



Southwest Neighborhoods, Inc.

7688 SW Capitol Highway, Portland, OR 97219 (503) 823-4592

October 13, 2010

Sue Keil, Director
Portland Bureau of Transportation
1120 SW Fifth Avenue, Suite 800
Portland, OR 97204

RE: Sidewalk Infill on Arterials Program, SWNI Recommendations

Dear Ms. Keil:

Southwest Neighborhoods, Inc. (SWNI) has been working with our member neighborhood associations to select priority segments that need sidewalk infill on arterial streets and collectors. As you know, southwest Portland has the highest percentage of arterials without sidewalks of any area in the City of Portland, and the topography and lack of curbs and storm water management systems make it very expensive and challenging to retrofit these busy streets. We recognize and appreciate it that the City set aside funds from the newly established HB 2001 revenue enacted by the 2009 Oregon Legislature to build infill sidewalks on arterial streets. We share the City's goal of building more walkable neighborhoods, and have applied its draft criteria to identify those segments we believe will accomplish this.

Historically, SWNI has identified SW Capitol Highway and SW Barbur Blvd. as top priority arterials that need sidewalks and bicycle paths. These "Tier 1 projects" continue to be the most important projects for your consideration. In 1996, the Portland City Council adopted the SW Capitol Highway Plan, yet several key segments of that plan have not yet been funded for construction, though one key segment is in the preliminary design phase. Council also adopted the Barbur Streetscape Plan in 1999, and although much of it still lacks sidewalks or other amenities, about 4200 feet of infill sidewalks are scheduled for construction this year. Our third priority is the Red Electric Trail that, once constructed, will provide an alternative to walking on arterial streets. We understand that funding for these projects will likely come from sources other than HB 2001.

Southwest Neighborhoods Inc. is a nonprofit coalition that provides services to promote citizen participation and crime prevention. SWNI is a coalition of 17 neighborhood associations and three business associations in the southwest quadrant of the City of Portland.

Recently, we examined other arterials without sidewalks and identified about 50 candidate segments of varying length and complexity that would qualify for funding under the city's new "HB 2001 Sidewalk Infill on Arterials Program." SWNI's neighborhood associations identified their top candidates and made the difficult choice of selecting their top priority segments, which we call Tier 2 priorities that meet the "HB 2001 Sidewalk Infill on Arterials Program" criteria. On September 20, the SWNI Transportation Committee reviewed the projects and recommended five top priority projects in SW Portland that were affirmed by the SWNI Board. Here is a summary of our recommendations:

The top priority Tier 1 sidewalk needs are:

- SW Capitol Highway
- SW Barbur Blvd.
- Red Electric Trail

The top priority Tier 2 sidewalk infill on arterial segments are:

- SW Huber Street between the 3700 and 4200 blocks, and SW 40th to Wilbard, which connects to the pedestrian bridge behind the Barbur Transit Station (West Portland Park Neighborhood Association)
- SW Multnomah Boulevard from SW 40th to SW Barbur (Multnomah Neighborhood Association)
- SW Spring Garden Road (including SW 19th) from SW Barbur to SW Taylors Ferry Road (South Burlingame Neighborhood Association)
- SW Sunset Blvd. from SW Dewitt to SW 18th (Hillsdale Neighborhood Association)
- SW Vermont Street from SW 30th to SW 37th (Hayhurst Neighborhood Association)

Other nominated priority Tier 2 sidewalk infill on arterial segments are:

- SW Marquam Hill Road and SW Gibbs to SW 11th (Homestead Neighborhood Association).
- SW Dosch from SW Patton to SW Dosch Ct. (SWHRL)
- SW Vermont from SW Oleson or the city limits to SW 45th (Maplewood Neighborhood Association)
- SW Stephenson from SW 35th to SW Boones Ferry Rd (Arnold Creek Neighborhood Association)
- Woods Creek curves on SW Garden Home Rd. from SW 48th to SW 52nd (Ashcreek Neighborhood Association)
- SW Taylors Ferry Rd from SW Capitol Hwy to SW 48th (Crestwood Neighborhood Association)

Ms. Sue Keil
Sidewalk Infill on Arterials
October 8, 2010
Page 3

- SW Pomona from SW 35th to SW 53rd (Far Southwest Neighborhood Association)
- SW Shattuck from SW Beaverton-Hillsdale Highway to SW Hamilton (Bridlemile Neighborhood Association).

We have attached a description of these priority segments and their attributes that describe the reasons why the City of Portland should consider them as top priority arterial segments for future sidewalk infill construction. We hope that the City of Portland will build these priority segments over the next two years, and find funding for other projects that are also desperately needed.

We ask that the City notify SWNI, the affected neighborhood association, and property owners when you make your selection, prior to the design phase. We have put considerable effort into identifying potential sidewalks that would best fit the criteria, and wish to be consulted on how the segments might be constructed to best meet neighborhood needs. Additionally, we ask that the City consider constructing bicycle improvements concurrently where needed.

Thank you for the opportunity to work with April Bertelson, PBOT Pedestrian Coordinator, in this process. The process we went through provides a stellar example of neighborhood involvement, commitment and support for the priorities we've identified. We aren't merely part of the crowd demanding more... we understand constraints and we've made hard choices. Neighborhood support is a selection criterion, and our thorough preparation and deliberation deserves to be given weight as the selection process moves forward.

If you have any questions about the process that SWNI used for these recommendations, or the outcome, please contact Marianne Fitzgerald, SWNI Transportation Chair, at (503) 246-1847, or fitzgerald.marianne@gmail.com.

We look forward to working with you on this important project.

Sincerely,



Brian Russell
SWNI President

Attached: Neighborhood Summaries of Priority Arterials and their Attributes
cc: April Bertelsen, PBOT
Marianne Fitzgerald, SWNI Transportation Committee

SWNI Transportation Committee
September 20, 2010 Meeting

Ground Rules/Procedures for Voting On Infill Sidewalk Projects

Objective: to select SWNI's three top priority candidates for sidewalk infill on arterials and submit them to the City of Portland Bureau of Transportation for funding in accordance with the July 26 Initial Program Guidance, HB 2001 Sidewalk Infill on Arterials.

Process:

Neighborhood Association Chairs or Transportation Representatives submit their top priority project to Marianne Fitzgerald by no later than noon Friday September 17, with information on how their top priority project meets the criteria in "HB2001 Sidewalk Infill on Arterials Initial Program Guidance." Attached is a template neighborhoods may use (not required), and two examples FYI.

The candidate project list will distinguish between Tier 1 and Tier 2 projects. Tier 1 projects are those segments of SW Capitol Highway and SW Barbur Blvd. that are historic SWNI priority projects and need funding for design and/or construction. Tier 2 candidate projects are all other high-use arterial streets and collectors without sidewalks, as identified in the Initial Program Guidance for HB2001 Sidewalk Infill on Arterials and maps provided by April Bertelson of PBOT on July 26, 2010.

The Sept. 20 Transportation Committee discussion will focus on Tier 2 candidates nominated by the SWNI Neighborhood Associations/Transportation Committee members.

Transportation Committee members eligible to vote (per SWNI bylaws) will sign in and receive a paper ballot at the beginning of the Sept. 20 meeting.

Each Neighborhood Association will have an opportunity to describe their top priority to the Committee members (no more than two minutes). Committee members may ask clarifying questions (with time limit).

