



Active Transportation & Complete Streets Projects

Name of Project OR99W: SW 19th Ave - SW 26th Way (Portland) Barbur Blvd Demonstration Project - East half

(project name will be adjusted to comply with ODOT naming convention if necessary)

Project nomination narrative

Project nomination narratives provide in depth process, location and project definition details and serves as the nomination form for project funding consideration.. **Project narratives should be kept to 12 pages total per project.** The narrative form is available electronically at:

<http://www.oregonmetro.gov/regionalflexiblefund>. Please complete the following:

Project Definition

Base project information

1. Corresponding RTP project number(s) for the nominated project (if applicable). 10285
2. Project extent or area description. -----
SW Barbur Blvd from SW 19th Ave to SW 26th Way/SW Barbur Court. SW Barbur Ct provides ramp connections from SW 26th Way to SW Barbur Blvd. State Highway Pacific Hwy OR99W is routed on most of SW Barbur Blvd within the City of Portland, including this segment.
3. Purpose and need statement (The purpose and need statement should address the criteria as they apply to the project, for example: increase non-auto trip access to essential services in the X town center, particularly for the high concentration of Y and Z populations in the project area). -----

The purpose of this project is to increase safety and improve non-auto access to transit, schools, employment and essential services along SW Barbur Blvd and specifically serve two of the emerging key focus areas for growth from the proposed Barbur Concept Plan (Feb 2013 Recommended Plan) along the Southwest Corridor, designated a future High Capacity Transit Corridor. This project will implement strategically selected improvements recommended in the Barbur Boulevard Streetscape Plan (1999). This project will also help complete the "last mile" for people walking, biking and accessing transit. The focus is on improving safety for both pedestrians and cyclists, providing good access to transit, reducing the double barrier effect of crossing SW Barbur Blvd and the I-5 Freeway, improving pedestrian and bicycling connectivity and access for users of all ages and abilities and enhancing the walking and biking environment.

SW Barbur Blvd needs safer, accessible and comfortable accommodations for pedestrians, bicycle and transit access. SW Barbur Blvd is a designated High Crash Corridor for all modes. The Average Daily Traffic on SW Barbur ranges from 26,700 to 31,200 vehicles near the project area. Such traffic volumes make it difficult and dangerous to walk & bike. Within City Limits, there were 19 pedestrian crashes and 23 bike crashes on SW Barbur from 2000 to 2009. Turning type collisions, followed by rear-end collisions, are the most common type of crashes. Speed was a factor in many of the crashes, as was failure to yield the right-of-way.

Incidence of crashes at driveways is about 50% higher than the Citywide average. There are many facility deficiencies that make SW Barbur Blvd a barrier to walking, biking and accessing transit for many people. Sidewalks exist in a piece-meal fashion along Barbur, often stranding walkers at dead end barriers, or requiring navigation on dirt/gravel road shoulders. While there are bike lanes on most of Barbur in this segment, there are some critical gaps and deficiencies. Poorly defined driveways, skewed intersection geometries, motorists turning right into parking lots and the continuous center left turn lane pose conflicts for bicyclists and motorists alike. SW Barbur is deficient in safe crossings and lacks continuous, accessible sidewalks and bike lanes. Approximately 50 percent of the Barbur Blvd corridor lacks sidewalks on both sides of the street. Sidewalks connecting to transit stops are missing, there are ADA barriers and bus stop facilities are not inviting. Driveways are not delineated exacerbating conflicts between all modes and users. Despite its multi-modal function, the existing street primarily encourages and supports fast-moving motor vehicles. In parts, the cross-section still resembles a typical 1960's highway.

In addition to all this, there is a double barrier effect created by the I-5 Freeway paralleling SW Barbur that divides Southwest Portland and reduces walkability and bikeability due to poor connectivity. Steep topography and limited street connectivity hinder access to Barbur from adjacent neighborhoods in several places. Only a limited number of streets cross over or under I-5 Freeway. Therefore, the streets that do cross I-5 and connect to SW Barbur serve as important community connections. It is important that SW Barbur have pedestrian and bicycle facilities near these connecting streets.

