City to spend \$500,000 engineering Garden Home segment of Capitol Highway

By Don Snedecor The Southwest Portland Post

At the October meeting of the Multnomah Neighborhood Association, Kathryn Levine, project manager with the Portland Office of Transportation, gave an update on the status of the Capitol Highway Plan project's "Garden Home" segment.

The City of Portland received a grant of about \$500,000 to do preliminary engineering on the Garden Home segment from Garden Home Road to Taylor's Ferry Road. The 1996 plan calls for bike lanes and sidewalks on both sides of Capitol Highway.

According to Levine the MTIP funds have for the project still have to be procured from the Oregon Department of Transportation. Levine said she expected the city to have the funds available for engineering sometime after the first of January.

The next step will be for a technical team including city engineers, designers, and a consultant on stormwater design to begin meeting with a rekindled citizen's advisory committee on some of the fundamental design questions of the project.

"Will the community want to stick to the 12-foot wide sidewalk corridors are will they want them to be narrower and have less impact on trees and surrounding landscape," said Levine. "Will they

PEDESTRIANS & BICYCLES

want it sloping or will there be retaining walls?"

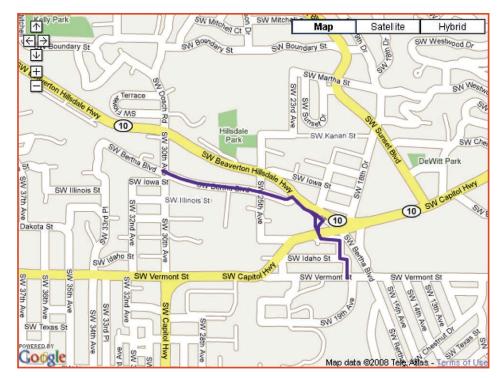
Levine said the city would begin recruiting volunteers from the community for the CAC sometime early next year.

Levine said that how the project deals with stormwater will be a major factor, just as it was for the Texas Street (at Capitol Highway) local improvement district. "Whether it is with swales or some other kind of filters, I think how we treat the stormwater before it enters the system is an important question that has to be resolved."

Levine said that the project will include six months of revisiting the streetscape plan and doing the engineering. No construction dollars have been committed so far. As far as a timeline for the project, design is expected to be completed during 2009-2010, with construction possibly sometime in 2011.

First segment of Red Electric Trail project would cost \$2 million

The City of Portland has applied for a \$2 million MTIP grant to pay for one small section of the proposed Red Electric Trail. When completed the entire trail would run from the



The Red Electric Trail segment marked from 30th Avenue to Vermont Street.

Willamette River to Alpenrose Dairy where it would connect with the Fanno Creek Trail.

According to Portland Parks and Recreation, the Red Electric Trail project would provide pedestrian and bicycle improvements in the Hillsdale town center area of Southwest Portland.

The western segment is an on-street bike boulevard with sidewalks on Bertha Boulevard from 30th Avenue to the Bertha and Beaverton-Hillsdale Highway intersection.

This segment would have mechanisms to calm traffic like curb extensions at 30th Avenue, directional signs and possibly adding width to existing pavement to make a bicycle boulevard.

The middle segment would be an offstreet trail from the intersection of Bertha Boulevard and Beaverton-Hillsdale Highway to Capitol Highway.

The eastern segment would either be a signed route along existing Nebraska Street, 19th Avenue, and Idaho Street or preferably a widening of an existing offstreet sidewalk between Vermont and Nebraska streets that parallels Bertha Boulevard.

According to Don Baack, chair of the Southwest Trails Committee, this section is important for bicycles and pedestrians because access to Beaverton-Hillsdale Highway is so dangerous.



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