Guests will only be allowed to speak to the topic during the brief public comment period following Neighborhood Association discussion.

Committee members will vote on their top three priority segments. SWNI staff will tally the votes and report back to the Committee. The paper ballots will be retained in the SWNI office and made available upon request.

Chair will entertain a motion to forward the Committee's the top three arterial segment recommendations to the SWNI Board, and ask the Board to forward the top three priority segments for sidewalk infill on arterials and the full package of neighborhood association submittals, to the City of Portland Bureau of Transportation for funding.

Subject: Re: Fwd: Sept Trans Comm agenda, Process, ACTION Needed
From: Michael Dexter <dexter@ambidexter.com>
Date: Mon, 20 Sep 2010 10:48:59 -0700
To: Marianne Fitzgerald <fitzgerald.marianne@gmail.com>

ARNOLD CREEK

Dear Marianne,

Nancy and I concluded that safety is our top concern. In short:

Arnold Creek has two schools, Stephenson Elementary, Jackson Middle, and one bus line, the 38 on SW Boones Ferry Road. Both of these are on our only collectors (to the best of my knowledge): SW Stephenson and SW 35th.

We have various segments of sidewalks from recent developments but on average the pedestrian route is little more than the white stripe down the side of the road.

Top safety concerns:

1. Getting to our only bus service from the Stephenson collector
2. Getting children safely to and from Stephenson school. I do not know if it has a "Safe routes to school" rating but I suspect it is quite poor. On the Boones Ferry side, the sidewalk ends immediately at the end of the school property.
3. Safely using Stephenson as the designated NET staging area. If an emergency presumes emergency vehicles, the NET team is assumed to share the pavement with them.
4. Evacuating 300 or so students from Stephenson school to its designated destination, Jackson school. I spoke to the new principal and this was one of her first concerns. "How are we supposed to get there?"

Here is the more narrative version that appears to have been unsent:

Our minimum request is for sidewalk service from 35th to Boones Ferry. Boones Ferry has our only bus service in our neighborhood. Stephenson School is also on Stephenson and sidewalks are needed for Safe Routes to Schools. There are some sidewalks now so it would be filling in the gaps. Our ideal plan would be Stephenson from Boones Ferry to Jackson

Middle School. This would allow the connection of Stephenson Elementary to Jackson Middle School, also fulfilling the Safe Routes to Schools piece. Stephenson Elementary, has Jackson Middle School as a designated evacuation point. In the words of the new principal Thu Truong, "I have no idea how we'll get there without walking down the middle of the street. Our NET team also uses Stephenson School as our staging area which would be nice to be able to walk there safely. The area of 35th to Jackson has few sidewalks now but was a Halo LID selection and does have some engineering already done.

Please call if you have any questions. I am off to the airport with mom.

Many thanks,

Michael Dexter
Arnold Creek
503-789-8978

HB 2001 Sidewalk Infill on Arterials Project

SWNI Candidate Arterial: SW Garden Home Rd from SW 48th to SW 52nd
Prepared by: Roger Averbeck, Ashcreek Neighborhood Association (ANA)

Criteria: response: (see spreadsheet, "SW Arterials-Sidewalk Criteria 070610" for this information)

Street Classifications: Neighborhood collector, community transit route, city walkway, city bikeway, minor emergency response route.

TSP/RTP Segment: City of Portland 1998 TSP Project ID # 90033; Portland Pedestrian Master Plan (1998) Pedestrian Corridor Project; Portland Bicycle Master Plan (2010) Project # 8331 (separated in-roadway bike lane); Metro RTP Project ID # 11116 (State List).

Length (approximate): 4 blocks; 2100 feet; 0.4 miles.

Transit service/access: TriMet bus route # 45 from Tigard Transit Center to downtown Portland, Monday to Saturday, service from Tigard to Multnomah Village on Sundays only. Unimproved transit stops exist on GHR at or near the intersections of SW 47th, Orchard Lane, SW 50th, & SW 52nd.

Trail route: Access to SW Trail # 3 at Garden Home Rd (GHR) & Multnomah Blvd; access to SW Trail # 7 at GHR & SW 42nd Ave.

Schools, parks, services: Access to Smith School and playground at SW 52nd & Marigold St. Nearest parks are Woods Memorial and Gabriel on SW 45th. GHR is the primary access to the northern third of ANA connecting Multnomah Village and the Garden Home Business District at Oleson Rd plus the rest of SW Portland and Wash. County. ANA residents have virtually no access to Mult Blvd between SW 45th & SW 69th. Southern ANA residents tend to use Taylors Ferry Road to access the neighborhood.

Nearby housing: 100% residential area (low density, zoned R 10); mixed use begins east of SW 45th within Mult NA.

Closes gaps: GHR has intermittent goat paths, narrow shoulders, and gravel swales with a few short sidewalk segments on the west end within Wash. County. The curves are a significant barrier to walking, as compared to substandard conditions on the straight sections of GHR.

Stormwater facilities: GHR is scheduled for BES ditch to swale conversion in 2011.

Need ROW or retaining wall: Existing conditions are 25 feet of roadway asphalt / two travel lanes within a 60 foot ROW and horizontal and vertical curves. Retaining walls on steep cut and fill segments needed.

Support: Voted as top priority by for sidewalk infill by ANA in August 2010; Letter to Metro and City of Portland dated October 2009 RE Regional Transportation Plan requested pedestrian and bicycle improvements on GHR.

Potential leveraged funds: BES stormwater improvements; bicycle master plan funding.

Walkability score: 20 out of 100 (Source portlandmaps.com)

Safety: Existing walking conditions include poor sight distance, encroaching vegetation in the ROW, unmaintained ditches, crossing the street at least twice to avoid the inside of curves or on-street parking in the ROW. Posted speed limits are 20 - 25 mph depending on direction. 2006 (PBOT) Traffic volumes are approx. 1500 - 2200 ADT, with an 85th % of 35 mph, maximum 39 mph. This section of GHR has a crash history of nighttime single vehicle accidents due to speeding.

BRIDLEMILE

Subject: Re: Sept Trans Comm agenda, Process, ACTION Needed

From: Greg Schifsky <gregschifsky@yahoo.com>

Date: Sun, 19 Sep 2010 17:45:49 -0700 (PDT)

To: Sylvia <sylvia@swni.org>

CC: Marianne Fitzgerald <fitzgerald.marianne@gmail.com>, Karen Tabata <ktabatas@comcast.net>, Kathy Bambeck <kathybambeck@comcast.net>, Claire Evans <eclair27@comcast.net>, Anya Averill <anya.averill.celarier@gmail.com>, Steve Mullinax <steve.mullinax@alum.mit.edu>

Sylvia,

As Bridlemile Neighborhood does not officially have a transportation chairperson (committee) there is board support for

1. Safe Routes to Schools has a high priority, and sidewalks in part or all on SW Shattuck Road from BHH to SW Hamilton St., would be a choice of this neighborhood.
2. Some sidewalk improvements/connections from SW Hamilton Street and SW Shattuck Rd. intersection to the school would be important. A land division/partition is taking place at the intersection of SW 47th Dr. and SW Hamilton St. and safety concerns must be addressed at that location....School Buses and autos are congesting that intersection several times each day during the school year. Children that acted as "road guards" have been pulled off that duty.
3. Safety sidewalk improvements along Beaverton-Hillsdale Highway need implementation from the Hillsdale Shopping Center (Town Center) to the Washington Co. line. In addition, more light safety crossings for pedestrians is needed as there have been pedestrian fatalities near SW 62nd and BHH. The speed limit continues to be too high and needs reducing also to assist in pedestrian crossings.
BHH improvements would assist three neighborhoods.