4. Description of project design elements. -----

This project will build critical missing gaps in the sidewalks and bike lanes along SW Barbur Blvd, define and rationalize driveways, make minor improvements to existing signalized intersections and provide two new enhanced crossings for pedestrians and cyclists to access transit and destinations along or across SW Barbur Blvd. The proposed work scope is to design and construct the following (see also attached map):

- Build several concrete sidewalk segments, establish curbs, define driveways, build curb ramps, address ADA barriers & possibly provide landscaped buffers where feasible on SW Barbur Blvd, 19th Ave-26th Way.
- Fill missing bike lane gaps inbound from 24th Ave to 22nd Ave/Spring Garden Rd, as well as, if feasible, the outbound gap from SW 24th Ave to SW Spring Garden. Otherwise, existing bike lanes will be maintained.
- Build a retaining wall to hold up steep slope between SW 24th Ave and Spring Garden, to accommodate missing bike lane and sidewalk.
- Enhance two new or existing crossings of SW Barbur Blvd, near SW 22nd Ave and SW Barbur Ct connections to SW 26th Way. The crossing treatments likely will include Rectangular Rapid Flashing Beacons (RRFBs), median islands, signage, striping and potentially curb extensions.
- Bus stop relocations, bus pull-outs and stop improvements, particularly at SW 19th Ave, to coordinate with sidewalk and crossing improvements, and improve roadway operations.
- Minor improvements to the existing signalized intersection at SW 24th Ave/ I-5 Freeway Off-ramp to address ADA accessibility barriers and improve safety, including installing missing corner ADA curb ramps, pedestrian countdown signals, accessible push buttons, signal backboards, relevant striping and signage.

5. Description of post implementation measurement of project effectiveness (Metro staff is available to help design measurement methodologies for post-construction project criteria performance). ----- Portland consistently collects use and safety (crash) data

throughout the city. This includes local traffic counts (both public and private), police crash reports, State of Oregon Crash Database, as well as census data for means of transportation to work. For this project we will also monitor TriMet boardings and safety data in the corridor.

Map of project area

1. Provide a map of the project consistent with instruction in Exhibit B

Project sponsor agency

1. Contact information for:
 - Application lead staff April Bertelsen, Pedestrian Planning Coordinator. 503-823-6177, April.bertelsen@portlandoregon.gov, 1120 SW 5th Ave, Suite 800, Portland, OR 97204
 - Project Manager (or assigning manager) Greg Jones, Project Management Division Manager, 503-823-5639, Greg.jones@portlandoregon.gov, 1120 SW 5th Ave, Suite 800, Portland, OR 97204
 - Project Engineer (or assigning manager) Lola Gailey, Civil Design Manager, 503-823-7563, Lola.gailey@portlandoregon.gov, 1120 SW 5th Ave, Suite 800, Portland, OR 97204
2. Describe whether the lead agency has recently led or failed to deliver a federal aid transportation project, and how the agency currently has the technical, administrative and budget capacity to deliver the project. ----- The Portland Bureau of Transportation (PBOT) is one of the few local agencies in the state that are fully certified by ODOT to deliver federal aid projects and has extensive experience with delivering such projects, from project development, through design engineering and construction. The bureau currently has the staff capable to provide all the administrative services related to project management and all technical services related to design engineering, and construction management.

Location

1. Describe how you identified the travel corridor/area for the project and how regional and local data relevant to the project criteria support this location as your top priority(s). (See page 11 for criteria relevant to prioritizing project location) -----

There are many facility deficiencies that make SW Barbur Blvd a barrier to walking, biking and accessing transit for many people. Therefore, improving SW Barbur has been a longstanding priority for Southwest Neighborhoods Inc.(SWNI) District Coalition. The SW Barbur Blvd Demonstration project - East Half will increase safety and improve non-auto access to transit, schools, employment and essential services along SW Barbur Blvd and specifically serve two of the key focus areas for growth that emerging from the draft proposed Barbur Concept Plan along the Southwest Corridor. This project will implement strategically selected improvements recommended in the Barbur Boulevard Streetscape Plan (1999) and supports the vision of the Southwest Community Plan (2000). This project will also help complete the "last mile" for people walking, biking and accessing transit. It will improve accessibility for people with disabilities. It will improve safety by removing existing and potential conflicts with freight. By removing barriers and providing a better user experience, this project can help increase the number of walking and biking trips and transit ridership. This project will leverage local private and public investments and complement several projects to be built by the City of Portland with local funds.

