

Homestead Neighborhood Association

August 14, 1997

To Members of Corbett/Terwilliger/Lair Hill and Homestead
Neighborhood Associations

Re: Barbur Bike Lanes and realignment of vehicular traffic on Barbur at
Hamilton Street

Your Transportation Committees are sponsoring a meeting to
consider the changes to result from the construction of the final link of the
bike path on Barbur

The meeting will be held in the Tabernacle Seventh Day Adventist
Church, 26 SW Condor Way, on Thursday, August 21, at 7.00 p.m

Brian Oberding and Lewis Wardrip, engineers from the Portland
Department of Transportation (PDOT) will explain the project and field
questions from the audience.

The striping of Barbur from Sheridan and Naito Parkway has
recently been completed by PDOT

The Oregon Department of Transportation (ODOT) is financing the
section from Naito Parkway (old Front Street) to Hamilton and has asked
PDOT to engineer and build this section. Brian Oberding is the project
manager. His next step is to present the plans to City Council and ODOT

Enclosed are two maps of the important intersections. Please study
and bring them to the meeting with your comments

Issues related to the project:

a. The intersection at Lane will have a raised safety island on Barbur
north of Lane.

b. Cars coming up from Corbett to the Hamilton-Barbur intersection
will enter at a right angle (north of its present location), requiring two
turns to go up to Terwilliger

c. The right-hand turn west of Swan Market will be eliminated but
cars will be able to enter its parking lot from both Hamilton and Barbur

d. The bus stop will be moved from the island in front of Swan
Market across Hamilton to a new plaza in front of the church.

Not shown on the maps is a proposed low-level path over the tunnel
extending from Viewpoint Terrace to Bancroft and parallel to Barbur
This will eliminate the dangerous merging of car and bike traffic.

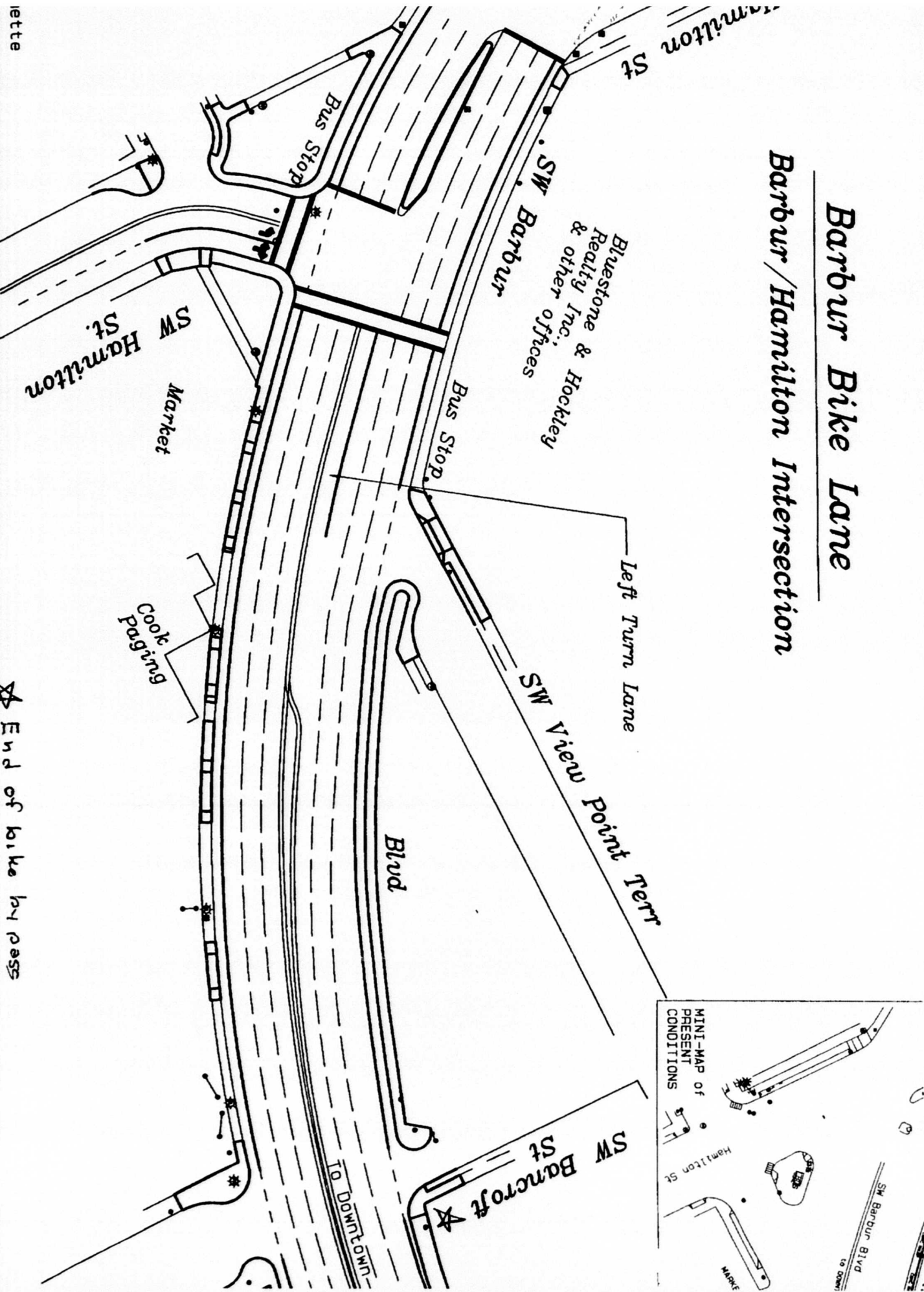
Please come to the meeting. This is your opportunity to speak up.

Homestead: Helen Farrens, 228-2740 and Keith Claycomb, 228-6978

Corbett/Terwilliger/Lair Hill Steve Gray, 227-2587 and Steve Leflar,
224-5557

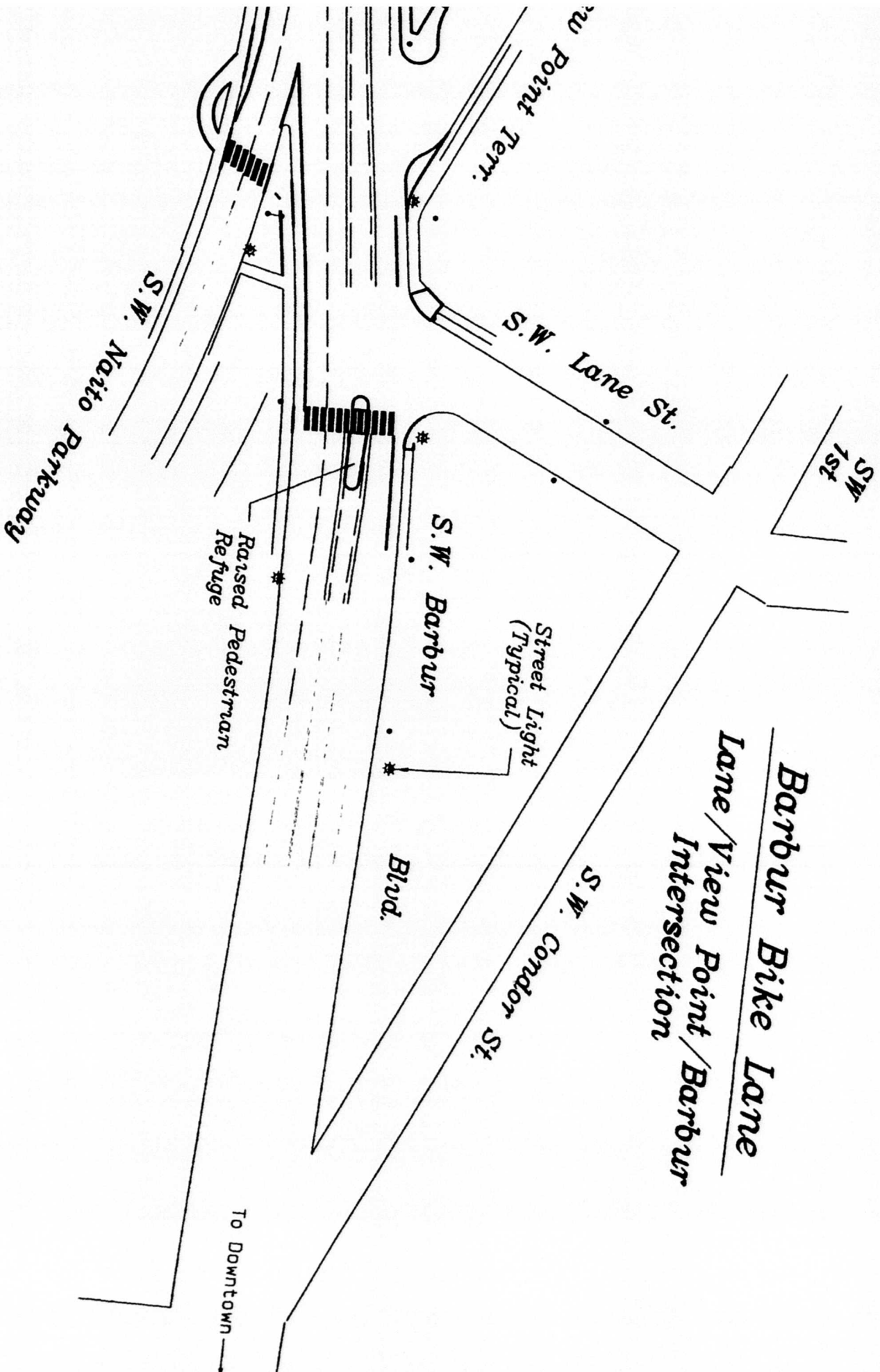
Barbur Bike Lane

Barbur/Hamilton Intersection



☆ End of bike by pass

ette



★ Requiring of bike lane



To Downtown →

35734

Helen Farrens 3956 SW Condon Ave 97228
2740

Curtis Roth 6937 SW 10th Ave 97219 244-7891

DAVID REOLICH 3944 S.W. CONDON, 97201 228.1948

JAMES MEYER 3905 SW View Point Ter 223-3629

9-17-98
Sign in

Transportation Committee
Meeting

<u>Name</u>	<u>Address</u>	<u>Telephone</u>
Keith Claycomb	3326 SW 13 th Ave	228-6978
ED FISCHER	3404 SW 13 th Ave	227-2732
Lois S. Miller	3392 S.W. Fairmount Blvd	227-7510
Tom Guinan	4130 SW View Pt Ter #6	241-7307
Pat Landroth	4041 SW 6 th Ave Dr	229-0473
Eugene Landroth	" " "	"
DAVID J. REDLICH	3944 S.W. CONDOR AVE.	228-1948
Steve Savage	4128 SW. Condor Ave	223-7142
Lewis Wardrip	1120 SW 5 th Rm 730	823 5187
Bill Kloos	" "	823 5382
Christine Canham Leon	1120 SW 5 th Ave Rm 825	823-7441
Helen Farreras	3956 SW Condor Ave	228-2740

staff {

Steve Savage did not stay for vote

7 votes in favor of the lane crossing &
 Barber intersection
 1 opposed.

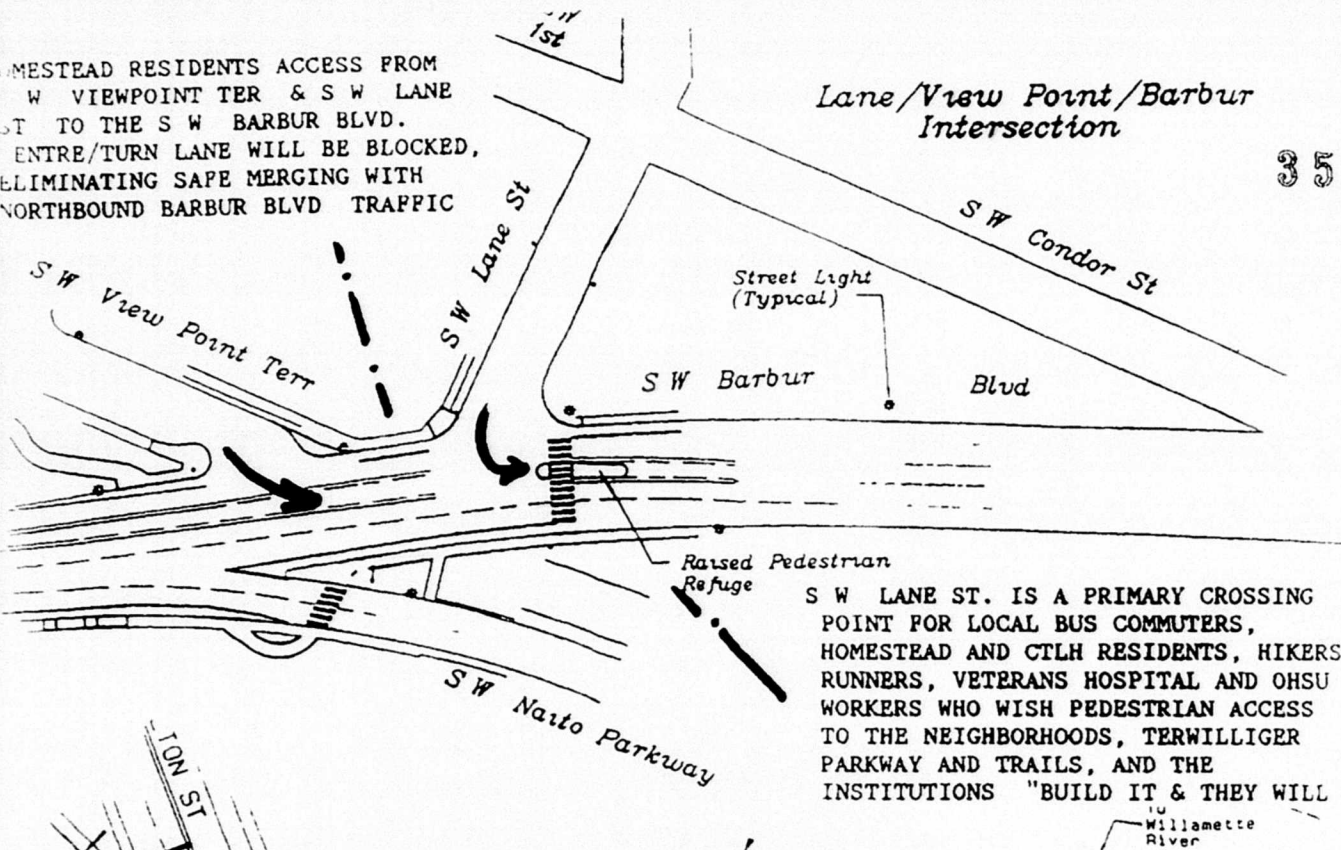
7 votes in favor of Bulie-Ped paths

7 voted to accept the Hamilton
 intersection
 1 opposed

HOMESTEAD RESIDENTS ACCESS FROM
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 ST TO THE SW BARBUR BLVD.
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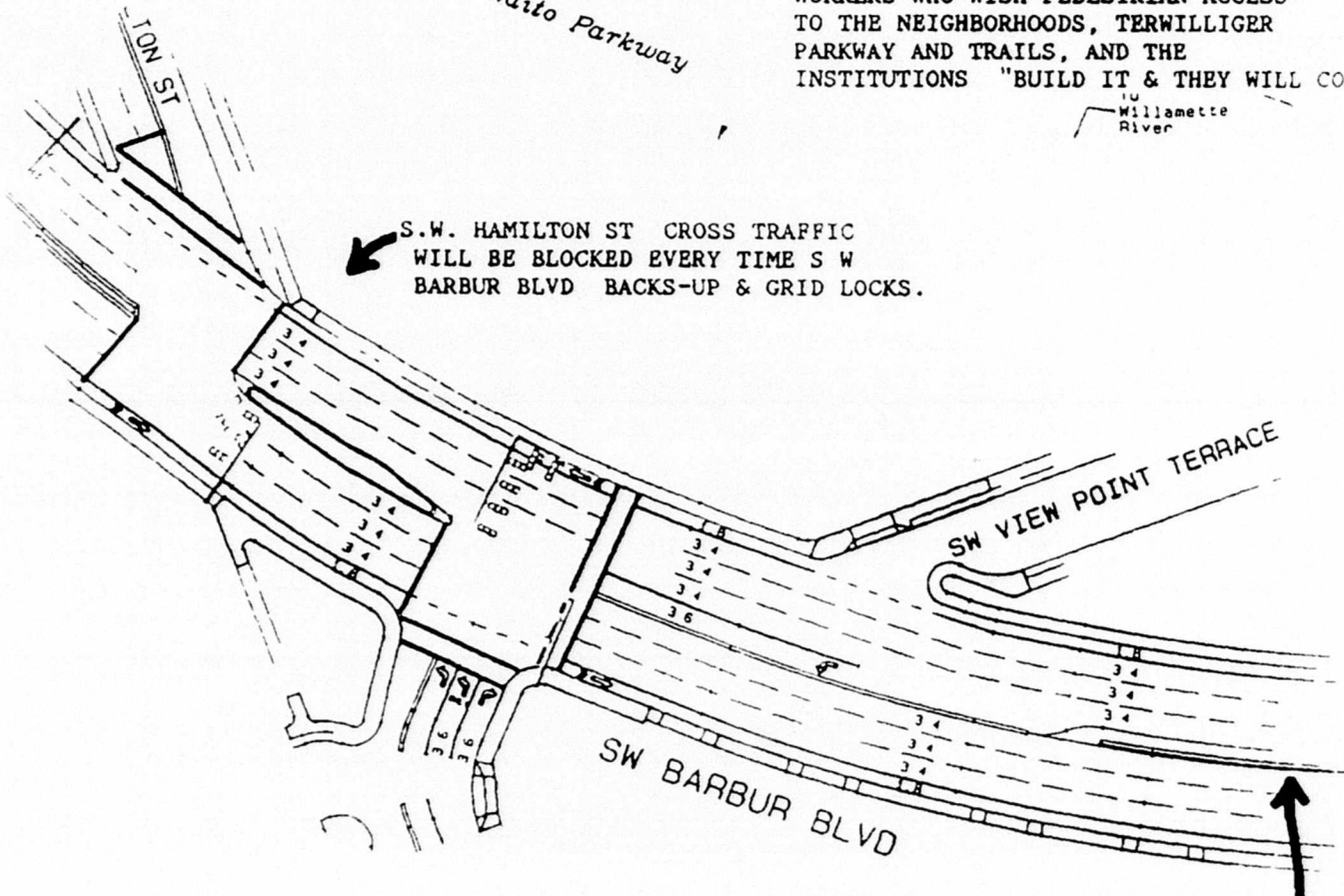
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SW BARBUR BLVD CENTRE/TURN LANE MUST BE
 RETAINED FOR INTER-NEIGHBORHOOD LOCAL ACCE

Submitted by David Redlich
 10/14/98

David J. Redlich
3944 S.W. Condor Ave.
Portland, Oregon 97201

35734

October 11, 1998

Madame Mayor & Portland City Council

Re; S.W. Barbur Blvd. Proposals

We residents of the Homestead & Corbett-Terwilliger/Lair Hill Neighborhoods seek a S.W. Barbur Blvd. similar to what the French call an "alle", a tree lined boulevard that would act as a enticing portal to downtown Portland. We desire a design that will advance connectivity to adjoining neighborhoods, improve pedestrian and bicycle utility, yet does not impact local auto access for local residents. Due to the high population densities of the adjacent neighborhoods (and the much higher densities demanded of the neighborhoods by the City of Portland in the future) and Terwilliger Parkway & Trails (which draws people city-wide), we think Barbur Blvd.'s function as a commuter thoroughfare should begin at S.W. Hamilton St. for southbound traffic and end at the same place for northbound traffic.

S.W. LANE St. at BARBUR Blvd.: We request a pedestrian activated traffic light at S.W. Lane St. (to be situated on the N.W. corner of Lane St.) be installed in lieu of the proposed centre island and signage. This light is vital to pedestrians using the TRI-MET Bus Stop and for connectivity with CTLH and the Terwilliger Pkwy. The nearest pedestrian crossings are approx. 1/2 mi. to the north and south. The deletion of the traffic island proposal will allow neighborhood residents continued use of S.W. Lane St./S.W. Viewpoint Ter. to access S.W. Barbur Blvd.'s centre lane to merge with northbound Barbur Blvd. traffic. This is critical during rush hour. The S.W. Lane St. intersection provides vastly better sight lines for drivers than the PDOT suggested alternative and the low island will be a traffic hazard at a congestion point. The Lane St. crossing will also provide the added benefit of traffic calming, critical on a road that vehicles regularly travel at considerably above the speed limit.

NORTHBOUND BICYCLE LANES on S.W. BARBUR Blvd.: We support a northbound bicycle lane, provided the S.W. Barbur Blvd. centre turn lane is preserved (though narrowed) to S.W. Lowell St. This is critical to Homestead and CTLH Neighborhood residents who need local access.

S.W. HAMILTON St. RE-ALIGNMENT at S.W. BARBUR Blvd.: We oppose the proposed re-alignment of S.W. Hamilton. Inter-neighborhood traffic flows will be negatively impacted and at a cost of \$350K, it is a waste of money for a marginal gain in [mainly] suburban commuter

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RESPONSE TO CITY of PORTLAND OFFICE of TRANSPORTATION REPORT: The POT Report makes many assertions that are not supported by the facts. The Report states that S.W. Lane St. has "low traffic volumes". In fact, it is a major commuter route for Veteran's Hospital and OHSU employees. The Report states that the number of pedestrian crossings at Lane St. "does not meet Warrants". The fact is, they don't know the number because, by their own admission they have never done a count. Even a casual observation of this intersection during rush hour will demonstrate more pedestrian crossings than the nearly \$1.5M Bike/Path retaining wall and structure (between S.W. Viewpoint Ter. and Hamilton St. on Barbur) will see bicyclists in an entire day. The reports states that the raised island at S.W. Lane St. will "provide a pedestrian refuge. It will do nothing of the kind. We neighbors offered to build a demonstration island of sandbags, the design engineers refused to utilize to test their ideas under the same conditions they expect local residents to use it. We offered coffee and donuts for their trouble, even upped our offer to latte and croissants, but they declined. We can only surmise that they too felt extreme risk under normal conditions. Imagine it on a dark, rainy morning or evening, when the passing commuters are busy juggling their espresso, cell phones and thinking about just anything but pedestrian awareness. The Report states "local drivers can merge with northbound Barbur traffic by using S.W. Condor St". This access point, in fact, presents bad angles and sight lines, impinges on the Bike Lane and substantially raises the risks to local drivers who need to access Barbur Blvd. on a daily basis. The Report states that "sufficient distance exists to merge with northbound Barbur traffic". Yet when it was suggested that they try it during morning rush hour, they declined.

We also think a light at S.W. Lane will help slow traffic that moves at something just slightly less than the speed of sound. This section of Barbur Blvd. is posted at a 35 MPH, yet the Police Dept. will ticket you only if you exceed 47 MPH.

Lastly, the Report states it "is supported by the neighborhoods". Yet that assertion is based on a Homestead N.A. Transportation Cmte. meeting where only 11 people were present. Three of those present were City employees, 1 resident left before the vote; 5 of the votes were from residents that live on the other side of the neighborhood and, in all probability, would seldom use the routes under discussion; 1 resident, who by his own admission rarely uses S.W. Lane; and 1 resident who uses it on a daily basis. This hardly compares to the first HNA position, which was taken at a HNA General Meeting and the attached Petitions.

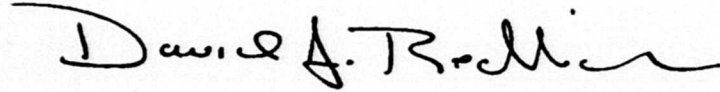
We are deeply concerned that the interests of Portland

35734

neighborhoods are being sacrificed for those of suburban commuters and PDOT's lack of real world knowledge of local traffic patterns and an unwillingness to recognize HNA/CTLH residents needs and input. I hope you will support us on this issue.

Thank you.

Very truly yours,

A handwritten signature in black ink, appearing to read "David J. Redlich". The signature is fluid and cursive, with a long horizontal flourish extending to the right.

David J. Redlich
& attached Petitioners

Dear Neighbor,

35734 October 11, 1998

At 9 30A, Wednesday, October 14, 1998 the Portland City Council will consider Portland Bureau of Transportation (PDOT) plans for S W Barbur Blvd. from S W Lane St to S W Hamilton St. These plans include changes that many of your neighbors feel will have a negative impact on the Homestead and Corbett-Terwilliger/Lair Hill Neighborhoods. I intend to testify at Council, but I need your support. Please read the enclosed statements and review the maps. Sign those portions you and other members of your household agree with and return to me as soon as possible. I am sorry for the short notice, but PDOT informed me of the Council schedule only last Friday afternoon.

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<u>Bob Borgeson</u>	"	"

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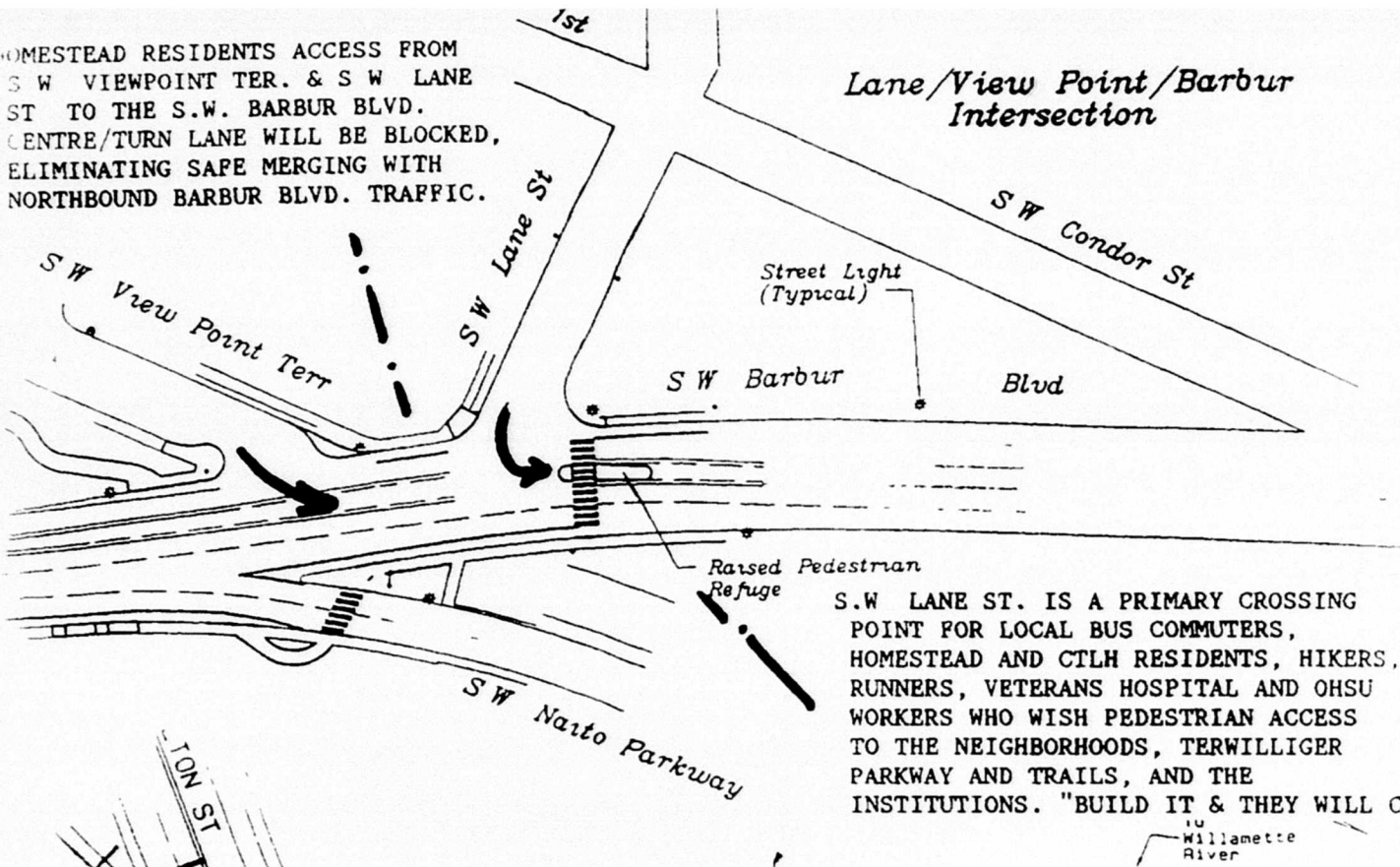
I am deeply concerned about PDOT's lack of real world knowledge of local traffic patterns and an unwillingness to recognize HNA/CTLH residents needs and input and I hope you will support me on this issue. Thank you