Greg Schifsky
Chairperson
Bridlemile Neighborhood Association

HB 2001 Sidewalk Infill on Arterials Project**SWNI Candidate Arterial: Tayloy's Ferry Road****Prepared by (name, neighborhood):** Jim Ure, Crestwood Neighborhood Association

<u>criteria:</u>	<u>response:</u>
street classifications:	Neighborhood collector (actually carries high volume of regional traffic to and from Washington County), community transit street, city bikeway, city walkway, community corridor. I-5 Exit 295 exits directly onto this segment of Taylors Ferry Road, carrying heavy traffic particularly when PCC is in session. Speed limit is 35 mph but cars frequently exceed the speed limit.
TSP/RTP Segment:	TSP 90064, RTP 10284, Taylors Ferry Road Plan (2004)
Length (approximate):	~ 1000 feet
transit service/access:	Bus #43, standard service, and key access to bus #12 frequent service, bus #44 standard service, and bus #64 commuter service. Feeds Barbur Transit Center.
trail route:	SW Urban Trail #5, SW Urban Trail #7
schools, parks, services:	West Portland Crossroads (town center) Trail access to Woods Park Commercial area at Barbur Blvd. & Capital Hwy.
nearby housing:	Residential
closes gaps:	It has a substandard (unmaintained) asphalt path along most of one side, but it has a dangerous gap where it crosses Woods Creek. The existing walk area is narrow and hugs the road.
stormwater facilities:	none
need ROW/retaining wall:	there appears to be existing ROW; slight hill
support:	Top priority of the Crestwood Neighborhood Association
potential leveraged funds:	none

Sylvia

Hayhurst

From: "Ben Stabler" <benstabler@yahoo.com>
To: "JANET C HAWKINS" <janetchawkins@msn.com>; "Sylvia Bogert" <sylvia@swni.org>
Sent: Sunday, September 19, 2010 8:50 PM
Subject: Re: Sept Trans Comm agenda, Process, ACTION Needed

Hi Janet,

Unfortunately I won't be able to attend tomorrow. I think our top priority for sidewalk infill would be Vermont from 30th to 37th. Let me know how it goes and thanks for attending.

Regards,
Ben

From: JANET C HAWKINS <janetchawkins@msn.com>
To: Sylvia Bogert <sylvia@swni.org>
Cc: benstabler <benstabler@yahoo.com>
Sent: Sun, September 19, 2010 4:40:58 PM
Subject: RE: Sept Trans Comm agenda, Process, ACTION Needed

Hi Sylvia -

Ben Stabler is our Transportation Chair for Hayhurst, but I'm not sure he's going to be able to attend. If Ben isn't able to attend - I'll put it on my calendar.

Thx, Janet

From: sylvia@swni.org
To: janetchawkins@msn.com; janet.c.hawkins@co.multnomah.or.us
Subject: Fw: Sept Trans Comm agenda, Process, ACTION Needed
Date: Fri, 17 Sep 2010 16:44:59 -0700

Hello Janet,

I have been asked to clarify who your neighborhood association will be sending, as its representative, to the SWNI Transportation Meeting on Monday, September 20th at 7 pm at the Multnomah Center. Please see the important agenda below, which calls for input from every neighborhood association in Southwest. I appreciate your assistance.

Sylvia Bogert
503-823-4592

----- Original Message -----

From: Sylvia
Sent: Thursday, September 16, 2010 5:13 PM
Subject: Fw: Sept Trans Comm agenda, Process, ACTION Needed

TO: Neighborhood Chairs
RE: Process for Monday, September 20th SWNI Transportation Committee Meeting - Action Needed!

9/20/2010

HB 2001 Sidewalk Infill on Arterials Project**SWNI Candidate Arterial: SW Sunset Blvd, SW Dewitt St to SW 18th Drive****Prepared by Hillsdale Neighborhood Association, Glenn Bridger,
Transportation Chair**

criteria: meets standards for arterial for this application;
provides access to very nearby major transit hub;
serves town center and related pedestrian district;
response: (see spreadsheet, "SW Arterials-Sidewalk
Criteria 070610" for this information)

street classifications: Neighborhood collector; pedestrian district (Hillsdale
Town Center)

TSP/RTP Segment: part of 90063

Length (approximate): 1200 feet +/-

transit service/access: leads to (in less than 1000 feet) bus stops for 7 lines,
including frequent service lines of 54 and 56; located on
line 55

trail route: unknown

schools, parks, services: Southern termini, Dewitt Park and Hillsdale Branch of
Multnomah County library; joins sidewalks leading to
Wilson High School and Reike Elementary, both within
½ mile of project

nearby housing: Feeder route from west hills area streets; housing on
project on both sides

closes gaps: between system of feeder streets and Hillsdale Town
Center developed area

stormwater facilities: unknown

need ROW or retaining wall: probably no ROW needed if built on one side only along
western side of street where there is presently an
extended shoulder. Would need improved pedestrian

crossing signage at northern end of project where 18th
Dr and Sunset intersect

support: residents to north of project area who would use this
section made very strong showing at Hillsdale
Neighborhood Transportation Committee meeting;

potential leveraged funds: none known

Sunset Blvd – Hillsdale’s Choice for Sidewalk Construction

Portland neighborhoods have been asked to identify gaps in sidewalk networks on high-use arterials and collectors. While there are many worthy sidewalk locations, the Hillsdale Neighborhood Association has chosen SW Sunset Blvd between 18th Drive and DeWitt as its nominee.

This location extends just over 1000 feet and is an excellent match for the project selection criteria. Sunset Blvd has high numbers of pedestrians and cyclists: it connects many residences in Hillsdale with the Town Center, transit, schools, and other public facilities; several feeder streets meet Sunset Blvd, which is often the only reasonable route for pedestrians and cyclists between SW 18th Drive and SW Capitol Hwy.

Although widely used by pedestrians, Sunset Blvd poses significant hazards that would be mitigated by construction of a sidewalk:

- Pedestrians using Sunset Blvd are separated from traffic only by a fog line
- Vehicles drive 25MPH and above (posted limit is 25, but many cars exceed that speed) next to pedestrians, including many children.
- Data gathered by volunteers (see Data section below) indicates that half of the non-motorized users on Sunset Blvd each morning are children walking to one of the three neighborhood public schools.
- Portland Bureau of Transportation’s Safe Routes to School program has identified Sunset Blvd as an unsafe route because of high automobile traffic and recommends adult supervision. Nevertheless, hundreds of children use this route each day, many without supervision.
- Service and delivery vehicles routinely block pedestrian access, forcing walkers and young bicyclists into traffic in order to pass.
- Risk of a serious injury is increased because of the high volume of use (especially children).

