

SW Barbur Blvd and Feeder Routes

Active Transportation Suburban Demonstration Project

1. Demonstration Project Description

Introduction

The SW Barbur Blvd and Feeder Route project proposal for an Active Transportation Suburban Demonstration Project will provide safe, comfortable and continuous pedestrian and bicycle facilities along SW Barbur Blvd and remove significant existing barriers, particularly at bridges, to help increase biking and walking for both transportation trips and recreational trips originating in or destined for the Southwest quadrant of the Portland metropolitan area.

Through this project, SW Barbur Blvd will better serve as a regional trunk line for cyclists and pedestrians, including those accessing transit. The feeder routes will be improved with pedestrian and bicycle facilities to help bring people to SW Barbur Blvd. The improvements will also create a network of pedestrian and bicycle routes serving origins and destinations throughout SW Portland and neighboring cities, including Metro 2040 centers. The feeder routes also connect to regional parks and open space as well as the regional trail system, including the Fanno Creek Greenway Trail and Willamette River Greenway and the local Southwest Portland Urban Trail system

This project was jointly developed by the City of Portland, City of Tigard, City of Lake Oswego, and the Oregon Department of Transportation (ODOT). ODOT has jurisdiction over SW Barbur Blvd and Beaverton-Hillsdale Hwy. Thus, they play an important role as co-sponsor and supporter of this project.

Project Need

This project proposal focuses on the southwest portion of Portland and surrounding municipalities to address a longstanding need in the Southwest quadrant of the Portland metropolitan area. This area lacks the connectivity that a more complete street grid brings to other parts of the region. The topography of SW and existing development pattern seriously limit alternative route options. This poses a particular problem for bicyclists and pedestrians, who are often funneled onto major arterial roads with high automobile traffic volumes. These arterials generally have inadequate or non-existent pedestrian and bicycle facilities, resulting in a poor user experience. SW Barbur Blvd is a very important route for all modes. Unfortunately many people do not feel comfortable walking or biking on SW Barbur or the feeder routes. While a surprising number of cyclists ride on SW Barbur (see counts and survey info below), many more people limit their trips or choose other modes because they do not feel safe, comfortable and they are not fully accessible.

Our region recently identified the SW Barbur Corridor as a Near-Term Regional Priority Corridor in the *Regional High Capacity Transit (HCT) System Plan*, adopted by Metro Council on July 9, 2009. For this corridor to be a successful HCT corridor it is imperative that people be able to walk, bike and access transit in great numbers. The SW Barbur Blvd and Feeder Route project will better insure success and return on investment in transit as well. A safe and comfortable user experience is key to attracting additional pedestrian and bicycle trips. The strategic infrastructure investments proposed in these corridors will serve major origin and destination points that will have a high user benefit per dollar spent.

BY AUG 14, INSERT and DESCRIBE POTENTIAL Census journey to work stats and City of Portland Services, Efforts and Accomplishments Report household survey commute stats.

Project Area

The project area is the Southwest quadrant of the Portland metropolitan area. It includes most of SW Portland and connections to Portland Central City, Washington Square Regional Center, Hillsdale Town Center, Raleigh Hills Town Center, West Portland Town Center, Tigard Town Center, Lake Grove Town Center, Lake Oswego and Beaverton.

Project Elements and Details

This project is a compilation of several projects, many of which are in local Transportation System Plans and the Regional Transportation Plan. Each of the routes is displayed on the attached map, described below and in the attached matrix. The attached matrix includes policy designations, project description and cost estimates by route. The Bicycle Master Plan Update (BMP Update) designation indicates the recommended bicycle facility type for each route.

SW Barbur (Central City to Hall Blvd)

This is the main corridor of the proposal. Other corridors in this proposal serve as feeder routes into Barbur. It connects the Tigard Town Center with the Central City, serves the West Portland Town Center and PCC-Sylvania, and is a Near-term Regional Priority High Capacity Transit Corridor. Bicycle traffic on portions of Barbur has been steadily increasing since the City began collecting data:

Location	Year	Daily Total	Date
SW Barbur & Hamilton	1999	120	
SW Barbur & Hamilton	2001	310	8/20/2001
SW Barbur & Hamilton	2006	460	8/9/2006
SW Barbur & Hamilton	2007	525	8/1/2007
SW Barbur & Hamilton	2008	990	9/29/2008
SW Barbur & Terwilliger	2000	355	8/10/2000
SW Barbur & Terwilliger	2001	175	8/30/2001
SW Barbur & Terwilliger	2003	350	8/13/2003
SW Barbur & Terwilliger	2006	570	8/24/2006
SW Barbur Blvd & Capitol Hwy (s of transit ctr)	2008	230	9/4/2008

SW Beaverton-Hillsdale Highway/Capitol Highway (Beaverton – Barbur)