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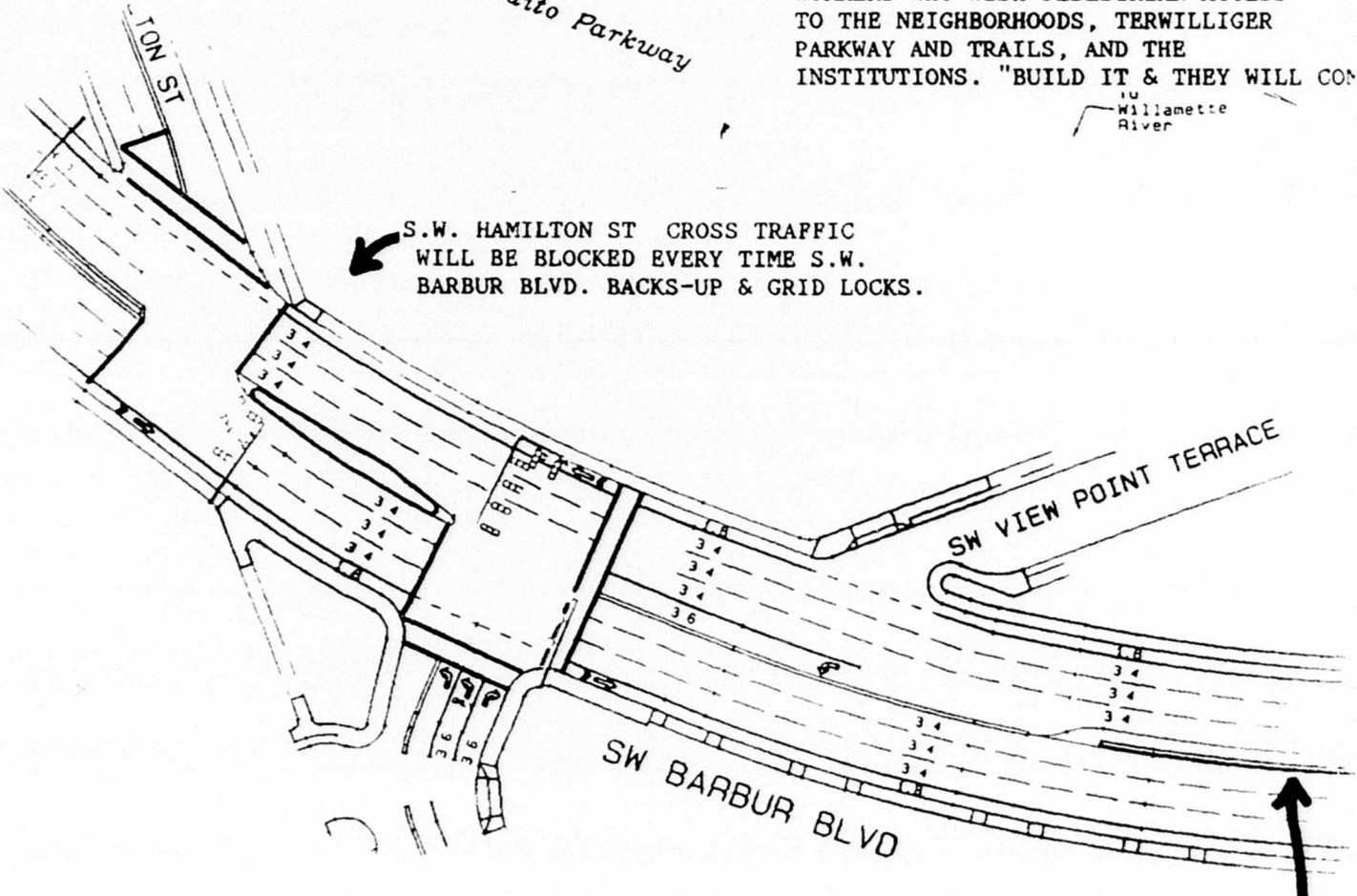
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 & CORBETT- TERWILLIGER/LAIR HILL
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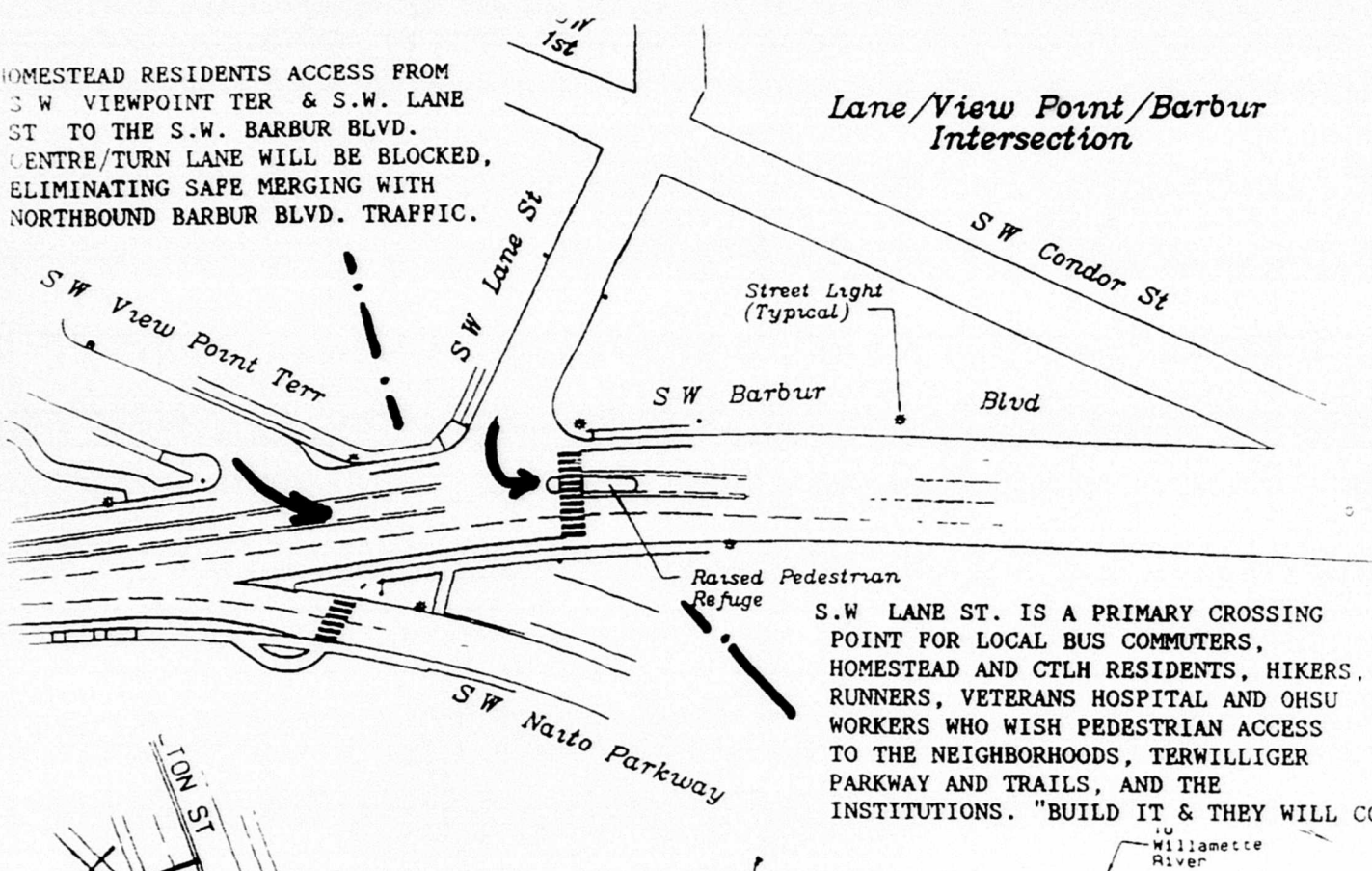
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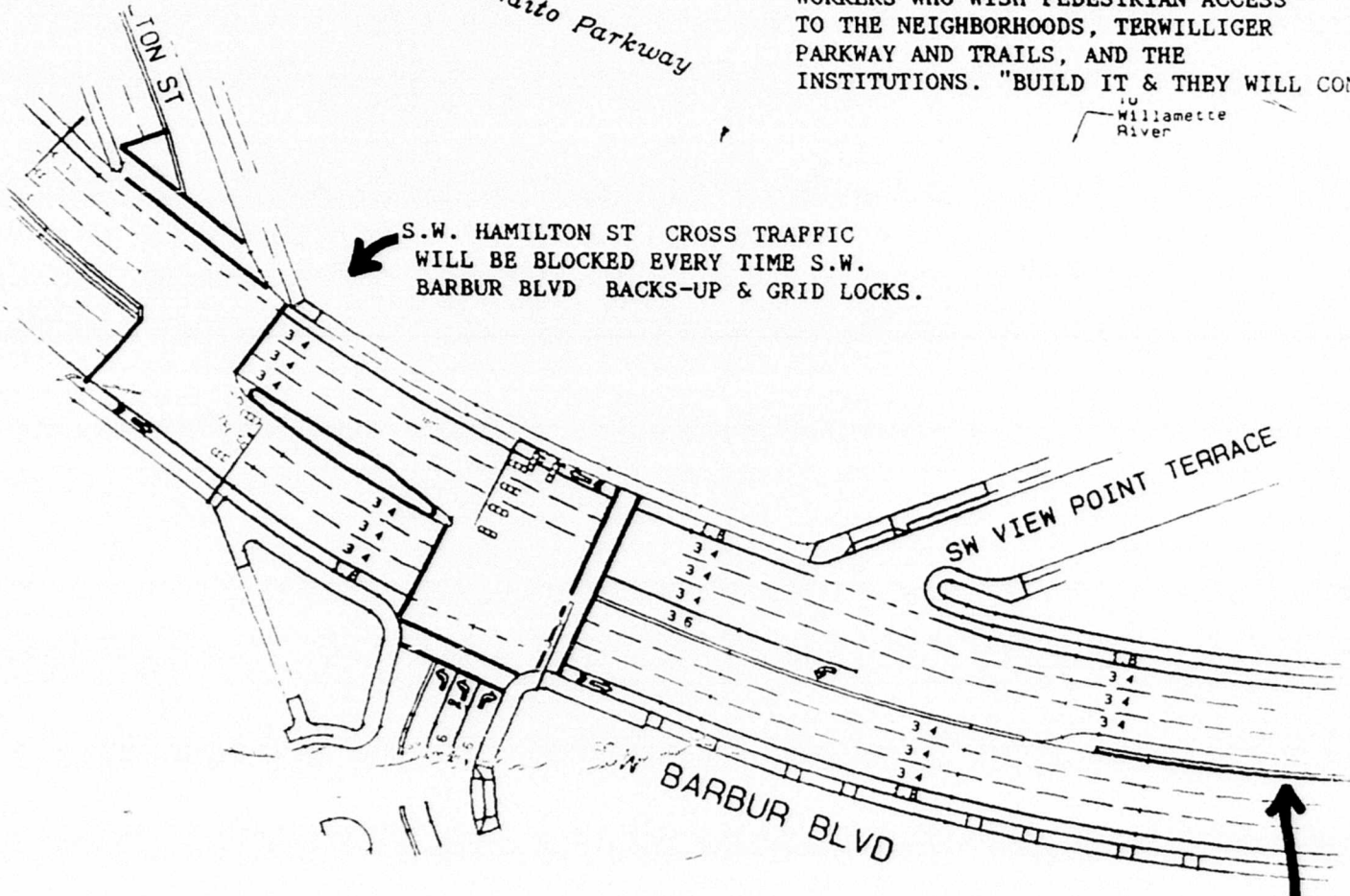
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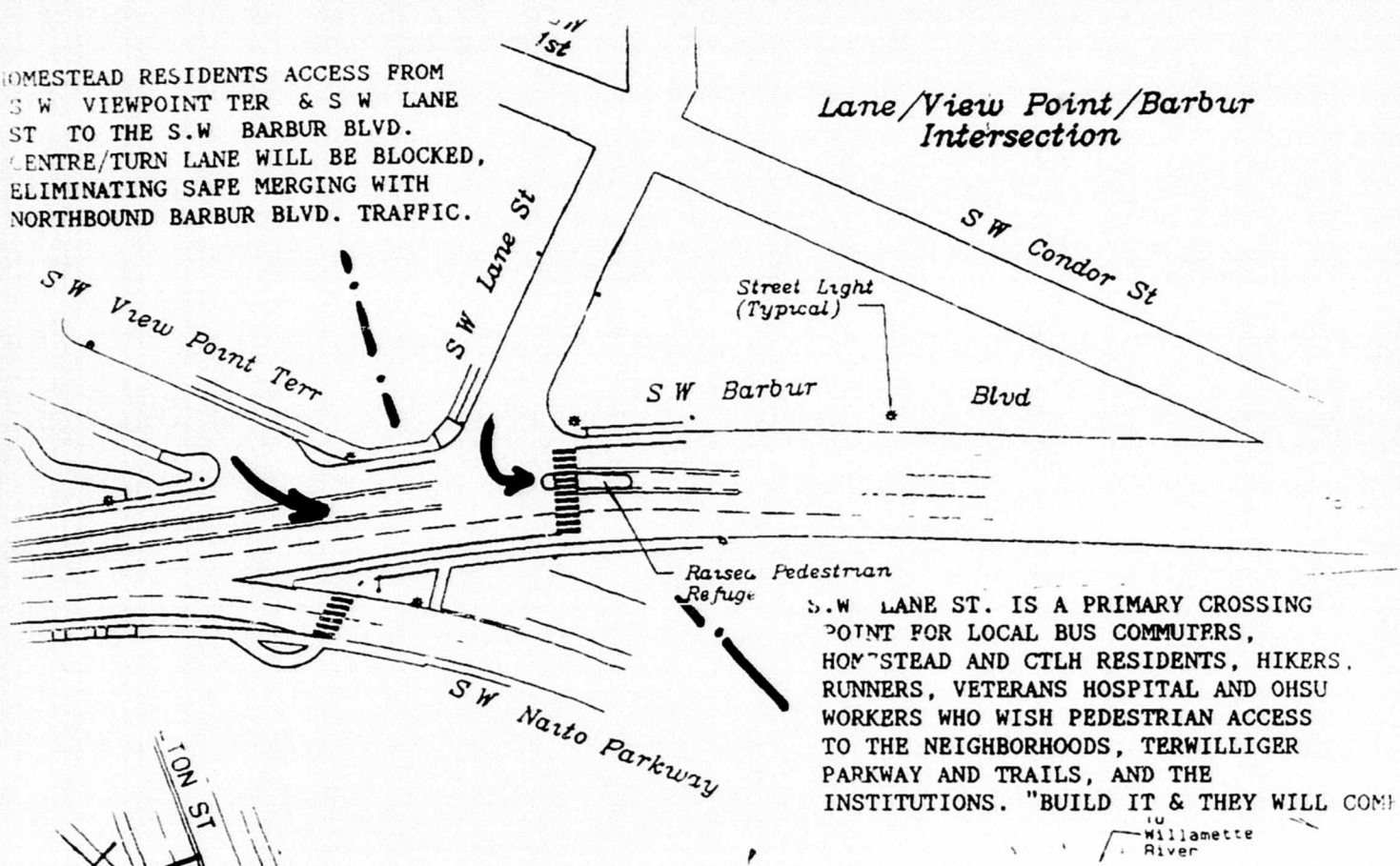
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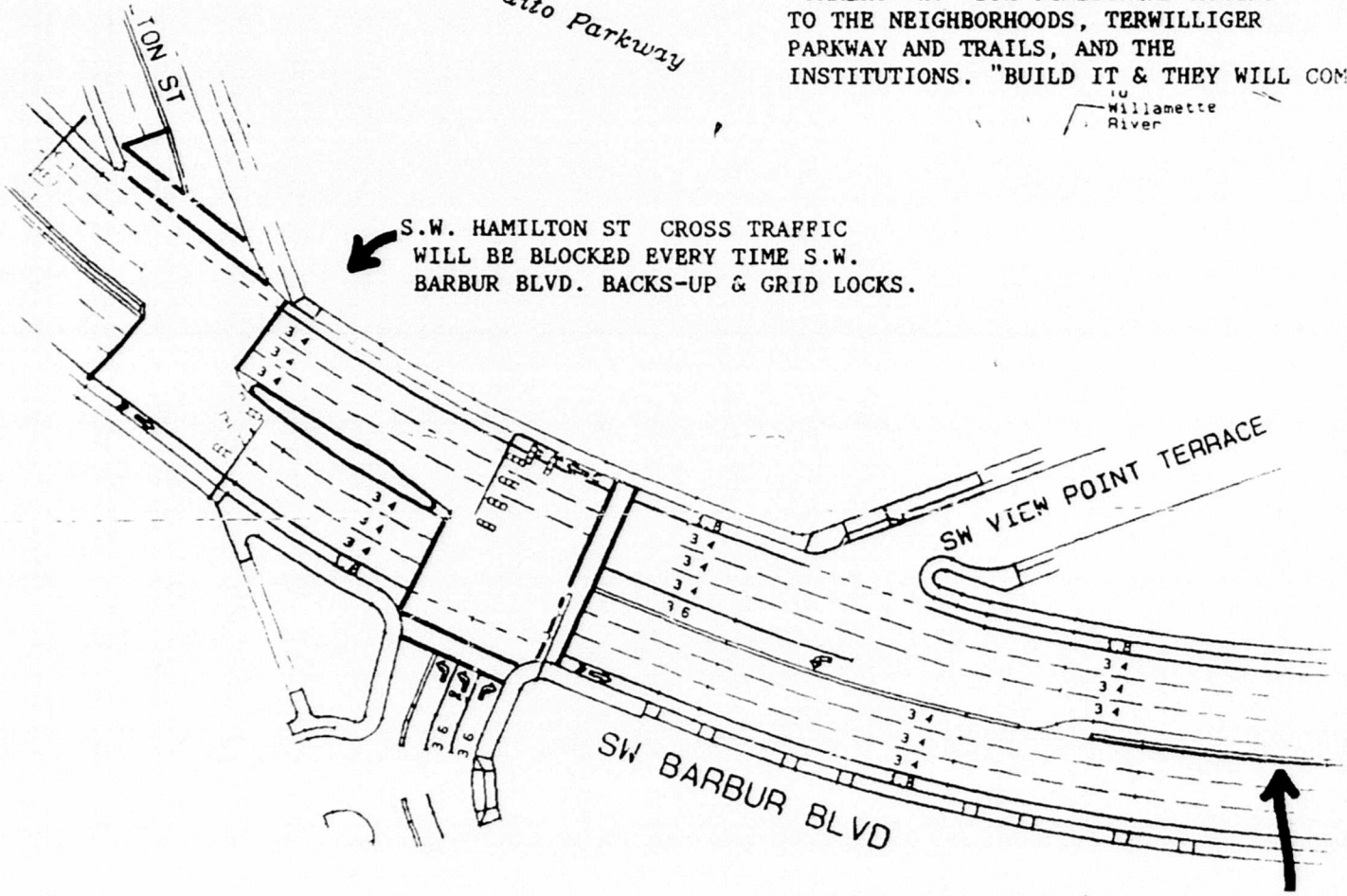
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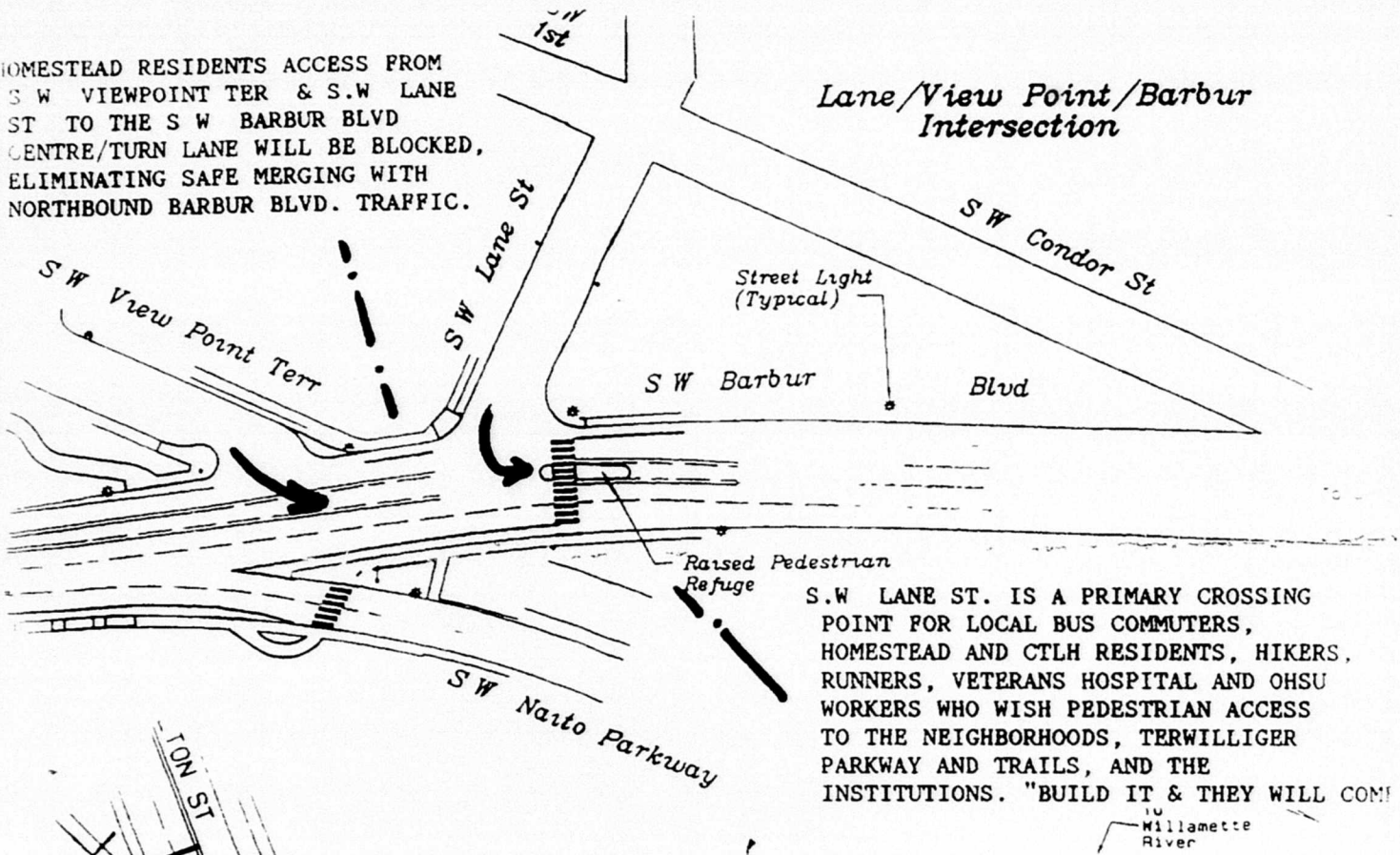
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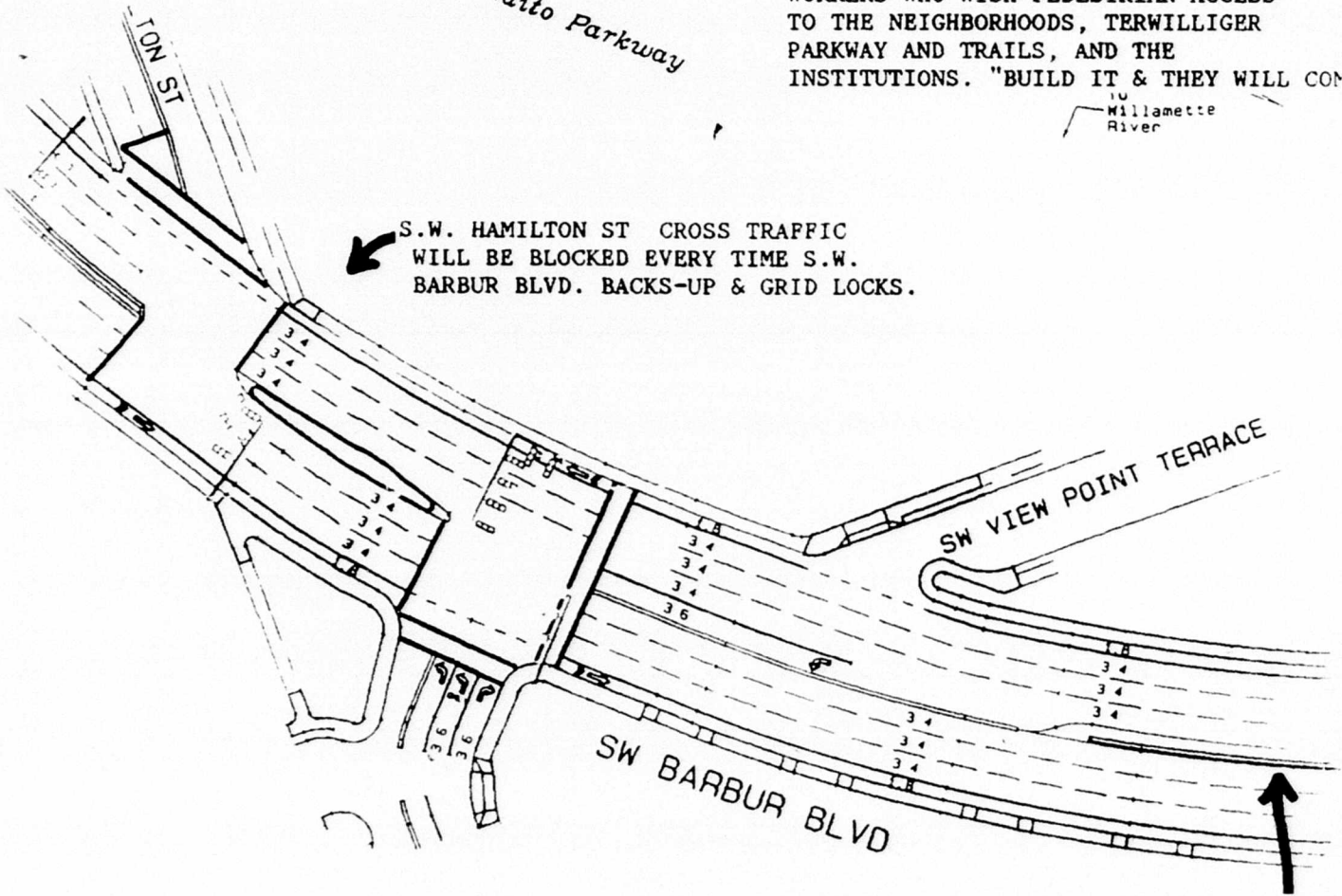
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 ELIMINATING SAFE MERGING WITH
 NORTHBOUND BARBUR BLVD. TRAFFIC.

**Lane/View Point/Barbur
 Intersection**



← S.W. HAMILTON ST CROSS TRAFFIC
 WILL BE BLOCKED EVERY TIME S.W.
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*** IMPORTANT INFORMATION FOR HOMESTEAD
 & CORBETT - TERWILLIGER/LAIR HILL**

35734

October 11, 1998

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**Name Address Tel.#

Mary Madeline Bonn 29 S.W. Bonney St. 228-3870

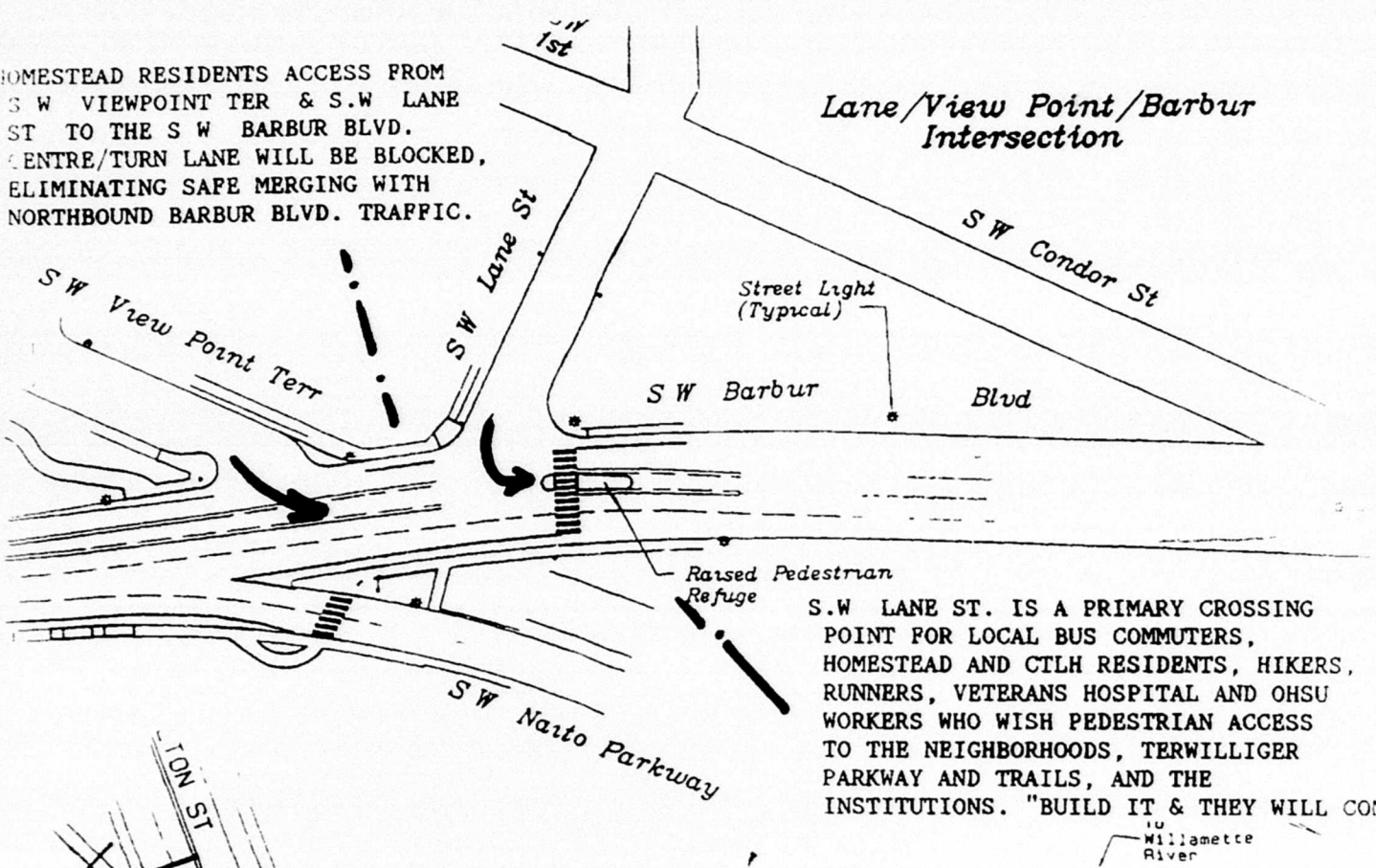
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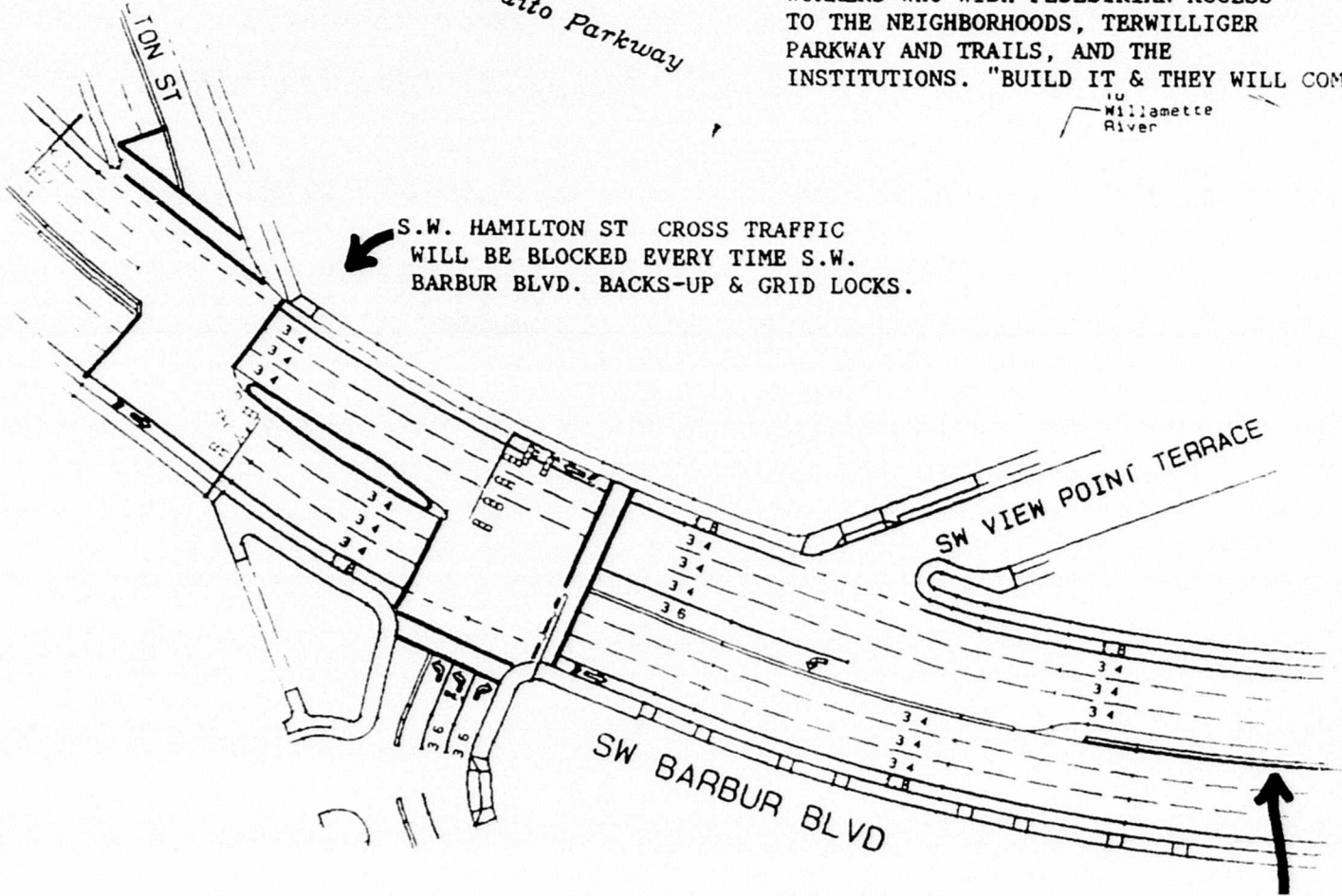
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**Name Q VANBENSCHOTEN Address 3515 SW BARBUR BLVD #R1 Tel # 503/827-4151

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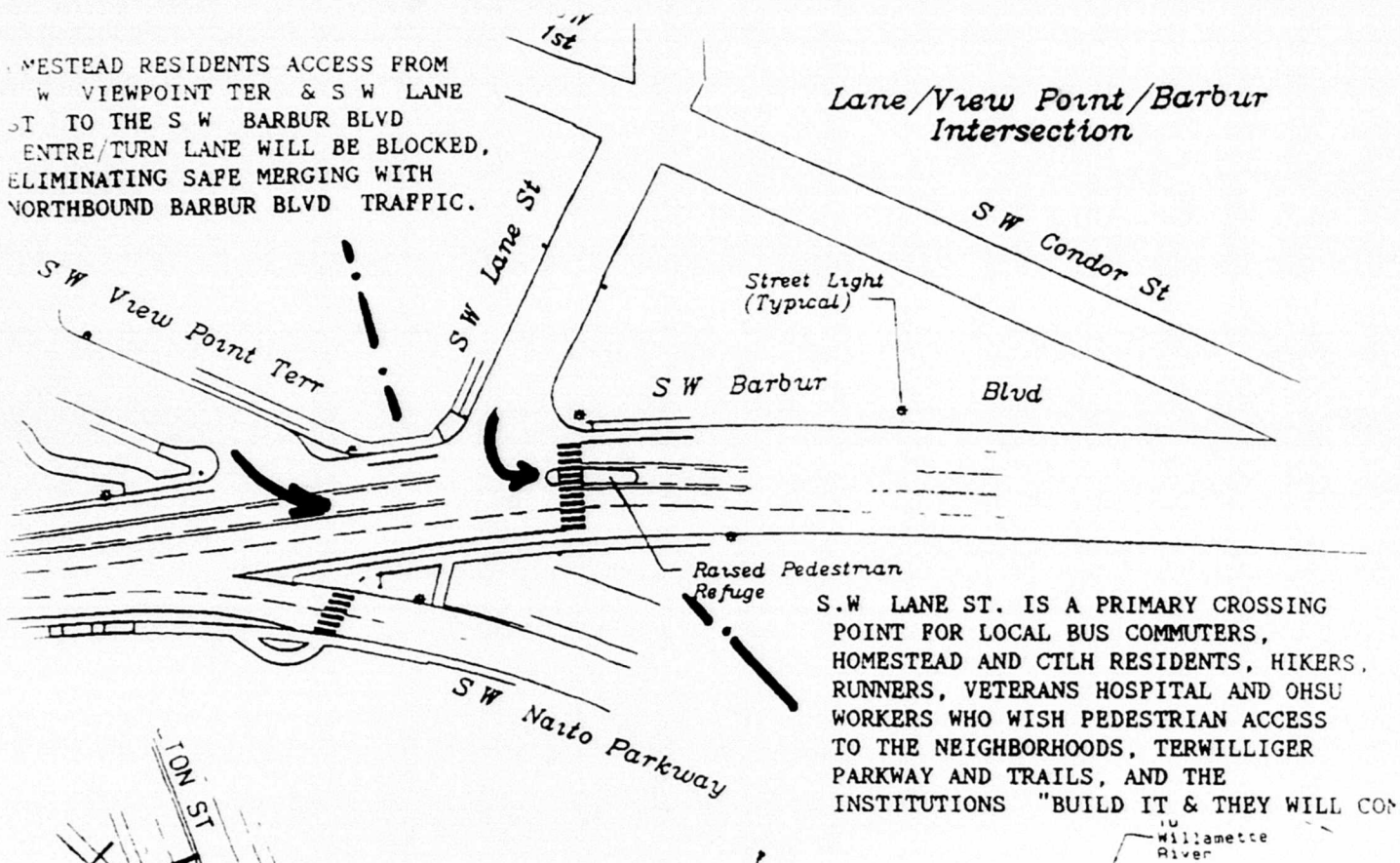
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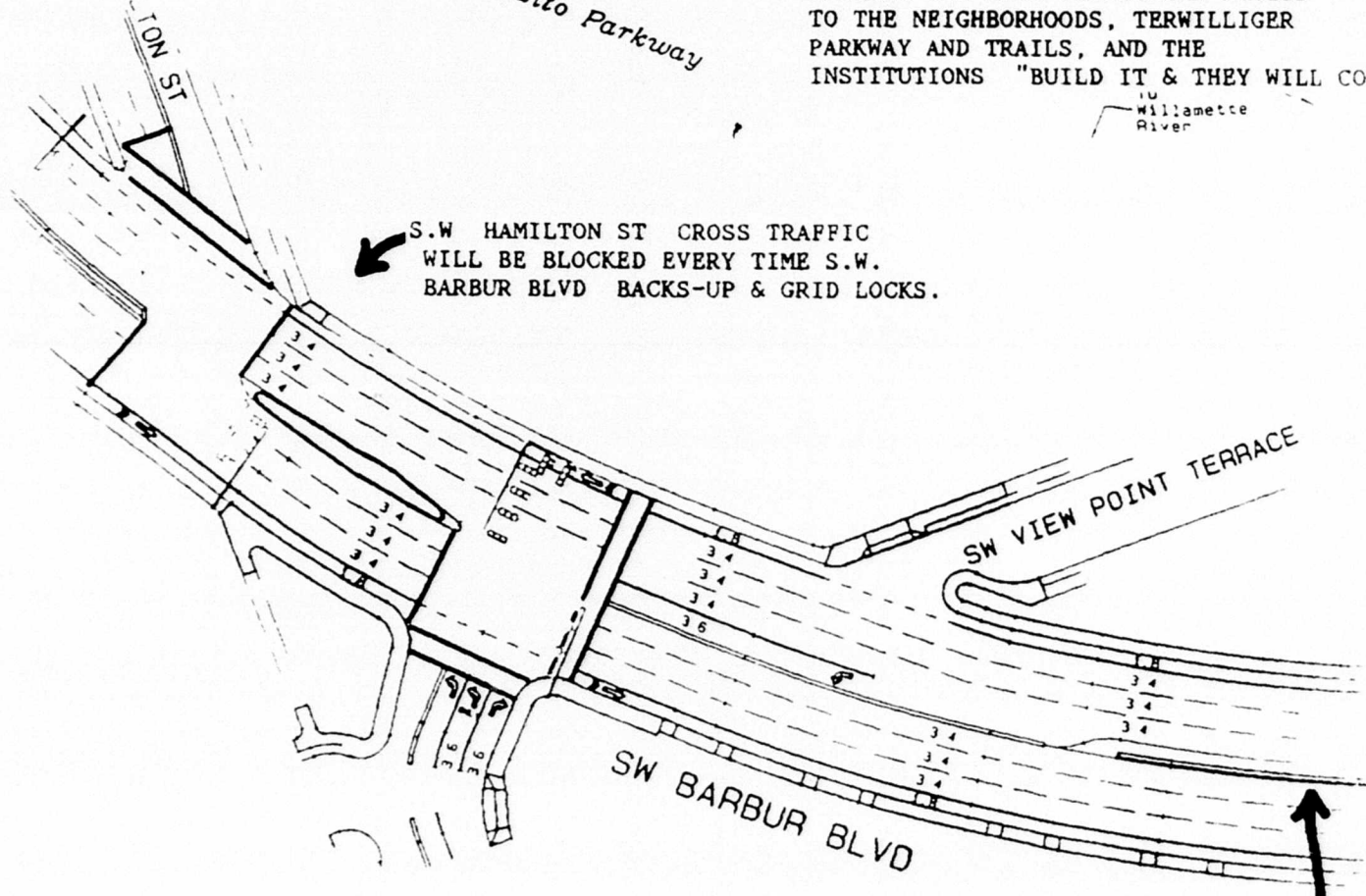
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**Name Peter R. TUAZON Address 4231 SW VIEWPOINT Tel #
PORTLAND, OR 97201
Tel. 220-2695

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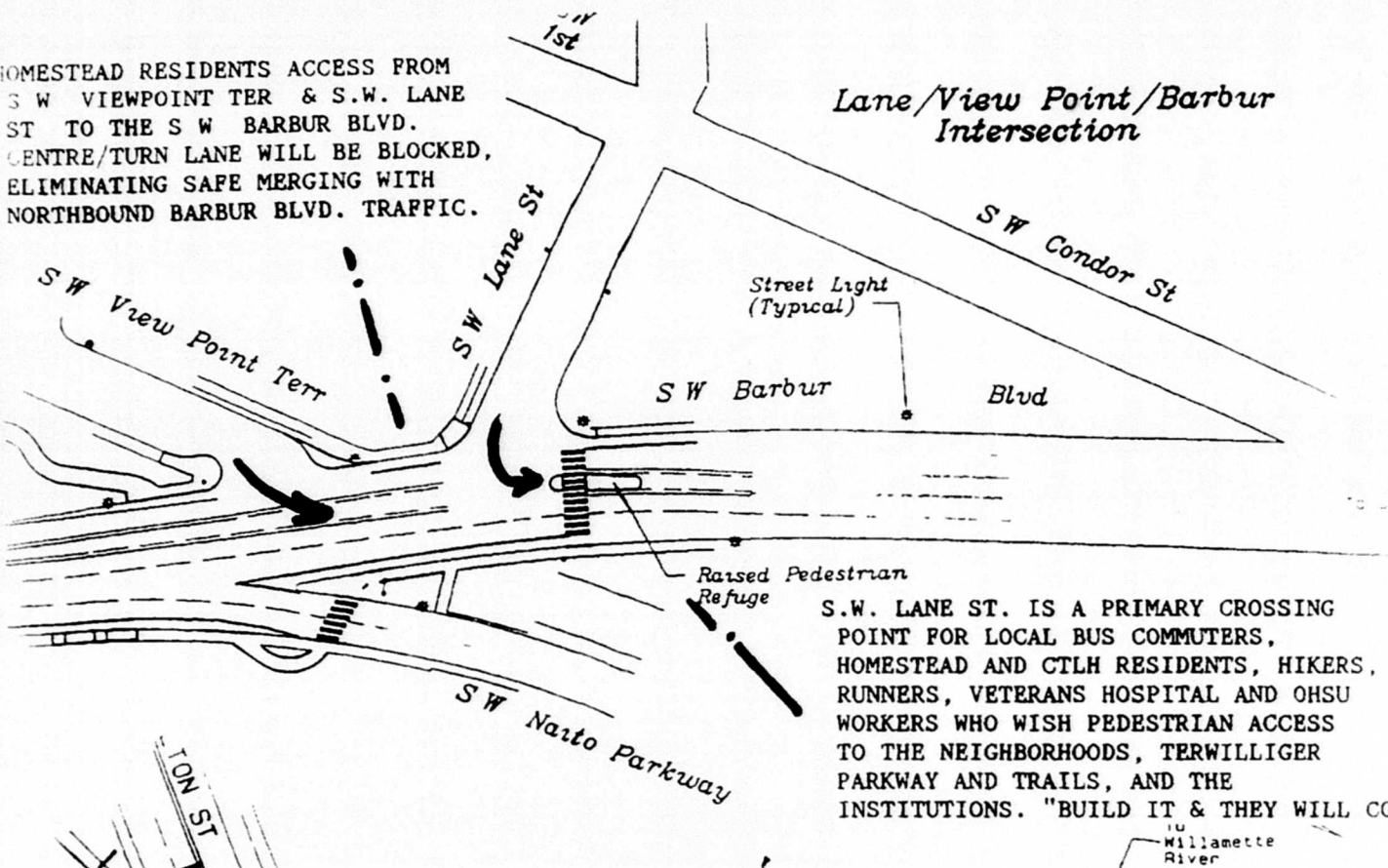
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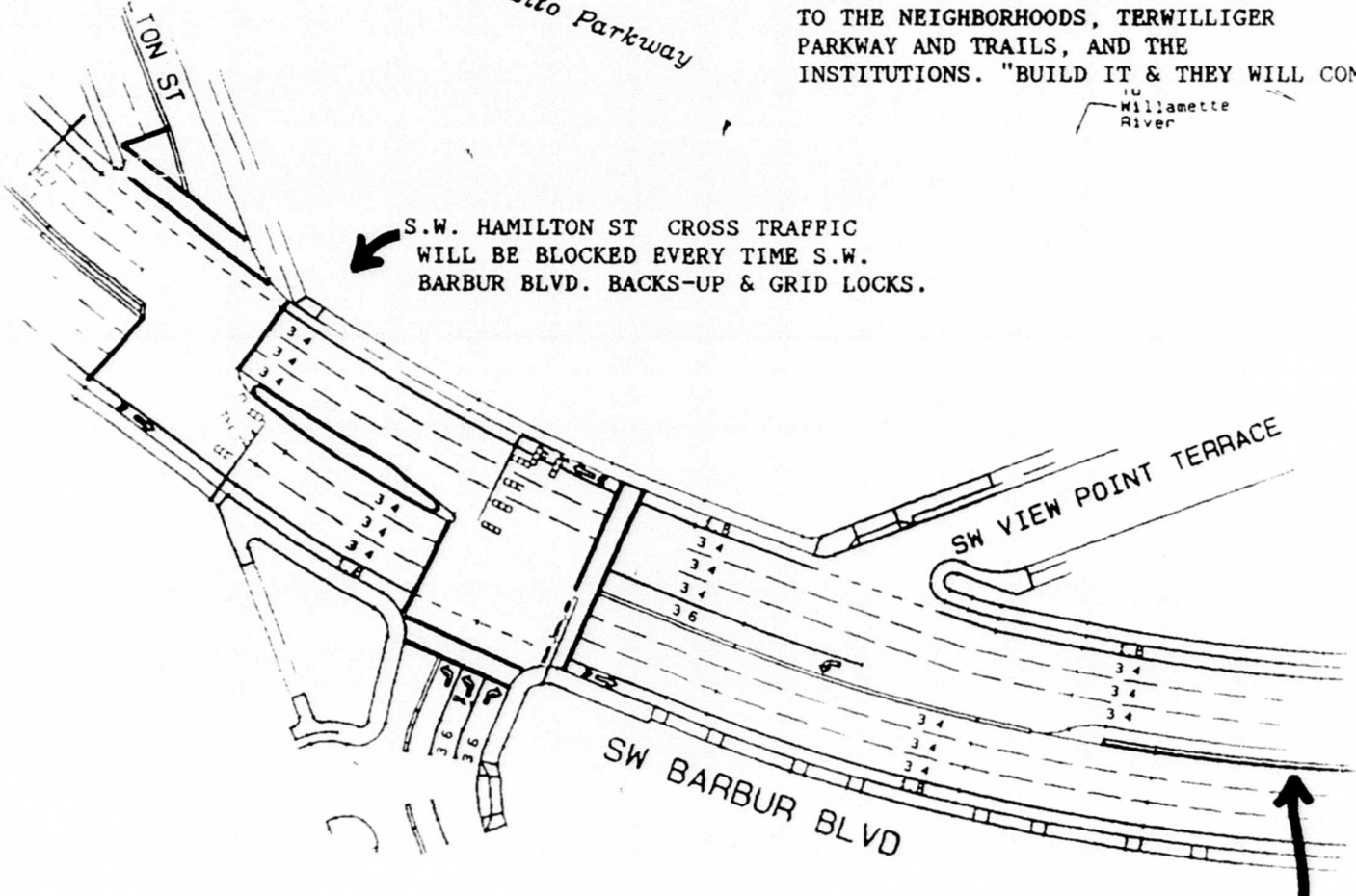
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<i>Rosemary Kenny</i>	<i>4211 S.W. Condor Ave Portland 97201</i>	<i>221-0757</i>