I. Project Selection Criteria compared with characteristics of Sunset Blvd.:

- **Street: Major Traffic Street or Collector (TSP Designation)**
 - The section of Sunset proposed for sidewalk consideration completely lies within the Hillsdale Town Center
- **Pedestrian: City Walkway or Arterial within Pedestrian District (TSP Designation)**
 - Sunset Blvd is an arterial within the Hillsdale Town Center Pedestrian District
- **Transit (frequent service bus route or street car, access to light rail station, regular bus route, Arterial that provides access to frequent service bus route)**
 - Sunset Blvd is a walking route from a large number of residences to TriMet bus stops for 8 different bus routes (44, 45, 54, 55, 56, 39, 61 and 64)
 - One Tri Met bus route runs on Sunset Blvd (55) during commuting hours
- **Trip Attractors: Schools, high density housing, commercial areas, concentration of the elderly, low income and other disadvantaged populations**
 - Sunset Blvd is a widely used pedestrian route used to reach many public facilities and commercial destinations including:
 - Three public schools
 - Main Route to Rieke Elementary School for a large population
 - But it has a “thumbs down” safety rating on the Safe Routes to School Map for Rieke Elementary School (see map included here).
<http://www.portlandonline.com/transportation/index.cfm?c=49335&a=225250>
 - Main Route to Wilson High School for a large population
 - Main Route to Gray Middle School for many who live south of Capitol Hwy.
 - Hillsdale Library
 - Hillsdale Town Center and shopping district
 - Wilson Pool
 - Sports Fields (Football, Track, Softball, Soccer)
 - Food Front Cooperative Grocery

- Hillsdale Farmers Market
- DeWitt Park
- Hillsdale Park (mostly a dog park)

- **Support: Supported by Neighborhood, District Coalition or in recent area plan**
 - Sunset Blvd has been nominated by the Hillsdale Neighborhood Association

II. Data

Neighborhood volunteers counted pedestrians and bicyclists and using Sunset Blvd on several days over the past three years. The first table shows the most recent data, gathered between September 14th and September 19th, 2010. For purposes of comparison we have included a table showing data gathered in 2007. Pedestrians and bicyclists were counted around the start times for Hillsdale's three public schools and during Farmer's Market hours on Sunday.

2010 Count of Pedestrian and Bicycle Trips Along Sunset Drive (between 18th Drive and DeWitt)

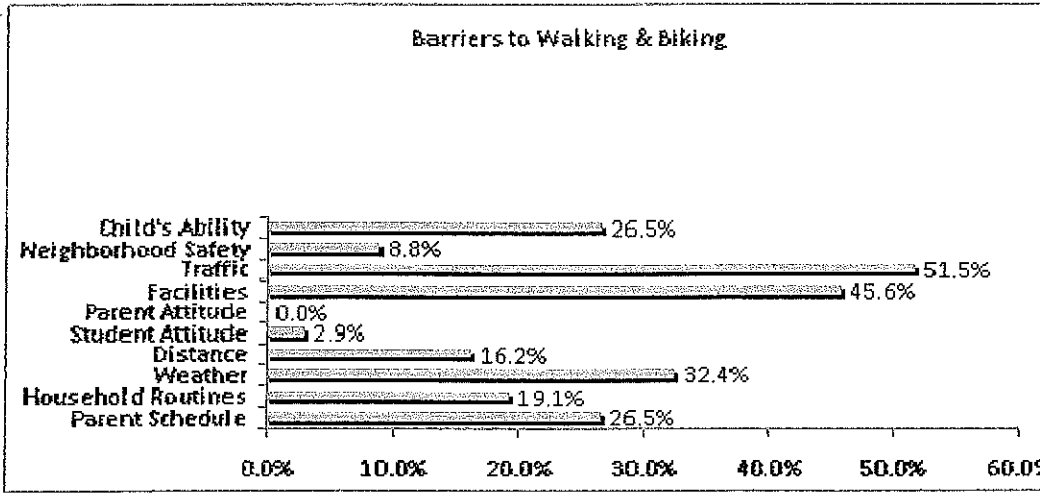
Population	Tuesday, 9/14/2010 7:00am-9:15am (135 minutes) Drizzle/Mist Temp 67F	Friday, 9/17/2010 7:15am-9:15am (120 minutes) Overcast/Drizzle Temp 64F	Sunday, 9/19/2010 9:45-2:30pm (4 hrs, 45 mins) Cloudy/Rainy/Partly Sunny
Elementary School Aged or Younger	9	13	28
Middle School Aged	20	14	10
High School Aged	18	23	4
Adults	45	43	127
Total Pedestrian Trips	92	93	169
Bicycle Trips	33	23	not counted

2007 Count of Pedestrian and Bicycle Trips Along Sunset Drive (between 18th Drive and DeWitt)

Population	Friday, 11/2/2007 7:45am-9:15am (90 minutes) Clear and Cold: Temp 38F
Elementary School Aged or Younger	9
Middle School Aged	11
High School Aged	15
Adults	30
Total Pedestrian Trips	65
Bicycle Trips	8

Grade	K	1	2	3	4	5
	14.7%	14.7%	14.7%	22.1%	19.1%	14.7%

How Does Your Child Travel to School?		Monday AM	Tuesday AM	Wednesday AM	Thursday AM	Friday AM
	Walk	30.9%	30.9%	32.4%	33.8%	41.2%
	Bike	0.0%	1.5%	1.5%	0.0%	0.0%
	Other	0.0%	0.0%	0.0%	0.0%	1.5%
	School Bus	30.9%	30.9%	30.9%	23.5%	23.5%
	Family Vehicle	35.3%	33.8%	32.4%	38.2%	29.4%
	TriMet	0.0%	0.0%	0.0%	0.0%	0.0%
		Monday PM	Tuesday PM	Wednesday PM	Thursday PM	Friday PM
	Walk	30.9%	26.5%	29.4%	29.4%	36.8%
	Bike	0.0%	1.5%	0.0%	0.0%	0.0%
	Other	0.0%	0.0%	0.0%	0.0%	0.0%
	School Bus	32.4%	29.4%	32.4%	30.9%	22.1%
	Family Vehicle	35.3%	38.2%	36.8%	36.8%	38.2%
	TriMet	0.0%	0.0%	0.0%	0.0%	0.0%



Allow Your Child to Walk or Bike?	Always	Schedule Permitting	Occasionally	Not An Option	Never
	20.6%	19.1%	25.0%	20.6%	14.7%

How much does your School Encourage Walking and Biking?	Strongly Encourages	Encourages	Neither	Discourages	Strongly Discourages
	32.4%	42.6%	22.1%	1.5%	0.0%

Which Programs Helped the Most?	Education	Encouragement	Engineering	Enforcement
	11.8%	25.0%	4.4%	0.0%

IV. Conclusion:

Sunset Blvd is an excellent choice for HB 2001 funding. The project criteria were designed for a location just like Sunset Blvd. It's a main route to 3 schools, within an identified pedestrian district, near lots of public transit and a large number of significant destinations. Current conditions are hazardous for the pedestrians who want to use Sunset Blvd as a route to reach shops and services. Pedestrian use could be increased by the addition of a sidewalk along this route.

III. Safe Routes to School

- The Portland Bureau of Transportation Safe Routes to School program conducted a survey in Spring 2010 to assess barriers to students walking to Rieke Elementary. This survey shows that while usage of Sunset Blvd is high, there is a large potential for growth in pedestrians use: 51.5% of respondents consider traffic as a reason for not walking to school. See other details from the Spring 2010 Safe Routes to School Survey for Rieke Elementary below.