Highest priority criteria

1. Describe how the project improves access to priority destinations mixed-use centers, large employment areas, schools, and essential services for EJ/underserved communities. (See maps/data on Metro FTP site). ----- According to the Metro equity maps, there is not a concentration of EJ/underserved communities living in the project area. However, the Metro maps displaying TriMet bus ramp deployments shows that multiple bus stops within the project area have 4 - 15 average monthly bus ramp deployments. This indicates that people with disabilities who use mobility devices regularly travel to and from the project area. The Metro map displaying concentrations of TriMet LIFT para-transit events show that the tracts along SW Barbur in the project area do not have concentrations of LIFT trips. However, the next adjacent tract north of the project area has an above average concentration of LIFT trips. If those currently serviced by LIFT today, were instead able to reach Frequent Bus service on SW Barbur by way of an accessible sidewalk route, then they may not need to rely upon LIFT. In addition they may able to access services and destinations on SW Barbur Blvd. Staff has witnessed people in wheelchairs riding in the bike lane on SW Barbur and a blind pedestrian cross the street and navigate areas without sidewalk, tactile warning or audible guidance to reach a bus stop. Per the Metro maps of services, SW Barbur, including the project area, has an above average concentration of essential services. This project will particularly serve transit riders, including people with disabilities, to connect to the services in the project area and reach transit stops to connect to mixed-use centers, large employment areas, schools and essential services along the Barbur corridor, in downtown and beyond. The project, together with the sidewalk projects to be built by the City with local funds, completes accessible connections to and from priority destinations, including three nearby elementary schools, Custer Park, several restaurants and services and a full service grocery store (Safeway). The project will fill sidewalk gaps, build ADA curb ramps and remove barriers like poles blocking passage, by widening the sidewalk or moving the poles. The project will include accessible pedestrian signal pushbotton upgrades as existing signals and new installations at crossings enhanced with pedestrian activated beacons. The two new enhanced marked crosswalks with Rectangular Rapid Flashing Beacons will enable pedestrians who travel slower, and are thus more vulnerable, to more safely cross SW Barbur. Both enhanced crossings serve bus stops and connections into the adjacent neighborhoods.
2. Identify the safety issues in the project area. How does the project design address safety in the area? (See bike/pedestrian crash map/data on Metro FTP site). ----- SW Barbur Blvd is a designated High Crash Corridor for all modes. The Average Daily Traffic on SW Barbur ranges from 26,700 to 31,200 vehicles near the project area. Such traffic volumes make it difficult and dangerous to walk & bike. Within City Limits, there were 19 pedestrian crashes and 23 bike crashes on SW Barbur from 2000 to 2009. Turning type collisions, followed by rear-end collisions, are the most common type of crashes. Speed was a factor in many of the crashes, as was failure to yield the right-of-way. Incidence of crashes at driveways is about 50% higher than the Citywide average. On the Metro map of 2007-20011 Fatal/near fatal crash hot spots for bicycle and pedestrian crashes, the project area is shaded yellow with an orange hot spot near the center of the project area.

