

DATE: May 21, 2009

TO: Paul Smith, PBOT and Rian Windsheimer, ODOT

FROM: SWNI Transportation Committee

RE: Barbur Streetscape Plan, High Priority Sidewalk and Bike Path Needs

The SWNI Transportation Committee formed a Barbur Blvd. subcommittee to review and update the 1999 Barbur Blvd. Streetscape Plan. Many improvements recommended in the Plan are still needed. This memo summarizes those considered the highest priority by the Transportation Committee, and we request funding to make this corridor a safer place for all.

The highest priority needs are:

- The area near the Barbur Transit Center, which does not have safe or adequate pedestrian access from adjacent neighborhoods;
- The demonstration area between SW Moss (just north of Capitol Hill Road/19th) and SW 26th, which does not have adequate pedestrian pathways or bike paths, and extensive improvements are identified in the Streetscape Plan.
- A continuous bicycle lane from downtown Portland to the city limits at SW 65th.

We request that:

- PBOT and ODOT incorporate the highest priority needs for Barbur Blvd. into the 2035 Regional Transportation Plan update and seek funding from whatever sources are available to design and construct improvements;
- PBOT and ODOT work with SWNI, the neighborhood associations and the Bureau of Environmental Services to update streetscape designs to incorporate stormwater management needs, with local input; and
- PBOT and ODOT recommend the Barbur Blvd./I-5 Corridor between downtown Portland and the Portland city limit for Metro’s next transportation corridor study to evaluate how the combined corridor can best accommodate motor vehicles, high-capacity transit, bicycles and pedestrians in light of projected population and employment growth.

Here is a summary of the high priority projects that are in the Barbur Streetscape Plan or that have been added through this update. A more detailed spreadsheet is available upon request.

High Priority Needs, Barbur Streetscape Plan
May 2009 SWNI Recommendations

Streetscape Segment	High Priority Needs
Demonstration Project	
East half (SW Moss north of Capitol Hill Road/19 th to SW 26 th)	The Streetscape Plan proposes several new sidewalks, two crosswalks at Spring Garden, consolidated driveways, realigned intersections and one street vacation. The “demonstration project, east half” remains a high priority from SW Moss to SW

Streetscape Segment	High Priority Needs
	26 th . Some sidewalks are proposed to be constructed using 2009 ARRA Stimulus Funds. An updated design for this segment needs to incorporate current stormwater requirements and management practices, and property owners will need to be consulted about proposed designs that may affect driveways and access to Barbur.
The Woods	
Whitaker/Gibbs	Crosswalk improvements, pedestrian-activated signal
Naito at Lane	Crosswalk improvements, pedestrian-activated signal
Rasmussen Village	Crosswalk improvements such as zebra stripe on pavement and pedestrian-activated signal
Slavin Road	Alternate pedestrian path at Slavin Road would connect to Red Electric Trail.
Historic Highway	
Moss to 19th	West side needs sidewalk from Moss to 17 th ; east side, new sidewalk needed on fill or independent structure.
Baird/Old Taylors Ferry Road to Barbur Transit Center Signal	Crosswalk needed at Taco Time. Infill sidewalks needed on the east side at 9400 and 9500 block. The Streetscape Plan proposed an alternative sidewalk on the west side along Old Taylors Ferry Road, although condos were recently constructed without the needed sidewalk. A sidewalk is still needed on the west side. Pedestrians currently walk in the bike path and along the inadequate sidewalk on the west side along Barbur; this area should be targeted for new and improved sidewalks that connect residents to West Portland Town Center shops and bus stops. See Barbur Transit Center discussion below.
Far Southwest (east)	
Barbur Transit Center	This entire area needs sidewalks on both sides of Barbur, crosswalks and a stairs on the west side to make it safer for pedestrians to access the Transit Center from adjacent neighborhoods. Pedestrians that use the signal from the TC's north parking lot driveway generally scramble up the hill to the apartments/condos on the west side; a stair needs to be constructed to make this shortcut safer. Pedestrians that don't take the shortcut but use the substandard street on Old Taylors Ferry Road as a pedestrian path frequently jaywalk into the bus-only area of the transit center.
Far Southwest (middle)	
Luradel	Crosswalk needed at SW Luradel for heavily used bus stop (and bus shelter on west side). Sidewalk needed along west side to SW 53 rd .
Far Southwest (west)	
SW 60 th to 64th	Add bicycle lanes to freeway overcrossing, both directions. Add

Streetscape Segment	High Priority Needs
	crosswalk near apartments north of SW 60 th .

Barbur Blvd. needs a continuous bicycle lane from downtown Portland to the city limits. There are several gaps in the bicycle lane at the Newbury, Vermont and Multnomah Blvd. bridges, from SW 17th to 19th, and the overcrossing from SW 60th to SW 64th. This is a major bike route between downtown Portland and Tigard, and is heavily used although dangerous in places. The bicycle lane needs to be identifiable and safe along the entire route.

The West Portland Town Center does not have adequate pedestrian or bicycle paths, and it has many parking lots and driveways and a major freeway interchange that make it a challenge for all travelers through this area. It was left out of the 1999 streetscape plan because of its complexity and the dominance of the I-5 freeway interchange. The area near Barbur Blvd. and Capitol Highway (S) needs a more detailed intersection or interchange plan to make it safer for pedestrians, bicyclists, transit users and motor vehicles.

Finally, the Streetscape Plan recommends sidewalks from several adjacent neighborhoods to Barbur, and these are still needed. The streets that lead from neighborhoods across the I-5 freeway (Gibbs, Brier Place, Terwilliger, 19th/Spring Garden, 26th, Capitol Highway, 64th, etc.), and others with limited access to Barbur due to topography, should be given a high priority for pedestrian improvements because they enable people in the adjoining neighborhoods to access the shops, services and transit stops along Barbur.

In summary, Barbur Blvd. is a high priority corridor through Southwest Portland that was designed to improve motor vehicle travel 75 years ago and now needs to be retrofitted to make it safer for pedestrians, bicyclists and transit users along Barbur and in adjoining neighborhoods. Most of the Streetscape Plan recommendations have not been implemented and are still needed. The Streetscape Plan needs to be updated to reduce stormwater pollution into the Tryon and Fanno Creek watersheds and to involve current property owners in designs. This memo focuses on the areas of greatest need—the demonstration area and the area near the Barbur Transit Center—while recognizing that there are many high priority needs to improve the corridor.

Please let us know if you have any questions or comments, and we look forward to discussing these recommendations with you.

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