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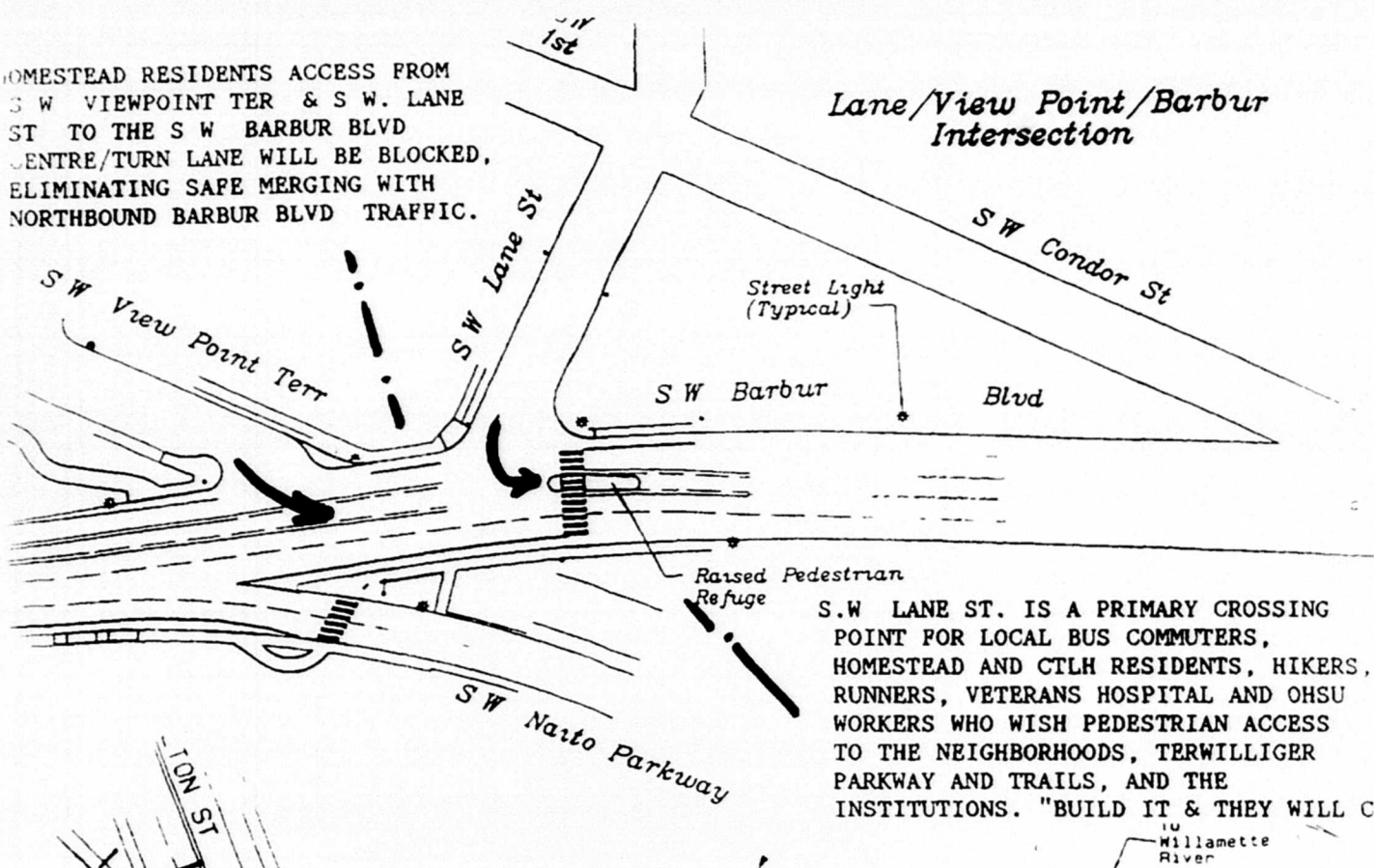
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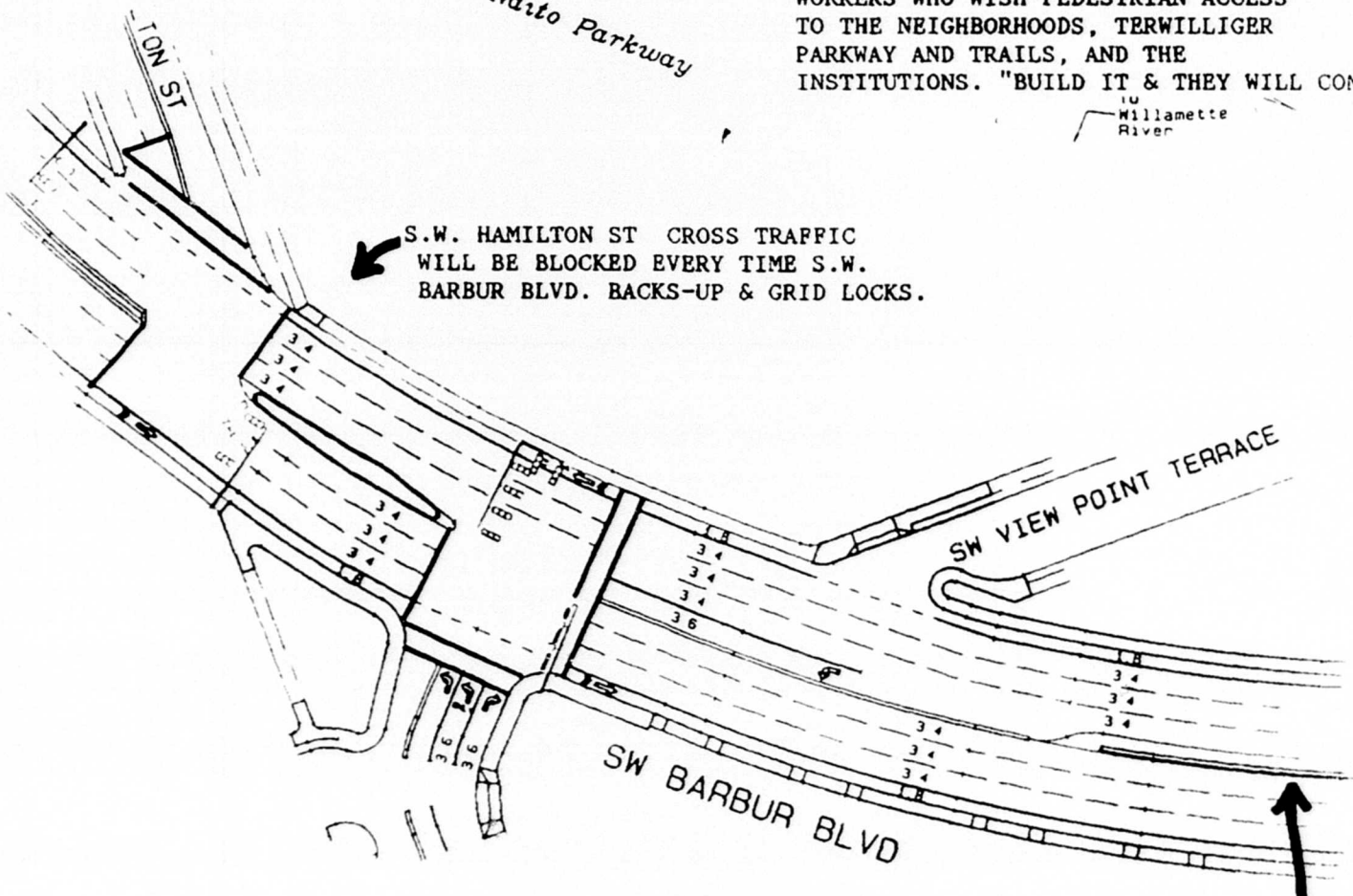
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<i>David J. Redlich</i>	4318 SW CONDOR AVE	241-1082
<i>Michelle Brown</i>	4318 SW CONDOR AVE	241-1082

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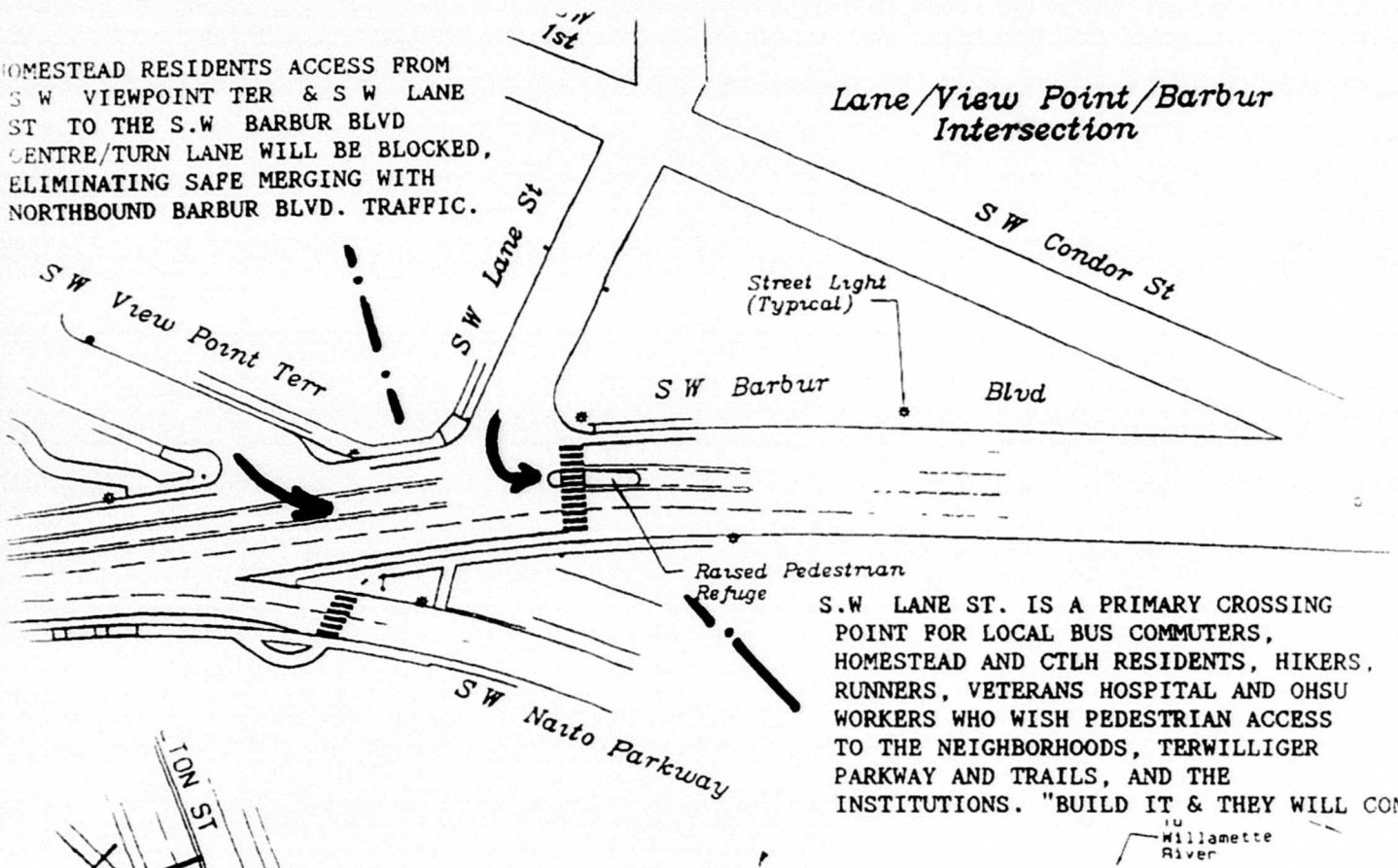
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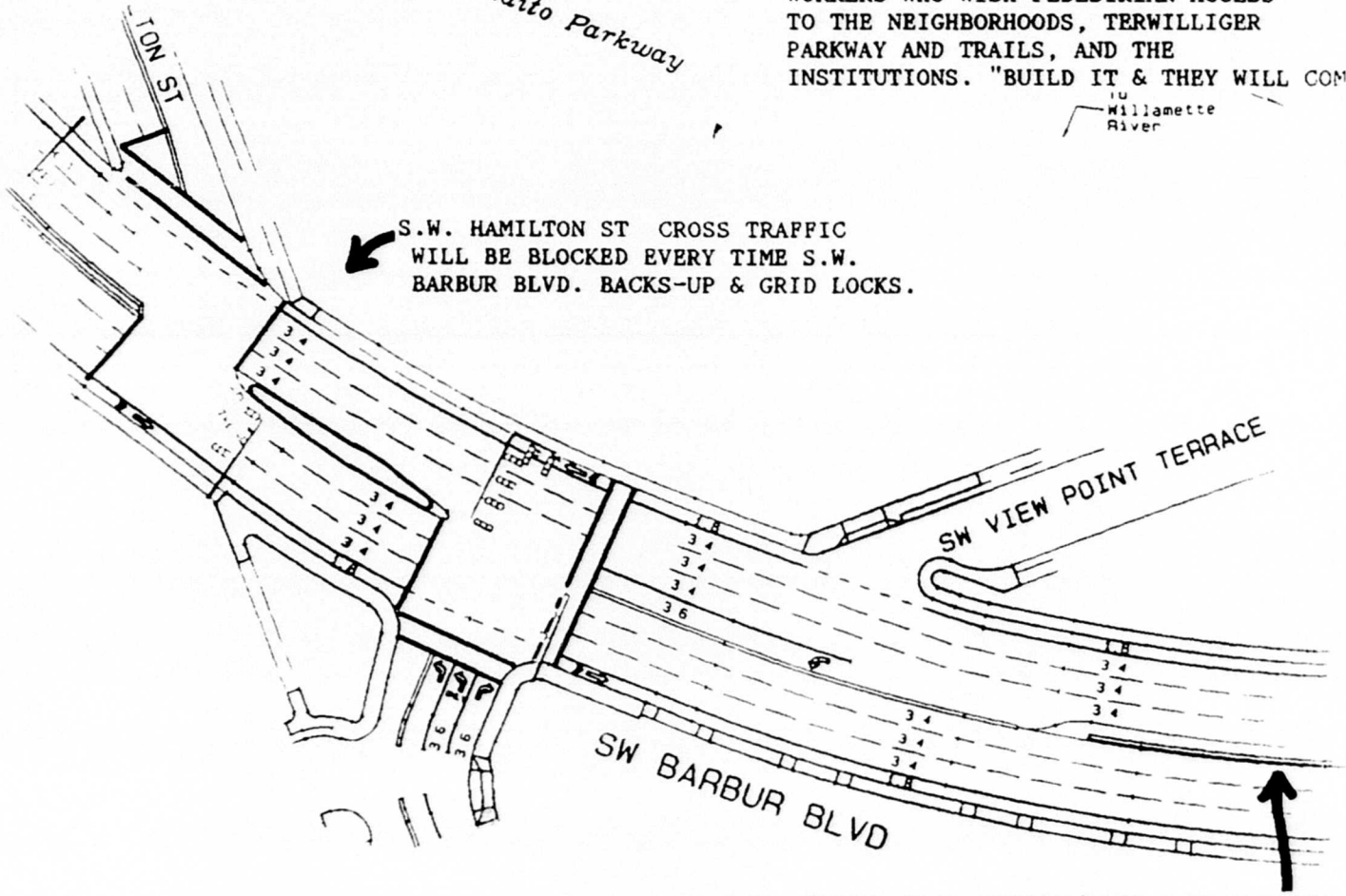
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**Name John Meyer Address 3964 Condor Tel.# 228-5121

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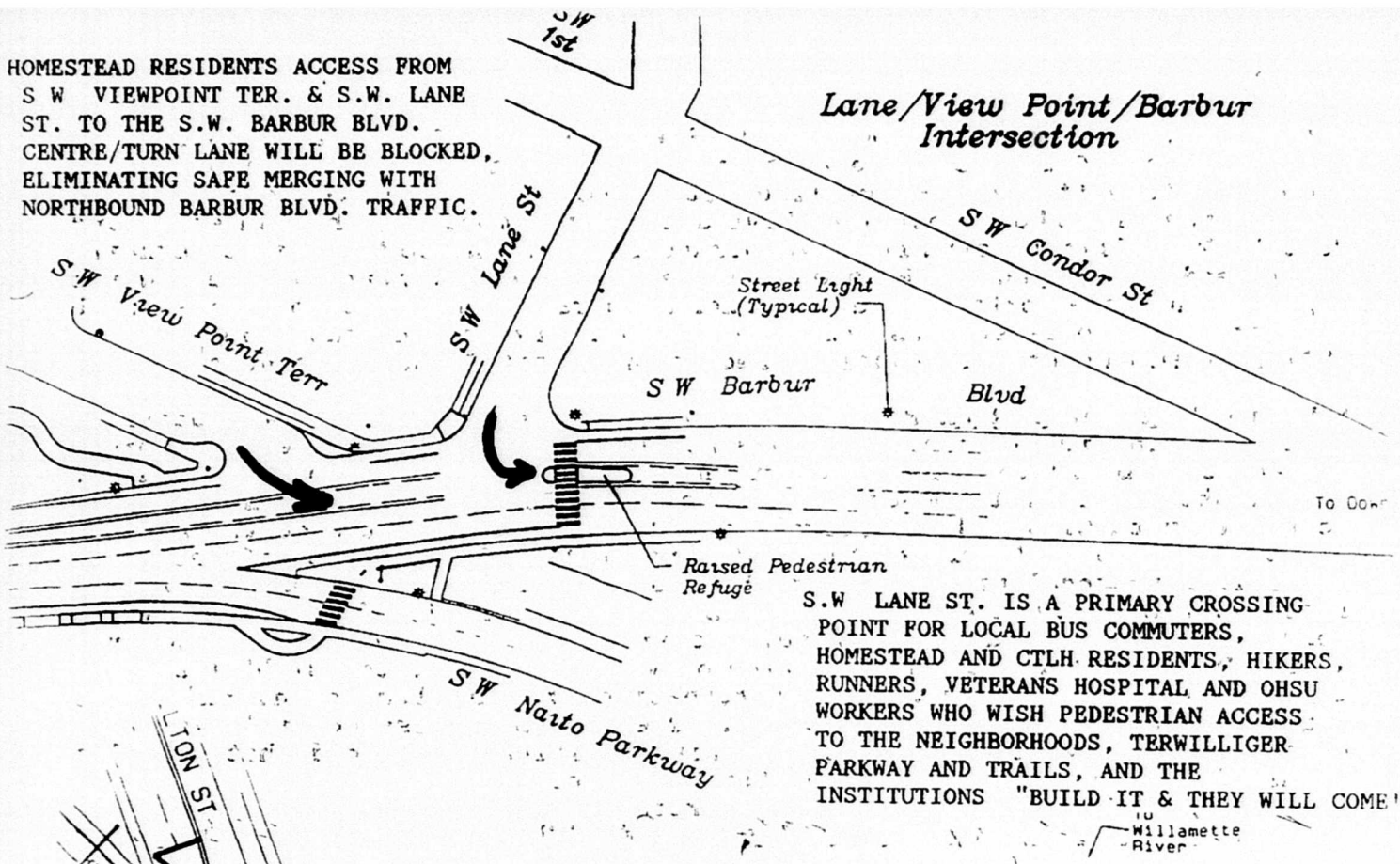
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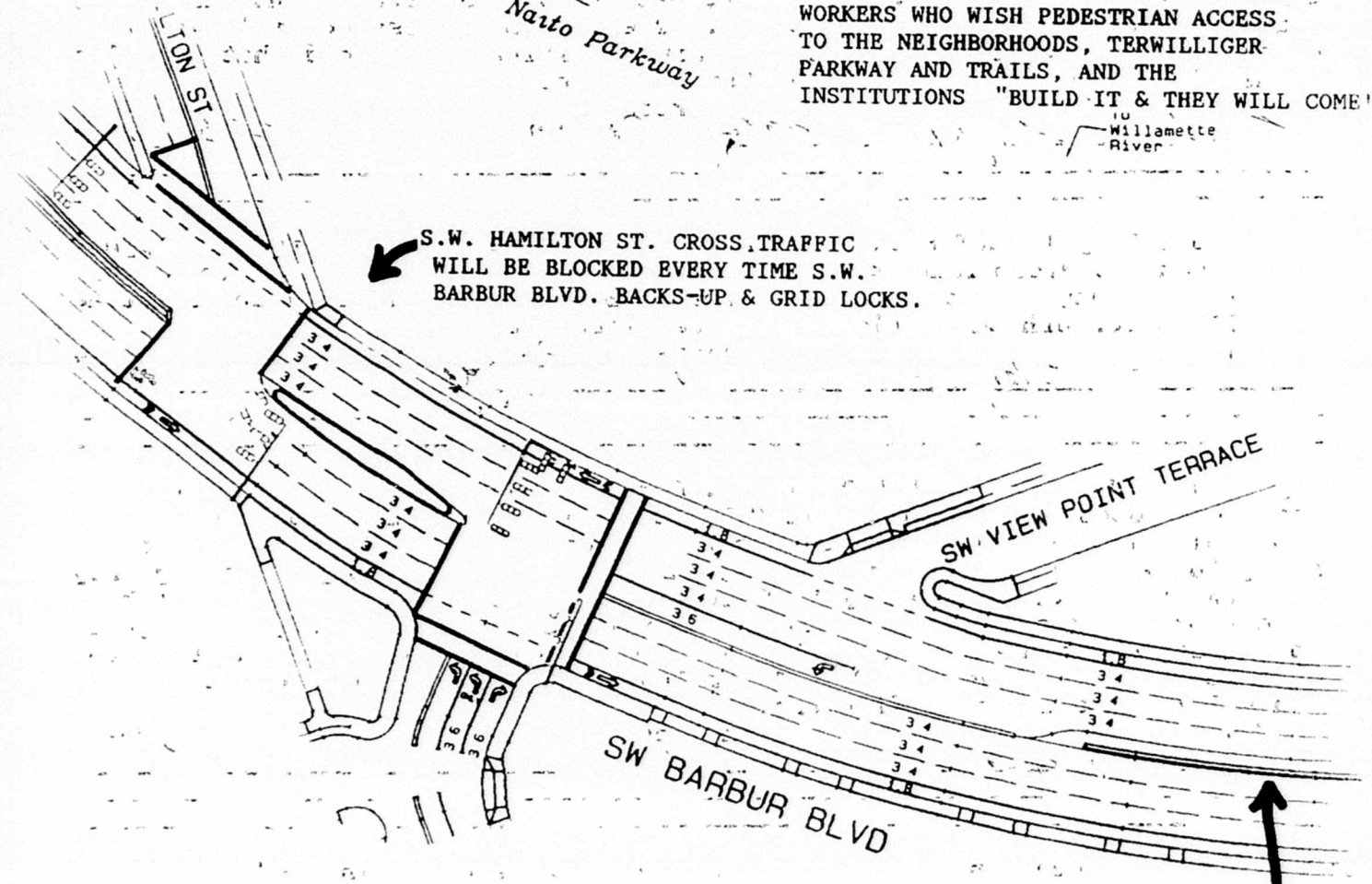
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**Name	Address	Tel #
GUSTAVE J. BEUKER	4243 SW VIEWPOINT TERR.	226-9109
G. FRANCES BEUKER	SAME	SAME

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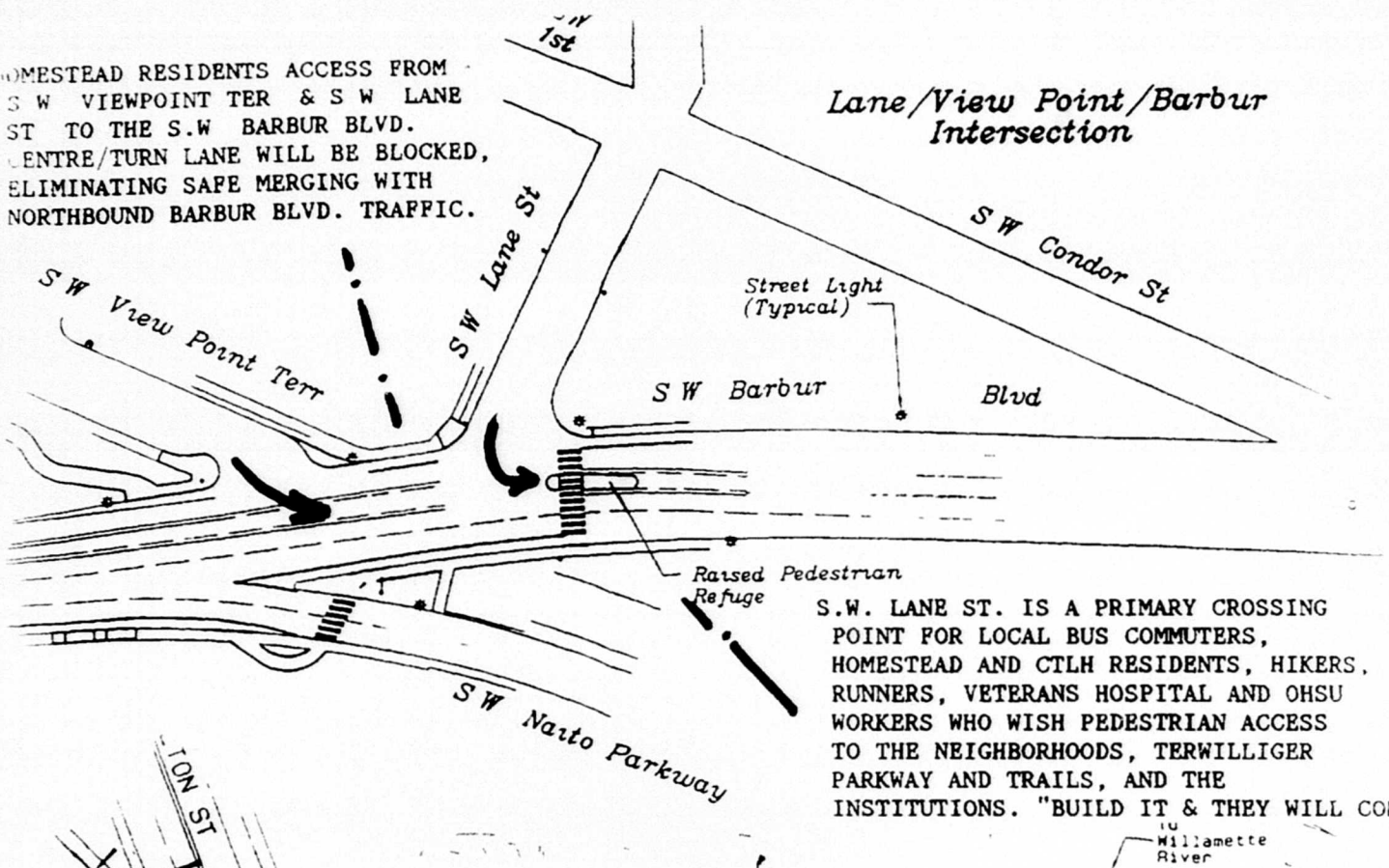
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David J. Redlich *David J Redlich* *Questions? Call me at 228.1948

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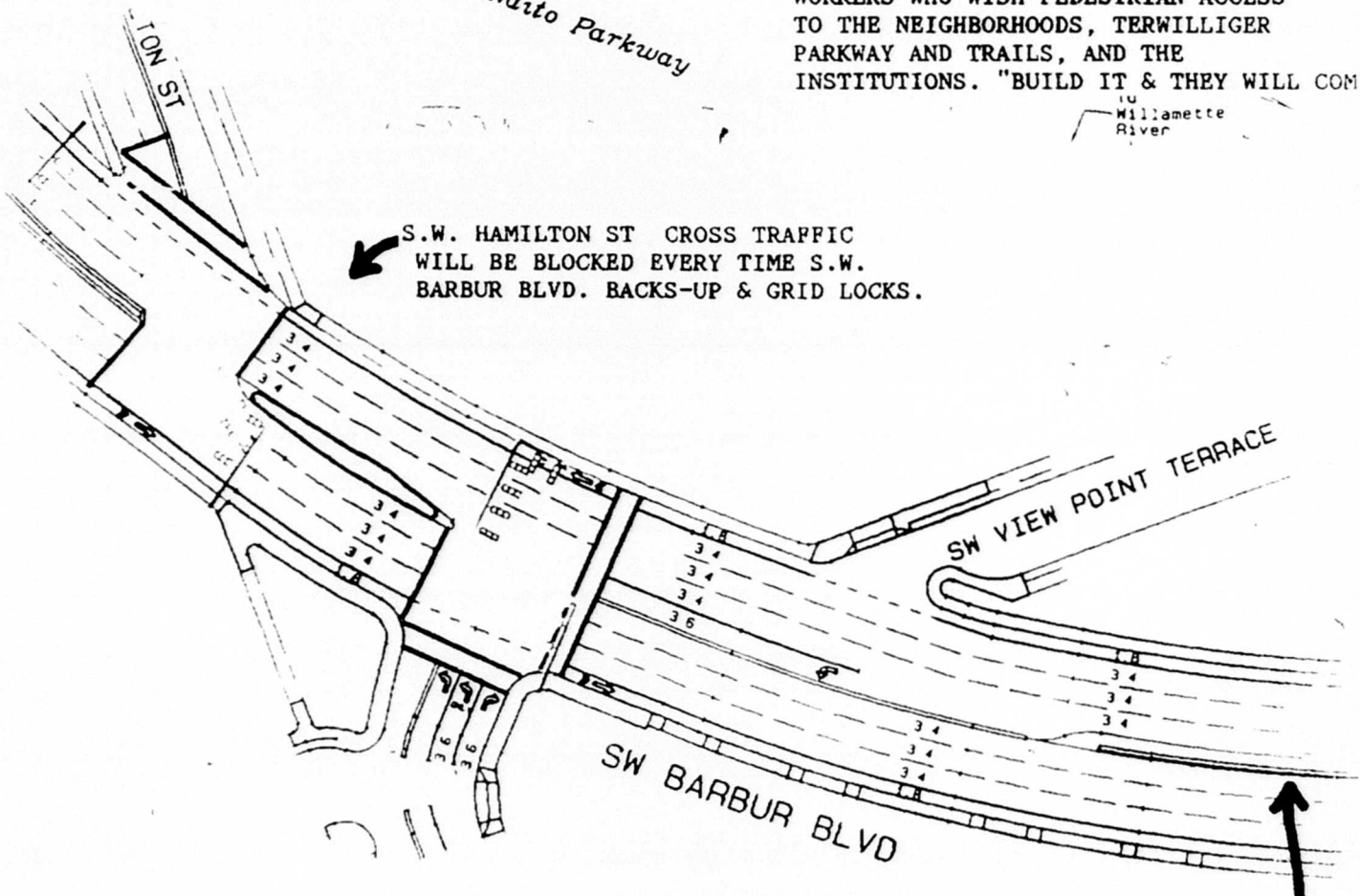
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35734 35724 October 11, 1998

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* C.J. NEWHOUSE 4204 SW CONDOR 224-2156

C.J. Newhouse

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**Name Address Tel #
ANTHONY KORCH 4109 SW CONDOR AVE 97201 417-1707

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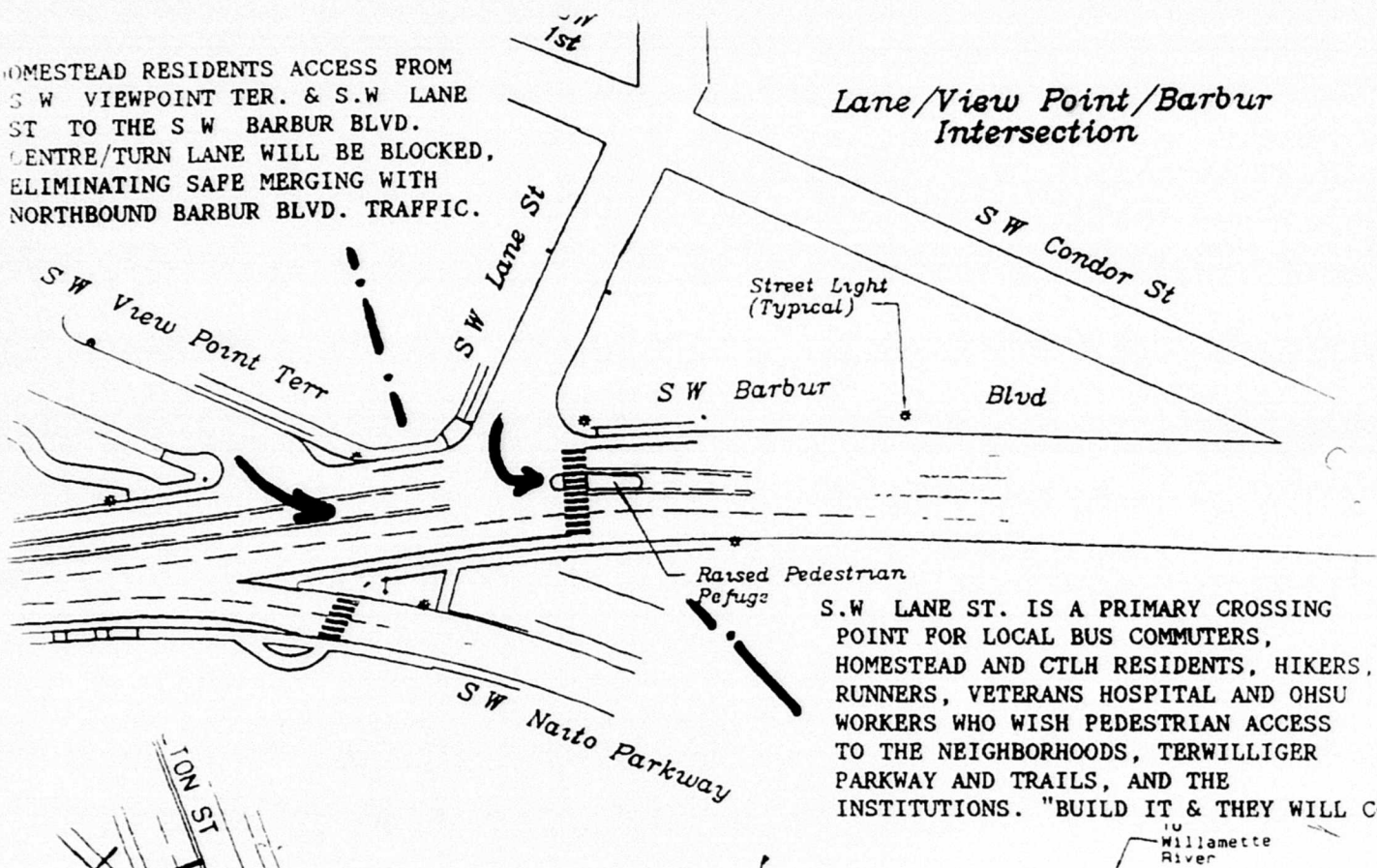
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DAVID, THANKS FOR YOUR EFFORTS AND YOUR CLEAR PRESENTATION.