Several elements of this project will improve safety. The new enhanced crossings near 22nd Ave and Barbur Ct will improve safety for pedestrian and cyclists, whom are vulnerable road users. The crossing treatments, including Rectangular Rapid Flashing Beacons, will increase driver expectation that walkers and bikers may be present and help alert drivers when they are actually crossing. More continuous sidewalks on the same side of the street will reduce the need for people to walk on the shoulder of the roadway or cross the road from side to side to reach facilities. Filling the bike lane gaps will provide a facility to ride without mixing with motor vehicles in the travel lane and reduce wrong way riding in bike lanes. Rationalizing, defining and consolidating driveways will reduce conflicts between cyclists and pedestrians and crashes with motor vehicles at driveways. Concentrating these improvements and facilitating greater walking and biking activity will help to transform this segment of Barbur Blvd. This will trigger an overall expectation that pedestrians and cyclists are present and help reduce driver speeding and better prepare drivers to look and stop for people crossing. This will reduce the number and severity of crashes involving vulnerable users.

3. How does the project serve traditionally underserved (minority, low-income, limited English speaking, youth, elderly, disabled) communities? Explain how your project responds to data identifying concentrations of underserved communities and what project elements address the transportation needs of these communities. (See Transportation Equity maps/data on Metro FTP site for help identifying concentrations of E) and underserved communities and how well they are served/not served). -----

Currently, most of the project area is not ADA accessible. Yet this is an area that serves transportation-disadvantaged people, including seniors, children and people with disabilities. Much of the affordable housing and apartments in SW Portland with access to frequent transit are located along SW Barbur. SW Barbur should be a priority for pedestrian access for all. Parents have complained that it is not safe to walk their children to nearby schools because it requires walking on SW Barbur, where they were almost hit. Others avoid even trying. This project will help address these issues, demonstrating how Barbur can be built for everyone. The Metro maps displaying TriMet bus ramp deployments shows that multiple bus stops within the project area have 4 - 15 average monthly bus ramp deployments. This indicates that people with disabilities who use mobility devices regularly travel to and from the project area. The Metro map displaying concentrations of TriMet LIFT para-transit events show that the tracts along SW Barbur in the project area do not have concentrations of LIFT trips. However, the next adjacent tract north of the project area has an above average concentration of LIFT trips. If those currently serviced by LIFT today, were instead able to reach Frequent Bus service on SW Barbur by way of an accessible sidewalk route, then they may not need to rely upon LIFT. In addition they may able to access services and destinations on SW Barbur Blvd. Staff has witnessed people in wheelchairs riding in the bike lane on SW Barbur and a blind pedestrian cross the street and navigate areas without sidewalk, tactile warning or audible guidance to reach a bus stop. Per the Metro maps of services, SW Barbur, including the project area, has an above average concentration of essential services. This project will particularly serve transit riders, including people with disabilities, to connect to the services in the project area and reach transit stops to connect to mixed-use centers, large employment areas, schools and essential services along the Barbur corridor, in downtown and beyond. The

project, together with the sidewalk projects to be built by the City with local funds, completes accessible connections to and from priority destinations, including three nearby elementary schools, Custer Park, several restaurants and services and a full service grocery store (Safeway). The project will fill sidewalk gaps, build ADA curb ramps and remove barriers like poles blocking passage, by widening the sidewalk or moving the poles. The project will include accessible pedestrian signal push button upgrades as existing signals and new installations at crossings enhanced with pedestrian activated beacons. The two new enhanced marked crosswalks with Rectangular Rapid Flashing Beacons will enable pedestrians who travel slower, and are thus more vulnerable, to more safely cross SW Barbur. Both enhanced crossings serve bus stops and connections into the adjacent neighborhoods.

High priority criteria

1. Describe any outreach that has been conducted with EJ/underserved communities to date. (Targeted outreach to these communities may be facilitated by Metro during the regional public comment period for comments on project scope. Additional outreach during project development phases (final design, preliminary engineering, etc.) may be a condition of funding approval. -----

According to the Metro equity maps, there is not a high concentration of EJ/underserved communities living in the project area. However, the Metro maps displaying TriMet bus ramp deployments shows that multiple bus stops within the project area have 4 - 15 average monthly bus ramp deployments. This indicates that people with disabilities who use mobility devices regularly travel to and from the project area, though they may not live there. It is uncertain if a targeted outreach effort to EJ/underserved communities was completed for this project. The planning process for the the Barbur Boulevard Streetscape Plan was conducted in 1999 through a TGM grant. Learn more below. The SW Barbur Blvd Demonstration project - East Half was first defined and prioritized during this planning process.