School: **Rieke**

Spring
2010
Survey
Results

Number of Returned Surveys	68	Rieke Active Rate	32.8%	All Schools Active Rate	35.7%
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Aware of the Safe Routes Program	86.8%	Program Increased Number of Walking and Biking Trips	32.2%
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Distance of Student from School	Less than 1/2 Mile	.6-1.0 miles	1.0-2.0 miles	2.0+ miles
	44.1%	29.4%	25.0%	1.5%

Notes Areas that Benefit from Sunset Blvd Sidewalk.

Area 1 (Blue) - Residents who walk from home to Rieke, Wilson, Library and Hillsdale Town Center

Area 2 (Pink) - Residents who walk from home to Robert Gray Middle School and Hillsdale Park

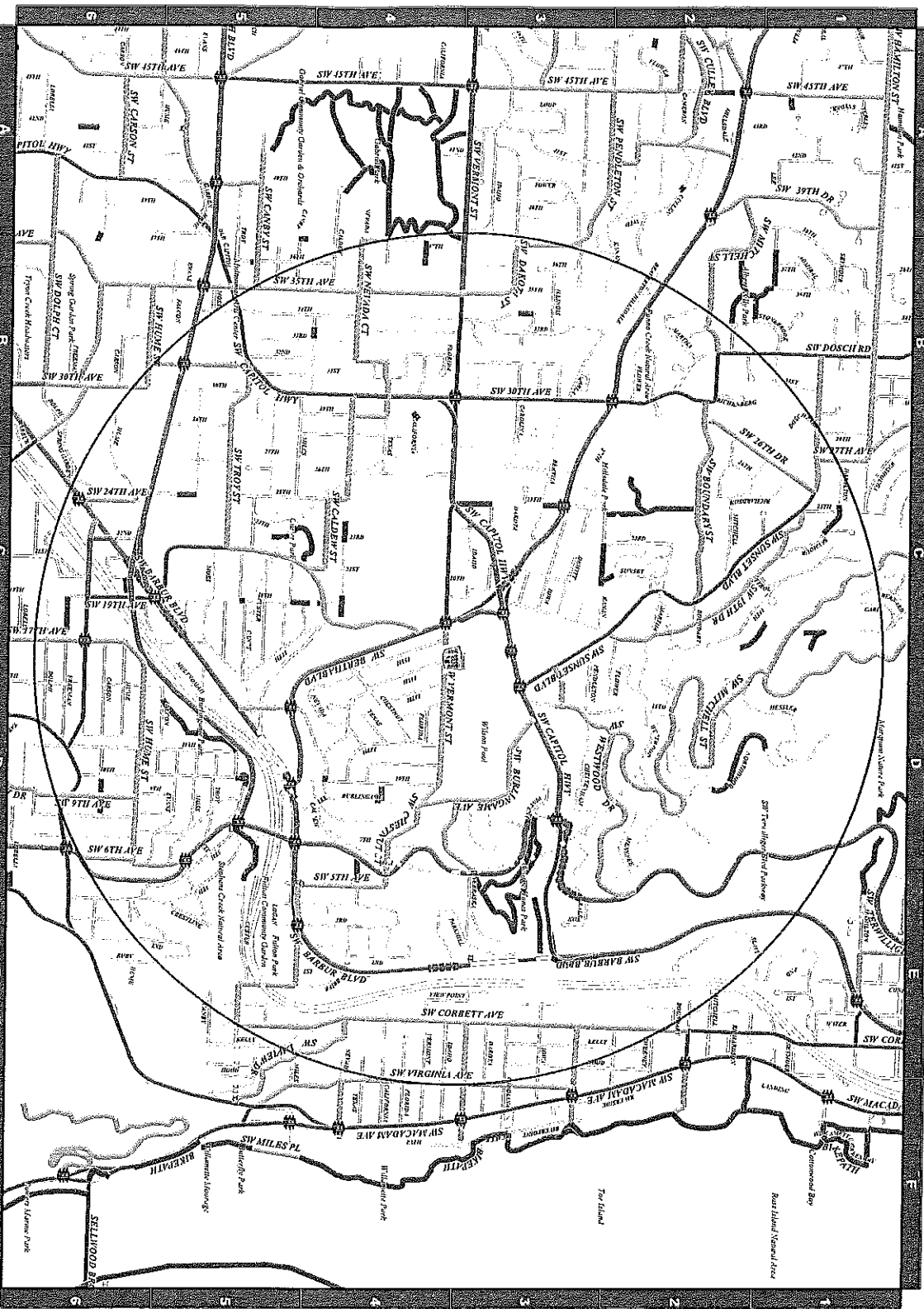




Proposed Sidewalk Location

Current Feeder Streets and Location of Residents Who are Likely to Use the Proposed Sidewalk


Wilson
Pool
Football and
Track Stadium





The City of Portland Safe Routes to School program strongly encourages parents to walk and/or bike with your students initially, to explore the safest path from your home to your school. If you see safety problems along the identified recommended routes, please contact Gabie Graff, City of Portland Safe Routes to Schools Coordinator at 503 823 5291 or Gabie.Graff@trans.ci.portland.or.us.




 RECOMMENDED ROUTES TO SCHOOL.

 OFF-STREET PATHS (No Motor Vehicles)

 BIKE LANES (Painted lanes on higher traffic streets. Adult supervision is recommended for younger children.)


 STREETS WITH MORE TRAFFIC (Adult supervision is recommended for younger children.)


 DIFFICULT INTERSECTION (Use Caution)

 TRAFFIC SIGNAL (Beet crossing of a busy street)

 STEEP HILL

 SCHOOL

 1/4 MILE FROM SCHOOL.
40 minute walk or 20 minute bike ride

 1/2 MILE FROM SCHOOL.
20 minute walk or 10 minute bike ride

Portland

0 1/4 1/2 MILES

Jan 28, 2010

HB 2001 Sidewalk Infill on Arterials Project

HOMESTEAD

SWNI Candidate Arterial: SW Marquam Hill Rd./ Gibbs St.

Prepared by: Anton Vetterlain, Homestead Neighborhood Association, 7/21/10

<u>Criteria:</u>	<u>Response:</u>
street classifications:	neighborhood collector; transit access street (Gibbs to 11 th , 11 th , Gaines); community transit street (Gibbs west of 11 th /MH Rd.); city walkway
TSP/RTP Segment:	TSP 90049; part of larger route including SW 11 th & Gaines
length:	2300 ft. (<1/2 mile)
transit service/access:	#8 bus travels Gibbs, 11 th , & Gaines (frequent service); provides access to Portland Aerial Tram
trail route:	SW Urban Trail #1; 4T route; Hike #7: "Aerial Tram & Council Crest" in "100 Hikes in Northwest Oregon" 3 rd Ed. by William L. Sullivan
schools & services:	OHSU, VAMC & related medical services; small commercial area
nearby housing:	medium density rentals, students and medical workers
closes gaps:	yes! ...existing sidewalks intermittent on Gibbs, 11 th , & Gaines; would extend pedestrian access to Marquam Trail and Fairmount Blvd; most of land along Marquam Hill Rd. is publicly owned and wouldn't have private funds for developing sidewalks.
stormwater facilities:	combined sewer up to 14 th and Marquam Hill Rd; none above
ROW:	existing ROW appears to exist full length
support:	support of Homestead NA board; policies and action items in Marquam Hill Plan (2002)
leveraged funds:	Marquam Hill Meter District revenue to be used to complete sidewalks on SW 11 th Ave from Gibbs to Gaines
additional leverage:	possible LID on Gibbs St. btwn. 11 th & 13 th