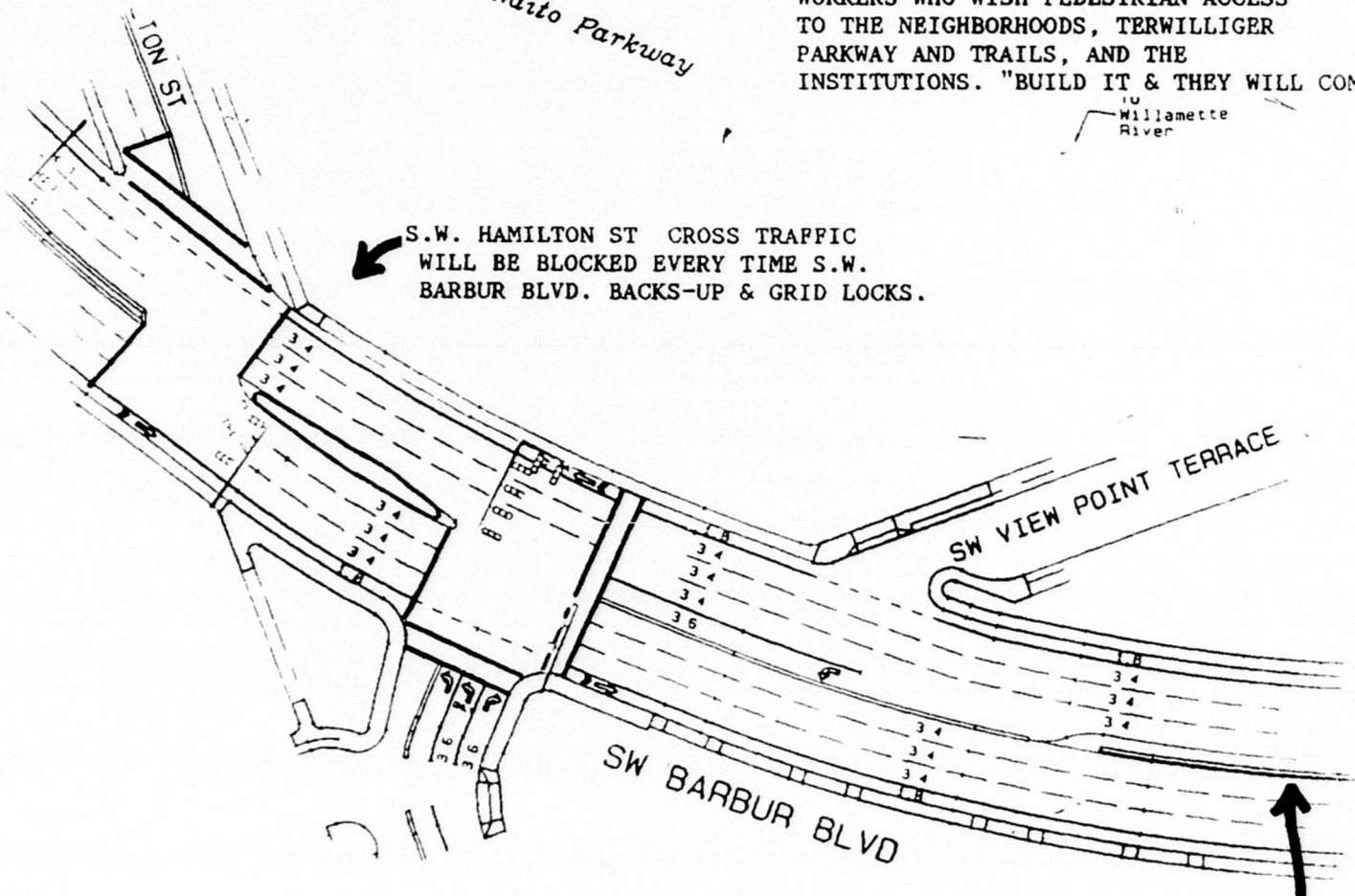
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**Name Barbara & Jeff Pasqua Address 4217 SW View Point Ter Tel.# 224-5675

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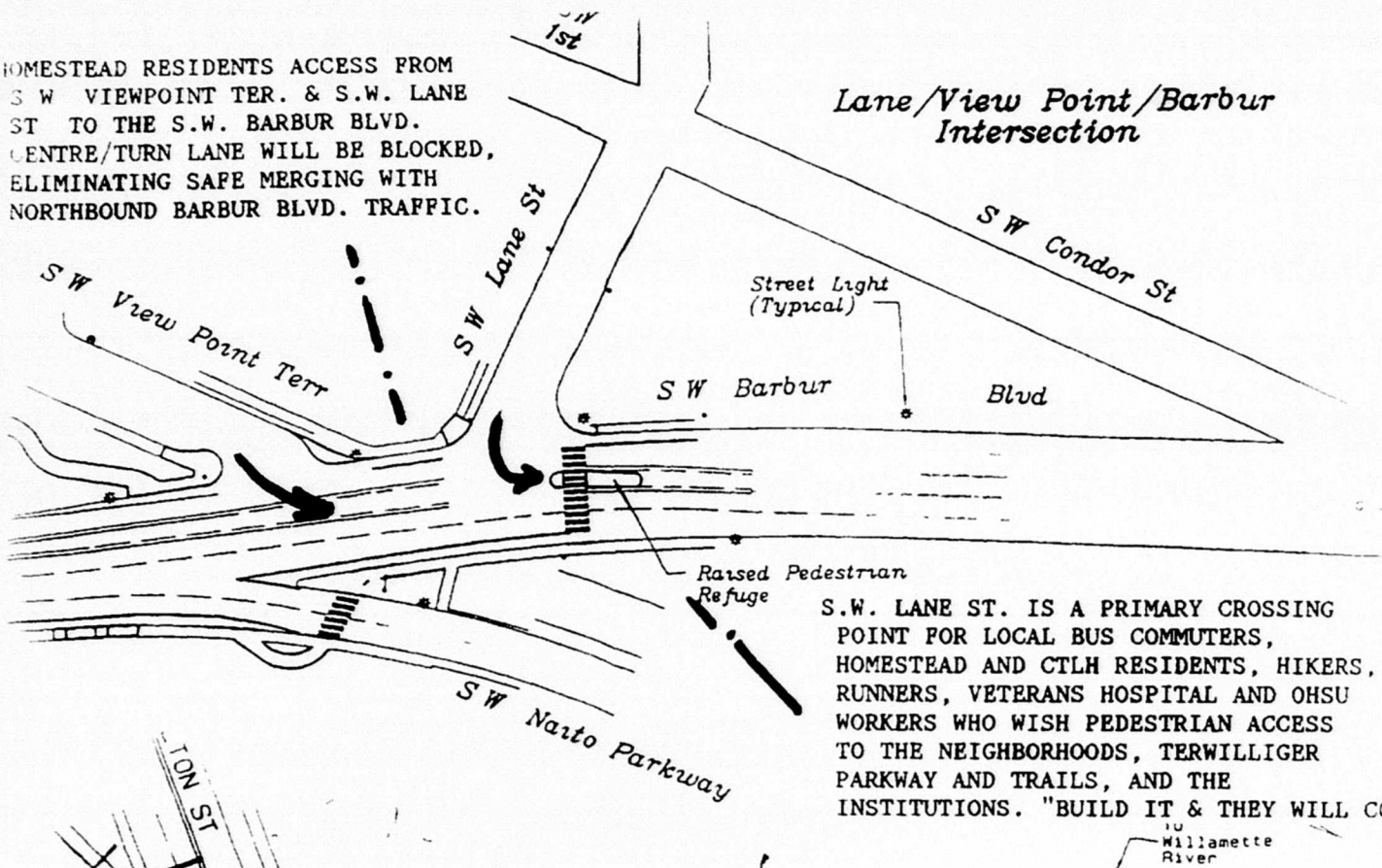
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10/14/98
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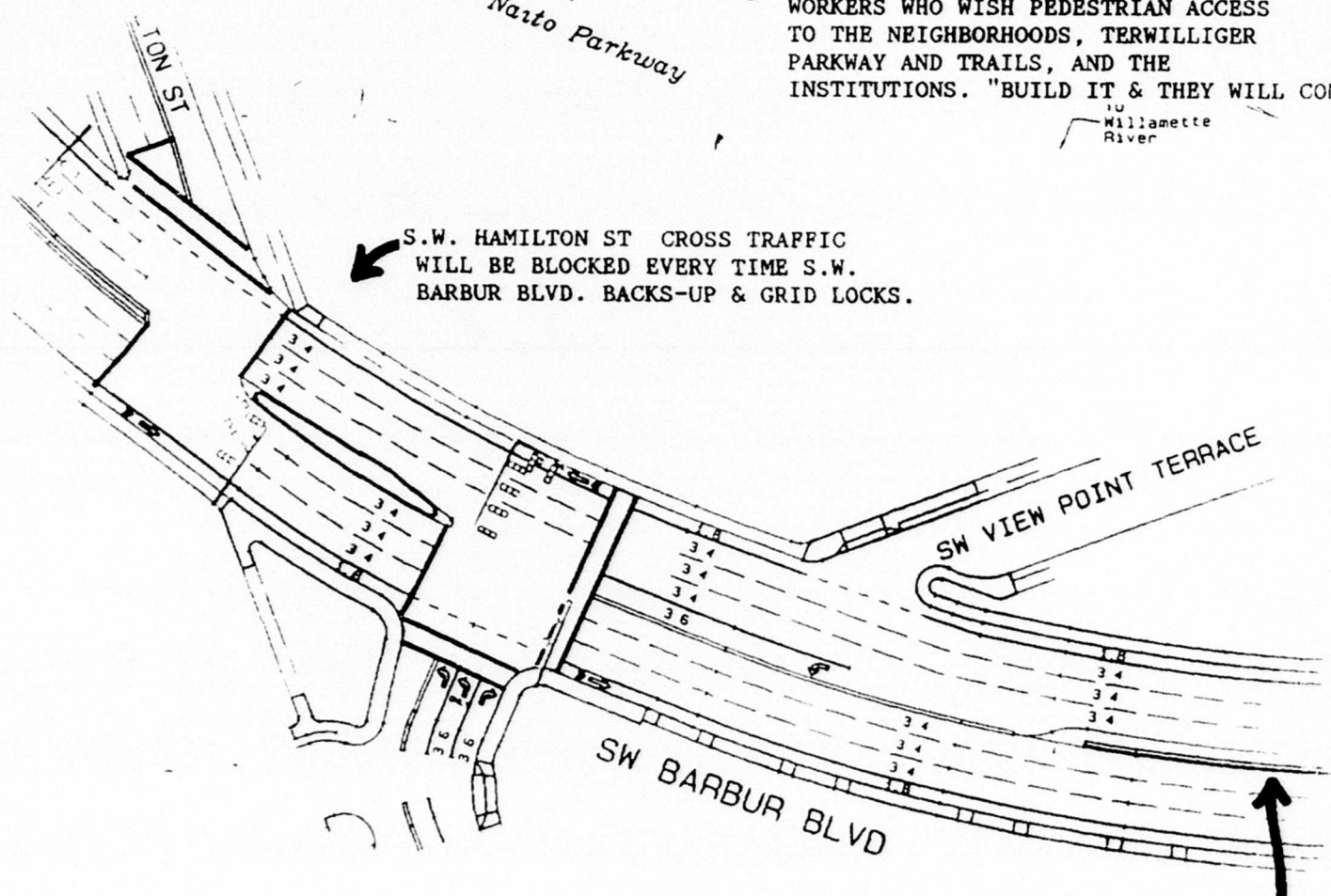
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<u>CHRIS & SUSAN</u>	<u>4014 SW VIEWPOINT</u>	
<u>LEWIS</u>	<u>TELE</u>	<u>227-4747</u>

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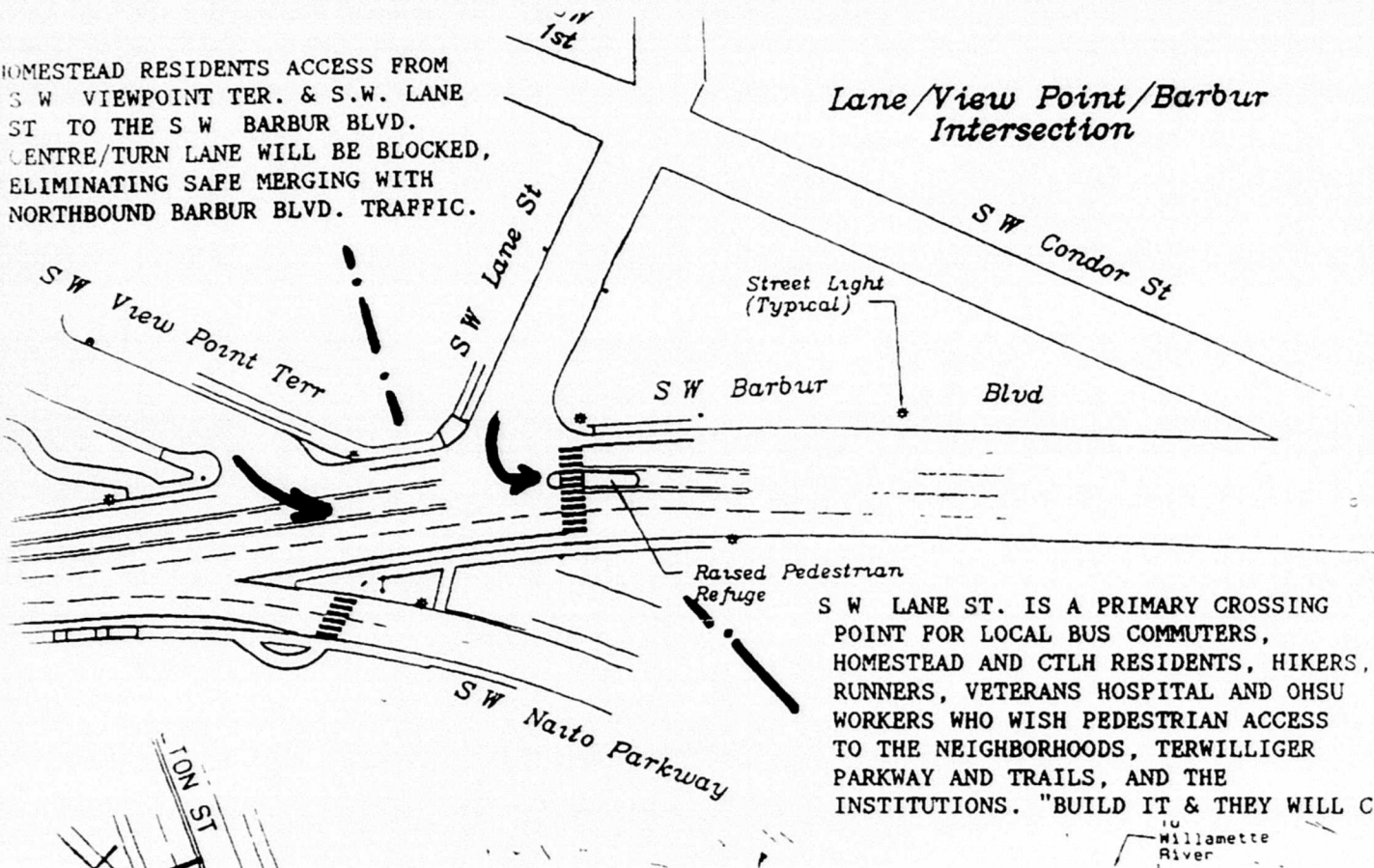
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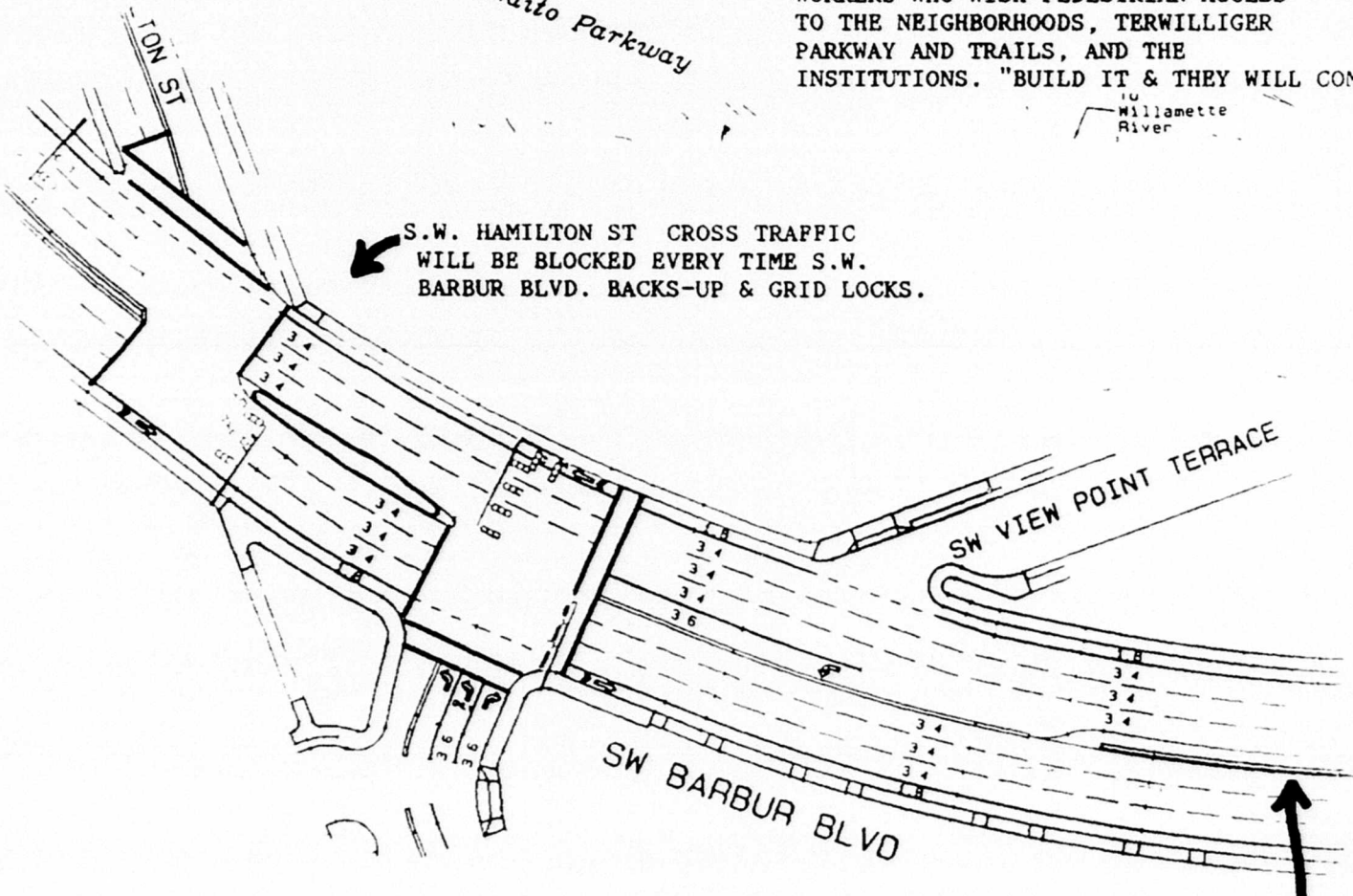
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Willamette River

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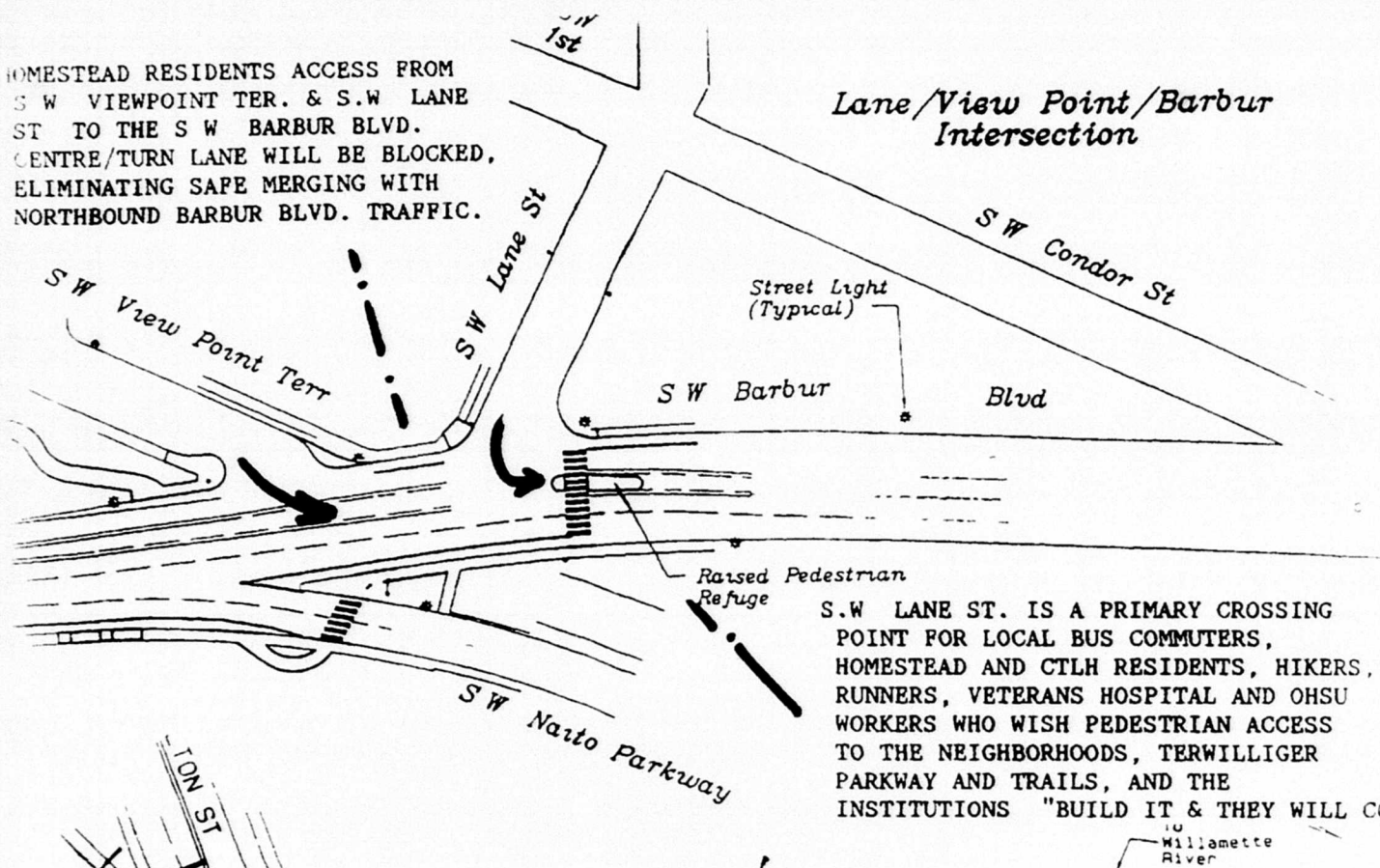
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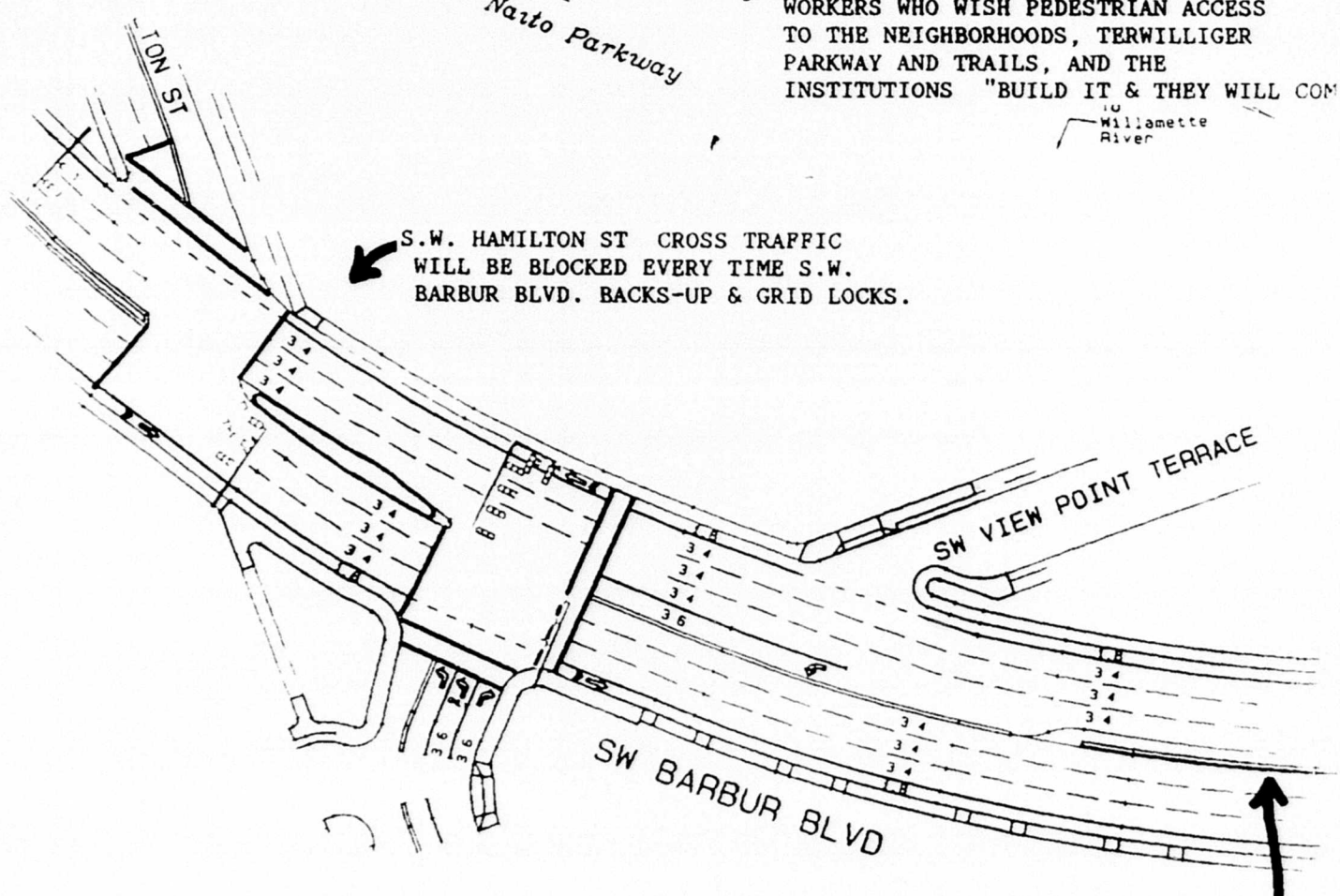
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**Name *Jessie L Sims*

Address *200 S W Duxcroft Ct*

Tel #

228-4856

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David J. Redlich

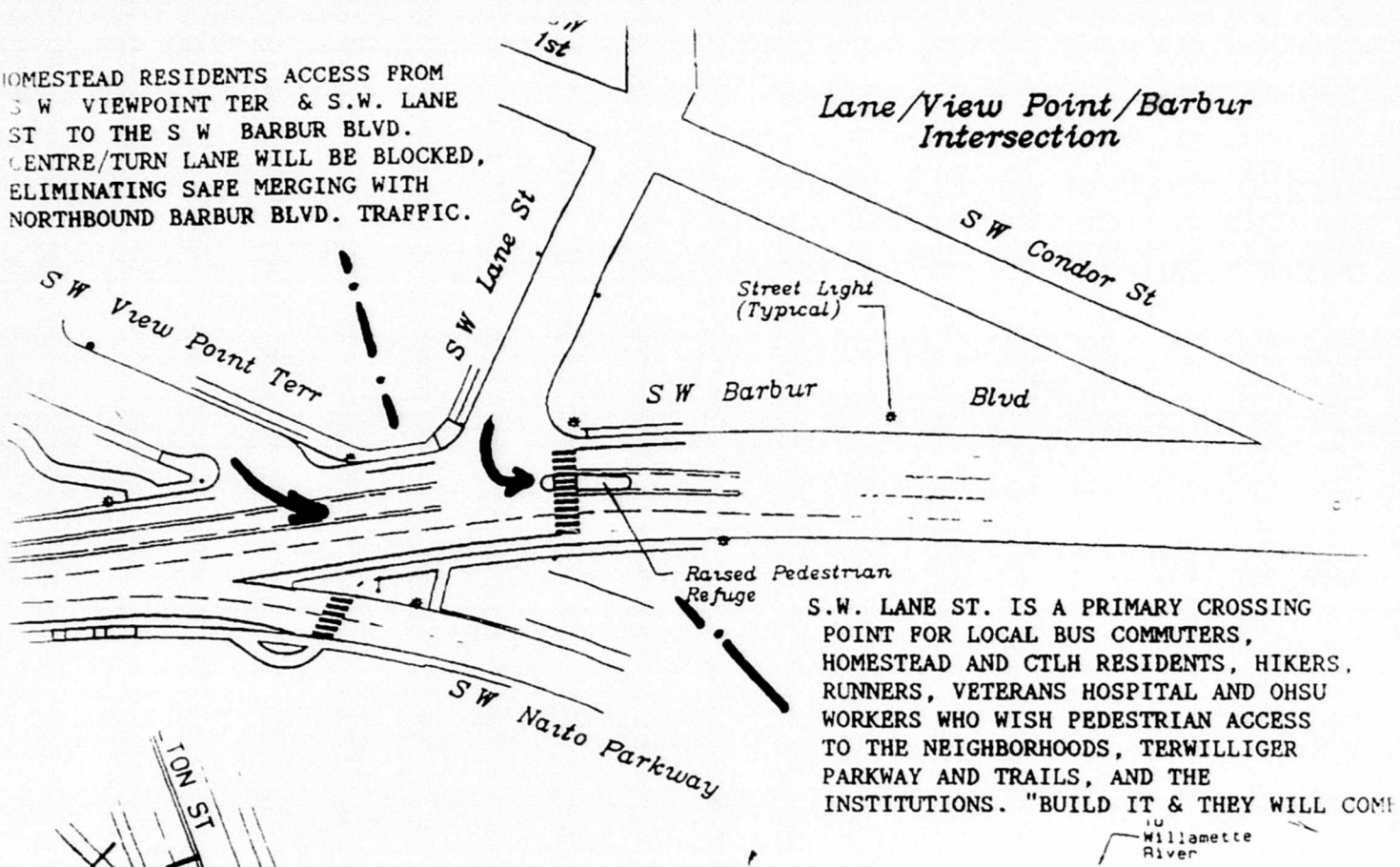
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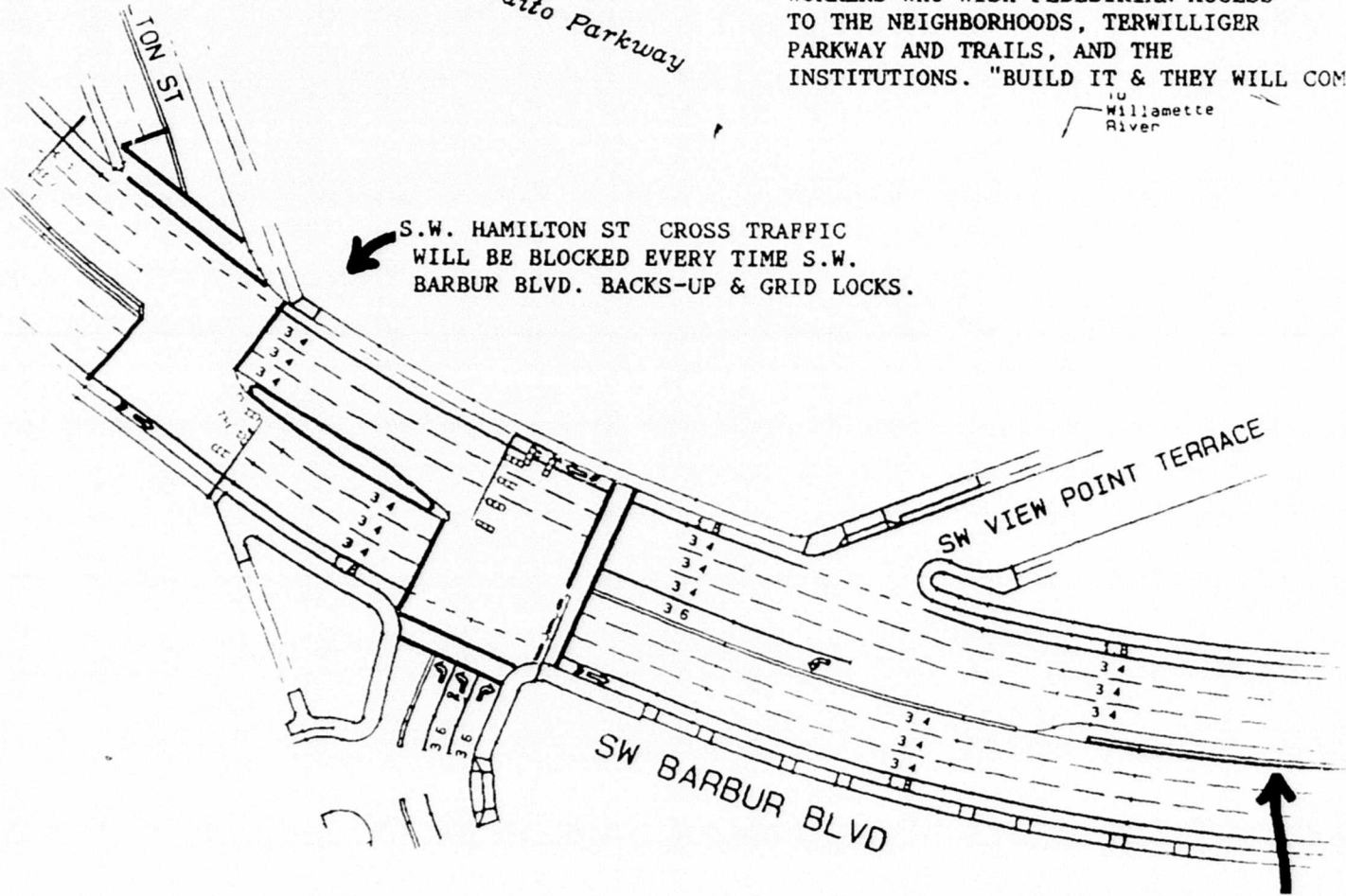
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*Lane/View Point/Barbur
 Intersection*



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<i>Richard Boulton</i>	"	"

