



## More improvements for buses, bikes and pedestrians

Since the July 2013 adoption of the Southwest Corridor Shared Investment Strategy (SIS) local, regional and state agencies and private partners are moving forward with sidewalk, bike lane, roadway and transit improvements that make travel safer and more convenient for Southwest Corridor communities. Approximately 80 projects were identified as priority SIS projects and several have already been built or are currently under construction. Other SIS projects will soon undergo federal environmental review as integral components of the Southwest Corridor light rail project.

Throughout summer and fall 2016, Southwest Corridor partners will determine which subset of these sidewalk, bike lane and roadway projects will be studied in the project's Draft Environmental Impact Study (DEIS). Studying a project in a DEIS is necessary for federal funding, and means it could be included with the light rail project in the region's funding request to the Federal Transit Agency.

Projects ineligible or unlikely to receive federal funds will not be studied in the DEIS. Such projects will remain part of the overall Southwest



Corridor Plan and will continue to be regional and local priorities with a variety of funding opportunities to be considered.

Local residents and civic organizations have been very invested in helping to shape the list of projects that can improve travel for people walking, biking, driving and taking transit through the corridor. These projects will not only help people move between and throughout their communities, but many will be critical connectors to get people safely to and from the Southwest Corridor light rail line.

### Next steps

- Project staff is refining the scope and cost estimates for around 50 bike lane, sidewalk and roadway priority projects.
- In early fall 2016, project staff will get public input on the set of bike, sidewalk and roadway projects that will be studied during 2017-2018 environmental review of potential impacts.
- In late fall 2016, the Southwest Corridor Steering Committee will identify which projects to study in the 2017-2018 environmental review, taking public comment into account.

## SW Spring Garden Street, SW 19th Avenue and SW 22nd Avenue

Capitol Hill Elementary School has been around since 1913, but the student population doubled just in the last ten years. The narrow residential streets surrounding the school—bordered by I-5 to the north and SW Spring Garden Street to the south—are gridlocked during pick up and drop off hours, and previously lacked sidewalks, contributing to unsafe conditions. Many parents and students dashed across Spring Garden Street in between traffic flows to reach the school.

But the area is getting a lot safer.

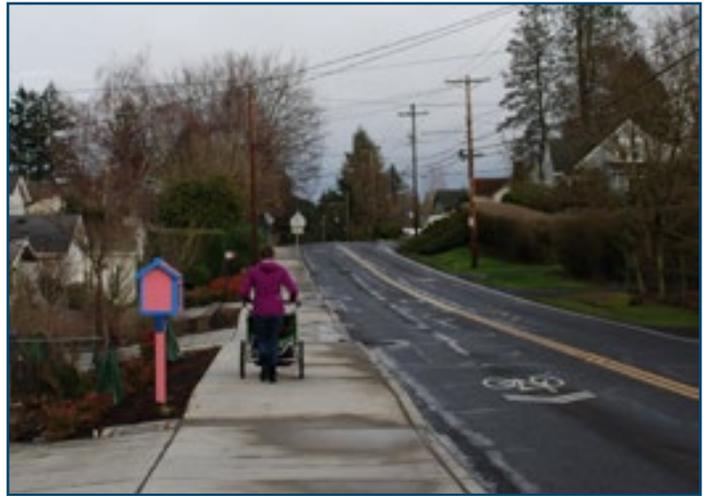
Approximately a half-mile of recent improvements to the area include bike lanes, 6-foot-wide sidewalks (where there was previously just gravel) and bioswales, which are ditches filled with water-loving plants that collect, convey and filter storm water. These improvements can be seen along SW Spring Garden Street, SW 19th Avenue and SW 22nd Avenue. The Portland Bureau of Transportation completed these improvements in early 2014.

It is now much easier for kids and parents to walk to and from school, but strong pedestrian connections are important for more than just daily commutes and drop-offs.

“It’s a huge improvement. I can walk to Safeway with the kids now. There’s a clear path all the way,” said one parent during a rainy February pick up hour at Capitol Hill Elementary. Before the sidewalks were put in she would still walk to the Safeway on Barbur, “but it was a lot scarier,” she said.

Having safe walkways to school, work and errands changes the character of a neighborhood too.

“I’m a runner, so this is huge,” said another parent, rolling her kids along Spring Garden in a double stroller. “I used to avoid this street when I run, but now I run on it all the time. I think some people were angry about it at first because of the construction, and the sidewalks cut into their



New wide sidewalks can fit a double stroller with extra room.

yards. But now I think everyone likes it. It just seems so much friendlier around here now.”