HB 2001 Sidewalk Infill on Arterials ProjectSWNI Candidate Arterial: SW Vermont St. from SW Oleson (or City boundary) to SW 45thPrepared by (name, neighborhood): Karen Williams, Maplewoodcriteria: response: (see spreadsheet, "SW Arterials-Sidewalk Criteria 070610" for this information)

arterial: yes

transit: yes, regular bus route

trip attractors: see "schools, parks, services" below

support: yes, see survey results below

street classifications: Neighborhood collector, community transit street, city bikeway, city walkway, local service truck street, major emergency response, local streetTSP/RTP Segment: SW 30th to SW Oleson TSP 90067, Metro RTP project 10275Length (approximate): 2.25 milestransit service/access: #1/rush hour, five days/weektrail route: Yes, designated "urban trail" on SW Walking Mapschools, parks, services: West Hills Montessori Elementary School, Gabriel Park, SW Community Center, OHSU clinic, veterinarian office, restaurants, laundromat/dry cleaners, two churches, convenience store, Alpenrose nearby.nearby housing: multifamily and single family adjacent and nearby; walking on SW Vermont is the most direct way residents west of approximately SW 46th and south of Vermont can access Gabriel Park and the SW Community Center. Other options include walking up to SW Multnomah Blvd. on Maplewood Rd. (both also w/o sidewalks) or crossing private church property (allowed) on SW 45th and walking on trails (not handicap accessible) through Gabriel Park.closes gaps: Yes, from SW Oleson to SW 45thstormwater facilities: mostly ditches and use of natural drainage and topographyneed ROW or retaining wall: Possibly, in some stretches; not along whole distancesupport: Neighborhood Association via survey with 154 respondents:

- 57 % supported this project as top priority (this does not mean 43% did not support this project, but rather they thought another project was higher priority)
- 70 % would use sidewalks on this stretch at least once/month
- 46 % had children who would walk on this stretch regularly if there were a sidewalk

potential leveraged funds: Sidewalk design completed by OTAK during HALO LID process.Other: 2008 HALO LID attempted, but not completed

MARKHAM

Subject: Re: Arterial Sidewalk Infill Suggestions, July 26 Transportation Committee d...

From: Jtgorygun@aol.com

Date: Mon, 26 Jul 2010 19:07:14 EDT

To: jjim.mclaughlin@gmail.com, fitzgerald.marianne@gmail.com

CC: stegnor@comcast.net, Liden@pbworld.com, holtzreport@juno.com, pam-n-anton@comcast.net, jim@thayers.org, djronan@hotmail.com, barusse@hotmail.com, benstabler@yahoo.com, gbridger@teleport.com, jeremyhgrand@gmail.com, jillg@pacifier.com, cradosta@kittelsohn.com, kaydurtschi@yahoo.com, sumoagent@msn.com, janweston@peoplescomputer.biz, seetomsee@yahoo.com, richardbiker@hotmail.com, robert@phww.org, rmbonella@comcast.net, wendy_sample@hotmail.com, leonard@swni.org, jimdonnachamois@msn.com, ellen_nawrocki@yahoo.com, bevvoigt@comcast.net, enchand@hotmail.com, pattyalee@aol.com, baack@q.com, tarheelnation@comcast.net, GrimshawA@monitoring.welchallyn.com, maryanne@easystreet.net, wrisher@easystreet.net, wrisher2001@yahoo.com, vgaryfallou@earthlink.net, roger.averbeck@gmail.com, bkwilli@spiritone.com, zacharyhorowitz@hotmail.com, Betsy_Shand@hotmail.com, dave@nadals.net, gassaway2006@comcast.net, gregl@q.com, arlieadkins@gmail.com, dexter@ambidexter.com, san.morgan@yahoo.com, sallyshappygarden@yahoo.com, sylvia@swni.org, robinslaworegon@gmail.com, ABenIsrael@yahoo.com

Re SW Huber -

At Markham's meeting this month the NA voted to support West Portland Park's Huber Street sidewalk request instead of any in neighborhood project. They also would support a Spring Garden project serving Capitol Hill School.

John Gibbon

HB 2001 Sidewalk Infill on Arterials Project

MULTNOMAH

SWNI Candidate Arterial: Sections of Multnomah between SW 40th and Barbur Blvd.

Prepared by: Rob Gardner, Multnomah Neighborhood Association 7/21/10

Criteria:

street classifications:

Response:

arterial, District Collector
transit access street
city walkway, bikeway

TSP/RTP Segment:

SW-MU-1

length:

various sections within a .85 mile stretch (<.5 miles of sidewalk infill total)

transit service/access:

Multnomah @ Barbur for #12; 39, 65 busses
Transfer to Barbur Transit Center
Walking access to #1, 44, 45, 64 buses in Multnomah Village
Access to Northbound I-5
Access to SW Barbur, Capitol Hwy

trail route

bike lanes on Multnomah

schools & services:

-Proximity/ walking route to West Hills Christian, Multnomah Arts Center; Multnomah Village Business District, restaurants; Senior Center, Loaves and Fishes, Neighborhood House, and other services. Currently, no safe walking access between Multnomah and Barbur.

nearby housing:

high density apartments, high and medium density condos, rentals, senior housing, affordable housing, single family homes

closes gaps:

YES. It closes considerable gaps in existing sidewalk infrastructure along Multnomah. It will provide vital connections to Barbur blvd and Multnomah Blvd, with access to Multnomah village, especially with new development.

stormwater facilities:

None existing, 8 new stormwater management facilities being built as part of current Fanno pressure sewer main work.

ROW:

existing ROW appears to exist full length

support:

Multnomah Neighborhood Association, Multnomah Village Blocs Initiative (Main Street)

possible leveraged funds:

Leverage existing funds for street improvements, swale construction planned with Fanno Sewer Project along Multnomah; Since under design review, leverage development and design of Sears Armory site; potential re-development of Safeway to incorporate adjacent sidewalk segments. Proposed for Transportation Enhancement Grant.

other concerns

Pending redevelopment of the Sears Armory into high density affordable housing and planned redevelopment of Safeway at Barbur-- there will be a much greater need for sidewalk and pedestrian infrastructure in this area.

HB 2001 Sidewalk Infill on Arterials Project

SWNI Candidate Arterial: SW Spring Garden Road (including 19th) from SW Barbur Blvd to Taylors Ferry Road

Prepared by (name, neighborhood): Sandy Morgan; South Burlingame Neighborhood Association_9/18/10

<u>Criteria:</u>	<u>Response:</u> (see spreadsheet, "SW Arterials-Sidewalk Criteria 070610" for this information)
street classifications:	Neighborhood collector; transit access street; city bikeway; city walkway; minor emergency response; local street
TSP/RTP Segment:	90002 & 90061
Length (approximate)	0.6 miles
transit service/access:	#65 bus, key access to # 12 frequent service
trail route:	19 th & West end of segment signed urban trail #4 & #6
schools, parks, services:	Capital Hill Elementary School; St. Claire Elementary School and church; Barbur Blvd shops; grocery store & dining at one end of segment; small market & pocket park at other end
nearby housing:	Some multi-family, mostly single family housing
closes gaps:	Near schools
storm water facilities:	At East end
need ROW or retaining wall:	Retaining wall may be needed at East end
support:	South Burlingame Neighborhood Association; Markham Neighborhood Association; SWNI Schools Committee
potential leveraged funds:	Safe Routes To School; BES owns our pocket park – Ditches To Swales and Green Streets

