

TRANSPORTATION

Barbur Concept Plan subject of November 29 open house

By Lee Perlman
The Southwest Portland Post

The Bureau of Planning and Sustainability has prepared preliminary recommendations for the Barbur Concept Plan, which will provide a direction for future development along Southwest Barbur Boulevard and official action to help make it happen.

They will be available for public viewing and comment at a public open house from 5:45 to 8 p.m. November 29 at the Multnomah Center, 7688 SW Capitol Hwy.

According to project manager Jay Sugnet, the biggest issue the Plan airs is whether the Barbur Crossroads area, at the intersection of Barbur Boulevard and Southwest Capitol Highway, should retain its "Town Center" designation calling for high intensity residential and commercial development.

"Not much has happened there," Sugnet told The Post, and not much is likely to unless the area can be made more pedestrian-friendly. To that end, Sugnet says, "There's no easy solution no matter how much money you spend."

Elsewhere the Concept Plan calls for mixed use development at several points along the corridor at higher density than it currently has but not the highest possible. The only major significant zone changes are on the northern end at Southwest Kelley Avenue; elsewhere there are "overlays" to facilitate and guide development.

The Plan also recommends a variety of transportation improvements, including new traffic signals, and a

new Interstate 5 access at Southwest 26th Avenue. Whether there will be a future light rail line, and other major transportation project, on Barbur will be decided by another project, Metro's Southwest Corridor Project.

Barbur Demonstration Project "in the cue" for sidewalks

The Barbur Demonstration Project, which would add sidewalks and bike paths to Barbur Boulevard between Southwest 19th and 26th avenues, moved forward last month toward potential funding.

The Oregon Department of Transportation, which will select projects for funding, has "invited" Portland to apply for a grant for the project, one of three transportation projects in this city so favored.

This does not guarantee funding - ODOT has "invited" applications for 80 such projects statewide - but it does mean the Barbur Boulevard project is "in the cue," Southwest Neighborhoods, Inc. president Marianne Fitzgerald told The Post. A decision should be forthcoming in early 2013, she said.

A revised plan calls for a new sidewalk and bike path on the south side of Barbur Boulevard, west of the Original Pancake House and adjacent to the Interstate 5 ramp, Fitzgerald said. However, the revised plan may cut a proposed reconfiguration of Barbur's intersection with Southwest Spring Garden Road, she said. It will include "at least two new marked crosswalks," she said. The demonstration project's estimated cost is between \$800,000 and \$1.2 million.



BEFORE AND AFTER: A current view, plus a futuristic view, of Southwest 13th Avenue facing east toward Barbur Boulevard. (Photos courtesy of Jay Sugnet, Portland Bureau of Planning and Sustainability)

Multnomah Boulevard sidewalk project will include pedestrian crossing at 25th Avenue

The Multnomah Sidewalk Project will soon install new walkways on Southwest Multnomah Boulevard between 22nd and 34th avenues.

According to Moses Ross of the Multnomah Neighborhood Association, the project will feature a sidewalk on the north side of the street.

On the south side there will be a "multi-use" path shared by pedestrians and bicyclists, and separated from the roadway a 3.5 inch swale. At Southwest

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4207 SE Woodstock Blvd #509
Portland, OR 97206
Phone: (503) 244-6933; Fax: (866) 727-5336
general email: news@multnomahpost.com
web address: www.swportlandpost.com
Editor & Publisher: Don Snedecor
Reporters/Writers: Jillian Daley, Lee Perlman
Retail Advertising Manager: Harry Blythe
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