

# Multnomah Blvd sidewalk, bikeway improvements underway

## TRAFFIC ADVISORY

By Don Snedecor  
The Southwest Portland Post

The City of Portland Bureau of Transportation advises the traveling public that a major street and stormwater improvement project will require lane closures on Southwest Multnomah Boulevard from Southwest 22nd to 40th avenues now through the end of October.

Lane closures will be restricted to after 9 a.m. and before 3 p.m. to minimize impacts on travelers.

The public is advised to expect delays while repairs are being made. The city is asking the public to travel cautiously, observe all lane closures and construction sign directions, and use alternate routes if possible.

According to Diane Dulken, media relations manager for transportation, the project will create better connections between Multnomah Village and Barbur Boulevard for walking and bicycling, as well as reconstruct the road and install stormwater improvements.

The project will create a protected bikeway, new sidewalk and a multi-use path separated from the road by a landscaped bioswale ("green gutter").

Specifically, between Southwest 22nd and 34th avenues the project will build a sidewalk and a protected bikeway along the north side of Multnomah Boulevard.

On the south side of the street, from Southwest 25th to 31st avenues, crews will build a separated multi-use path for walking and bicycling.

To improve crossing safety for pedestrians, crews will install a flashing beacon and crosswalk at Southwest 25th Avenue and

Multnomah Boulevard.

Between Southwest 35th and 40th avenues, a series of localized stormwater management improvements will be built along with sidewalks. The project is jointly funded by the Bureaus of Transportation and Environmental Services

Construction will start at the east

end of the project area and on the north side of Multnomah Boulevard and work its way west. The project will largely be complete by the end of October.

More information will soon be posted on the project website: <http://www.portlandoregon.gov/transportation/54292>

## Transportation Town Hall

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Village Business Association also mentioned that need for completing the Capitol Highway project. "The Southwest Corridor won't need high capacity transit if we can't get to it," she said.

Jones that the high cost of road development is because of environmental concerns. Stormwater swales are necessary here because stormwater empties from sewers into streams and Southwest doesn't have soils that percolate.

City planner Mark Lear pointed to a think tank called SWIM—Southwest in Motion—and said the question for the group was, "How can we do a mile of sidewalk in Southwest for less than \$20 million?"

One big funding problem for transportation is that the general fund goes mainly to police, fire, and parks. Future cuts are proposed. A community forum will take place on April 29 at the Multnomah Arts Center to continue this discussion.

Jim McLaughlin of West Portland Park summed it up when he said, "There are enough reports to fill all the potholes in the city." He added that there has been a lack of follow-through for the last 30 years.

## Transportation safety is also a major concern

According to city officials, 155 people died in traffic crashes in Portland from 2009-13. On white boards around the auditorium, various colored dots explained the mode and jurisdiction: bicycle, pedestrian, motor vehicle, and motorcycle or moped.

To make the area safer for pedestrians, Don Baack of SW Trails urged the city to complete the urban trails network. One neighbor mentioned buffered bike lanes, and said they have been very effective in reducing accidents. A poor man's solution to cycle tracks? Maybe we need to slow things down or reduce auto lanes to make things safer for

bikes and peds.

Many of the fatalities were on major thoroughfares and so called "high crash corridors:" Powell Boulevard, Foster Road, Barbur Boulevard, and others scattered throughout the city.

One neighbor mentioned attending a candlelight vigil for a woman killed in the very dangerous intersection of Shattuck Road and Beaverton-Hillsdale Highway.

Safety includes busy streets, high crash corridors, safety crossings, sidewalks, pedestrian, and bike safety.

Education and enforcement are key components. Safety also includes reducing driving under the influence of intoxicants, texting while driving, and speeding.

Traffic calming is another way to increase safety: Some of these devices include speed bumps and roundabouts on neighborhood streets, safe-routes-to-school, bike-friendly greenways, enhanced shoulders, education, and enforcement.

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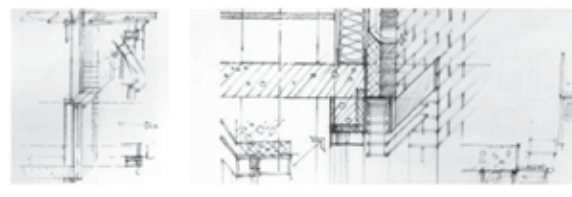
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