HB 2001 Sidewalk Infill on Arterials Project

SWNI Candidate Arterial: SW Dosch/Patton to Dosch Ct. (SWHRL boundary)

Prepared by (name, neighborhood): Andrew Holtz, SWHRL

criteria: **response:** (see spreadsheet, "SW Arterials-Sidewalk Criteria 070610" for this information)

street classifications: district collector
community transit street
city walkway
city bikeway
major emergency response route
community corridor

TSP/RTP Segment: (don't know where to find this info)

Length (approximate): 2000 ft. Patton-Dosch Ct. (1.6 miles Patton to B-H Hwy)

transit service/access: Bus #51 (Bus #55 south of Hamilton St.)

trail route: SW Trails #7

schools, parks, services: St. Thomas More (SW Dosch & Patton)
Ainsworth Elementary School is one mile north.
Bridlemile School is just south of the SWHRL boundary.
Also, per Portland Public Schools policy, high school students living along Dosch Rd. are not provided with school bus service. District policy is to treat TriMet stops as the equivalent of a school location in calculating walking distance for students, so students attending both Lincoln and Wilson are expected to walk on Dosch.
Council Crest Park is just a few hundred feet east. Kelly Park is next to Dosch south of the SWHRL boundary.
St. Andrews Church is on Dosch just south of the SWHRL boundary.
Dosch is the primary access from SWHRL to the Hillsdale town center.

nearby housing: single family housing

closes gaps: connects to Patton sidewalk/path
access to the Fairmount loop

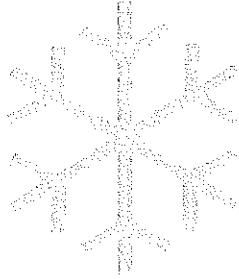
opens access to low traffic local streets on both sides of
Dosch

stormwater facilities: none

need ROW or retaining wall: maybe needed in some sections depending on design

support: Dosch has been the top priority for SWHRL for many
years. Hillsdale and Bridlemile Neighborhood
Associations also border the street.
Listed as project 606 in the 1998 Portland Pedestrian
Master Plan.

potential leveraged funds:



**WEST PORTLAND PARK
NEIGHBORHOOD ASSOCIATION**

7688 SW Capitol Hwy
Portland, OR
97219-2457

HB 2001 Project Nomination

SW Huber and SW 40th

Five blocks along the south side, only, of SW Huber, from approximately 4240 SW Huber eastward to approximately 3702 SW Huber, and a one block section of SW 40th, from SW Huber to SW Wilbard, on the east side, only, connecting to the pedestrian overpass across I-5 to the Barbur Transit Center.

WEST PORTLAND PARK NEIGHBORHOOD ASSOCIATION

Jim McLaughlin

President

September 20, 2010

Executive Summary

SW Huber and SW 40th

Five blocks along the south side, only, of SW Huber, from approximately 4240 SW Huber eastward to approximately 3702 SW Huber, and a one block section of SW 40th, from SW Huber to SW Wilbard, on the east side, only, connecting to the pedestrian overpass across I-5 to the Barbur Transit Center.

Short Gap Filling Sidewalk Segment . Six blocks of sidewalk connecting segments of 12 blocks fully sidewalked to the west on Huber and south on Capitol / 49th, and seven blocks east on Huber and south on 35th, to Pomona. Unlikely that there will be any new development in the fully built out area which would result in piecemeal construction of sidewalks in gap.

Designated as RED LINED "Arterials without Sidewalks" on City Map.

City Bikeway Route

City Walkway Route

Tri Met Route # 43 runs along SW Huber with highly *infrequent* service.

Direct Access to Tri Met Barbur Transit Center (BTC).

Trip Attractors:

Accesses to full service grocery store, Barbur World Foods, across Barbur from BTC by means of I-5 overpass off 40th.

Accesses Jackson Middle School From BTC.

Accesses Jackson Middle School from isolated housing area on Wilbard

Accesses shopping area and restaurants at West Portland Crossroads from parts of Arnold Creek, Markham and West Portland Park Neighborhoods.

Accesses high frequency bus service at BTC (12, 94) across pedestrian bridge from parts of Arnold Creek, Markham and West Portland Park Neighborhoods.

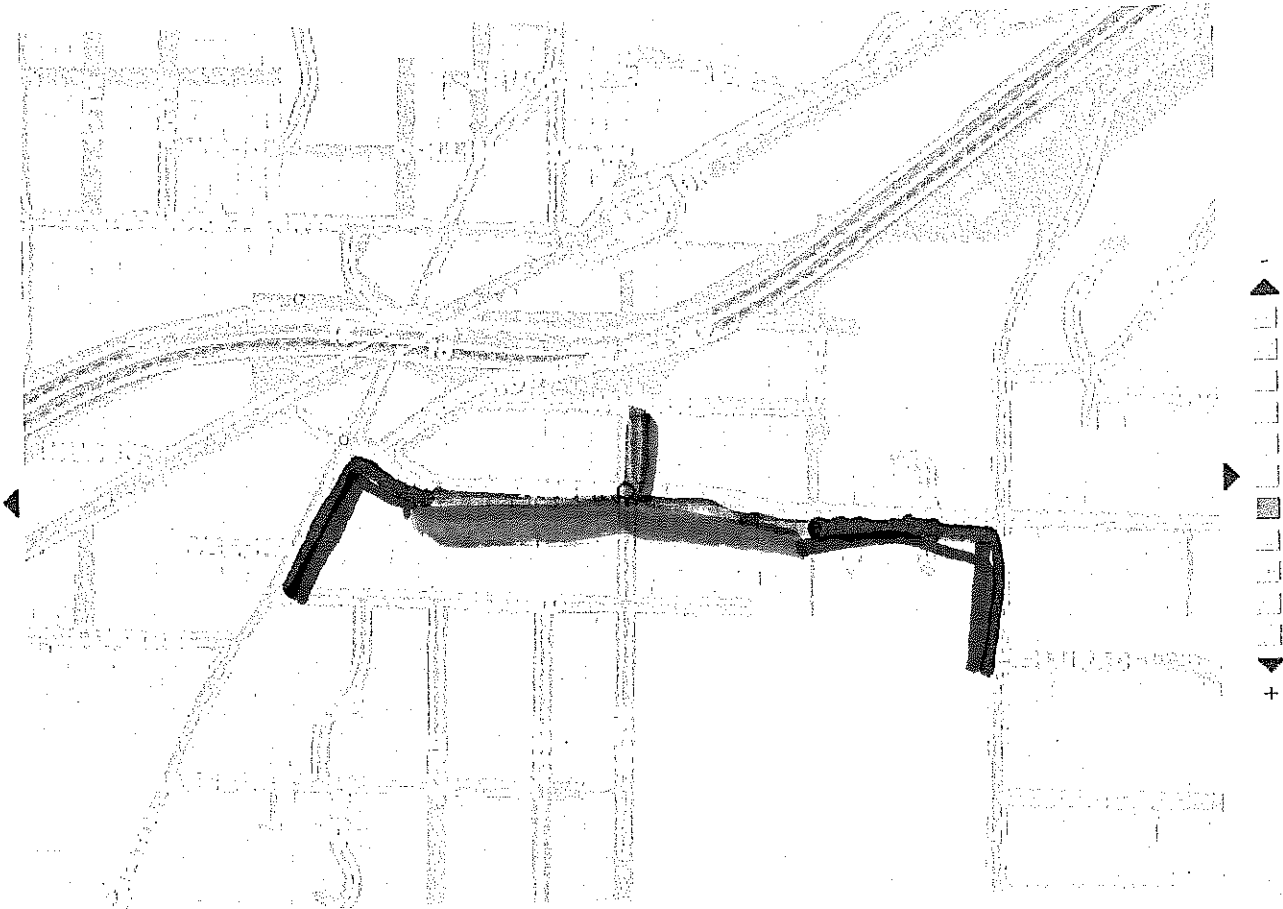
Strong Neighborhood Association Support and support by abutting landowners

