbur/Capitol intersection affecting vehicles turning east on Barbur (near Kaady Car Wash and the I-5 overcrossing).
- e) Remove underutilized bus-only left turn lane from SW Barbur westbound to SW Capitol southbound, and install a pedestrian refuge island on Barbur in its place. Direct TriMet bus # 43 and PCC buses to turn from existing left turn lane on SW Barbur onto SW Huber (near McDonalds) rather than SW Capitol Highway.
- f) More expensive recommendation: Install dedicated left turn arrow/signal and pavement markings for northbound traffic on SW Capitol Highway turning west onto SW Barbur and the I-5 South on-ramp.

### **2. SW Barbur/SW Huber Street/SW Capitol Highway Intersection**

- a) Relocate TriMet bus shelter and stop at SE corner of SW Capitol and SW Barbur (stop ID 168 at Pacific Pride) to improve sight lines for motor vehicle traffic northbound on SW Capitol seeking to turn onto SW Barbur. At a minimum, remove the ads that block visibility through the shelter.

- b) Move sign that are blocking the sidewalk and impairing ADA access to shops and bus stops (near McDonalds/Starbucks/Pacific Pride). Relocate or upgrade the "WRONG WAY-DO NOT ENTER" sign on the short stretch of Huber between McDonalds and Starbucks--the large signs are set very low and not ADA compatible (minimum height for the bottom edge of a sign is 7 feet when it is placed in a sidewalk).

### **3. SW Barbur/SW Taylors Ferry Road intersection**

- a) Install curb extension on SW Barbur Blvd. westbound at SW Taylors Ferry Road (near the Master Wrench business and Barbur Foods) as discussed with Holly Berry of PBOT in 2006.
- b) Install "bike box" or additional pavement markings on SW Barbur Blvd. westbound at SW Taylors Ferry Road (near Master Wrench). Vehicles are using the bike lane as a turn lane. The signs "No Turn on Red" are not very visible and motorists often do not realize there is a bike lane and that "No Right Turn on Red" is allowed.
- c) Improve pedestrian access to the Barbur Transit Center, particularly at the east end near the apartments and condos (across from The Old Barn). Construct a stairs near the existing signal on the north side of SW Barbur to make it easier for people to get to Old Taylors Ferry Road.
- d) More expensive option: construct a pedestrian crossing closer to the bus driveway across from Old Taylors Ferry Road with a "slaved" signal for both a safer pedestrian crossing and for buses making left turns as they exit the driveway to SW Barbur westbound.

Prepared by the West Portland Crossroads Advisory Group

Marianne Fitzgerald, convener

Jim McLaughlin, Roger Averbeck, Wes McMullen, John Gibbon, and other representatives of the six Neighborhood Associations within and adjacent to the West Portland Crossroads