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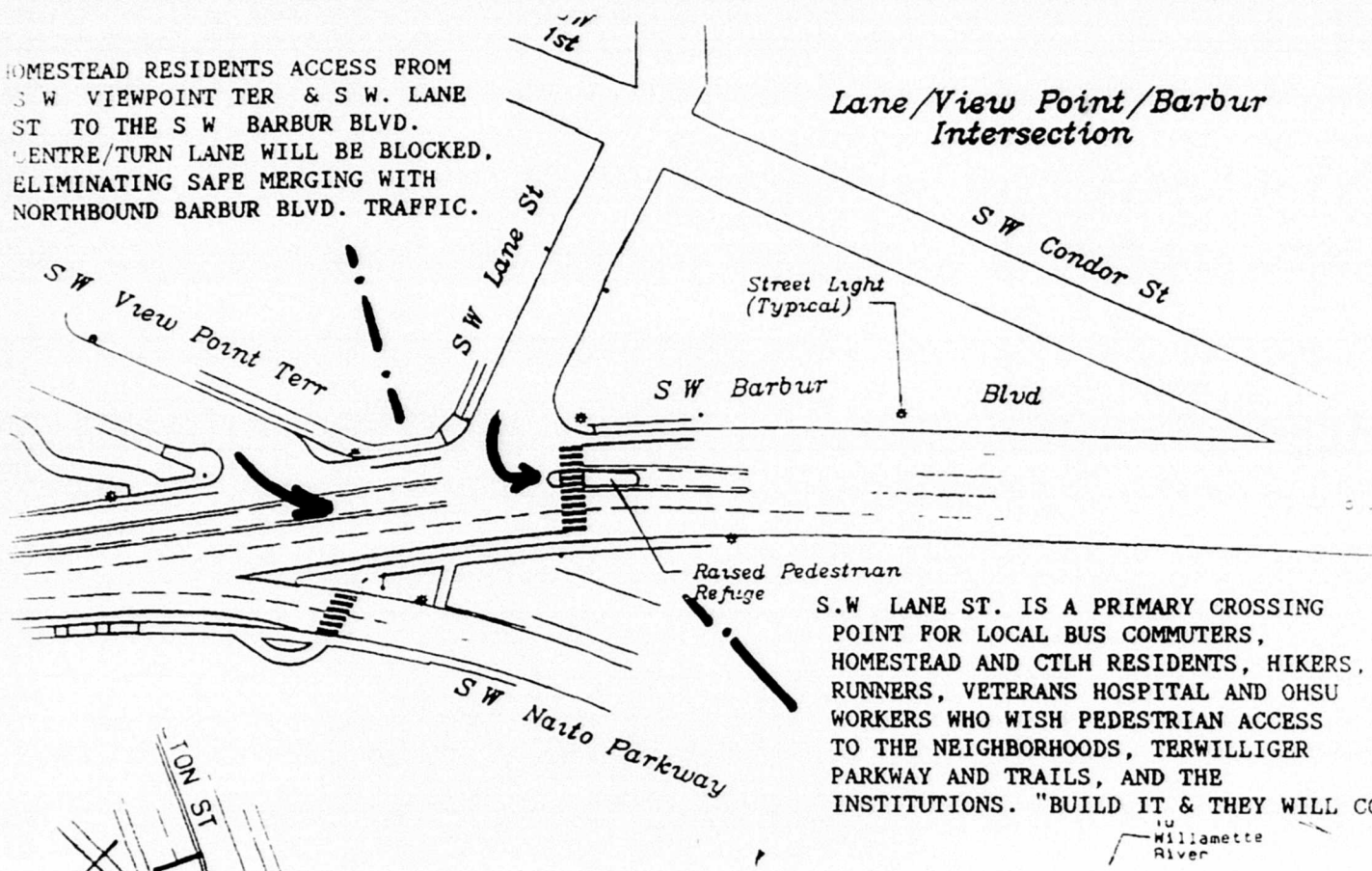
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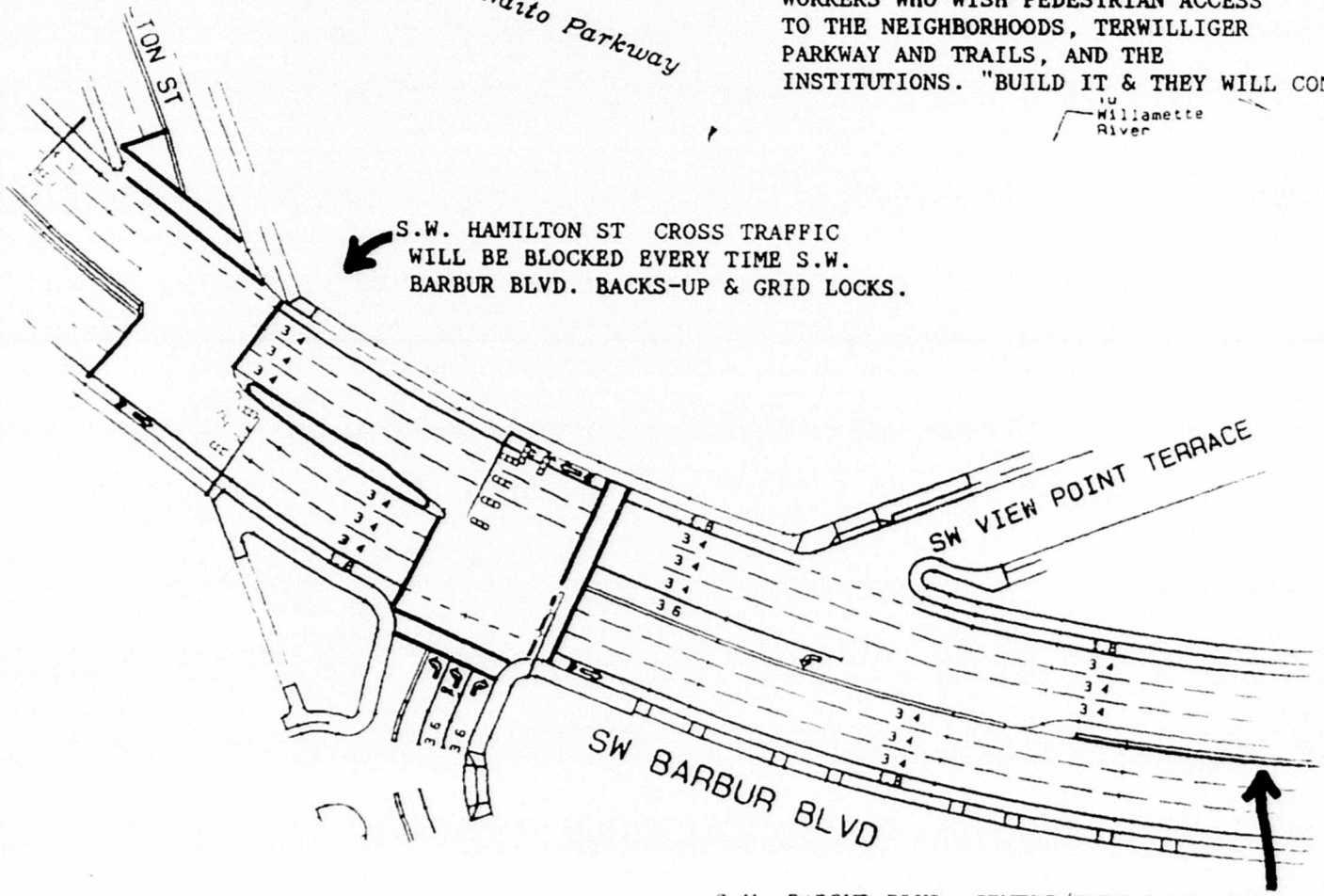
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<u>Michelle M. Hutton</u>	<u>3625 SW Condor</u>	<u>228-1652</u>

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<u>Kurt Hutton</u>		

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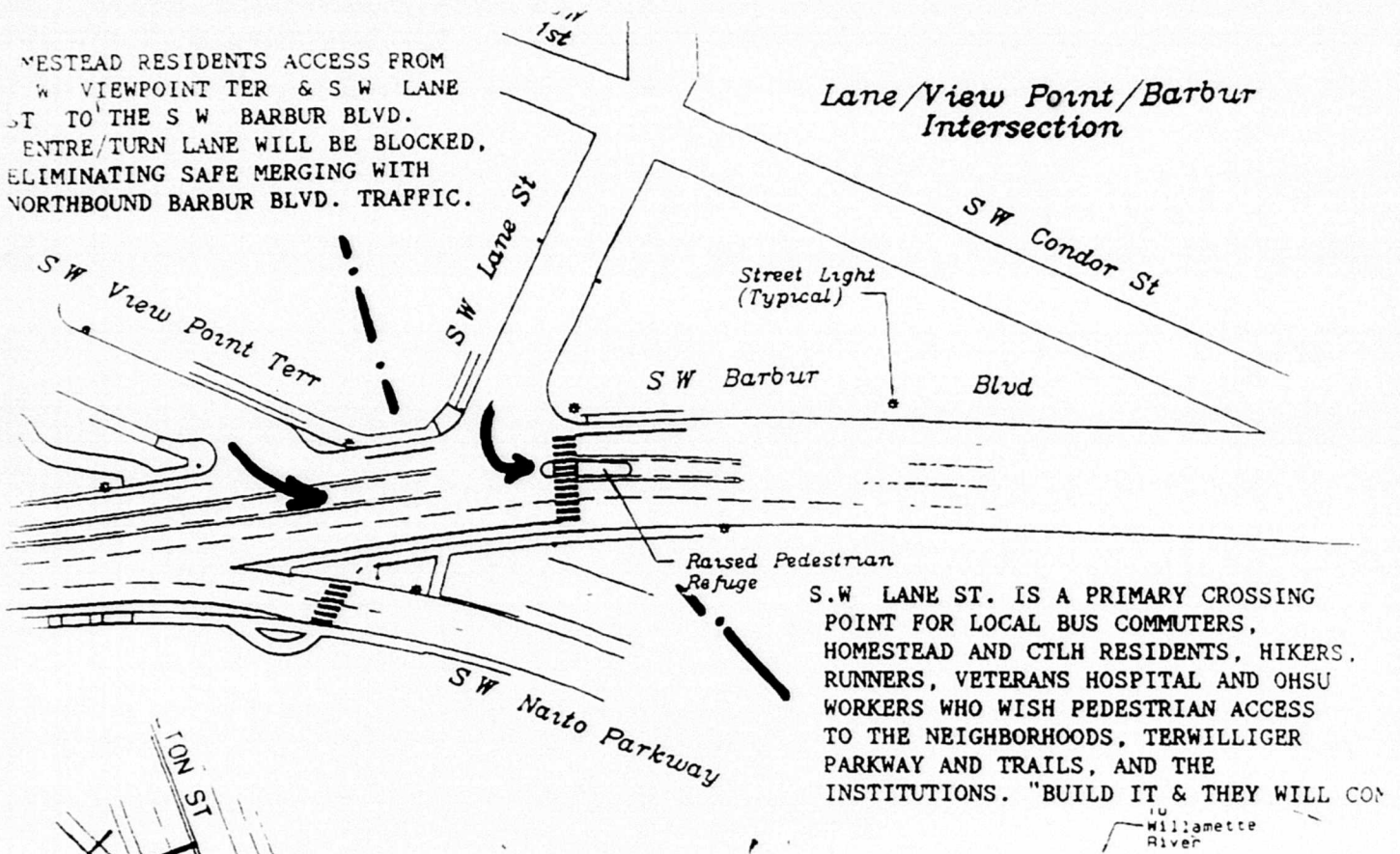
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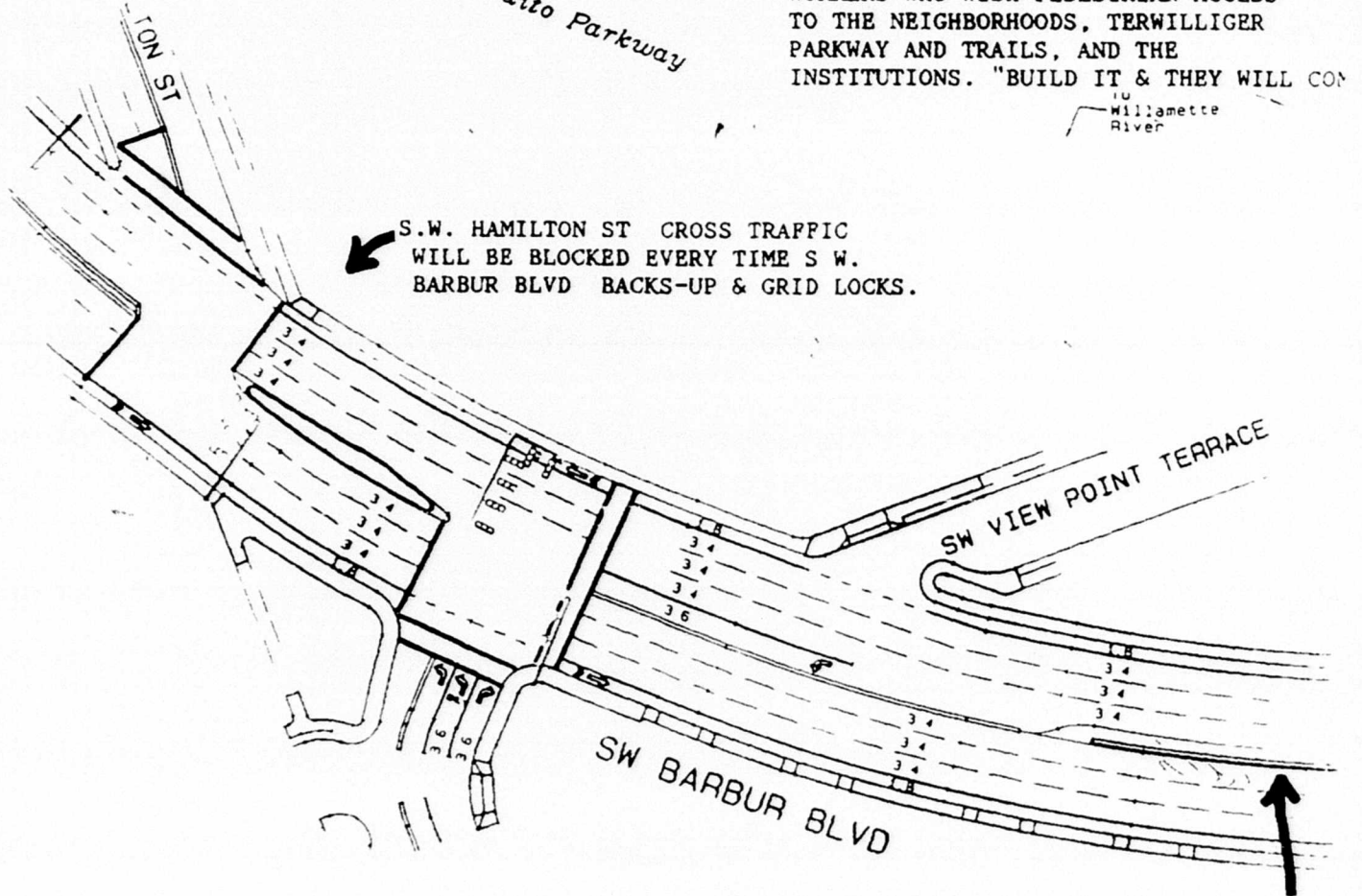
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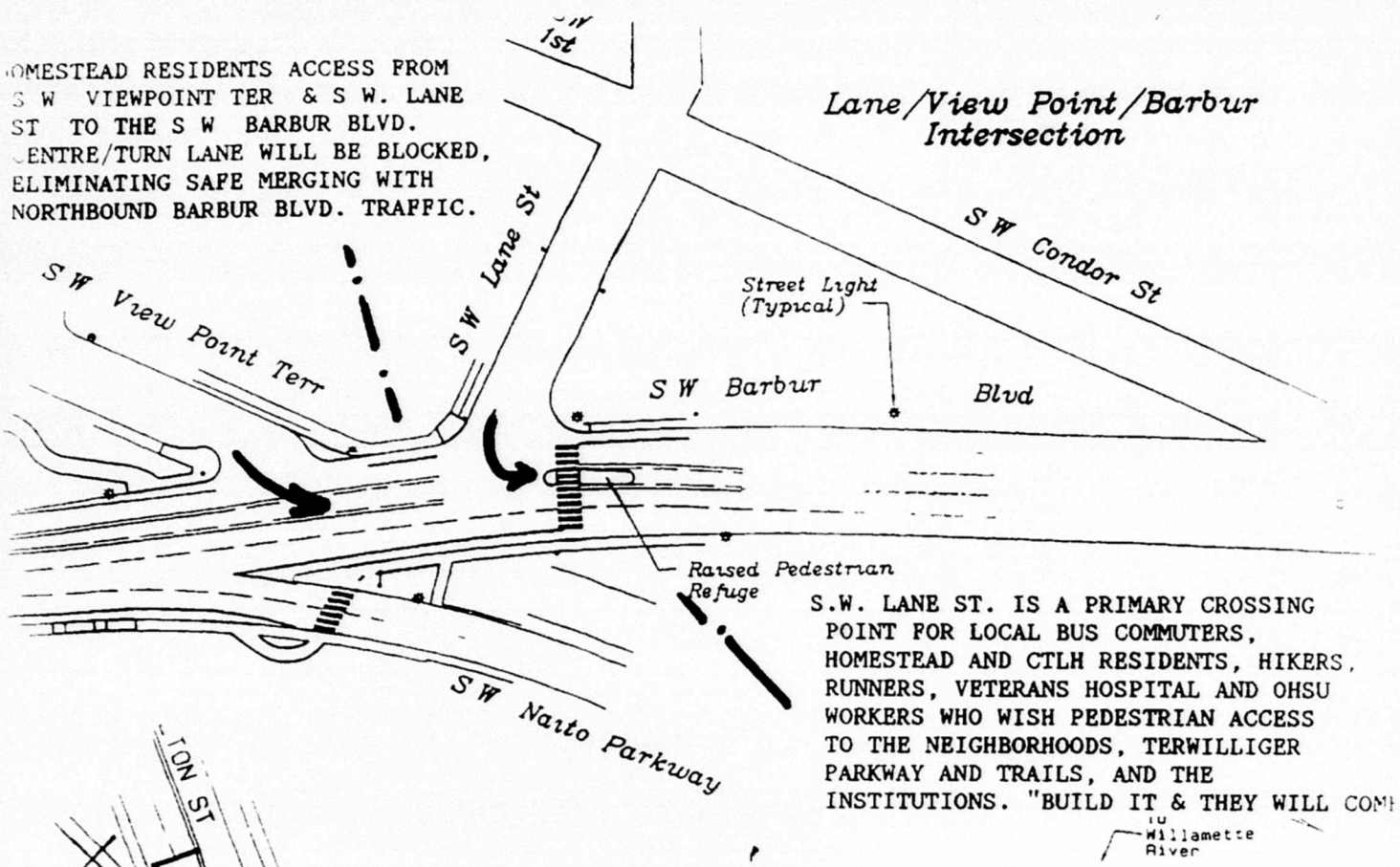
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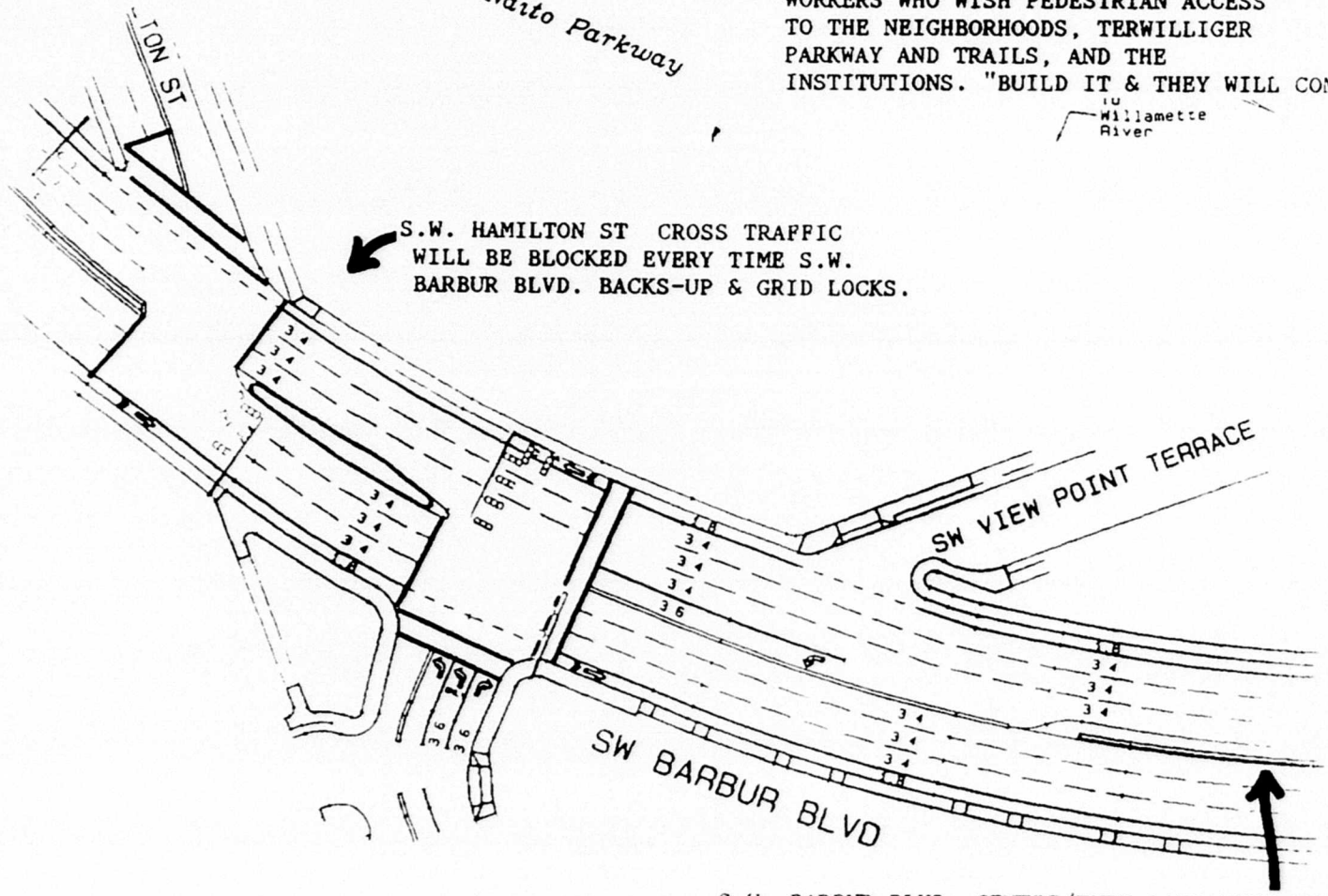
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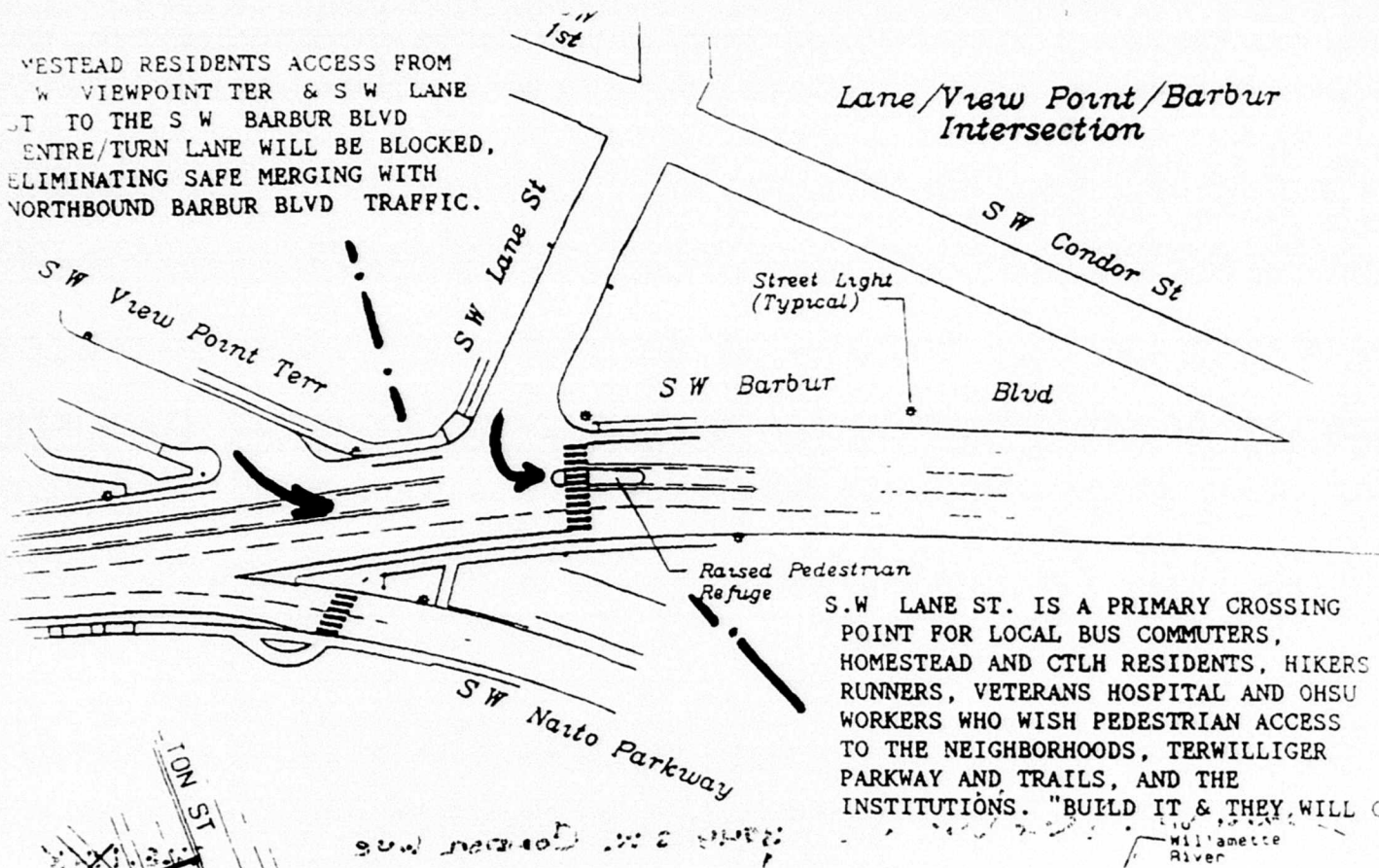
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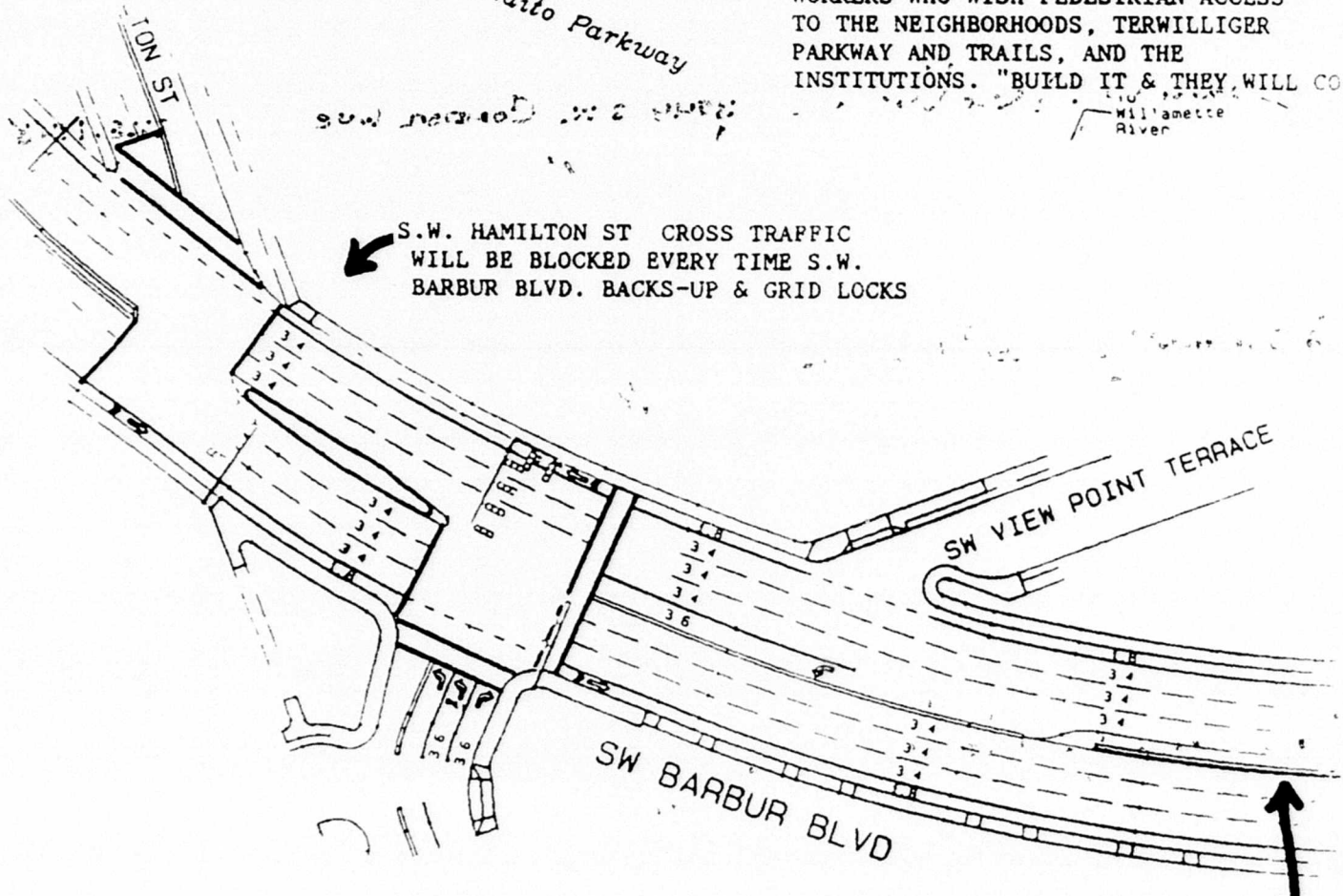
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**Name Steven & Beverly Gramstad Address 4024 SW Viewpoint Terrace Tel # 222-5413

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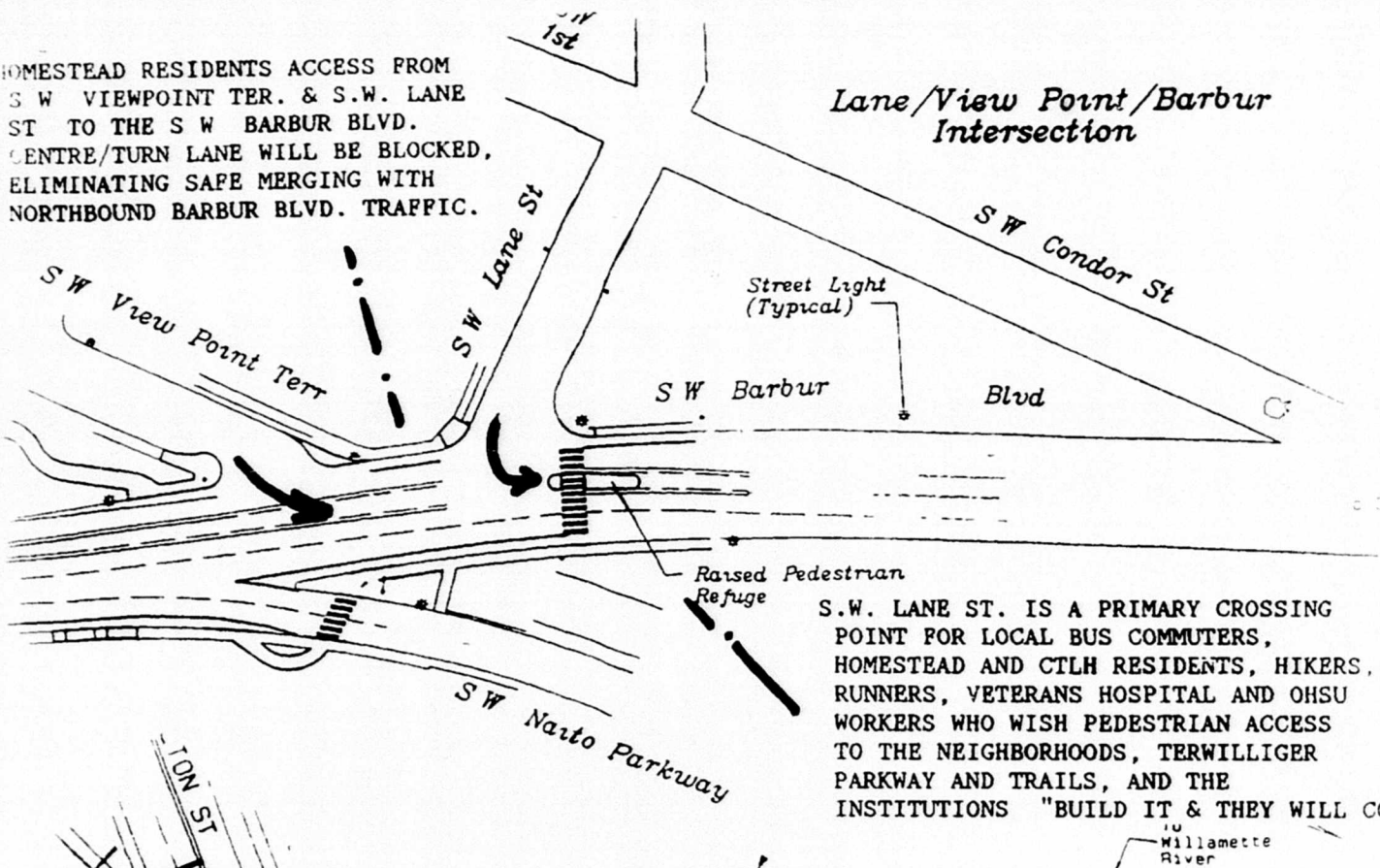
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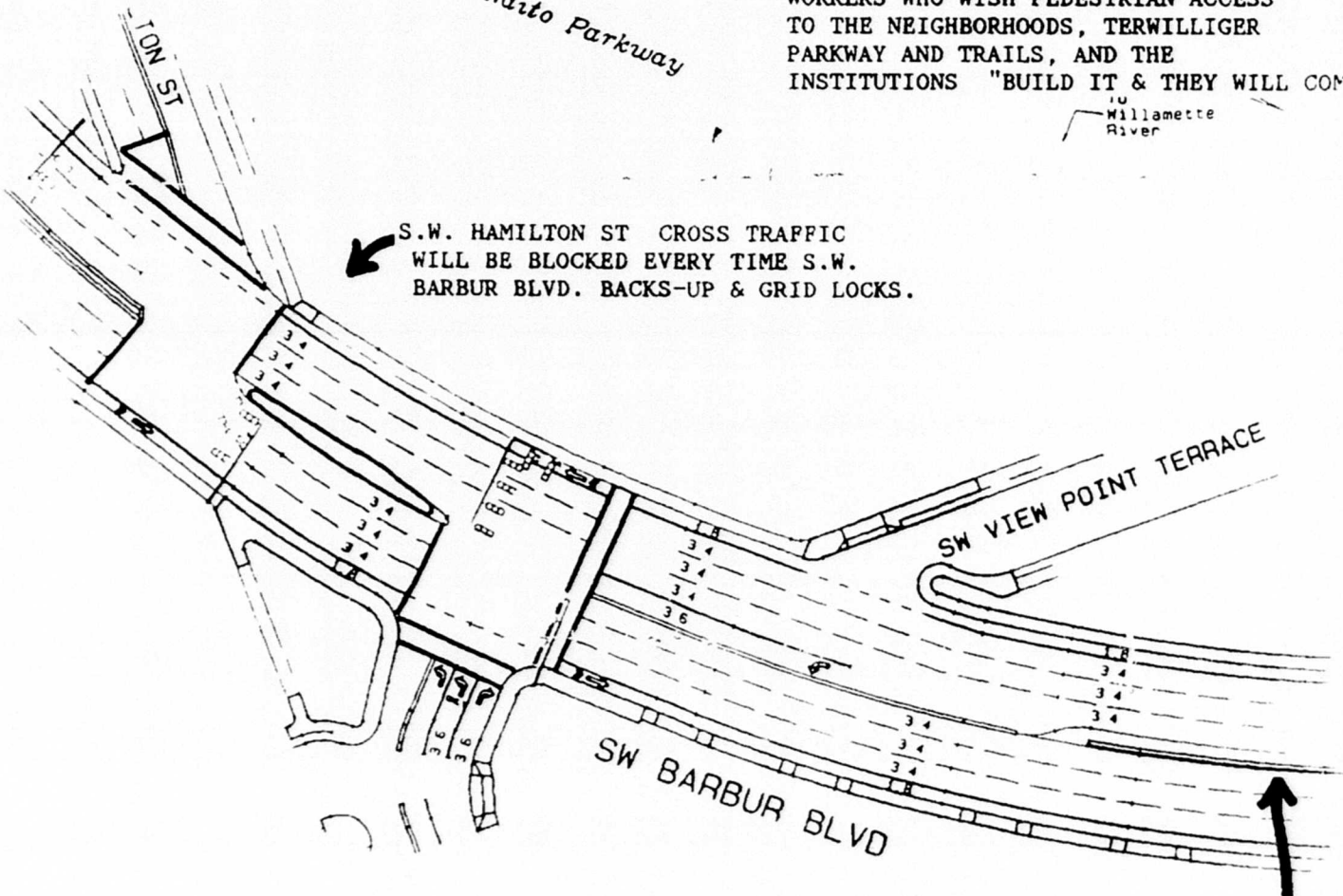
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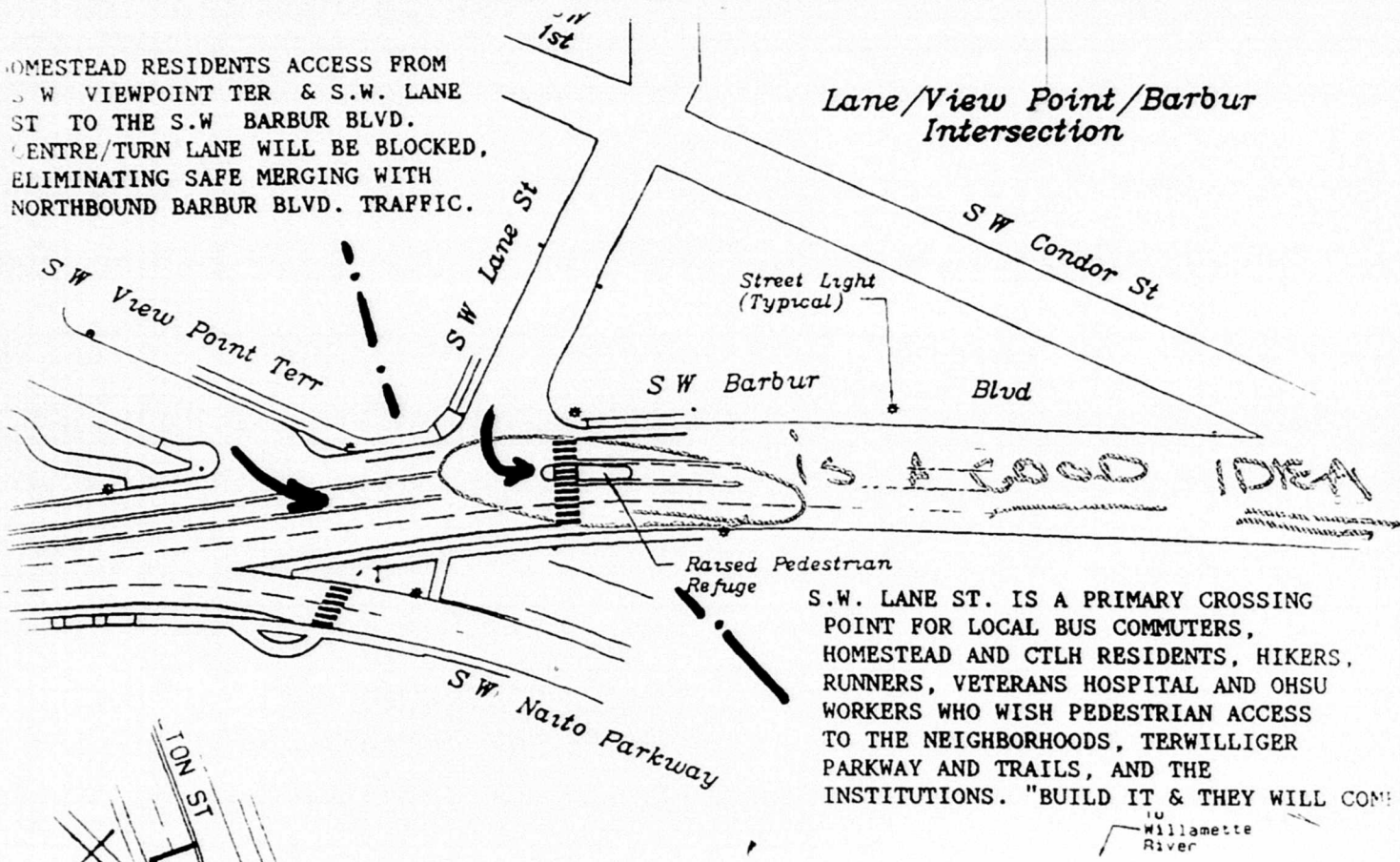
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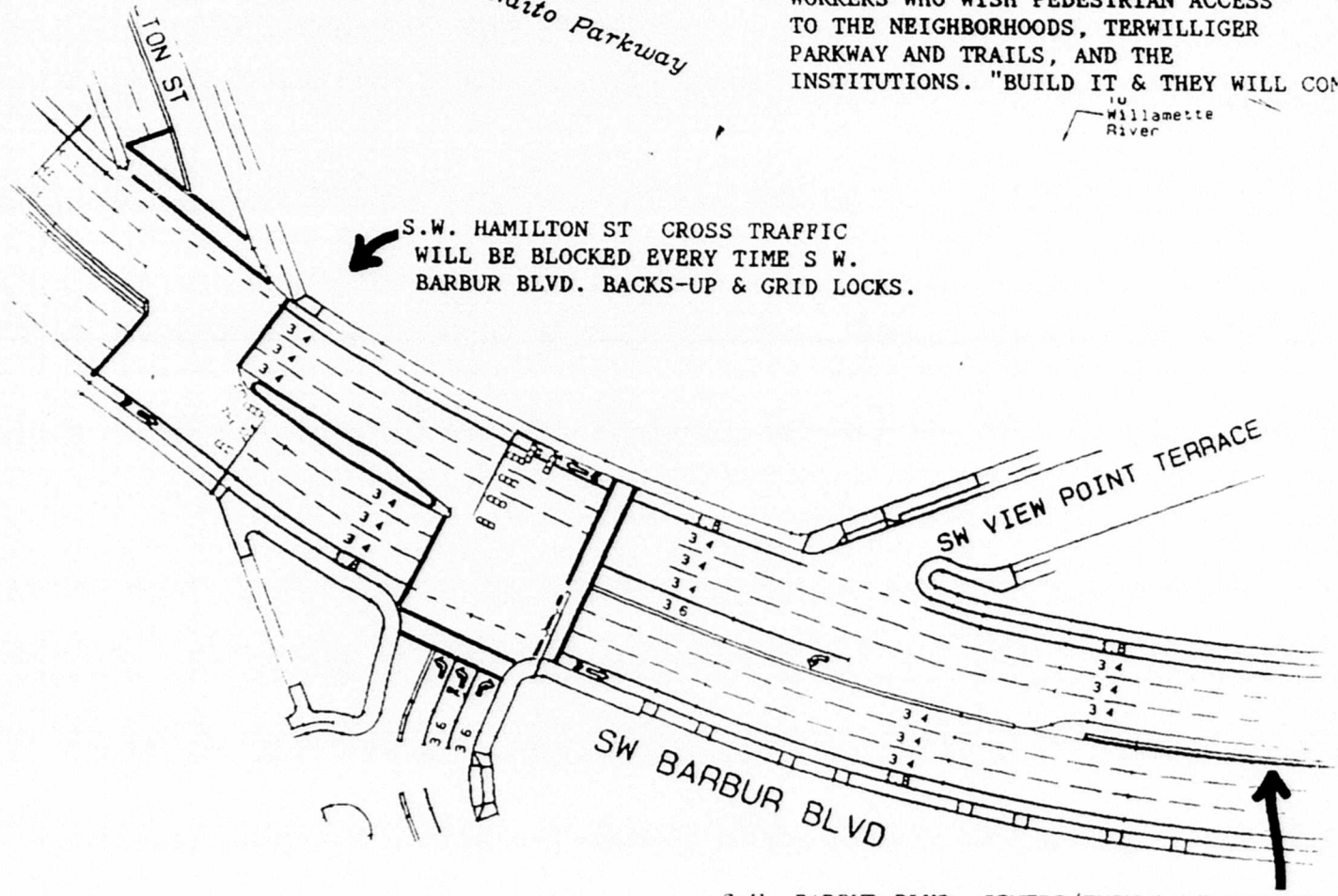
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 POINT FOR LOCAL BUS COMMUTERS,
 HOMESTEAD AND CTLH RESIDENTS,
 HIKERS, RUNNERS, VETERANS HOSPITAL AND OHSU
 WORKERS WHO WISH PEDESTRIAN ACCESS
 TO THE NEIGHBORHOODS, TERWILLIGER
 PARKWAY AND TRAILS, AND THE
 INSTITUTIONS. "BUILD IT & THEY WILL COME"
 Willamette River