NOMINATION STATEMENT

The West Portland Park Neighborhood Association (WPPNA) nominates, and requests HB 2001, or any other available funding, for an infill and connecting sidewalk project as follows:

Five blocks along the south side, only, of SW Huber, from approximately 4240 SW Huber eastward to approximately 3702 SW Huber, and a one block section of SW 40th, from Huber to Wilbard, on the east side, only, connecting to the pedestrian overpass across I-5 to the Barbur Transit Center.

Below is a map of the immediate project area, with the project site highlighted in red.



Blue highlighting depicts already installed sidewalk in the immediate project area. Context, of course is everything. A map of the larger neighborhood area in which the site is located is attached as Appendix A.

Physical Description

General Narrative

SW Huber Street runs east / west. The street in the project area is essentially straight, with a very, very, very slight curve at about the SW 3800 block. In the project area, it is partly sidewalked, on the south side, with one strip of sidewalk running west from SW 35th to approximately 3702 SW Huber. The sidewalk ends there. A second strip of sidewalk on the south side of Huber runs from approximately 4240 SW Huber west to Capitol Highway. There are no sidewalks whatever on the north side of Huber from 35th to Capitol Highway. WPPNA seeks sidewalk on the south side, only, to fill the gap between the 3700 block and the 4200 block

SW 40th runs from Wilbard south to Huber, and south on 40th to the west side boundary of the Jackson Middle School campus (the athletic fields)¹ and beyond to a dead end at the unimproved Dickinson right of way.

SW 40 between Huber and Wilbard is as straight as an arrow, and almost as flat as a pancake. The one block of SW 40th in this project is the east side, only, of SW 40th from Wilbard to Huber.

At the Wilbard / 40th intersection a pedestrian ramp owned by ODOT and maintained by Tri Met rises over ODOT land and crosses I-5 to the rear of the Barbur Transit Center (BTC).. That ramp is fully ADA compliant and is capable of handling bicycle traffic. Immediately to the north of BTC, across a signaled intersection on Barbur, is the full service Barbur World Foods Market.

There are no sidewalks on either the east or west sides of SW 40th between Wilbard and Huber, nor south of Huber to Dickinson. WPPNA seeks a sidewalk on the east side, only.

The Huber / 40th intersection has no crosswalk striping to aid crossing Huber in the north / south axis. There are STOP signs facing traffic on 40th, requiring a full stop before a vehicle turns onto Huber.

The proposed project is less than 2 blocks from Jackson Middle School and is part of a "Safe Route to School" for Jackson students from Huber / Capitol east to Huber 37th, and for all students north of Huber along Wilbard Street, Evelyn Street and the isolated portion of 37th north of Huber.

¹ At 40th and Galeburn, a set of stairs goes west, up into the WPP Neighborhood and accesses Markham Elementary at Galeburn / Capitol. A second set of stairs at 40th / Galeburn goes east and accesses Jackson Middle School.

Additionally, the proposed project area is four blocks east of the extensive restaurant and shopping area at the West Portland Crossroads, which includes multiple restaurants and service businesses in the area along both Barbur and Capitol,

Topography

SW 40th from Wilbard to Huber is essentially flat, with no effective grade.

SW 40th has no storm sewer facilities.

The east side of SW 40th has available flat right of way. Little if any retaining walls, excavation, or fill would be needed.

There are two residential properties on the east side of SW 40th between Wilbard and Huber with driveways exiting onto 40th.

SW Huber, from the 3702 block slopes down gently to the west to the Falling Creek crossing under Huber. From there, SW Huber is flat to approximately SW 40th. From 40th west to the 4740 block, Huber slopes gently up hill toward 49th.

SW Huber has a complete set of storm water sewers on the south side. These storm sewers apparently empty into Falling Creek.

SW Huber has available flat right of way. Little if any retaining walls, excavation, or fill would be needed. off the pavement.

Twenty one single family residential properties abut Huber on the south side between the 3702 block and the 4240 block. Each has a driveway exiting onto Huber.

Street Usage

SW 40th, from Huber, accesses a single family residential area, centered on SW Wilbard which has forty four single family residences. SW 40th between Huber and Wilbard is the sole vehicular entry / exit from this residential area out to the rest of the city. As such, 40th between Wilbard and Huber sees a good deal of motor vehicle traffic.² There are no commercial or industrial properties accessed through SW 40th from Huber to Wilbard and beyond.

SW Huber from SW 35th to SW Capitol Highway is the Tri Met # 43, which runs from the downtown core up Taylor's Ferry Road, along 35th and Huber, to the BTC and onward out Taylor's Ferry to Washington Square, a Metro Regional Center. SW Huber is depicted, by red lining, on the "Arterials without Sidewalks" map produced as an Arterial without a sidewalk in the project area.

² The diagram on PortlandMaps regarding this area is not entirely accurate. SW 37th *DOES NOT* connect from Wilbard to Huber.

Huber additionally provides access to the I-5 entrances in the WPX from the Markham neighborhood to the east of 35th, and along with Pomona, provides access to that same area for the Arnold Creek neighborhood to the south and east of 35th. There is also substantial traffic onto Huber from residents of Mountain Park, accessing I – 5 along SW 35th and SW Huber from Walking Woods Drive.

The Huber right of way is 60 feet, with two 12 foot paved traffic lanes. The SW 40th right of way is 60 feet, with a 24 foot pavement which is not striped with lanes.

The speed limits on each of Huber and 40th are 25 MPH. Enforcement is non-existent and speeding by vehicles transiting the neighborhood is rampant. *Average* speeds are in excess of 40 MPH, according to anecdotal reports of residents living on Huber.³

Huber is red lined on the “Arterials without Sidewalks map., and is effectively functioning as a District Collector though classified as a neighborhood collector in the transportation System plan on PortlandMaps. Vehicular traffic, both heavy ODOT trucks and Tri Met buses, as well as transient traffic private vehicles from the Markham, Arnold Creek, and Mountain Park areas, seeking access to I-5 entrances and the WPX area, is heavy. Huber long predates the existence of I-5, and with the construction of I-5 destroying the connectivity of the two segments of Taylor’s Ferry Road, Huber has become the *defacto* connection between the segments of Taylor’s Ferry separated by the I-5 canyon.

³ A recent (August, 2010) PBOT vehicle speed survey on SW Pomona, (black boxes / cables), a street in WPP a parallel 6 blocks south of Huber, yielded data indicating an average speed in excess of 40 MPH on Pomona street, which, like Huber, is posted at 25MPH. Residents observations about vehicle speeds can be amazingly accurate..