A lot remains to be done. Car traffic continues to stall during arrival and dismissal time at Capitol Hill Elementary, and transportation improvements in Southwest Portland are difficult due to hilly geography. But this is one of many bike and pedestrian improvements in the works for the area that will not only connect neighborhoods to each other, but also to stations for a future MAX line.

“I hope I still live here when it happens,” said another parent about the new transit line. “I work downtown. My husband bike commutes. He’s been hit twice on Barbur, and he’s only on there for a small stretch.”



Bioswales collect, filter and convey stormwater.

## Crossing improvements on SW Barbur Boulevard at Alice Street

As anyone who travels on Southwest Barbur Boulevard (99W) can tell you, it is a major north-south connection of the southwest Portland region, extending all the way to Tigard before becoming Pacific Highway.

But this vital lifeline can be intimidating for pedestrians trying to cross this busy thoroughfare.

In recent years, the Oregon Department of Transportation (ODOT) has been working on improving safety and comfort for people walking, rolling or biking on Barbur.

One of these projects, completed in March 2016, upgraded the intersection at Barbur and Southwest Alice Street, a bucolic residential street funneling autos, pedestrians and bicycles onto Barbur at an angle. This intersection is one of three priority locations for crossing improvements on Barbur identified by the Barbur High Crash Corridor plan.



SW Barbur Blvd and SW Alice St in June 2014



New crosswalks with rapid flash beacons, a pedestrian island and ADA ramps

A new crosswalk with rapid flash beacons, a pedestrian island and new ADA ramps for sidewalks will make it much easier and safer for people walking, rolling or cycling to cross Barbur.

This intersection is a particularly important location for new safety improvements for two reasons:

First, there are a high number of crossings at this intersection. People walking along Barbur often cross at this location because the sidewalk on the southbound side of Barbur ends just south of the Alice intersection. People also cross to access TriMet bus stops on each side of the road, as well as employment centers on the east side, retail destinations on the west side and adjacent residential areas.

Secondly, safe crossings on Barbur are spaced far apart. The nearest crosswalks with traffic signals to the Alice Street intersection are located more than 1,000 feet to the north at Barbur and SW 30th Avenue, and more than 2,000 feet to the south at the Barbur Transit Center.

Prior to beginning construction of the project, ODOT distributed informational flyers to neighboring businesses. ODOT received considerable positive feedback from workers in the area who watch people run across Barbur at Alice Street daily.

These safe crossing improvements at Alice Street and Barbur Boulevard were funded by ODOT as part of a bundle of “Southwest Corridor Early Opportunities,” which are projects that could be quickly implemented to support safe access to existing transit stops in the corridor. It is strongly supported by SW Neighborhoods, Inc. (SWNI), the coalition of neighborhood associations in Southwest Portland. More than \$3.6 million dollars will be spent over the next couple years for 99W Safety and Access to Transit Improvements.

CONNECT

[www.swcorridorplan.org](http://www.swcorridorplan.org)

 @SWCorridor

[swcorridorplan@oregonmetro.gov](mailto:swcorridorplan@oregonmetro.gov)

503-797-1756

## TriMet Line 97: Connecting workers and jobs

The year 1970 began a period of rapid growth for the city of Tualatin, which was then a small farming town with a population of about 750. The community has since experienced a sharp rise in residential, commercial and industrial activities, with a population of more than 26,000 in 2015 and no signs of slowing down.

Melinda Anderson, economic development manager for the city, says Tualatin's industrial growth really started booming in the 1990s. The city now has more than 12 million square feet of built industrial space, and even more land zoned for industrial use. Employers such as LAM Research, Ichor Systems, Jugs Sports, Nortek Air Solutions, Pacific Foods and the Kaiser Clinic and Sleep Lab employ thousands of workers in Tualatin and the surrounding area.

But a growing population means a growing number of people trying to get around.

Tualatin has four main roads that serve the industrial area—Boones Ferry Road, Herman Road, Tualatin Road, and Tualatin-Sherwood Road all of which are heavily used during commute hours. Some manufacturers have opted to move freight at night to avoid delays. Freight, commuter, and residential traffic demand will continue to increase as the employment areas and new residential areas continue to develop.