S.W. HAMILTON ST CROSS TRAFFIC
 WILL BE BLOCKED EVERY TIME S W.
 BARBUR BLVD. BACKS-UP & GRID LOCKS.



S W BARBUR BLVD CENTRE/TURN LANE MUST BE
 RETAINED FOR INTER-NEIGHBORHOOD LOCAL ACCESS

*** IMPORTANT INFORMATION FOR HOMESTEAD
 & CORBETT- TERWILLIGER/LAIR HILL
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**Name Alma Smith 4323 S.W. Viewpoint Terrace Portland Oregon 97201 Address Portland Oregon 97201 Tel # 228-9719

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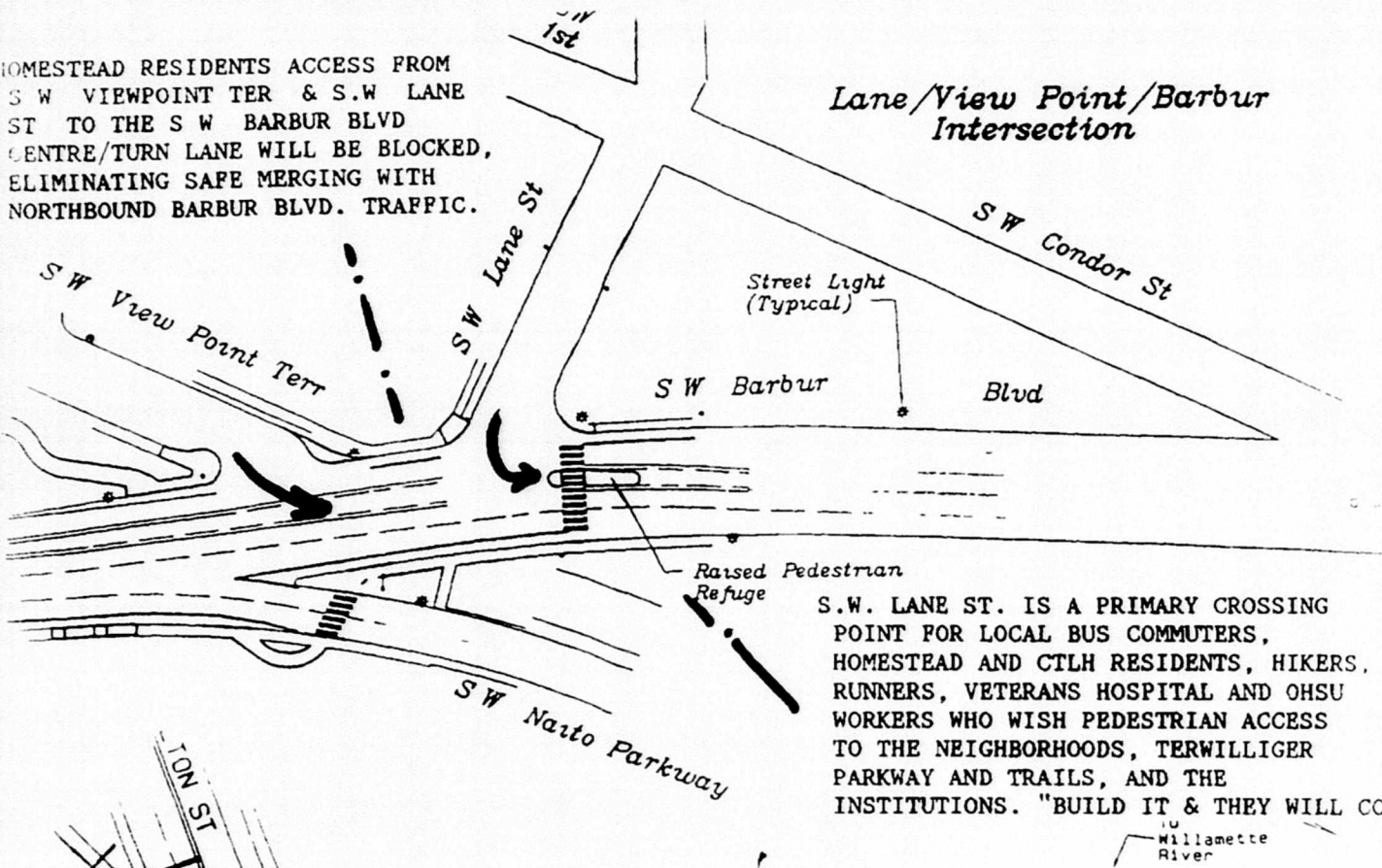
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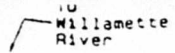
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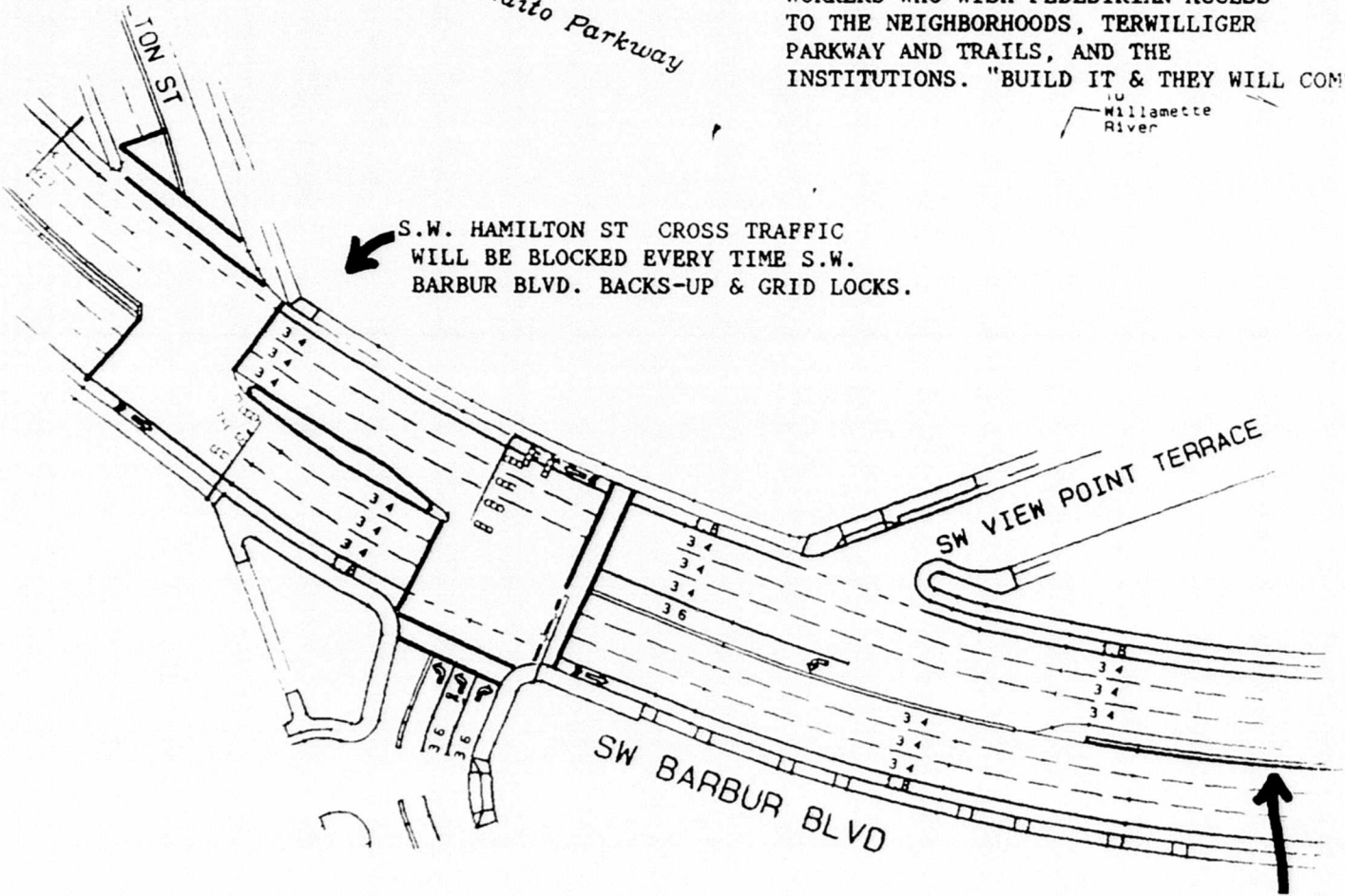
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<u>V. Betty Butler</u>	<u>4014 SW Condor Ave</u>	<u>222-4117</u>
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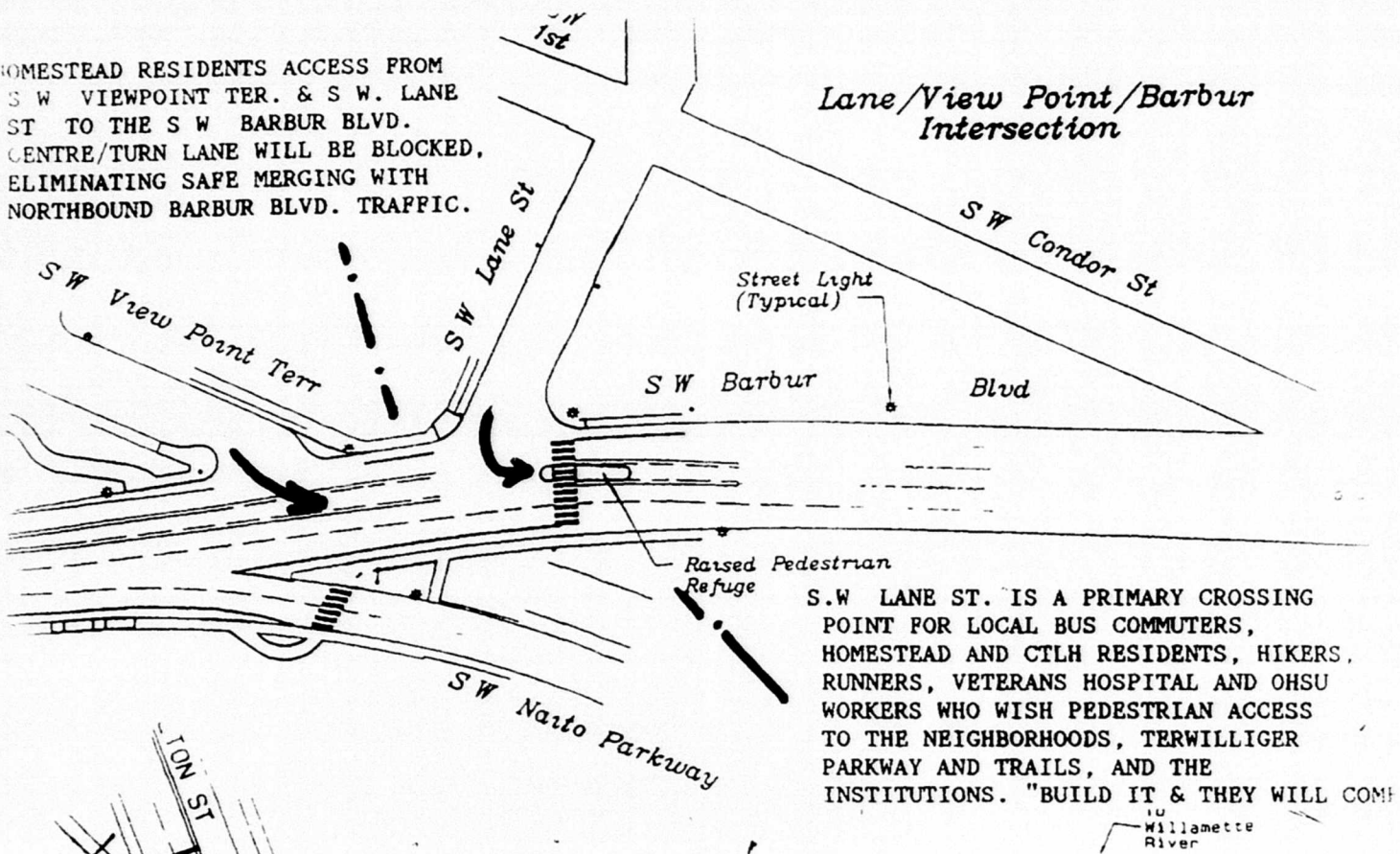
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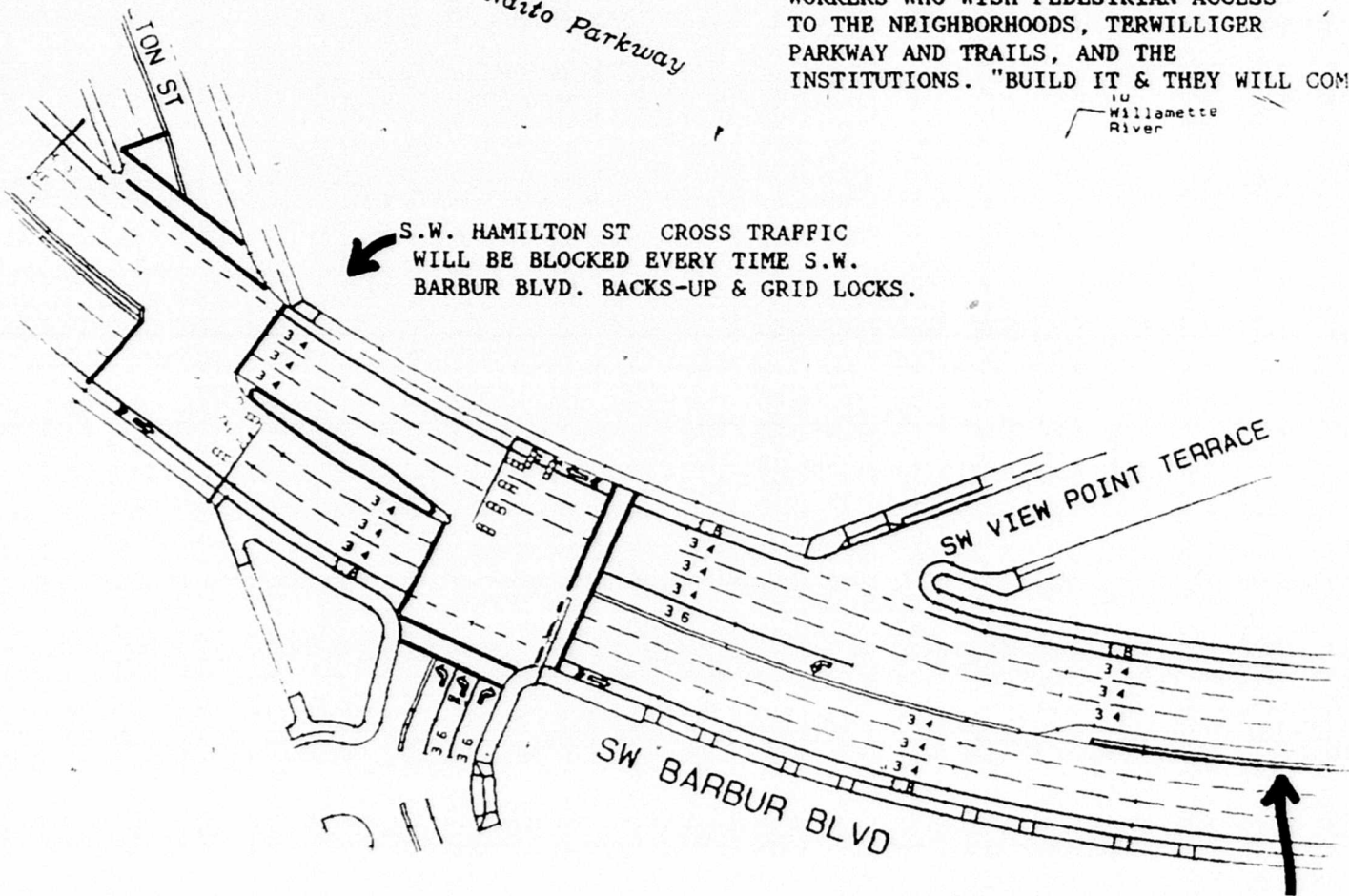
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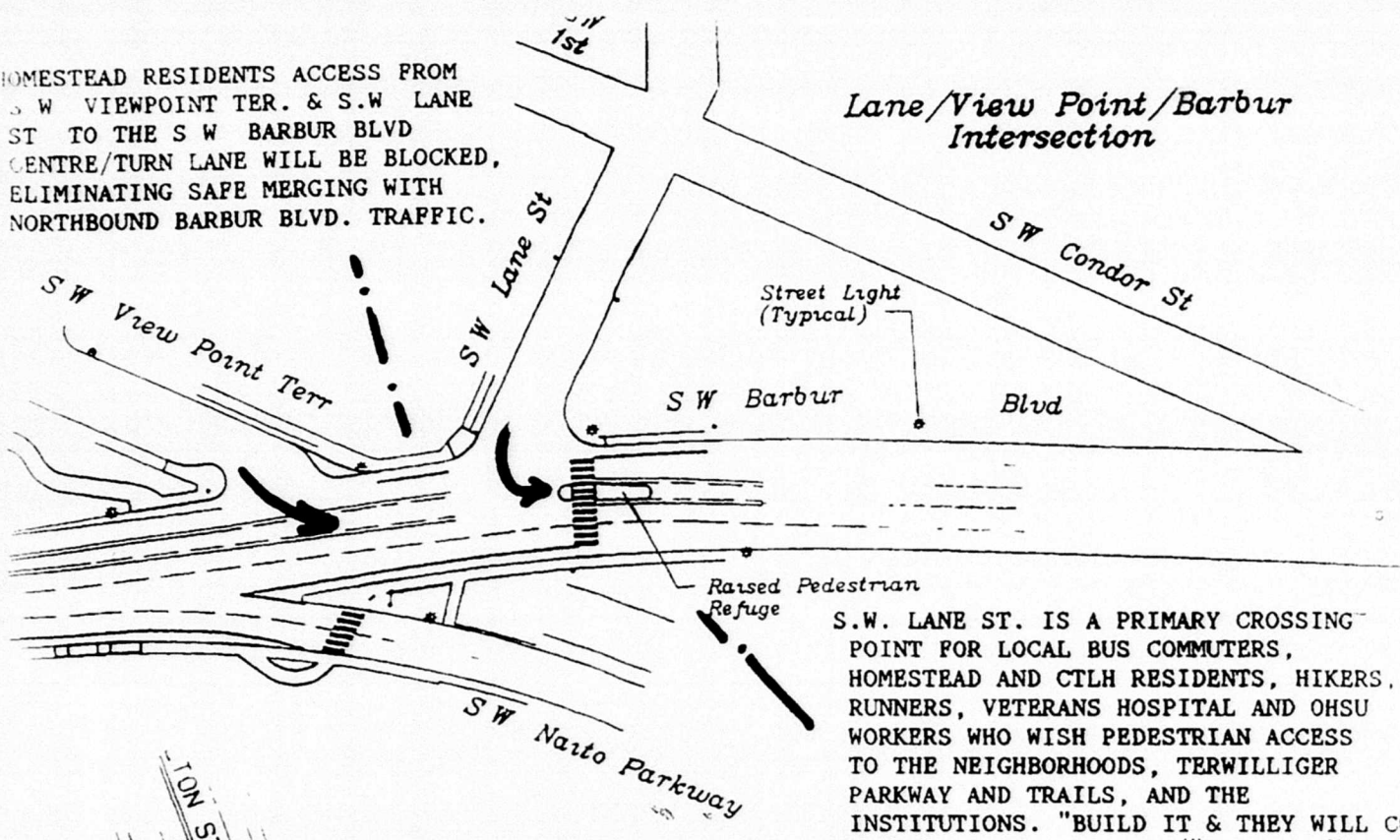
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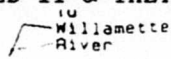
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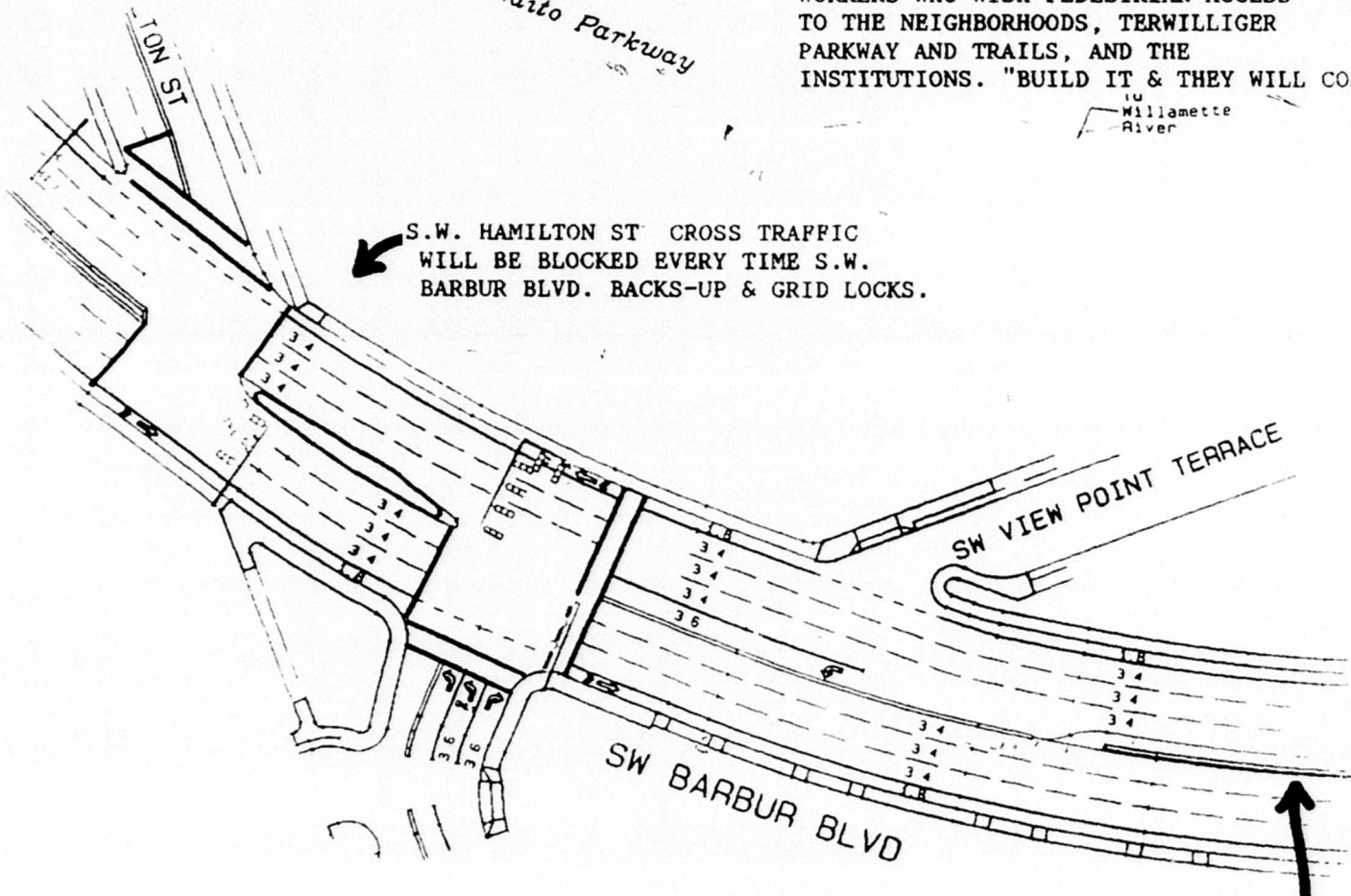
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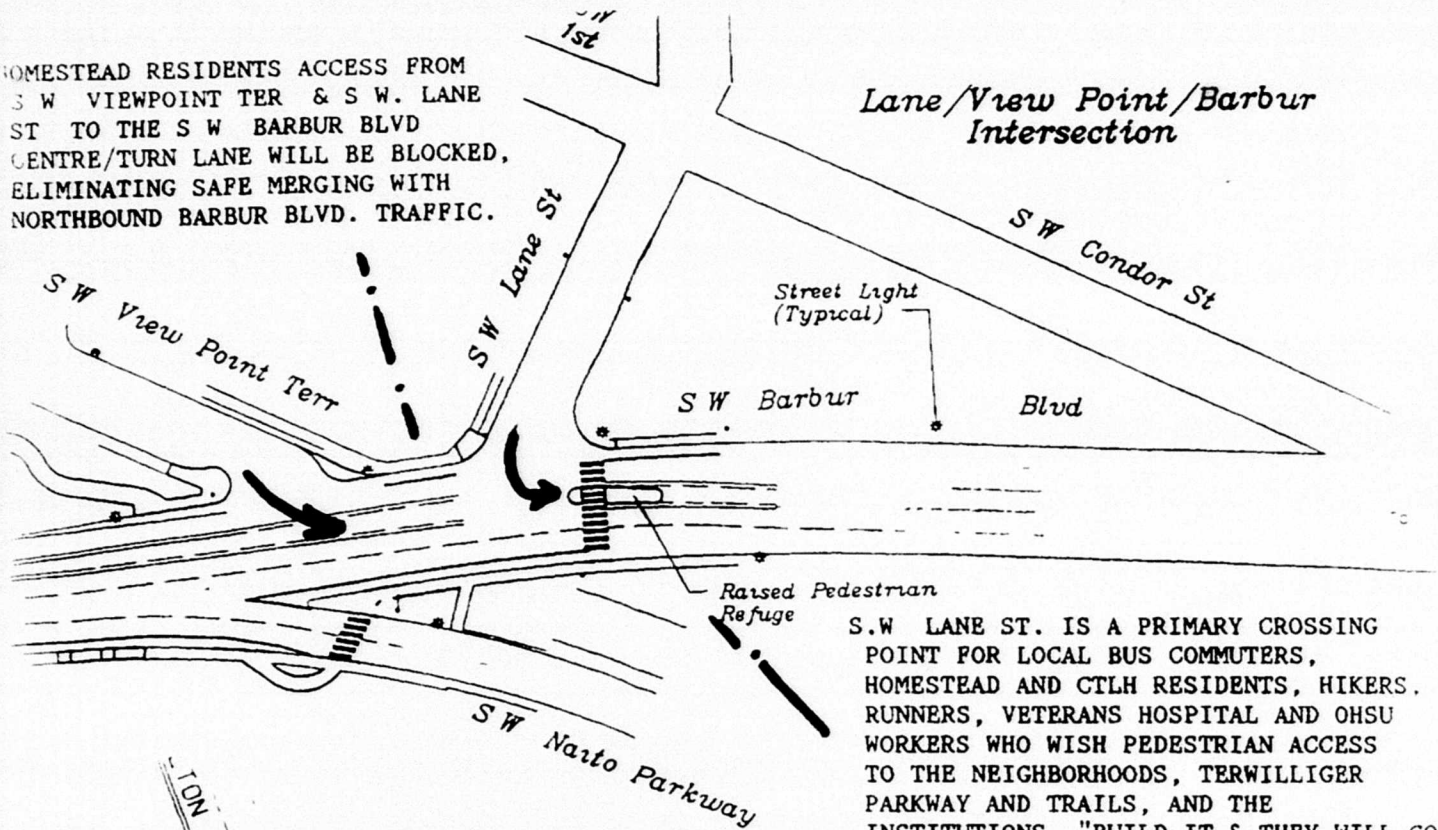
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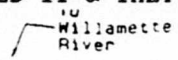
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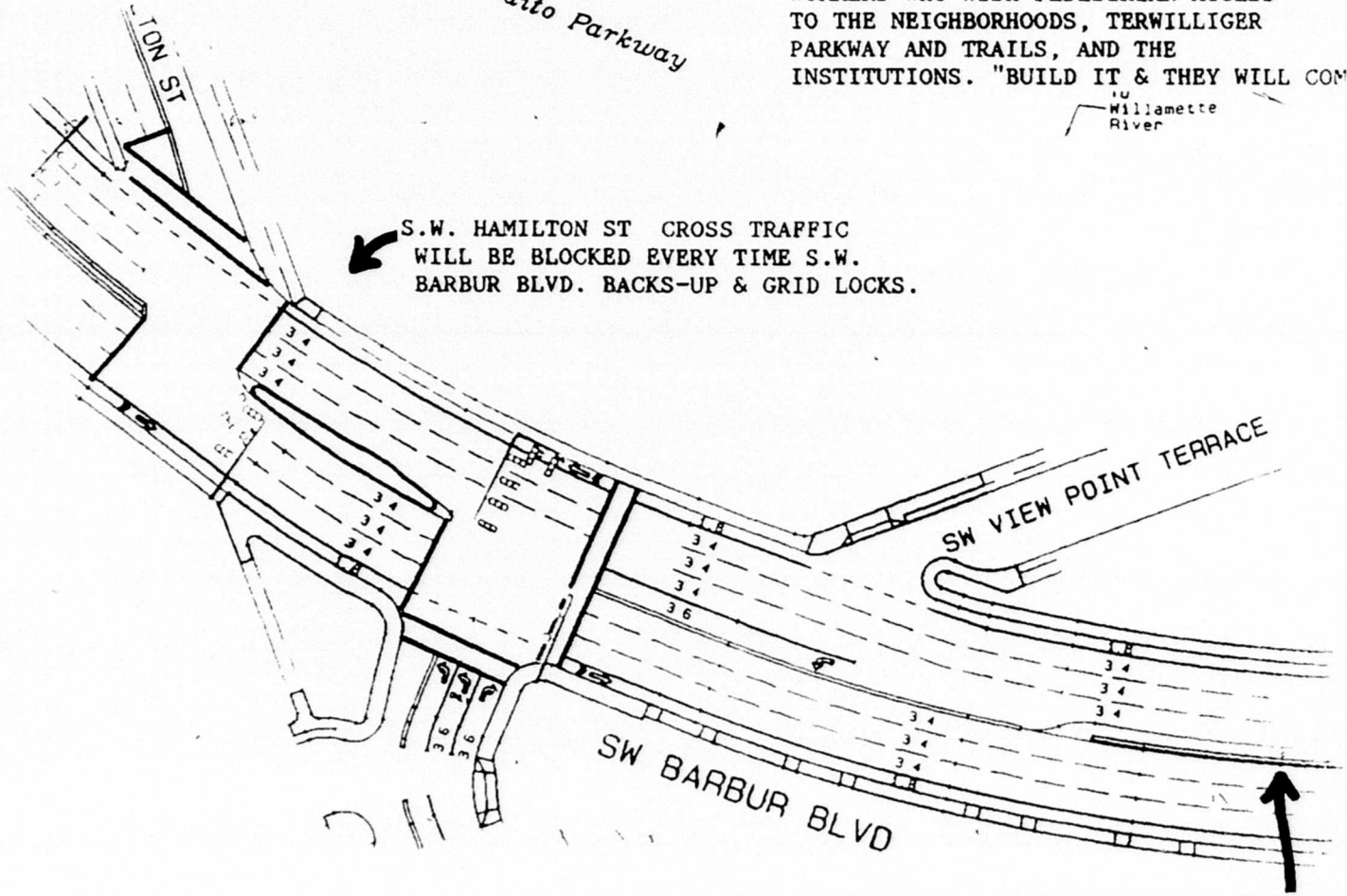
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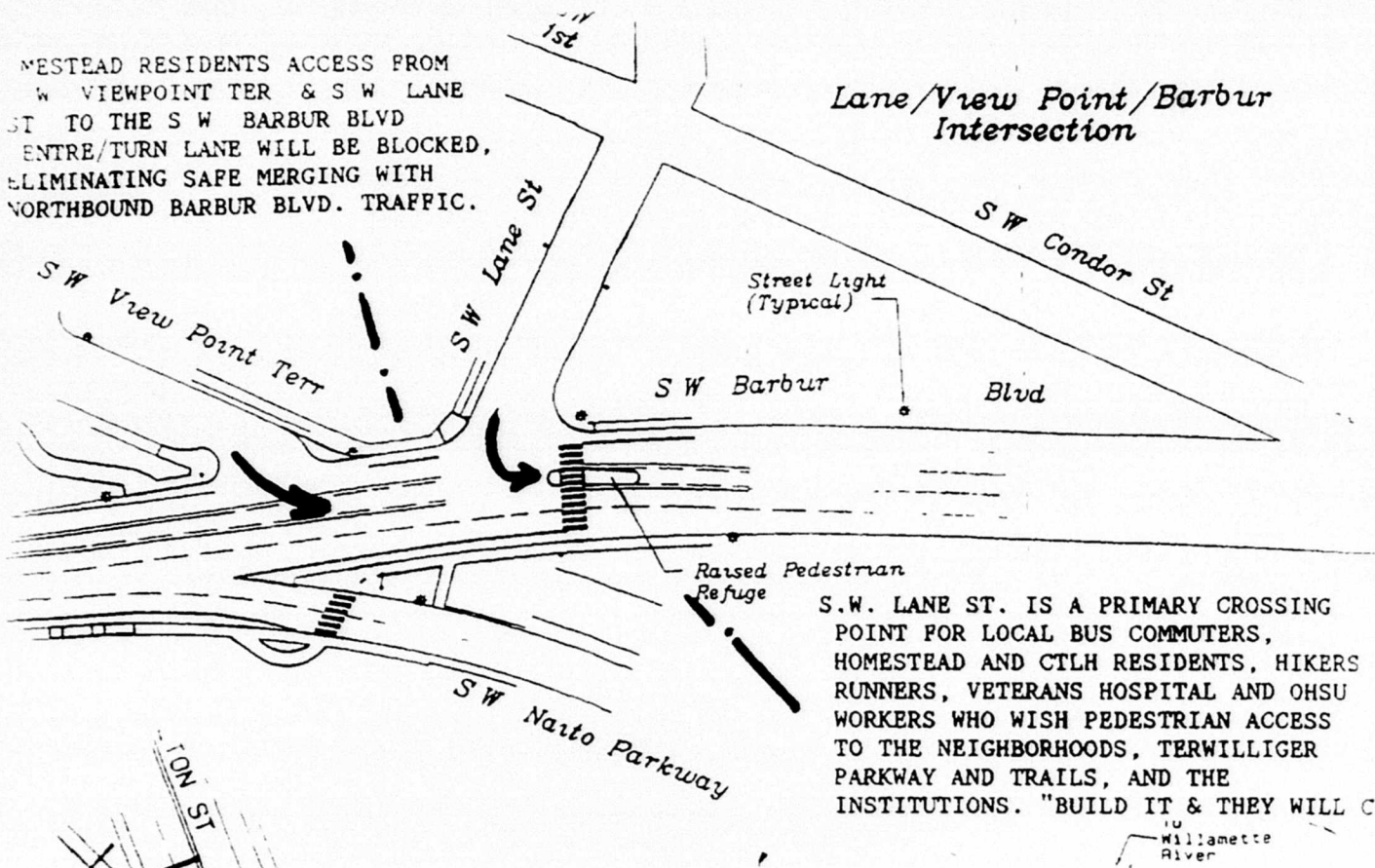
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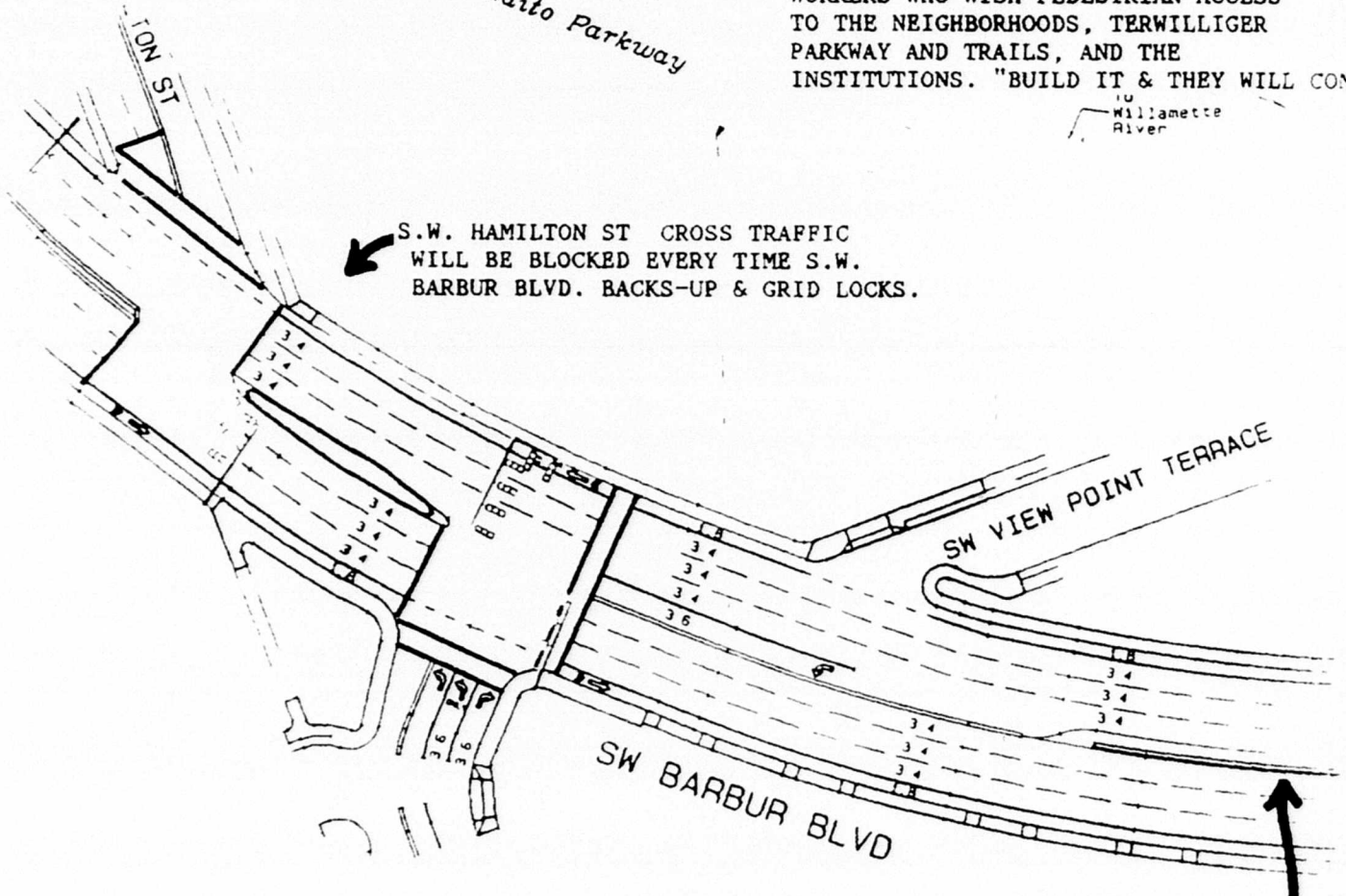
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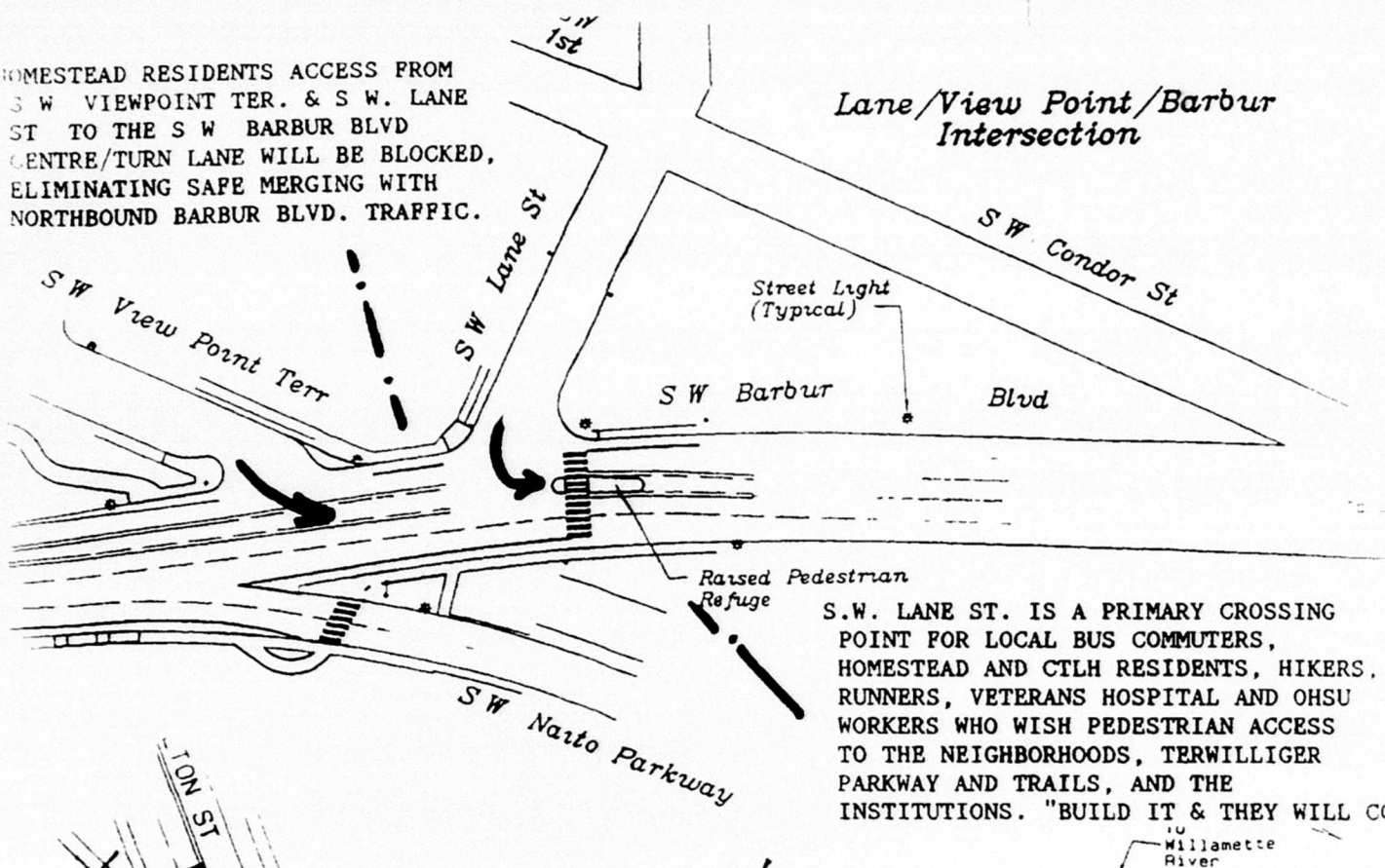
David J. Redlich