The BHH/Capitol route connects the Raleigh Hills Town Center with the Hillsdale Town Center. There have also been significant increases in bicycle traffic on portions of this corridor:

Location	Year	Daily Total	Date
SW Beaverton Hillsdale Hwy & Shattuck	2007	165	7/25/2007
SW Beaverton Hillsdale Hwy & Shattuck	2008	270	8/28/2008
SW Capitol & Sunset	1999	360	
SW Capitol & Sunset	2000	330	8/3/2000
SW Capitol & Sunset	2003	370	9/9/2003
SW Capitol & Sunset	2006	400	8/23/2006
SW Capitol & Sunset	2007	585	8/21/2007
SW Capitol & Sunset	2008	655	8/28/2008
SW Capitol Hwy & Terwilliger	2007	565	8/8/2007
SW Capitol Hwy & Terwilliger	2008	515	8/27/2008

SW Boones Ferry Rd/Terwilliger (I-5 – Barbur)

SW Boones Ferry crosses the City of Lake Oswego and the Lake Grove Town Center. Terwilliger meets SW Palatine Hill Road, providing a key connection to Lewis and Clark College.

SW Campus Dr/SW Terwilliger Blvd (OHSU – Barbur)

This corridor will provide improved connections between OHSU and Portland State University. Bicycle counts in this corridor have also increased:

Location	Year	Daily Total	Date
SW Terwilliger & Campus Dr	2005	725	6/15/2005
SW Terwilliger & Campus Dr	2006	930	8/3/2006
SW Terwilliger & Campus Dr	2007	950	8/21/2007
SW Terwilliger & Campus Dr	2008	945	9/18/2008

SW Hall Blvd (Scholls Ferry Rd - Tualatin River)

SW Hall Blvd. connects the Washington Square Regional Center and the Tigard Town Center, and connects to the Tualatin River Greenway.

SW Multnomah Blvd (Garden Home – Barbur)

SW Multnomah provides a key cross-town connection in SW Portland, and has also seen a significant increase in bicycle traffic:

Location	Year	Daily Total	Date
SW Multnomah & 45th	2000	160	8/2/2000
SW Multnomah & 45th	2006	295	8/3/2006
SW Multnomah & 45th	2007	240	8/8/2007
SW Multnomah & 45th	2009	325	7/7/2009

SW Naito (Barbur – Harrison)

SW Naito is an alternate route into the Central City. It provides a more direct connection than Barbur to Waterfront Park and the South Waterfront area.

SW Palatine Hill Rd (Lewis and Clark College – Terwilliger)

SW Palatine connects Boones Ferry and Terwilliger to Lewis and Clark College.

Red Electric (Hillsdale – Barbur)

The Red Electric trail is planned to generally follow the route of the old Oregon Electric Railway, with both off- and on-street portions. This segment will complete a gap between the Hillsdale Town Center and Barbur Blvd.

SW Slavin Rd/SW Corbett Ave (Barbur – Pedestrian Bridge)

This corridor provides a key connection to the future Gibbs Street Pedestrian Bridge over I-5, OHSU, and the aerial tram, without routing through the Central City. It is included in the Red Electric Master Plan, and has been identified for improvements in the Bicycle Master Plan update.

SW Taylor’s Ferry Rd (Washington Square – Barbur)

SW Taylors Ferry connects Washington Square Regional Center with SW Barbur in the West Portland Town Center.

SW Vermont St (SW Oleson Rd – Barbur)

SW Vermont provides a direct connection between City of Beaverton, Hillsdale Town Center and Red Electric Trail.

2. Cost Estimate and Timeline

The total estimated cost for the SW Barbur and Feeder Route Project is \$164 Million. The project can be broken into phases and implemented incrementally. **BY AUG 14** The project matrix will be organized into priority tiers for phasing.

3. Partnership and Project Co-sponsors

Sponsors and Contacts:

City of Portland (Lead Sponsor)

April Bertelsen
Pedestrian Coordinator
Bureau of Transportation
(503) 823-6177
april.bertelsen@pdxtrans.org

Oregon Department of Transportation

Lidwien Rahman
Principal Planner
ODOT Region 1
(503) 731-8229
Lidwien.RAHMAN@odot.state.or.us

City of Portland

Brett Horner
Planning Manager
Bureau of Parks and Recreation
503-823-1674
Brett.Horner@ci.portland.or.us

City of Lake Oswego

Erica Rooney, P.E.
Asst. City Engineer
503-635-0264
erooney@ci.oswego.or.us

City of Portland

Amin Wahab
Bureau of Environmental Services
503-823-7895
AMINW@bes.ci.portland.or.us

City of Tigard

Mike McCarthy, P.E.
Project Engineer/ROW Administrator
503-718-2462
mikem@tigard-or-gov

4.