2. Describe any conflicts with freight/active transportation you've identified in your project area. How does the project design address or provide mitigation to these conflicts? -----
This segment of SW Barbur is used by freight trucks. They often travel from the freeway off-ramp at SW 24th Ave. The lack of sidewalks, corners with ADA curb ramps and missing bike lane segments increases the exposure of pedestrians and cyclists with motor vehicles, including freight trucks. The lack of any sidewalk corner on the SE corner of the off-ramp is particularly bad. Trucks turning right from the off-ramp onto Barbur have a tight turn, difficult for trucks. Pedestrians only have a curb to stand on that is against the earthen slope. This is not adequate room for pedestrians, it places them very close to turning trucks and it is in no way ADA accessible. Additionally, the sloped bank to the curb reduces visibility at the intersection. This project will provide sidewalk corners with ramps and landings where pedestrians can take refuge while crossing at this intersection. Currently, cyclists must ride in the travel lane where there is no striped bike lane or sidewalk on SW Barbur from SW 24th - 22nd in the inbound direction. This project will provide pedestrian and bicycle facilities in this segment, providing separation from motor vehicles, including freight trucks. Another issue is the proliferation of un-defined driveways along SW Barbur. Incidence of crashes at driveways is about 50% higher than the Citywide average. Rationalizing, defining and consolidating

driveways will reduce conflicts and crashes at driveways between motor vehicles, including trucks, and cyclists and pedestrians.

3. Does the project design include "last mile" connections? Please explain. (Last mile connections create safe and comfortable biking and walking routes that directly connect transit stops to nearby origins and destinations, and can include the provision of secure and convenient bicycle parking at stations).

This project will help complete the "last mile" for people walking, biking and accessing transit. It improves walking and biking access to transit along SW Barbur Blvd via TriMet 12 Busline, which provides a wider range of access to jobs and services. This is especially critical along SW Barbur Blvd, given 12 Busline is one of the remaining Frequent Service serving Southwest Portland and the Barbur Corridor is designated future High Capacity Transit Corridor. The filling the sidewalk gaps and bike lane gap, the enhanced crossings and intersection improvements of this project will connect to Frequent Service Transit Busline #12 bus stops on Barbur Blvd. Both enhanced crossings serve bus stops and connections into the adjacent neighborhoods. The project completes connections to and from priority destinations, including three nearby elementary schools, Custer Park, several restaurants and services and a full service grocery store (Safeway). The improvements will also connect to the pedestrian and bicycle facilities that PBOT will build in 2013 on SW 19th Ave, SW 22nd Ave, SW Spring Garden and SW Multnomah Blvd to help complete the "last mile" for more people walking and biking from the adjacent neighborhoods. Most sidewalk segments to be built in the project will be 6-ft sidewalks separated by a furnishing zone creating 10 -12 ft total sidewalk corridors. This will help to maintain a clear passageway along the sidewalks that is accessible to all users, allows passing room and a provides a buffer from the roadway. This design fosters a more comfortable user experience for pedestrians and promotes more walking.

4. Describe how the project will lead to an increase in non-auto trips through improvements in the user experience. (See Appendix C for design elements that improve the user experience).

----- This project will encourage and enable more people to make trips by walking, biking and taking transit, or some combination of these modes, by increasing safety, providing a good user experience and making them accessible, attractive and viable modes of travel. The Average Daily Traffic on SW Barbur ranges from 26,700 to 31,200 vehicles near the project area. Such traffic volumes make it difficult and dangerous to walk and bike. The new crossings, sidewalks and bike lane connections will help transform this segment of SW Barbur to be more hospitable, attractive and livable. Most sidewalk segments to be built in the project will be 6-ft sidewalks separated by a furnishing zone creating 10 -12 ft total sidewalk corridors. This will help to maintain a clear passageway along the sidewalks that is accessible to all users, allows passing room and a provides a buffer from the roadway. This design fosters a more comfortable user experience for pedestrians and promotes more walking. The project completes connections to and from priority destinations, including Frequent Service Transit Busline #12 bus stops on Barbur Blvd, three nearby elementary schools, Custer Park, several restaurants and services and a full service grocery store (Safeway). The increased connectivity, safety and comfort will encourage more people to walk and bike. The new crossings and infill of missing sidewalks and bike lanes will help reduce the double barrier