David J Redlich *Questions? Call me at 228 1948

Return Petitions to. 3944 S.W. Condor Ave. (Leave in mail box)

HOMESTEAD RESIDENTS ACCESS FROM
 S W VIEWPOINT TER. & S W. LANE
 ST TO THE S W BARBUR BLVD
 CENTRE/TURN LANE WILL BE BLOCKED,
 ELIMINATING SAFE MERGING WITH
 NORTHBOUND BARBUR BLVD. TRAFFIC.

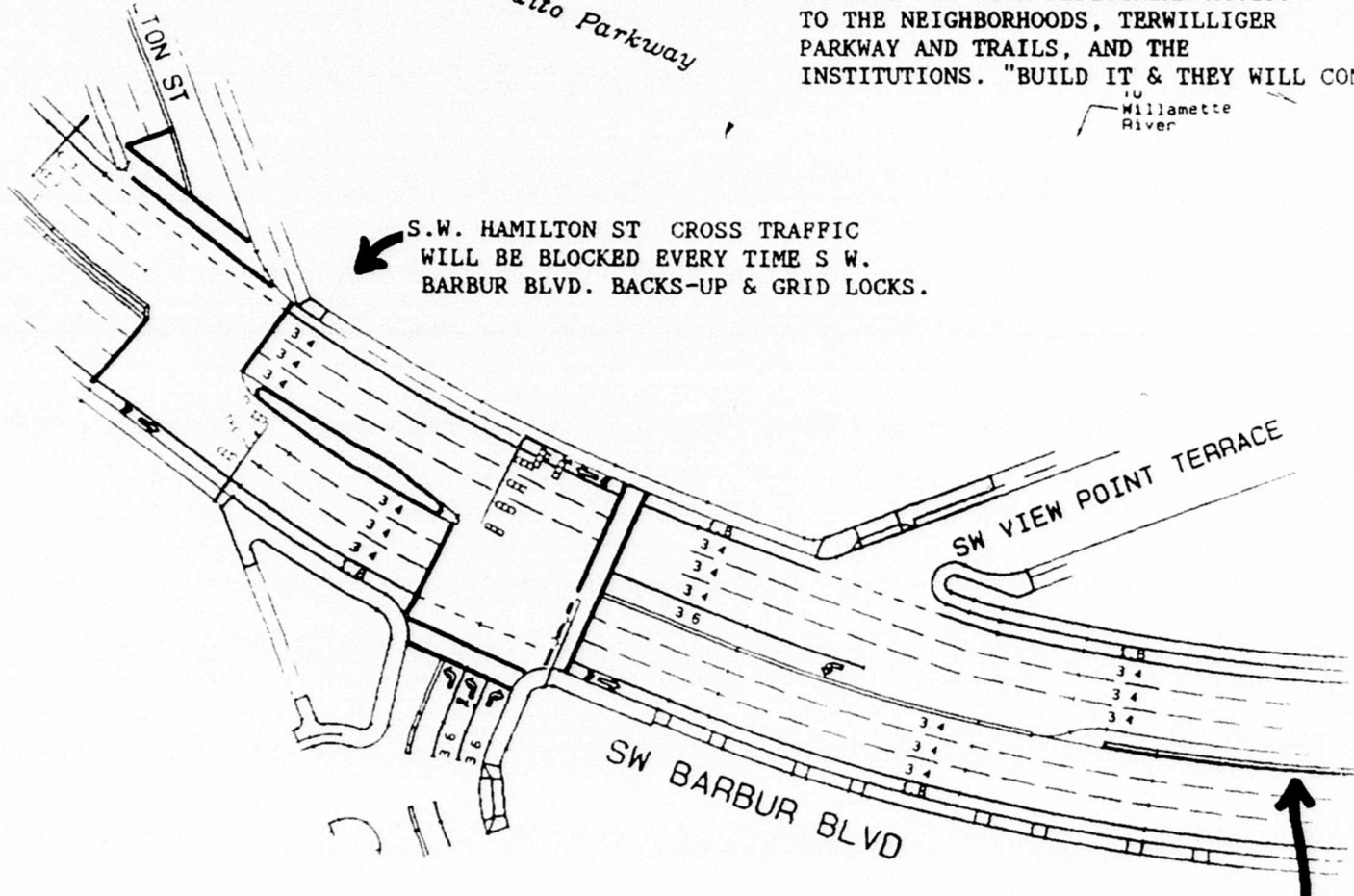
Lane/View Point/Barbur
 Intersection



S.W. LANE ST. IS A PRIMARY CROSSING
 POINT FOR LOCAL BUS COMMUTERS,
 HOMESTEAD AND CTLH RESIDENTS, HIKERS,
 RUNNERS, VETERANS HOSPITAL AND OHSU
 WORKERS WHO WISH PEDESTRIAN ACCESS
 TO THE NEIGHBORHOODS, TERWILLIGER
 PARKWAY AND TRAILS, AND THE
 INSTITUTIONS. "BUILD IT & THEY WILL COME"

Willamette
 River

S.W. HAMILTON ST CROSS TRAFFIC
 WILL BE BLOCKED EVERY TIME S W.
 BARBUR BLVD. BACKS-UP & GRID LOCKS.



S W BARBUR BLVD. CENTRE/TURN LANE MUST BE
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* IMPORTANT INFORMATION FOR HOMESTEAD
 & CORBETT- TERWILLIGER/LAIR HILL

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October 11, 1998

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**Name CLYDE H. DOCTOR Address 3701 SW CONDOR #1-V 9701 Tel # 224-1813

IF THEY INSTALL A "PEDESTRIAN REFUGE" AT LANE ST THEY MUST ALSO INSTALL A TRAFFIC SIGNAL OTHERWISE NEIGHBORHOOD TRAFFIC WOEN'T BE ABLE TO GET ON BARBUR NORTHBOUND. CONSEQUENTLY TRAFFIC ENTERING BARBUR NORTHBOUND WILL HAVE TO CONDUK, A VERY DANGEROUS ANGLEZ INTERSECTION.

NORTHBOUND BICYCLE LANES on S.W. BARBUR Blvd: We the undersigned, support a northbound bicycle lane, provided the S.W. Barbur Blvd. centre turn lane is preserved (though narrowed) to S.W. Lowell St. This is critical to Homestead and CTLH Neighborhood residents who need local access.

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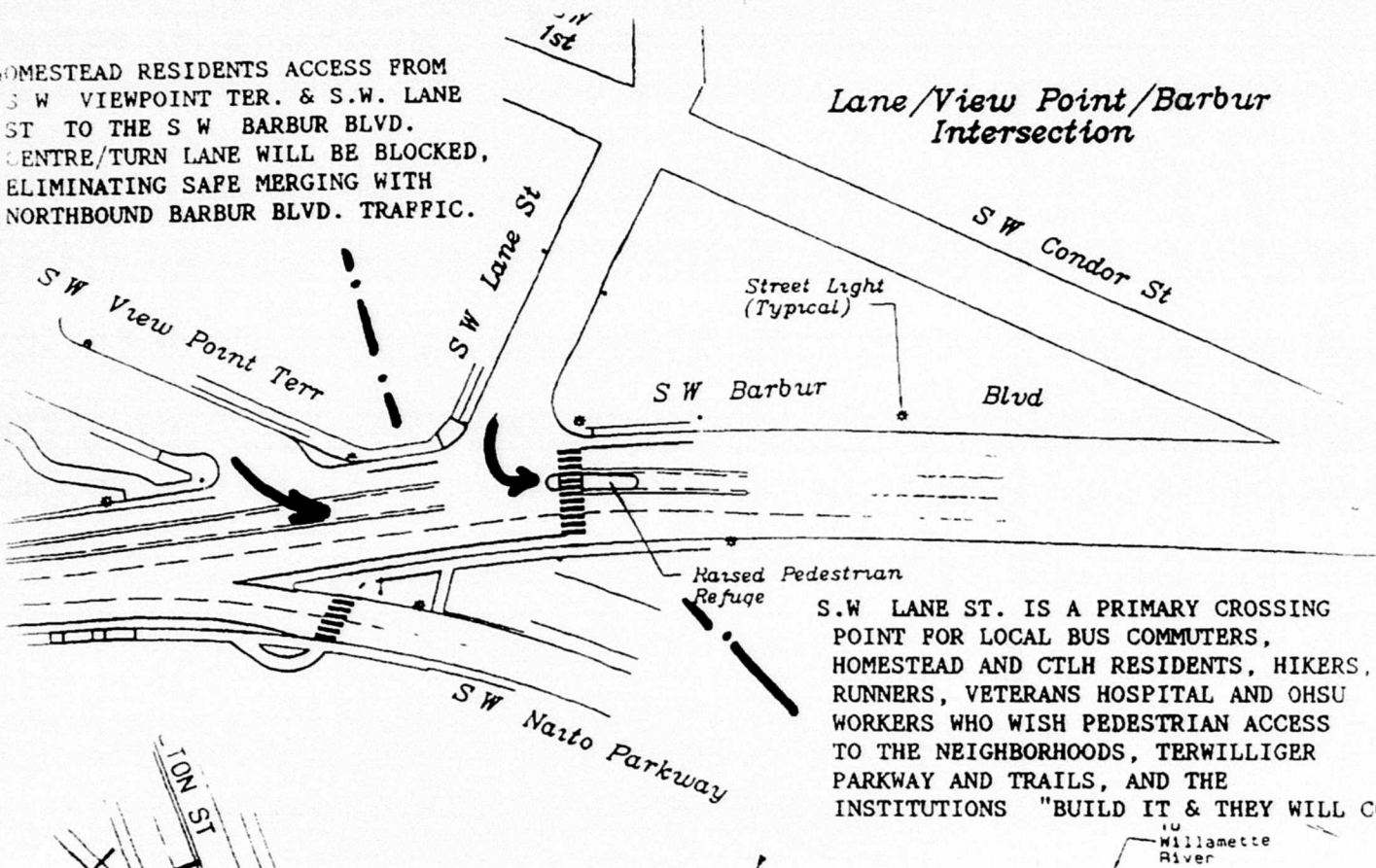
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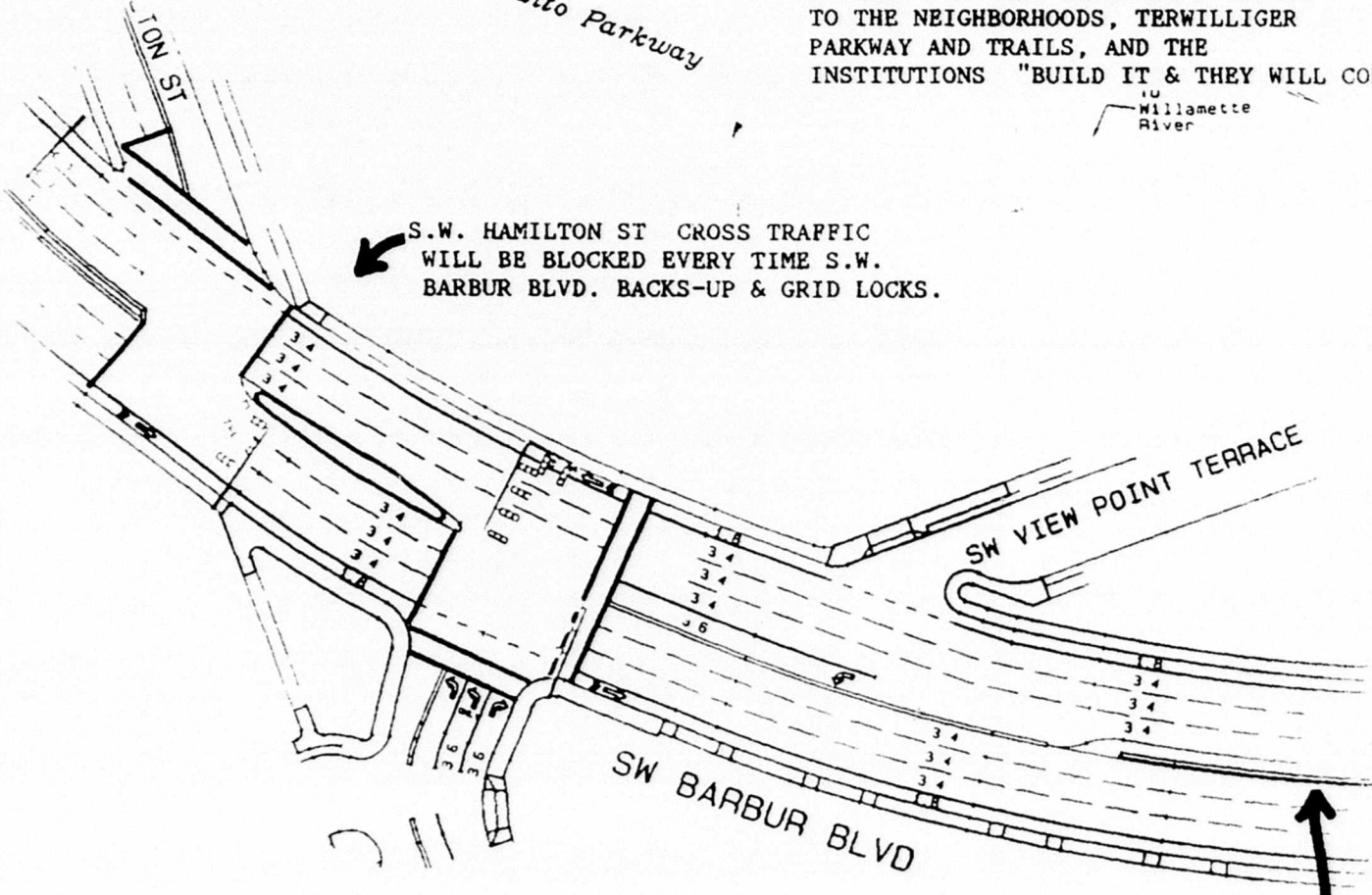
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**Name DENNIS YORK Address 4139 SW VIEW POINT TER. Tel.# 730-0900

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**Name	Address	Tel.#
KARALEE KUSER	4224 SW CONDOR AVE	223-6879
JIM HUGHES	4224 SW CONDOR AVE	222-1332

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Karalee Kuser	4224 SW Condor	223-6879

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Karalee Kuser	4224 SW Condor Ave	223-6879
Jim Hughes	4224 SW Condor Ave	222-7332

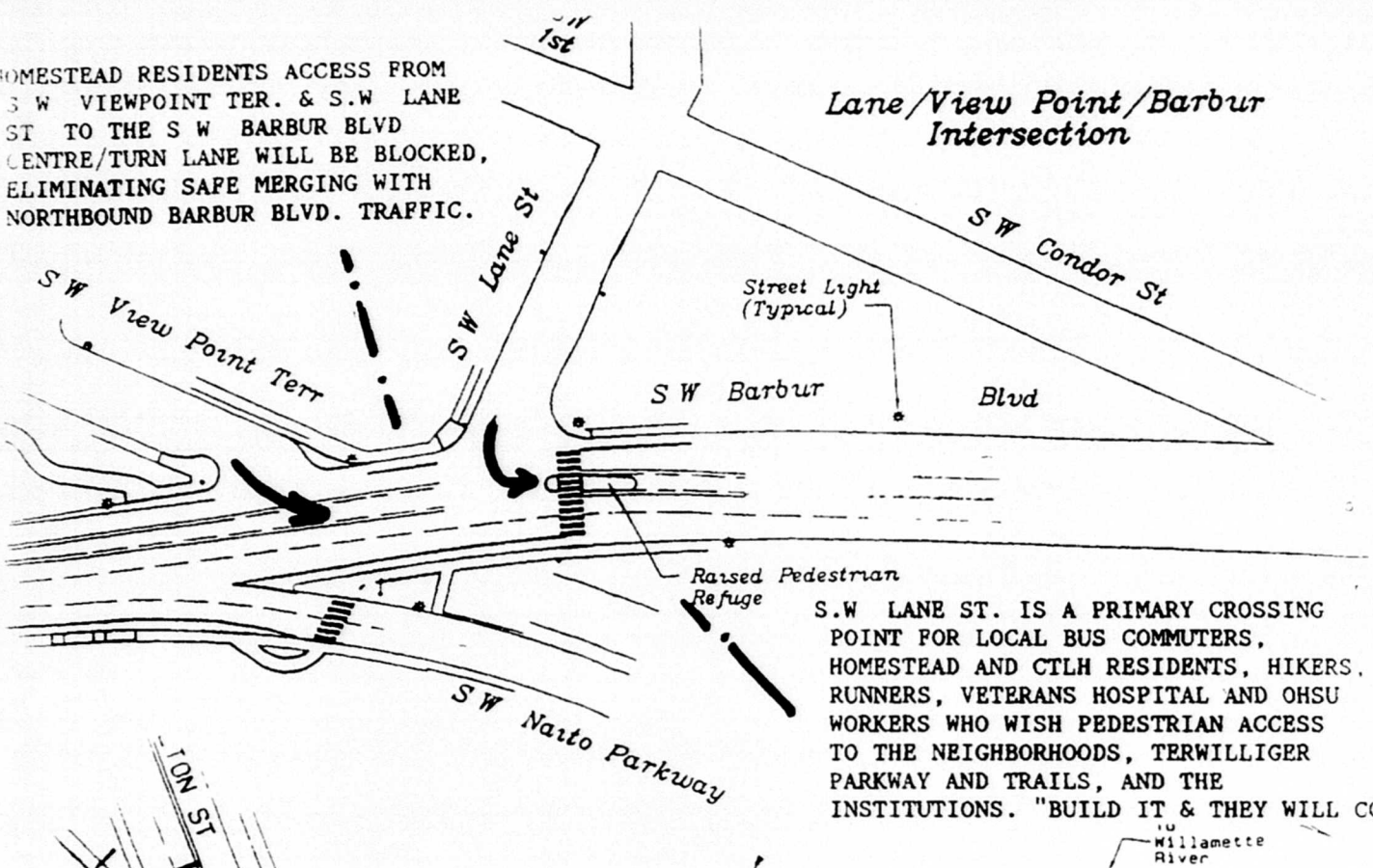
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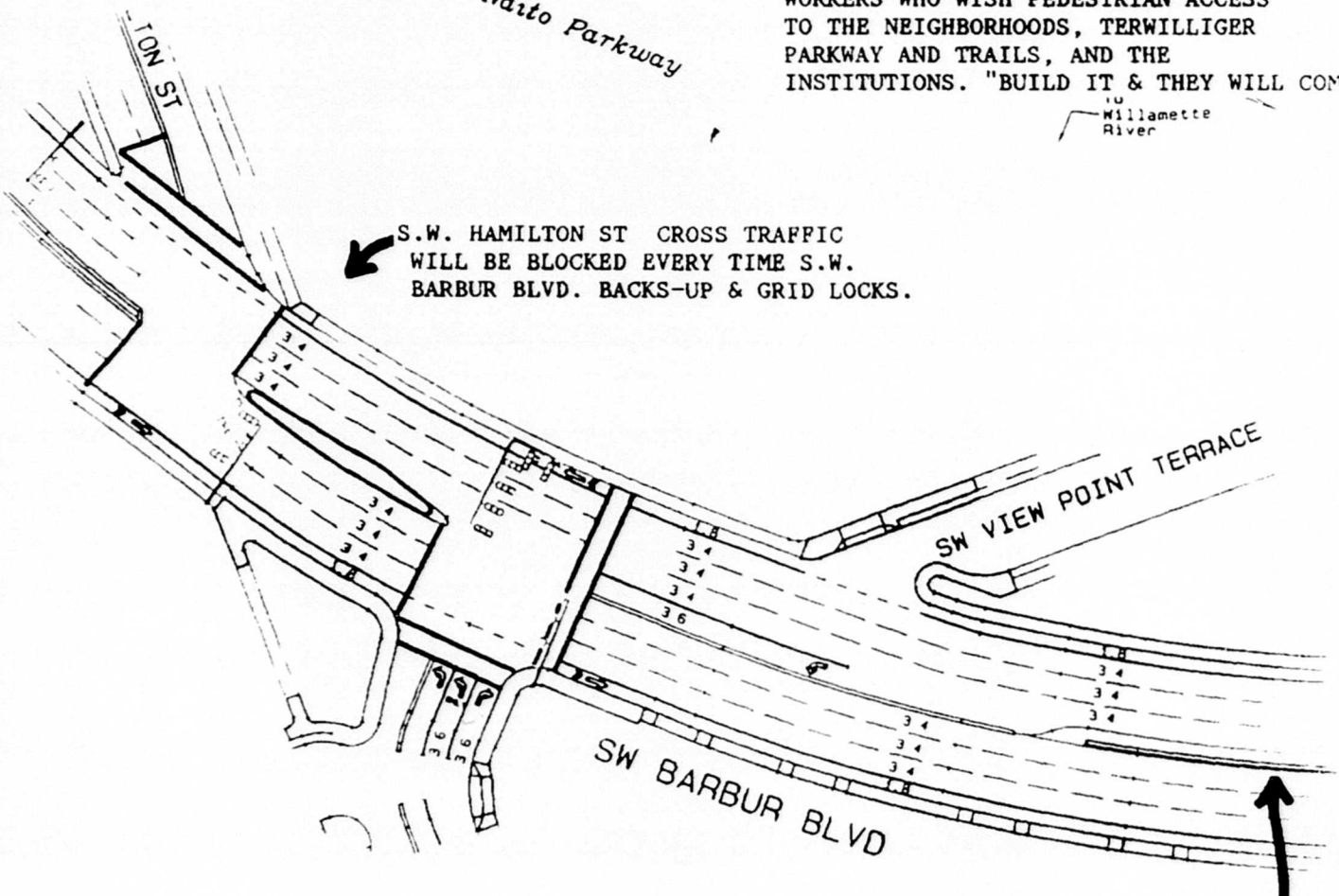
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*** IMPORTANT INFORMATION FOR HOMESTEAD & CORBETT- TERWILLIGER/LAIR HILL NEIGHBORHOOD RESIDENTS!**

35734

Exhibit A

Engineer's Report
and
Recommendations

SW Barbur Blvd.
Bike/Pedestrian Improvements

SW Hamilton St - SW Lane St

Prepared by

City of Portland
Office of Transportation

Charlie Hales
Commissioner of Public Safety

Victor F Rhodes
Director, Portland Office of Transportation

Brant Williams
City Engineer

Brian Oberding
Project Manager



CITY of PORTLAND

OFFICE of TRANSPORTATION

Engineer's Report

SW Barbur Blvd Bike/Pedestrian Improvements

SW Hamilton St – SW Lane St

I PROJECT SCOPE

The Oregon Department of Transportation (ODOT) and the City of Portland developed a project to design and construct bicycle and pedestrian facilities along SW Barbur Boulevard between SW Hamilton Street and SW Lane Street. Major project elements include:

- Re-stripe both north and southbound travel lanes on SW Barbur Blvd to add bicycle lanes in each direction,
- Revise the existing raised center median in SW Barbur Blvd ,
- Rebuild driveway approaches and intersection corners to meet ADA requirements,
- Construct a new sidewalk and multi-use pathway along portions of the west side of SW Barbur Blvd ,
- Install a painted cross-walk and raised concrete median in SW Barbur Blvd at SW Lane St ,
- Re-align the Hamilton/Barbur intersection and install new traffic signals

SW Barbur Blvd (Barbur), also designated as State Highway 99W, generally runs north-south and is one of the main transportation routes in and out of the City's west side. Barbur is considered a high volume, Major City Traffic Street, Major City Transit Street, City Bikeway, City Walkway, and a Major Truck Route as classified in the City's Transportation Element of the Comprehensive Plan. Heaviest usage northbound occurs during the morning rush and southbound during the evening rush. Near SW Hamilton St, Barbur is striped with three lanes in both directions plus a long left-turn lane to accommodate southbound Barbur to westbound Hamilton movements. Midway between SW Hamilton St and SW Lane St the single southbound lane from Barbur is joined by two southbound lanes from SW Naito Parkway. Northbound, Barbur is striped with three lanes until SW Lane Street. The far right lane exits onto northbound SW Naito Parkway while the center and left lanes continue north on Barbur. The traffic signal at Hamilton/Barbur intersection is the only one on Barbur for over a mile in either direction and is a significant point of congestion. SW Hamilton St is designated as a neighborhood collector to the east and a local residential street to the west. The eastern leg of Hamilton carries a fairly large volume of traffic with major movements from southbound Barbur to eastbound Hamilton and westbound Hamilton to southbound Barbur. The western leg of Hamilton carries a large volume of traffic, although not as heavy as the east leg. Major movements include traffic heading to Johns' Landing or turning northbound to Downtown. SW Lane Street, along with all other intersecting side streets is considered a residential local service street with low traffic volumes.

II. PROJECT SPONSORSHIP

The Project is sponsored by and through the Oregon Department of Transportation. The project implements the second phase of bike and pedestrian improvements to Barbur as identified in the State Bicycle Master plan. In August, 1996, ODOT identified the need to develop bike lanes and improve the pedestrian facilities along SW Barbur Blvd. The project area was identified as being the "worst pedestrian place" in the Portland region by the Willamette Pedestrian Coalition. The area is also identified as one of the worst locations in the Bicycle Master Plan. State funds are allocated to fund the improvements. ODOT enlisted the City of Portland to meet with the neighborhoods to develop the project scope, plans, and specifications for the improvements.

III. PUBLIC INVOLVEMENT

Neighborhoods involved with the project include the Corbett-Terwilliger/Lair Hill and Homestead Neighborhood Associations with the Homestead N A the most active. Project staff attended several neighborhood association meetings to brief the public on the status of the design and to solicit comment. Staff held one open-house and attended 2 other meetings sponsored by the neighborhoods to specifically address their concerns. The neighborhoods questioned 3 aspects, (1) the re-alignment of the Hamilton/Barbur intersection and re-timing of the signals, (2) the high cost of installing the retaining wall and multi-use pathway along the west side of Naito Parkway, and (3) the installation of a raised median near SW Lane Street. A summary of each issue and the staff response follows.

Re-alignment of Hamilton/Barbur and signal re-timing

Residents of the Homestead neighborhood originally objected to changing the signals and configuration of the Barbur/Hamilton intersection. They felt the pedestrian and vehicular movement through the intersection, although slow and heavy at times, work fine today and afford local traffic opportunity to enter and exit Barbur fairly easily. They also believe reconfiguration of the intersection and signals would solely benefit commuters while causing greater difficulty and delay for the local traffic.

Hamilton intersects Barbur at an acute angle. This angle creates a long pedestrian crossing requiring a large amount of signal time. This makes the signals very inefficient. The project will re-align and shift the eastern leg of Hamilton to the north and intersect Barbur at more of a right angle. The re-alignment will create a split in the intersection allowing for concurrent movements on Hamilton. The pedestrian crossing will be moved to the north and shortened. The shortened crossing will require less signal time. Time saved due to the shortened pedestrian crossing will be added to the "green-time" for vehicles. This savings combined with the concurrent movements on Hamilton will allow the signals to operate more efficiently. Local traffic will benefit because more "gaps" or opportunities are created to enter Barbur and Hamilton. Commuters will also benefit because the traffic flow on both streets will become more efficient.

