

PBOT

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SW Capitol Highway: Multnomah Village – West Portland Improving Pedestrian & Bicycle Safety and Mobility

Project Update and Draft Cross Section Concepts
September 26, 2016

SW Capitol Highway: Multnomah Village – West Portland is the single largest enhancement project funded by the [Fixing Our Streets](#) gas tax approved by voters in May 2016. Adding pedestrian and bicycle facilities to this stretch of road has been a community priority for more than 20 years, and PBOT now has the resources to construct a project here. Approximately \$3.3 million in Fixing Our Streets funds will leverage up to \$7 million in other funding to build the project, which will provide sidewalks and bike lanes along SW Capitol Highway between SW Garden Home Road and SW Taylors Ferry Road. Construction will begin in 2019 after a two-year design process.

Shortly after voter approval of Fixing Our Streets, PBOT staff gathered input on this long-awaited project from the Southwest Portland community, including at the June 20 Southwest Neighborhoods, Inc. (SWNI) Transportation Committee meeting, a [July 30 neighborhood walk](#) hosted by the Multnomah Neighborhood Association (MNA), and an August 1 meeting of the Capitol Highway Subcommittee of the MNA.



More than 40 neighbors joined PBOT and Bureau of Environmental Services staff for a walking tour on July 30 to identify opportunities and challenges along Capitol Highway.

PBOT has developed draft roadway cross section concepts based on this recent feedback and past planning efforts including the 2011 [SW Capitol Highway Plan Refinement Report](#) and the 2016 [Capitol Highway Corridor Stormwater Concept Design](#). Available funding is not sufficient to provide complete sidewalks and bike lanes on both sides of the roadway, so the proposed cross sections include compromises that provide safe, functional facilities at lesser cost.

Initial community feedback revealed a strong preference for continuous sidewalk on the east side of the roadway in order to access the viaduct to Multnomah Village and the crosswalk to Barbur Transit Center, so PBOT proposes this as a base assumption. Continuous bikeways in both directions are also proposed, including a northbound buffered bike lane due to the steep (5%+) downhill slope and



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abundant driveways. Proposed west side features vary, with separated sidewalk and bike lane proposed south of Alice Street to better access the Barbur “Crossroads” and a future light rail station, and a separated multi-use path north of Alice Street due to a lower concentration of driveways and house frontages. The multi-use path would include delineation to better separate pedestrian and bicycle traffic, responding to community comments on PBOT’s earlier Multnomah Boulevard project. Stormwater facilities and trees are integrated throughout the cross sections.

Both cross sections assume no major right-of-way acquisition and no major reconstruction of the existing roadway, leaving the motor vehicle travel lanes more or less where they are today. Surplus right-of-way shown at the edges of the cross sections may be reallocated to wider sidewalks, wider buffers, or grading/retaining walls, depending on topography and other constraints.