effect of the I-5 Freeway and SW Barbur Blvd on the surrounding neighborhoods. The project will build critical links that connect to the few streets that cross I-5 and tie into a local network of walkable and bikeable routes beyond.

5. Does the project serve a high density or projected high growth area? Please explain. (For high growth areas, explain how the project is coordinated with growth plans to focus or orient future development to maximize use of the project). -----

This project would serve the existing medium density apartments concentrated within walking distance of the project along SW Barbur Blvd. Many of these apartments provide relatively affordable housing in Southwest Portland.

This project supports the draft recommended Barbur Concept Plan and Southwest Corridor Plan. In July 2009, Metro Council selected the Barbur corridor as a priority for investment in High Capacity Transit. Planning is underway for the entire corridor out to Sherwood through the Southwest Corridor Planning process. Per the Barbur Concept Plan (Feb 2013 Recommended Plan), the Barbur corridor is well positioned to respond to regional transit investments. The Plan envisions SW Barbur as a Civic Corridor with high Capacity Transit, that is a destination for people to live, work, play and learn. The vision is also to encourage transit-supportive housing and employment at appropriate locations; improve opportunities for affordable living, considering the combined housing, transportation and utility costs for residents; provide for a diverse mixture of housing and commercial uses with abundant trees, sidewalks and gathering spaces; and provide for a safe, efficient and reliable transportation network for all travel modes that enhances economic vitality and quality of life for the community. The Plan identifies seven Focus Areas that are envisioned to receive higher intensity mixed-use development and be considered for potential future high capacity transit stations. The Focus Areas are also where public investments in infrastructure have the best opportunity to achieve the community's vision for Barbur.

Both near-term and long-term multi-modal transportation interventions are needed to help realize the above vision. The SW Barbur Blvd Demonstration project - East Half is a near-term investments needed to help catalyze the Capitol Hill and SW 26th Focus Areas in the Historic Highway Segment. This near-term project will address immediate deficiencies and safety concerns, invite more people to walk, bike and take transit along SW Barbur, and "demonstrate" that SW Barbur can further transform.

Per the Plan, there are more than 27,000 people living in 13,000 households in the Barbur corridor. An additional 21,000 households are expected by 2035. The retail market is expected to double by 2035. Barbur supports over 32,000 jobs with an additional 16,000 jobs expected over the same period. Barbur Boulevard connects a number of major institutions with a regional draw, including Portland Community College, OHSU and the Veterans Hospital, National College of Natural Medicine, Portland State University, and Lewis and Clark College. Sixty-three percent of jobs in the corridor are in the education and medicine fields, which will show a high share of transit ridership — when transit is reliable and in close proximity.

The vision in the Capitol Hill Focus Area includes multi-dwelling zoning and that "this short stretch of Barbur functions as a main street, anchored by Safeway and flanked by office, retail and residences... The grocery store serves nearby housing for families, where children can safely walk to the three nearby schools. Students and seniors also are taking advantage of

readily accessible high capacity transit to connect to classes at PCC and PSU, make medical visits to OHSU, or venture downtown for entertainment... " In the vision for the SW 26th Ave Focus area, "Barbur is improved with bicycle, pedestrian and other streetscape improvements while important historic structures are preserved (Pancake House, Capitol Hill Motel). However, the main street in this focus area is activated as a parallel as a parallel main street off of Barbur. Parcels across SW30th evolve to retail shopping and upstairs office. North of 26th Ave, additional infill residential development offers multiple housing type options. The area between Barbur and I-5 has begun to transition as a hub for office and retail service development with improved I-5 access."

