

July 15, 2009

To: Paul Smith, Portland Bureau of Transportation

From: Marianne Fitzgerald, Southwest Neighborhoods, Inc. Transportation Committee

Re: SWNI priority projects for inclusion in the 2035 Regional Transportation Plan

The SWNI Transportation Committee has identified many needed transportation improvements in Southwest Portland that will improve safety and build a bike path and sidewalk infrastructure that will make it safer and easier for our citizens to use alternative modes of travel. We reviewed the list of projects in the current Regional Transportation Plan (adopted December 2007, including the financially constrained list and the "other projects"), and the Portland Transportation System Plan (2002 version online at <http://www.portlandonline.com/transportation/index.cfm?c=38838>) to recommend priority projects in Southwest Portland. We also reviewed the Metropolitan Transportation Improvement Plan and Transportation System Development Charge projects to make sure these important projects don't fall through the cracks.

The highest priority bicycle and pedestrian improvements are needed along Barbur Blvd., Capitol Highway and the Red Electric Trail.

The highest priority intersection safety improvements are needed at SW Boones Ferry Road/Stephenson Road, and SW Multnomah Blvd/Garden Home Road.

Here is a more detailed description regarding the highest priority bicycle and pedestrian and intersection improvements:

- Barbur Blvd. Streetscape Plan, Demonstration Area pedestrian safety improvements (SW Moss to SW 26)
- Barbur Blvd. Streetscape Plan, Barbur Transit Center area pedestrian and bicycle safety improvements
- Barbur Blvd., continuous bicycle lane, SW Hamilton to SW 65th, especially the bridges and overcrossings that currently lack bicycle lanes
- Barbur Blvd. Stimulus Sidewalk Infill Projects (\$1 million in pedestrian improvements)
- SW Capitol Highway, Multnomah Blvd. to Taylors Ferry Road, construction of pedestrian and bicycle improvements
- SW Capitol Highway, Sunset to Terwilliger, design and construction of pedestrian and bicycle improvements
- SW Capitol Highway, 30th/Vermont intersection, design and construction of pedestrian and bicycle safety improvements
- Red Electric Trail, SW 30th to SW Vermont, multi-modal facility
- SW Garden Home Road/Multnomah Blvd. design and construction of intersection safety improvements

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- SW Boones Ferry Road/Stephenson St. design and construction of intersection safety improvements

Metro recently recommended Barbur Blvd. for high-capacity transit improvements, and the Streetscape Plan identified many areas where we need safer pedestrian access from adjacent neighborhoods to the shops and services along Barbur. **We highly recommend that PBOT and ODOT work with Metro to study the Barbur Blvd./I-5 Corridor between downtown Portland and the Portland city limits** to evaluate and make recommendations regarding how the combined corridor can safely and efficiently accommodate motor vehicles, high-capacity transit, bicyclists and pedestrians in light of projected population and employment growth; and identify and implement projects that will achieve a safer and more complete transportation corridor in our region.

Attached to this memo is a list of other high priority transportation improvements that are needed in Southwest Portland. As funding becomes available we request that the City of Portland consider this list in prioritizing projects for Southwest Portland.

Please note that this list does not include any projects in South Waterfront. Although this area is part of the South Portland Neighborhood Association, we understand their transportation project lists are being developed using a separate process that is more closely related to the central city planning process.

Please let us know if you have any questions or if you would like to discuss these recommendations in more detail.

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