

FROM THE EDITOR'S DESK

Burlingame trunk sewer line under construction through July

By Don Snedecor
The Southwest Portland Post

According to Stephen Sykes of the Portland Bureau of Environmental

Services, work will continue on the Burlingame trunk sewer line along Multnomah Boulevard between Southwest 31st and Interstate 5 through July.

The slip lane from Southwest Barbur Boulevard to westbound Multnomah Boulevard will require a temporary detour in order to allow a pipe connection to be made.

This work is anticipated to take about three days. Signs will be posted several days in advance of the road closure.

Between Southwest 28th and 31st avenues, the contractor in late March

was preparing to start excavation and pipe installation.

Signs restricting on-street parking on Southwest Multnomah Boulevard from 28th to 30th avenues are in place or are going up soon. Sykes said to be aware of parking restrictions.

"We will be working closely with business owners and property managers through this section (Southwest 28th to 30th avenues)," said Sykes.

"There are three private parking lots with direct access to Southwest Multnomah Boulevard that will be blocked as the pipe is installed." More information will be available in a few weeks for those properties.

Sykes said to watch signs for traffic restrictions near Southwest 31st and Multnomah Boulevard. A manhole and pipe installation will be occurring through April. For more information check www.portlandonline.com/bes/burlingame.

New sidewalk and cycle track to be built on Multnomah Boulevard

According to Rich Newlands, project manager with the Portland Bureau of Transportation, a new 12-foot-wide sidewalk and 7-foot-wide cycle track will be built on the north side of Southwest Multnomah Boulevard in mid to late summer.

On the south side, a 9-foot-wide multi-use path will be built at the same time. According to Newlands, this space will eventually include a 7-foot-wide cycle track with a 2-foot-wide landscaped buffer or swale to help protect bicyclists from motorists.

At the same time a pedestrian-activated crosswalk, featuring a rapid flash beacon, will be installed at Southwest 25th Avenue to allow pedestrians and bicyclists to safely cross Multnomah Boulevard. A similar crosswalk was recently installed on Barbur Boulevard near Hamilton Street.

TriMet Studies Hillsdale Pedestrian Problems

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tential conflicts with motorists – as Barbur Boulevard pedestrians.

The study recommends:

1. Sidewalks should be at least 10-foot wide along Barbur Boulevard and Capitol Highway where walkways are lacking.

2. Landscaped buffers are needed between traffic and all sidewalks along Barbur Boulevard and Capitol Highway.

3. More frequent and better-marked crosswalks on Barbur Boulevard. Key intersections such as Barbur and Bertha boulevards should have curb-extensions to create shorter crossings, mid-street islands for pedestrian safety and possible right-turn-on-red restrictions for motorists.

4. Signals should be timed to give slower-moving pedestrians enough opportunity to safely cross the street at the busiest intersections.

TriMet has identified no money for building these sidewalks, crosswalks and other improvements in Hillsdale or the nine other areas in the study,

Englemann said. The agency owns none of the streets and sidewalks around the 621 bus stops included in the analysis.

"This is a first step in working with our local, regional, and state partners to create better walking environments to transit stops and more livable communities," said Englemann.

In Hillsdale, the City of Portland maintains Capitol Highway and the Oregon Department of Transportation is responsible for Barbur Boulevard.

TriMet budgeted \$140,000 for the study, tapping a \$125,000 federal grant for the bulk of the work, Englemann said. The agency chipped in \$15,000.

TriMet also studied pedestrian access to transit at the Southwest Scholls Ferry Road and Beaverton-Hillsdale Highway intersection in Raleigh Hills.

The TriMet study included a number of suburban areas and two other areas in Portland: Southeast Division Street at 122nd Avenue and Southeast Powell Boulevard at 82nd Avenue.

Read the reports at <http://trimet.org/projects/pedestrian-network.htm>.



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