This project will provide initial modest pedestrian and bicycle infrastructure investments to support and catalyze transition of these focus areas towards realizing this vision. The improvements will promote more walking and biking in the project area. This will in turn, encourage developers and investors that the area is transforming and they could invest further in developing per the planned vision. Additional improvements can be layered on as development occurs and future high capacity transit is implemented.

Priority criteria

1. Please describe the outreach/education/engagement element of the project nomination (Metro Regional Travel Options staff is available to help design an effective and appropriate level of education and marketing for your project nomination). -----

There have been numerous outreach processes in this area over the years since the project was conceived in 1999. This project nomination will be vetted with the community and other stakeholders through the Metro-led public comment period and at the formal, public noticed local hearing required of local jurisdictions. Additional outreach/education/engagement for this project will be scoped when project funding is more certain. It will likely be similar to other efforts conducted by PBOT for CIP projects. At a minimum, it would include periodic updates and meeting invitations sent by postal mail to abutting and nearby residents, businesses and property owners, public open houses in the project vicinity, outreach to neighborhood associations and SWNI, a project website with information and one-on-one meetings when requested.

2. Are there opportunities to leverage other funds or investments with this project? Describe any opportunities you have identified and how you plan to coordinate with other project(s) or leverage other funds. -----

The Barbur Demonstration Project will complement several public and private projects to be built by the City of Portland with local funds. Safeway is currently rebuilding their store in the project area and building frontage improvements to be more pedestrian friendly. The City is currently investing roughly \$6 Million of local funds to build sidewalks and some bicycle facilities on City streets that directly connect to the Barbur Demonstration Project area. In 2013, PBOT will build sidewalks and some bicycle facilities on SW 19th Ave, SW 22nd Ave, SW Spring Garden and SW Multnomah Blvd that will directly connect to SW Barbur Blvd where this grant proposal will build enhanced crossings, sidewalks and bus stop improvements. Together they will build a connected network of sidewalks and crossings coordinated to provide feeder routes that connect to the one remaining Frequent Service bus line in Southwest Portland.

3. Describe how the project may help reduce the need for road and highway expansion. -----
 The project will make minor improvements to an existing State facility that currently has deficient, incomplete or aging pedestrian and bike facilities that often do not meet current standards, including ADA. The project will build critical missing links of sidewalk and bike lanes and provide safer crossings. Bringing Barbur Blvd closer to meeting standards and providing more continuous walking and biking facilities that link to transit will provide better access for alternative modes, thus contributing to the development of a more seamless multi-modal transportation system. By removing barriers and providing a better user experience, this project can help increase the number of walking and biking trips and transit ridership. The more we can facilitate people taking trips by walking, biking and transit, the less demand, congestion and wear there will be placed on the existing highway and parallel I-5 freeway. This will help preserve the existing system and reduce the need for future costly expansions to the highway system. The project will provide cost-effective multi-modal improves that cost far less than highway expansions or adding lanes at signalized intersections to increase capacity.

Process

1. Describe the planning process that led to the identification of this project and the process used to identify the project to be put forward for funding consideration. (Answer should demonstrate that the process met minimum public involvement requirements for project applications per Appendix A) -----

This project is consistent with and helps implement several adopted plans. The "Barbur Blvd Demonstration Project" was identified and defined in the "Barbur Boulevard Streetscape Plan," adopted by City Council in 1999. The public planning process that led to the recommended plan was partially funded with a TGM grant. It included a 16 member Citizen Advisory Committee that met six times during the process. Public input was further solicited using a questionnaire, which was administer on the internet and in paper copies. Three public open houses were held during the project. Project staff made presentations at two meetings of the SW Business Associations. Progress on the plan was well covered in the Southwest Neighborhood News, and there was additional coverate in the Southwest Community Connection and the Multnomah Village Post.