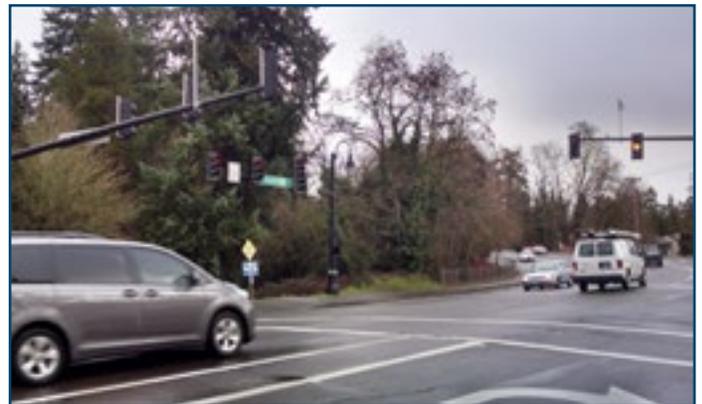
If you live or work in Tualatin, you know that transit options are limited.

The need for increased transit service to the area has long been a priority for regional transportation planners, and their efforts are finally coming to fruition. Beginning in June 2016, TriMet will launch a new bus line, Line 97-Tualatin-Sherwood Road.

Besides serving downtown Tualatin and the Sherwood Town Center, Line 97 will connect workers with the light industrial businesses along Tualatin-Sherwood Road every 30 minutes during the weekday morning and evening rush hours.



Newly built industrial space in Tualatin



The intersection of SW Martinazzi Road and SW Boones Ferry Road in Tualatin is a major choke point for traffic during rush hour.

The line will also connect with the Tualatin WES station and Lines 76, 93, 94 and 96, providing connecting service to Beaverton, Tigard, Wilsonville and downtown Portland. In the future, it will be extended to Bridgeport Village where it could connect with a future Southwest Corridor MAX line.

By connecting workers with jobs in this rapidly growing employment corridor, Line 97 will fill a longstanding gap in the TriMet bus network. It will also allow for the re-routing of the Tualatin Shuttle, resulting in increased service throughout Tualatin.

Line 97 will cost approximately \$400,000 per year, coming from TriMet's employer payroll tax, just like all other buses, MAX, WES and LIFT services. It is the culmination of many months of collaboration between TriMet and the cities of Sherwood and Tualatin, the Tualatin Chamber of Commerce and businesses along Tualatin-Sherwood Road. It is the first new bus line introduced to the system since TriMet began developing its Service Enhancement Plans in 2011.

## Sidewalk and bike improvements on SW Fischer Road

During an eight hour period in September of 2015, Washington County observers recorded 121 people crossing King City’s SW Fischer Road in the few blocks just east of its intersection with Pacific Highway. Fischer Road is what planners call a “collector road,” which funnels bike, pedestrian and auto traffic from residential areas to major arterial roads (Pacific Highway in this case). Though it’s terrific that many people are walking to get to their destinations along SW Fischer Road, they have to cross the street at several points where the sidewalk runs out, without crosswalks or signals. People bicycling are just plain out of luck—the narrow road has one lane in each direction and no bike lanes.

Washington County and King City are working to make it easier and safer to walk and bike along SW Fischer Road by adding bike lanes and completing sidewalks in both directions.

New sidewalks and bike lanes will provide residents in the area with safe access to school bus and transit stops along SW Fischer Road and Pacific Highway as well as a safe route to Deer Creek Elementary School on SW 131st Avenue. The improved SW Fischer Road will also serve as a main connection for people walking or biking between Pacific Highway and the future Westside Trail, which will one day link the Willamette River to the north and the Tualatin River to the south with a single paved trail.

The project, estimated to finish construction at the end of 2016, will cost approximately \$1.93 million. \$1 million will come from King City’s Transportation Development Tax and \$930,000 will come from Washington County’s Gain Share Program. Gain shares are shares of personal income taxes generated by job growth resulting from property tax incentives for businesses to create local jobs. The resulting job growth generates more income taxes for local governments, which are re-invested back into the community. The Washington County Board of County Commissioners is dedicating a portion



A cyclist on the current SW Fischer Road



An example of where the sidewalk discontinues on SW Fischer Road

of these funds to Active Transportation and Safe Routes to Schools projects.

Filling gaps such as these in the bicycle and pedestrian network are a key part of the Southwest Corridor Plan and other regional efforts to make the transportation system useable, safe and efficient for everyone in Washington County.



An Entrance to Westside Trail

**CONNECT**

[www.swcorridorplan.org](http://www.swcorridorplan.org)

 @SWCorridor

[swcorridorplan@oregonmetro.gov](mailto:swcorridorplan@oregonmetro.gov)

503-797-1756