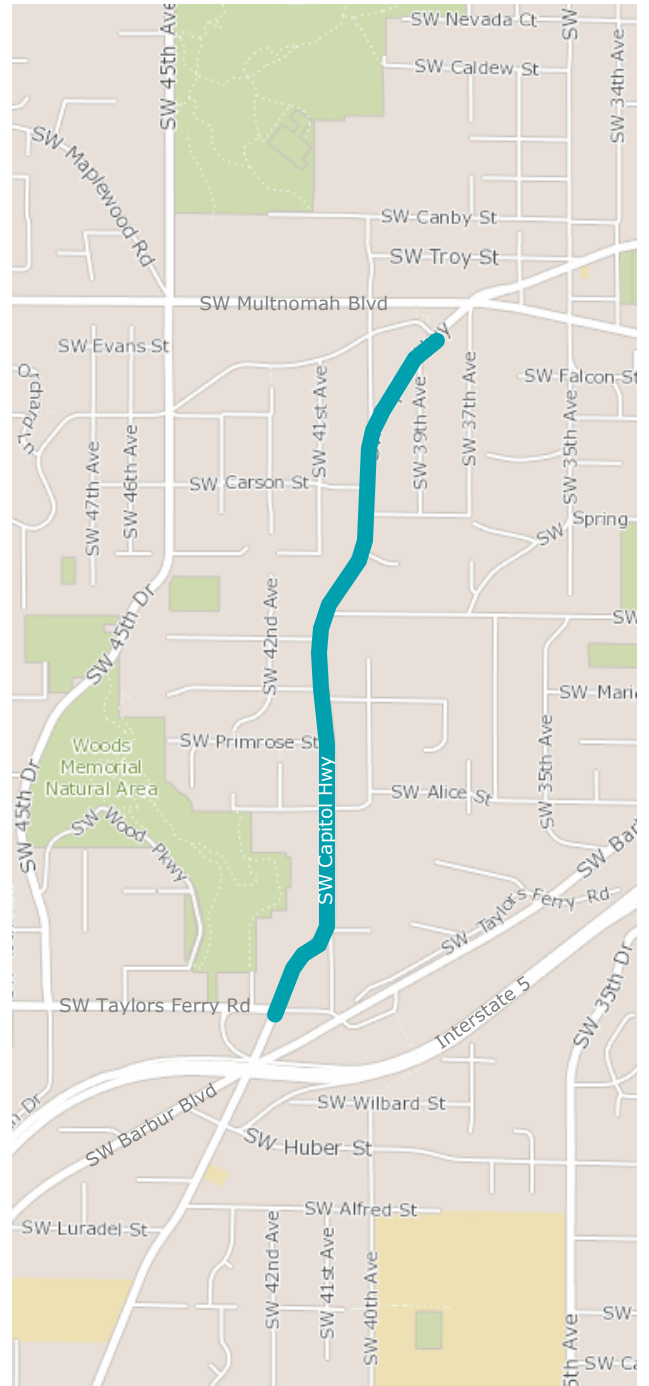
Please note that these cross sections, when applied to the physical constraints of the corridor, will require site-specific narrowing and other modifications in order to be constructed feasibly and with lesser impacts to adjacent properties. For example, planting strips, stormwater facilities and/or bike lane buffers may need to be slimmed down or eliminated in some spots.

Pockets of on-street parking are being considered in locations where properties have no other option for vehicle parking. Bus stops for TriMet’s #44 bus line must also be figured into the design. These two features are not yet reflected in the concepts.

Through the end of November 2016, PBOT is seeking public input on the draft cross section concepts illustrated on the following page.

Please contact the Project Manager with your comments and questions:

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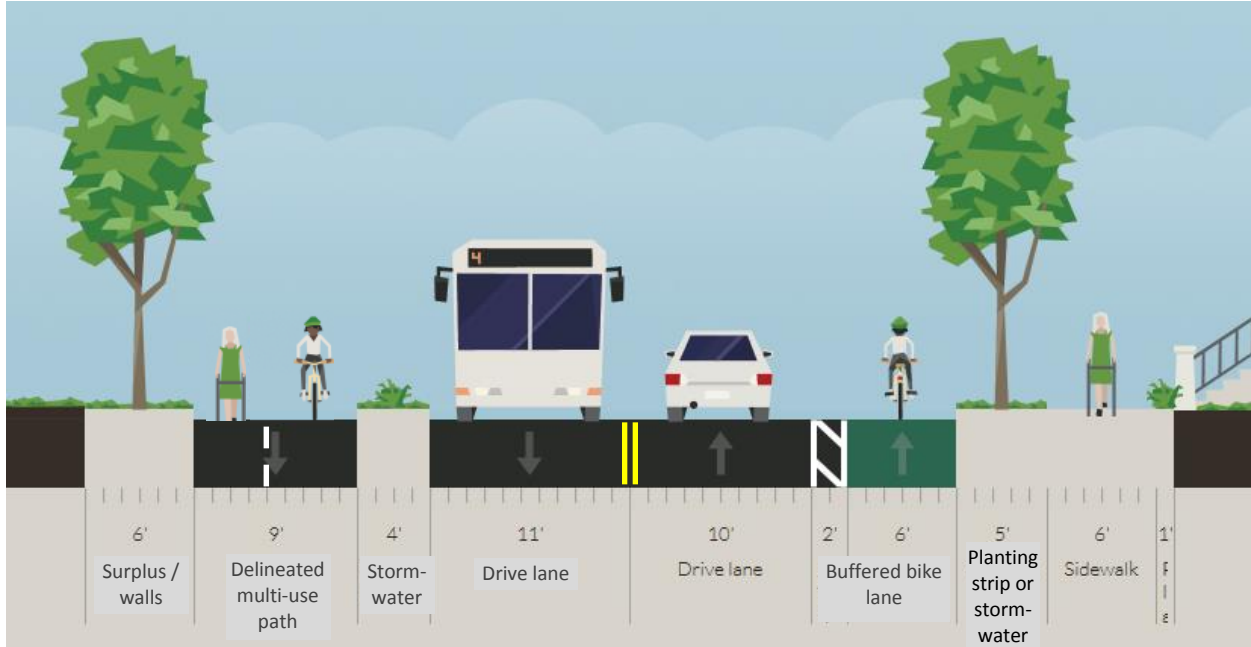