The Barbur Blvd Streetscape Plan identified the "Demonstration Project" as the first phase for implementation. A portion of the "Demonstration Project" was built with the traffic signal and intersection improvements at SW Barbur and 30th Ave and some sidewalk infill through the SW & E Portland Sidewalk Infill Federal Stimulus Project (ARRA). Much of it remains un-built though. This grant proposal will construct another significant Demonstration Project phase. The streetscape plan supports the vision from the Southwest Community Plan (2000), and the medium density mixed-use zoning established through this plan. The vision: "The Barbur Boulevard corridor is becoming a successful center for business and housing. With transit service and streetscape improvements, the area has attracted growing numbers of pedestrian-oriented retail and commercial services, as well as a variety of housing opportunities for people of all ages and income levels."

This project is in the current Portland Transportation System Plan under project #90017. The 1998 Portland Pedestrian Master Plan lists a project (#668) on SW Barbur Blvd, to construct sidewalks and crossing improvements to improve pedestrian access to schools, transit and

neighborhood shopping.

This project supports the draft proposed Barbur concept Plan and Southwest Corridor Plan. The areas around SW 19th/Capitol Hill and SW 26th are emerging as two of the seven key Focus Areas along Barbur. These Focus Areas are candidate locations for potential future High Capacity Transit stations. In July 2009, Metro Council selected the Barbur corridor as a priority for investment in High Capacity Transit. Planning is underway for the entire corridor out to Sherwood through the Southwest Corridor Planning process. In the TriMet Pedestrian Network Analysis, the northern portion of this project is within the Hillsdale Focus Area, one of ten top TriMet Focus Areas in the TriMet service area in the Region.

Completing the "SW Barbur Blvd Demonstration Project" is also one of the Tier 1 top priority improvements identified in the SW Barbur Blvd and Feeder Routes Active Transportation Demonstration Proposal that was submitted during the Metro Call for Proposals in August 2009. PBOT and ODOT were co-sponsors of the proposal. Link:

<http://www.oregonmetro.gov/index.cfm/go/by.web/id=31205> .

In Spring of 2011, the project was identified as a community priority project during the last allocation round of Metro Regional Flexible Funds, by members of the Portland Pedestrian Advisory Committee. PBOT proposed the project as one of five candidate active transportation projects for Metro Regional Flexible Funds (RFF). PBOT received testimony in support of the project at an RFF public meeting conducted on June 1, 2011. On August 17, 2011 Portland City Council nominated three other active transportation projects for RFF, but directed the Bureau of Transportation to seek other funding for this project, per Resolution No. 36876. This project nomination application is intended to help fulfill this directive. There is continued strong public support for this project. Southwest Neighborhoods Inc.(SWNI) District Coalition has repeatedly stated it remains a top priority for Southwest Portland. During the current nomination selection process, the project continued to be supported as a priority by the City's Pedestrian Advisory Committee and Bicycle Advisory Committee.

2. Describe how you coordinated with regional or other transportation agencies (e.g. Transit, Port, ODOT, Metro, Freight Rail operators, ODOT Region 1, Regional Safety Workgroup, and Utilities if critical to use of right-of-way) and how it impacted the project location and design.
----- SW Barbur Blvd is under ODOT jurisdiction. PBOT staff worked with ODOT Region 1 staff on the scope of this grant proposal to ensure the scope is supported by Region 1 staff and is likely to be approved by ODOT at the time of permit. SW Barbur Blvd is a Frequent Service Busline operated by TriMet. PBOT held meetings, conducted a field visit and shared previous grant applications with ODOT and TriMet staff. As an outcome of these meetings, PBOT revised the scope to address ODOT concerns and priorities. The enhanced crossing locations were adjusted based on ODOT feedback. One key addition to the project based on ODOT and community stakeholder feedback was completing the sidewalk and bike lane gap along the inbound segment of Barbur between SW 22nd Ave and 24th Ave, which requires a substantial retaining wall. In exchange, the closing of the slip lanes to square off the intersection at SW Spring Garden St/25th Ave was removed from the scope. The bus stop relocations proposed in the project are based on input by TriMet. Both agencies support this project and grant application. City staff will continue to meet and coordinate with ODOT Region1 staff and TriMet on advancing a project both agencies can support and deliver.