City staff met several times with the neighborhood to discuss specific concerns. Traffic engineers presented a computer simulation showing the revised intersection and signal timing. After the presentation, the majority of residents that watched the simulation gained a better understanding of the changes. The Homestead neighborhood association supports the project and indicates a general understanding of traffic and pedestrian benefits from the proposed changes.

The re-alignment also creates a fairly large plaza-like area at Hamilton. This area is a heavily used, major transit stop for in-bound riders. It will be landscaped to help soften the expanse of asphalt and concrete in the intersection plus provide a larger and more aesthetic transit stop.

Multi-use path and retaining wall along the west side of Barbur and Naito Parkway

The Homestead neighborhood association supports the bike and pedestrian facilities along Barbur, however they question the significant cost of the proposed multi-use pathway and associated retaining wall along the west side of Barbur and Naito Parkway. Staff reviewed several alternatives with the neighborhood, and the neighborhood association now supports the proposed route along the west side of Naito.

The project adds a new sidewalk and bike lane between View Point and Bancroft. The existing sidewalks along the west side of Barbur are non-contiguous or in poor condition. The sidewalk along Barbur between SW Hamilton St and SW View Point Terrace is in good condition but ends at View Point, a distance of only one block. The sidewalk from SW Bancroft Street north is overgrown with vegetation and in very poor condition. The new facilities will provide continuity with the existing sidewalks. Sufficient right-of-way exists to accommodate the new 5 foot wide on-road bike lane and a 6 foot wide sidewalk. The new walkway will also connect to an existing concrete stairway near SW Lowell Street between Barbur and View Point. Homestead neighborhood residents and pedestrian advocates expressed an interest in keeping the existing stairway.

The project installs a new 10' wide multi-use pathway accommodating both bicycles and pedestrians, however topography along the multi-use pathway is severely sloped. To accommodate the new pathway, an extensive retaining wall is required to retain the existing bank. Because of the wide pathway and severe topography, the retaining wall comprises a large portion of the total cost of the project. Staff considered alternative routes. A route along the east side of View Point Terrace was deemed unreasonable because of the terrain. The steepness of View Point is so severe that pedestrians would have difficulty using the sidewalk and bicyclist would most likely continue along Barbur rather than negotiate the hill. A route along Barbur was also deemed inappropriate because it lacks a safe location for pedestrians and bicycles to cross over Naito/Barbur upon approaching Bancroft.

Staff and the neighborhood agree the proposed route, although costly, is the most feasible alternative. The new pathway will provide a user-friendly route for pedestrians and bicycles and provide connectivity to the surrounding area.

Median in Barbur near Lane St /View Point Terrace

Pedestrians west of Barbur wanting to bus into town must cross Barbur at the SW Lane/View Point/Barbur intersection to use the transit stop. There is no marked crosswalk on Barbur at this location and Tri-Met has indicated the northbound stop is fairly heavily used with a number of riders coming from neighborhoods to the west. Traffic on Barbur is heavy much of the day, especially during the morning and evening rush hours making it difficult for pedestrians to cross.

During the initial site review, neighborhood residents asked the City to include in the project a better means for pedestrians to cross Barbur. Staff determined a painted crosswalk with a raised center island would provide an increased measure of safety for pedestrians. Some neighborhood residents object to the raised island concept claiming it restricts the ability to access northbound Barbur. Vehicles from either SW Lane

Street or View Point Terrace wanting to go into town generally wait for the southbound Barbur traffic to clear then turn into the center median of Barbur and use it as a storage/merge lane for heading north

The neighborhood asked for a pedestrian-actuated signal at this location. Staff reviewed the need for a signal and found that the intersection did not meet any signal warrants required in the Manual of Uniform Traffic Control Devices. Traffic coming from the side streets and the pedestrian volumes were too low at this location to meet warrants even though there is a lack of crossing opportunities elsewhere. Staff determined the most feasible alternative is to paint a crosswalk on Barbur at the north side of Lane St and construct a raised concrete island refuge. The raised island provides a relatively safe refuge for pedestrians' to wait if they can not make the entire crossing in one movement. For traffic entering Barbur from View Point, there is sufficient space in the left-turn median of Barbur for vehicles to continue to wait/merge into northbound traffic. For traffic entering from Lane, vehicles can re-route and access Barbur via SW Condor St one block to the north.

After several meetings with the residents, the neighborhood association has written a letter in support of the raised island and now believes that it will provide a measure of safety for pedestrians without significantly impacting the local traffic pattern. There are, however, some residents that are still seeking to have a pedestrian-actuated signal installed.

IV. POLICY AND PLANNING ISSUES

The project supports the following local, regional, and State goals and policies relating to transportation

- Policy 6.12 of the City's Bicycle Master Plan by improving the bicycle network on SW Barbur Blvd and providing a quality bike facility appropriate to the topography and speed of traffic,
- Policy 1 objectives for the Southwest District of the City's Transportation Element of the Comprehensive Plan by enhancing bicycle and pedestrian access, and providing better connections to transit,
- Policy 12.4 of the City's Comprehensive Plan by providing a safe and attractive pathway that connects the neighborhoods to transit facilities and commercial facilities,
- Policy 6.11 of the City's Pedestrian Master Plan by increasing opportunities for walking and improving the quality and safety of the facilities,
- Statewide Planning Goal 11 by focusing and improving a current multi-modal system that supports bicycling, walking, and transit use,
- Policy 2D of the Oregon Bicycle and Pedestrian Plan by providing safe, accessible bicycling and walking facilities along a major transportation route

V. STAFF RECOMMENDATION

Staff recommends the plans and specifications for the project include all the elements and amenities proposed under Section I of this report for the following reasons

- Improvements meet the Southwest District objectives of the City's Comprehensive Plan for improving pedestrian and bicycle accessibility. The addition of bike lanes meets the policy for enhancing bicycle access along SW Barbur Blvd, and the improvements at SW Barbur/Hamilton and SW Lane/View Point provide better pedestrian crossings to heavily used transit sites,
- Improvements will have minimal impact to the adjacent properties and businesses,

- Improvements are within the existing right-of-way and only temporary short term disruptions should occur during construction,
- Improvements are fully funded by the Oregon Department of Transportation Adjacent property owners and businesses will not incur any direct costs as a result of the project,
- Improvements will benefit local traffic circulation through more efficient signal timing Congestion will be reduced and traffic flow on Barbur and Hamilton will be improved

35734

APPENDIX

Project title sheet

View of SW Hamilton / Barbur Intersection

View of Barbur / Lane / View Point Intersection

January, 1998 Homestead position letter

City response to Homestead position letter

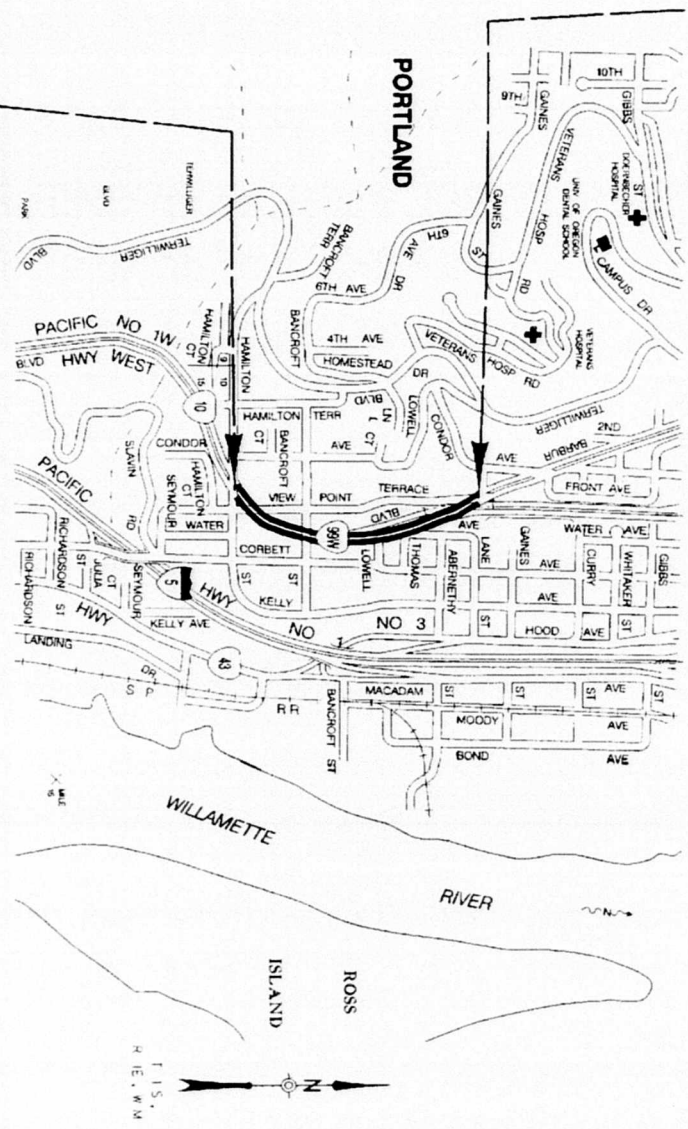
September, 1998 Homestead position letter

DESCRIPTION
Sheet
Typical Sections
Grading Plans
Structural Plans
Sign Plans
Striping Plans
Signal Plans
Lighting Plans
Drainage Plans
Utility Plans
Retaining Wall Plans
Other Plans
Summary
Index

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
PLANS FOR PROPOSED PROJECT

S.W. LANE ST. - S.W. HAMILTON ST.
(PORTLAND) SEC.
PACIFIC HWY. WEST (BARBUR BLVD.)
MULTNOMAH COUNTY
OCTOBER 1998

END OF PROJECT X-ACSTP-S01W(19)
STA. "BARBUR" 0+800 (M.P. 1.91)



BEGINNING OF PROJECT X-ACSTP-S01W(19)
STA. "BARBUR" 0+125 (M.P. 2.33)



Overall Length of Project - 0.675 km (0.42 Mile)

ATTENTION!
Oregon Law Requires You to Follow Rules
Adopted by The Oregon Utility Notification Center.
Those Rules Are Set Forth in OAR 525-001-0000 (Oregon
OAR 525-001-0000) You May Obtain Copies of The Rules from The Center.

LET'S ALL
WORK TOGETHER
TO MAKE THIS
JOB SAFE

OREGON TRANSPORTATION COMMISSION
Herby H. Hewitt, Chairman
Susan Brody, Vice Chairman
Steven H. Corby, Commissioner
Stuart Foster, Commissioner
John Russell, Commissioner
Grade Construction, Director of Transportation

PLANS PREPARED FOR
OREGON DEPARTMENT OF TRANSPORTATION
BY:

CITY OF PORTLAND

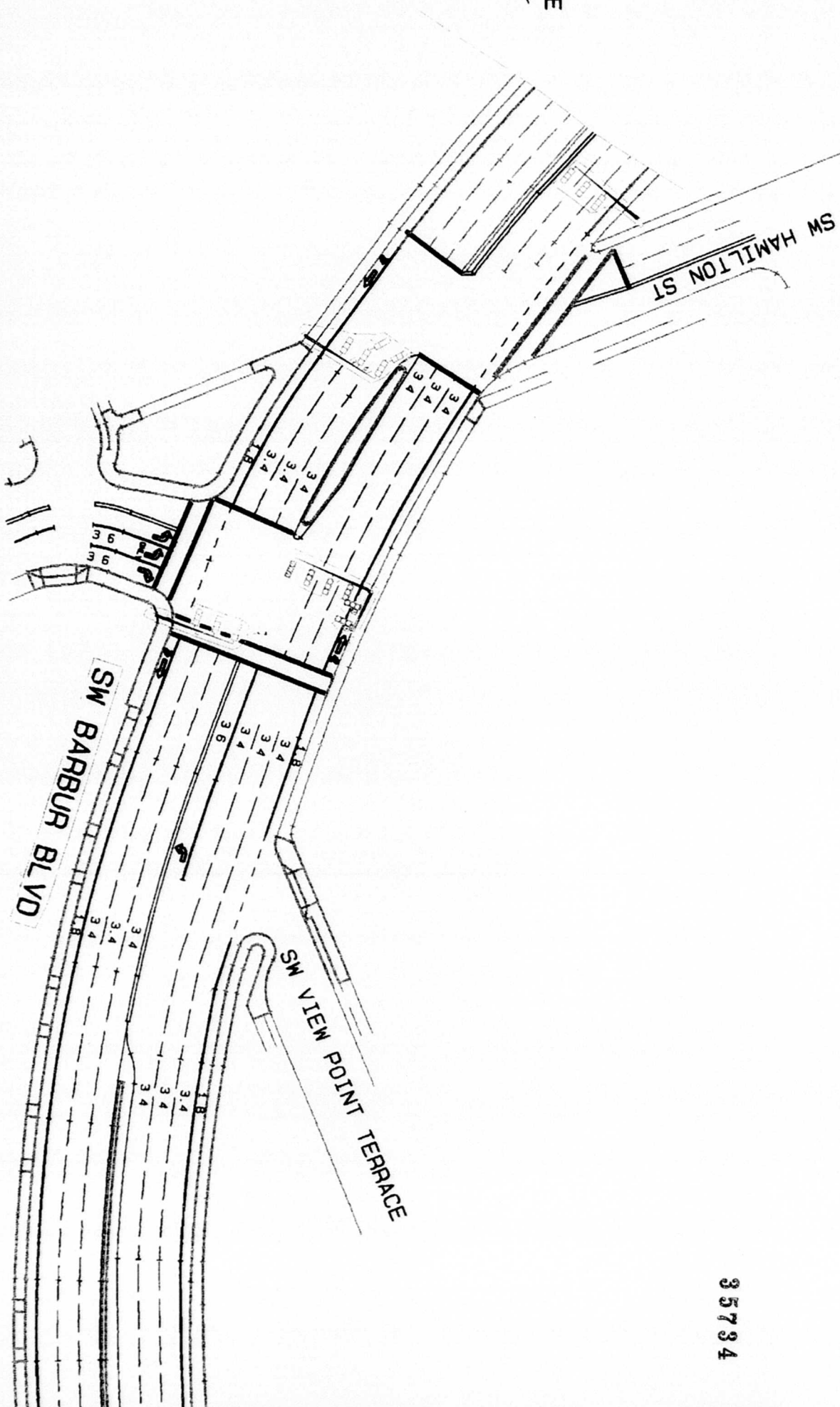
Professional Engineer Seal: David L. B. No. 12345, State of Oregon, Mechanical Engineering, Exp. 12/31/99.

Professional Engineer Seal: [Seal], State of Oregon, Mechanical Engineering, Exp. 12/31/99.

OREGON DEPARTMENT OF TRANSPORTATION
CONCURRENCE

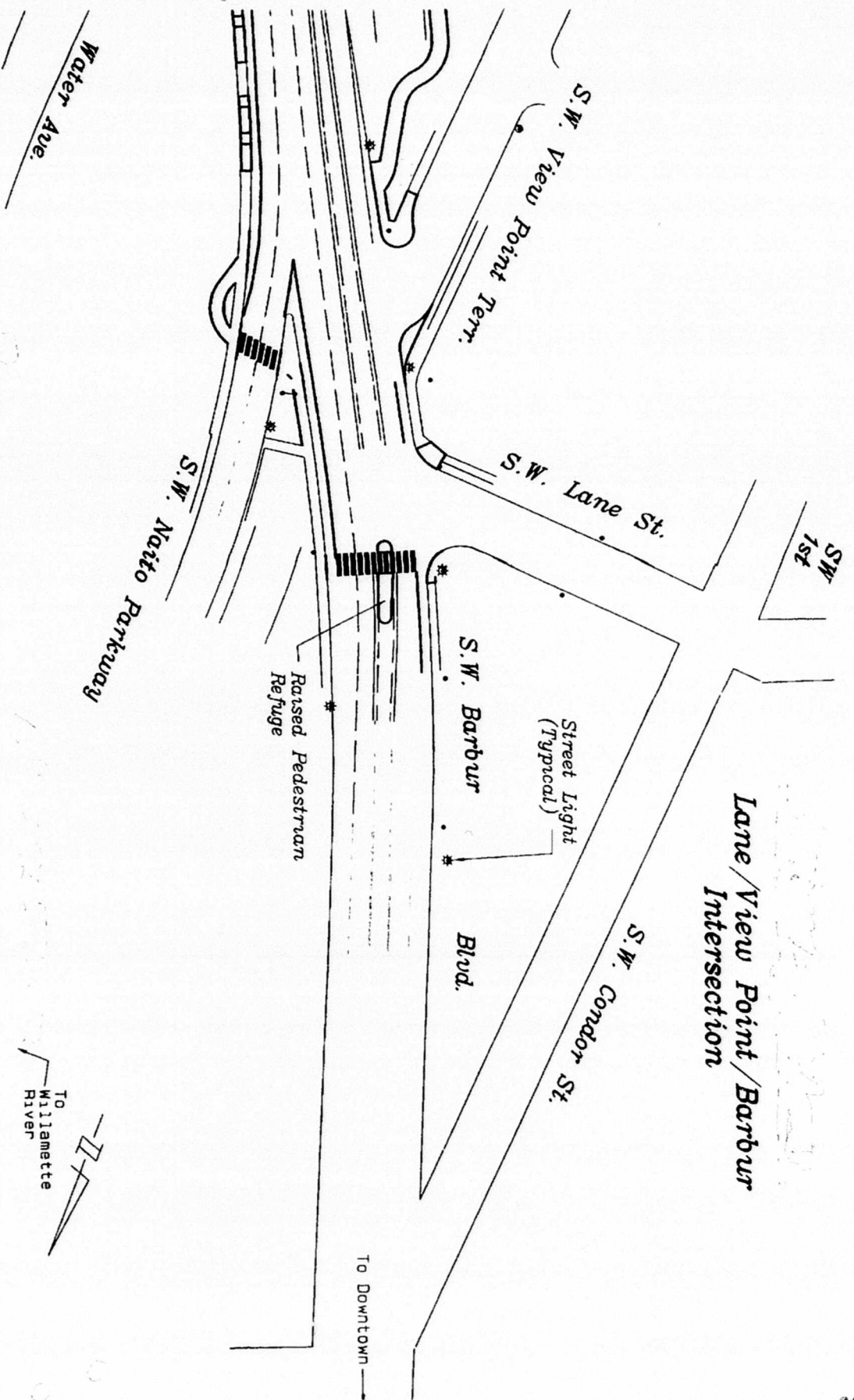
TECHNICAL SERVICES MANAGING ENGINEER DATE
S W LANE ST. - S.W. HAMILTON ST
(PORTLAND) SEC
PACIFIC HWY WEST (BARBUR BLVD.)
MULTNOMAH COUNTY

FEDERAL HIGHWAY ADMINISTRATION	PROJECT NUMBER	SHEET NUMBER
OREGON DIVISION	X-ACSTP-S01W(19)	1



35734

Lane View Point / Barbur Intersection





Homestead Neighborhood Association

35734

RECEIVED
TRANSPORTATION
ENGINEERING & DEVELOPMENT

MAR 31 1998

January 18, 1998

The Honorable Charlie Hales, Portland City Commissioner
Mr Brian Oberding, PDOT Project Engineer
Mr Jason Donnelly, ODOT Project Engineer

Re, S W Barbur Blvd. Revisions

Gentlemen,

The Homestead Neighborhood Association has decided to take a formal position on the ODOT/ PDOT proposed S W Barbur Blvd revisions. Our position is the result of public HNA meetings, discussions with concerned residents and straw polls. For easier discussion, the four main components of the ODOT/PDOT proposal are listed separately, north to south on S.W Barbur Blvd

S W LANE St at BARBUR Blvd. Overwhelming support is given to installing a pedestrian activated traffic light at S W Lane St (to be situated on the N W corner of Lane St) in lieu of the proposed centre island and signage. This light is vital to pedestrians using the TRI-MET Bus Stop/Shelter and for connectivity with the Corbett-Terwilliger/Lair Hill Neighborhood. The nearest pedestrian crossings are currently approx 1/2 mi to the north and south. The deletion of the traffic island proposal will allow neighborhood residents the continued use of S W Lane St. and S.W Barbur Blvd 's centre lane to merge with northbound Barbur Blvd traffic. This is very important during rush hour. The S.W. Lane St intersection provides better sight lines for drivers and the low island will be a traffic hazard at a congestion point. The Lane St crossing will also provide the added benefit of traffic calming, critical on a road that vehicles travel at considerably above the speed limit.

SOUTHBOUND BICYCLE LANES on S W BARBUR Blvd The need for a southbound bicycle lane on S W Barbur Blvd was endorsed, although there are concerns regarding the proposed \$950K bike path /retaining wall. Some residents have suggested temporarily routing the bike lane onto S W Viewpoint Terrace until the S W Portland Circulation Study is complete (recommendations from which, may make the bike path/wall unnecessary).

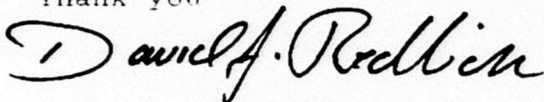
NORTHBOUND BICYCLE LANES on S W BARBUR Blvd HNA supports a northbound bicycle lane, provided the S W Barbur Blvd centre turn lane is preserved (though narrowed) to S W Lowell St. This is critical to neighborhood residents who need access to the Homestead

Neighborhood from S W Barbur Blvd northbound or wish to bypass commuter traffic on Barbur Blvd for local access

S W HAMILTON St RE-ALIGNMENT at S W BARBUR Blvd A majority of residents feel the proposed re-alignment of S W Hamilton, at a cost of \$250K, would be a waste of money for a marginal gain in [mainly] suburban commuter traffic efficiency (the amount of gain cited by PDOT representatives falls within the likely margin of error of their analysis) HNA residents are also concerned that inter-neighbor-hood traffic flows will be negatively impacted We feel that our original request for expansion of the island on the east side of Barbur Blvd to included the stripped area, moving the TRI-MET Bus Stop/Shelter back from the roadway and minimal landscaping is sufficient

In conclusion, the residents of Homestead Neighborhood Association find much to recommend in the Proposal, but are concerned about the lack of real world knowledge of local traffic patterns and an unwillingness to recognize HNA residents needs and input We are also concerned about the lack of priorities in determining expenditures Since its inception the price tag of this proposal has nearly doubled, consuming dollars that are needed for more vital neighborhood problems It may be "State" or "Federal" money, but they are still taxpayer dollars

Thank you



David J Redlich
Homestead Neighborhood Association Vice-Chair

HNA Contacts

Mr Pich Davidson, HNA Chair
223 7795, 3333 S W 10th Ave , Portland, Oregon 97201
Mr David J Redlich, HNA Vice Chair
228 1948, 3944 S W Condor Ave , Portland, Oregon 97201
Ms Helen Farrens, HNA Transportation Cmte Chair
228 2740, 3956 S W Condor Ave Portland, Oregon 97201

HNA-DJR/ck



CITY of PORTLAND

OFFICE of TRANSPORTATION

35734
Charlie Hales, Commissioner
Engineering & Development
Brant Williams, City Engineer
1120 SW 5th Avenue, Room 802
Portland, Oregon 97204-1914
(503) 823-7004
FAX (503) 823-7371
TDD 823-6868

August 26, 1998

Mr David Redlich
Homestead Neighborhood Association Vice-Chair
3944 SW Condor Ave
Portland, OR 97201

**Subject. Proposed Barbur Blvd Bike Lanes /Pedestrian Improvement Project
SW Hamilton Blvd. - SW Naito Blvd**

Re Response to January 1998 concerns

Dear Mr Redlich

This is in response to the Homestead Neighborhood Association's concerns regarding the proposed bike and pedestrian improvements along SW Barbur Blvd between SW Hamilton Street and SW Lane Street. Please forgive the extreme lateness of this response. Although your comments were received back on March 31st, I have been very busy this last Spring and Summer with construction on other projects and have been unable to spend the quality time necessary to properly address your concerns.

To summarize your comments, your association has four basic issues: installation of a signal in lieu of a raised median in Barbur at Lane, the high cost of the wall and bike lane along the west side of Barbur/Naito between Bancroft and the tunnel, preserving a center turn lane on Barbur at SW Lowell Street, and re-alignment/configuration of the Hamilton/Barbur intersection. City staff has reviewed and discussed these issues at length. The following is the City's response to your concerns.

Raised median or signal at Lane:

The neighborhood objects to the installation of a raised median in Barbur at the Lane Street intersection and would much prefer a pedestrian-actuated signal. After reviewing the options, staff feels a raised pedestrian refuge island is more appropriate than a signal. It is staff's position a signal at the Lane/View Point/ Barbur intersection will likely result in the following:

- Increased rear end type accidents on Barbur,
- Changes in local traffic circulation,
- Increased traffic on the local streets,
- Non compliance with existing practice or policies, and
- Substantial cost as compared to a raised pedestrian refuge island

Barbur Boulevard is a heavily used, four-lane facility. Both Lane Street and Viewpoint Terrace are local neighborhood streets. The Barbur/Lane/View Point intersection has an unusual geometry. Where Lane Street intersects Barbur Boulevard from the northwest at approximately a 60-degree angle, Viewpoint Terrace intersects Barbur from the southwest at approximately a 30-degree angle. Installing a pedestrian signal on Barbur at Lane would also require signaling both Lane Street and Viewpoint Terrace to maintain a safe operation because they could not see it far enough in advance to anticipate a stop. The signal would be green most of the time. However when it did turn red drivers would not be expecting it resulting in possible collisions and an increased likelihood of rear end type accidents. In addition, with the side streets under signal control drivers on either Lane Street or Viewpoint Terrace would see traffic stopped on Barbur and enter the intersection while pedestrians were crossing, not knowing who had the right of way. A raised pedestrian island would eliminate the refuge area that some drivers use for turning left onto Barbur Boulevard, however a reasonable alternative is SW Condor Street one block to the north.

In addition to the accident potential, staff also feels signaling the intersection would result in increased traffic through the neighborhood due to the demand to and from Marquam Hill. Currently the only reasonable access to Marquam Hill (once you get past Terwilliger) from northbound Barbur is the unsignalized left turn at the Lane Street. Left turns from northbound Barbur at Hamilton are prohibited. Staff feels a signal at Lane/View Point would provide easier access to Marquam Hill via the neighborhood and attract more traffic to these streets.

Changing either or both streets to one way away from the intersection will effect local circulation. If access from Lane Street to Barbur was prohibited drivers wanting to access southbound Barbur may use Hamilton rather than the nearby Viewpoint Terrace or Condor intersections because the angle of the intersections result in difficult right turns. Changing Viewpoint Terrace to one way away from the intersection would have the least impact.

Staff has also looked into the need for a signal by reviewing whether any Signal Warrants in the Manual of Uniform Traffic Control Devices are met. It is the City's practice to not install signals at locations that are not warranted. The pedestrian warrant requires 190 pedestrians crossing the street in one hour or 100 pedestrians per hour for four hours. Also, it requires there be less than 60 gaps or crossing opportunities per hour during the same period. The pedestrian volume criteria are not met at this location even though there is a lack of crossing opportunities elsewhere. If a raised pedestrian refuge island were installed in the center left turn lane, staff expects over 100 gaps (crossing opportunities) per hour. Thus, a signal is not warranted, and the lack of crossing opportunities can be corrected by installation of a raised pedestrian refuge island.

Concerning costs, a signal will cost approximately \$150,000 plus about \$2,000 per year for operating and maintenance cost. A raised pedestrian refuge island would cost approximately \$15,000 with negligible maintenance cost.

In conclusion, staff feels a signal would impact not only local circulation but also reduce capacity for

Barbur during the morning peak period It would cost substantially more than a raised pedestrian refuge island and is not needed if an island is installed

High cost of the wall/bike lane along Barbur/Naito between Bancroft and the tunnel:

The neighborhood supports the need for bike and pedestrian improvements along the west side of Barbur/Naito but questions the high cost of the required retaining wall to support the improvements. Alternative routes were considered. A route along the east side of View Point Terrace was deemed unreasonable from both a pedestrian and bicycle standpoint largely because of the terrain. The steepness of View Point is such that pedestrians would have difficulty using the sidewalk and bicyclist would most likely continue along Barbur rather than negotiate the hill. A route along Barbur was also deemed inappropriate because there was no safe location to cross either pedestrians or bicyclists over to the west side of Naito/Barbur once they pass the tunnel portal. The only reasonable route is over the existing tunnel and along the west side of Naito. Both pedestrians and bikes can easily traverse the grades along this route and the likelihood of use is much greater. Unfortunately this route requires the construction of a fairly expensive wall to retain the abutting ground and afford enough room to install the bike/pedestrian path.

Preserving a center turn lane on Barbur at SW Lowell Street:

The neighborhood supports the need for a bike lane along the east side of Barbur provided a center turn lane is preserved, allowing southbound Barbur traffic to access neighborhoods to the east at SW Lowell Street. Currently, Barbur has a continuous left-turn median from Bancroft north. This refuge lane affords southbound Barbur traffic the opportunity to turn left into the businesses and neighborhood to the east. Under the proposed plan, the median between Bancroft and View Point/Lane would be reduced in width to about 4' to provide room along the east curb for the new bike lane. The single southbound through lane on Barbur would remain and the right shoulder area will be widened and better delineated. Southbound traffic will still have the same opportunity of turning left into the neighborhood and businesses however they will be partially in the revised median and partially in the southbound through lane.

Re-alignment/configuration of the Hamilton/Barbur intersection:

The neighborhood is decidedly against any changes proposed for the Barbur/Hamilton intersection and signal. The neighborhood contends only a marginal gain in commuter traffic efficiency is gained while negatively impacting inter-neighborhood traffic flows. Staff has done an in-depth review and analysis of this issue. While at first glance the proposed realignment appears more complicated than the existing alignment, the new configuration will actually result in better service to Hamilton traffic (vehicles and pedestrians), especially during peak periods. The existing operation of moving east and west bound Hamilton movements sequentially is very inefficient. This inefficiency requires the need for long traffic signal cycle lengths (typically 3 - 4 minutes) in the afternoon peak period. This causes long delays to Hamilton vehicles and pedestrians trying to cross Barbur. With the proposed realignment, the cycle should be reduced to about 2 minutes. This shorter cycle will mean that Hamilton will be served more often, resulting in shorter vehicle queues on Hamilton and better service for pedestrians. Another benefit of the

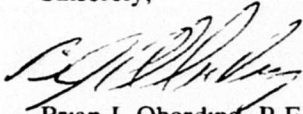
Mr David Redlich, HNA
Barbur Bike Lanes Project
Pg 4

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proposed realignment is the reduction of the pedestrian crossing distance across Barbur. Currently the diagonal crossing is about 152' long. This distance will be reduced to about 92' when the intersection is realigned. This shorter crossing means less traffic exposure to pedestrians. At the November 13th, 1997 Open House, staff provided a computer simulation model to graphically demonstrate the difference between the existing and proposed alignments. After seeing the simulation and hearing our explanation, most attendees agreed the realignment would indeed be a benefit. If need be, staff can re-create the computer model and simulation for review. Staff believes realignment will actually provide more benefit to Hamilton traffic and pedestrians than it will for Barbur traffic.

I want to thank you for your letter and interest in the project. It is the City's (and ODOT's) intent to listen to all sides of issues and produce a reasonable product that will attain the most benefit. It is also our desire to meet with you and any other key members of the neighborhood for a one-on-one secession to clarify any aspect of the project. I will also be preparing an Engineer's Report that will summarize the issues and elements of the project. This report will go before City Council for consideration near the end of September. I will notify you in advance of the specific Council date so that you may attend and give testimony. If you have questions or wish to discuss the project in more detail, you may reach me at 823-7560.

Sincerely,



Brian J. Oberding, P.E.
Portland Department of Transportation

cc Ms Helen Ferrans, Homestead Neigh Traffic Comm
Mr Rich Davidson, Homestead NA Chair
Charlie Hales, Commissioner
Brant Williams, City Engineer
Lewis Wardrip, Traffic Engineer
Bill Kloos, Traffic Signals Engineer
Larry Olson, ODOT

attachment

bjc

RECEIVED
Transportation Engineering
& Development

SEP 28 1998



35734

Homestead Neighborhood Association

Date September 23 1998

To Brian Oberding
PDOT Project Manager
City of Portland, Transportation/Engineering
1120 S W 5th Ave Room 802
Portland OR 97201-1971

From Homestead Neighborhood Association
Lois Miller, HNA Chair, 227-7510 *Lois Miller*
Helen Farrens, HNA Transportation Chair, 228-2740
Helen Farrens

Re S W Barber Blvd intersection revisions at S W
Lane St Condor St, View Point Terrace and
Hamilton St

The General membership meeting of Homestead N A approved authority of the neighborhood to its Transportation Committee for further review and action regarding these intersections. All Association members were invited to attend the Transportation Committee meeting held Sept 17th. Three Portland Transportation Staff members also attended.

This group voted to support the proposed marked pedestrian crossing of Barber at Lane with the proposed pedestrian safety island.

They also voted to accept the recommendation of the traffic engineers for the intersection realignment at Barber and Hamilton Street. The greatest concern shared by the group is the distance and difficulty north bound bus riders will face coming from Hamilton west of Barber. They will have to walk north, cross seven traffic lanes, then south across four traffic lanes, then proceed south 200 feet.

This group strongly supported the proposed Condor Street entrance to Barber (see attached). This proposal was provided by a local resident. This intersection design is also recommended at S W Viewpoint Terrace at Barber. At both intersections, this design would increase pedestrian and vehicular safety and ease vehicular entrance to Barber. Another significant point would be the slowing of cars exiting onto these neighborhood streets at Highway speeds. This type of intersection design could be achieved at relatively low cost, (see attached example at N W Cornell at Westover using precured concrete dividers).

Thank you for addressing our Neighborhood Associations views and concerns. Please contact us if any clarification is needed.

35734

1-17-98Sign InTransportation Committee
Meeting

<u>Name</u>	<u>Address</u>	<u>Telephone</u>
Keith Claycomb	326 SW 13 th Ave	228-6978
ED FISCHER	3404 SW 13 th Ave	227-2732
Lois S Miller	3392 S.W. Fairmount Blvd	227-7510
Tom Guinan	4130 SW View Pt Ter #6	241-75
Pat Landrieth	4041 SW 6 th Ave Dr	229-047
Eugene Landrieth	" " "	"
DAVID J. REDLICH	3944 S.W. CONDOR AVE.	228.1948
Steve Swage	4128 SW. Condor Ave	223-7142
Lewis Wardrip	1120 SW 5 th Rm 730	823 5187
Bill Kloos	" "	823 538
Christine Canham Leon	1120 SW 5 th Ave Rm 825	823-744

Steve did not stay for vote

RESOLUTION No.

35734

Accept the SW Barbur Blvd Bike/Pedestrian Improvements' report and recommendation (Resolution)

WHEREAS, the Oregon Department of Transportation (ODOT) identified in the State Transportation Improvement Program a project to improve the bicycle and pedestrian facilities along SW Barbur Boulevard between SW Hamilton Street and SW Lane Street, and

WHEREAS, ODOT has funds within their budget to cover the design and anticipated construction costs of the proposed improvements, and

WHEREAS, ODOT requested the City of Portland, Office of Transportation (City) to work with the adjoining neighborhoods, prepare construction plans and specifications, and transmit the project to ODOT for contract bid and award, and

WHEREAS, the City worked with the neighborhoods to develop plans and specifications, and

WHEREAS, the Homestead Neighborhood association supports the project, however some residents of the neighborhood object to some of the proposed improvements, and

WHEREAS, the proposed improvements provide a benefit to regional as well as local traffic circulation by reducing congestion and improving the efficiency of the traffic signal operation at SW Barbur Blvd and SW Hamilton St , and

WHEREAS, the proposed improvements support the policies and goals outlined in the City's Transportation Element of the Comprehensive Plan,

NOW THEREFORE, BE IT RESOLVED, that the City Council accepts the SW Barbur Blvd Bike/Pedestrian Improvements as described in Exhibit A, Engineer's Report and Recommendations attached hereto, and

BE IT FURTHER RESOLVED that the City Council supports ODOT's efforts in bidding and awarding a contract to construct the proposed bicycle and pedestrian improvements

Adopted by the Council,

OCT 14 1998

Commissioner Charlie Hales
Brian Oberding
September 28, 1998

By

BARBARA CLARK
Auditor of the City of Portland
Britta Olson
Deputy

1531

Agenda No

RESOLUTION NO

35734

Title

Accept the SW Barbur Blvd Bike/Pedestrian Improvements' report and recommendation (Resolution)

INTRODUCED BY	Filed	OCT 8 1998
Commissioner Charlie Hales	Barbara Clark Auditor of the City of Portland	
NOTED BY COMMISSIONER	By <u>Cay Kershner</u> Deputy	
Affairs	For Meeting of _____	
Finance and Administration	ACTION TAKEN	
Safety <u>C. Hales</u>		
Utilities		
Works		
BUREAU APPROVAL		
Bureau Transportation Engineering & Development		
Prepared by Date Brian Oberding slg October 7, 1998		
Budget Impact Review		
____ Completed X Not Required		
Bureau Head <u>Brant Williams</u> Brant Williams, P.E.		

AGENDA		FOUR FIFTHS AGENDA	COMMISSIONERS VOTED AS FOLLOWS	
			YEAS	NAYS
Consent	Regular X	Francesconi	✓	
NOTED BY		Hales	✓	
City Attorney		Kafoury	✓	
City Auditor		Sten	_____	_____
City Engineer <u>Brant Williams</u>		Katz	✓	
Approved By <u>Brant Williams</u>				