The SW Capitol Highway: Multnomah Village – West Portland project is approximately one mile in length, from SW Garden Home Road to SW Taylor's Ferry Road.

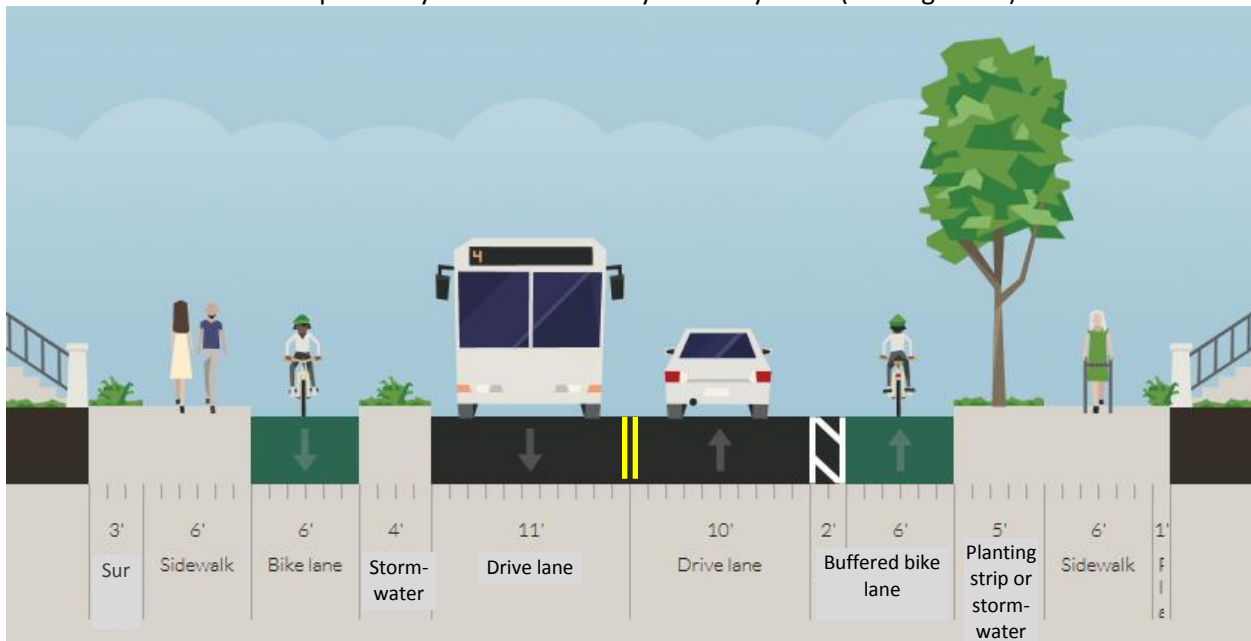
SW Capitol Highway: Multnomah Village – West Portland
 Draft Cross Section Concepts* – 9/26/16



SW Capitol Hwy: Garden Home Road – Alice Street (looking north/downhill)



SW Capitol Hwy: Alice Street – Taylors Ferry Road (looking north)



Drawings made using streetmix.net

*Cross sections will require site-specific narrowing and other modifications based on topography and other constraints. Bike lanes will not necessarily use green paint. West side bike lane and multi-use path may be at a different grade than shown.