

CAPITOL HIGHWAY PROJECT

(Continued from Page 1)

vices project," project manager Steve Szigethy wrote. "Our team continues to work through design and related tasks, including stormwater modeling to determine the best way to move forward with the project."

The 60 percent design, expected this summer, will likely incorporate comments from staff and the community as well as information from updated modeling results.

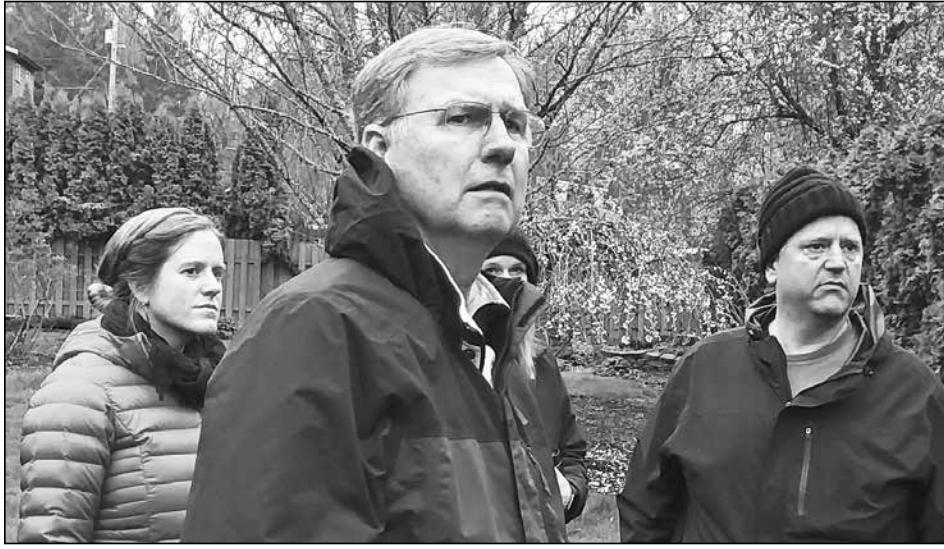
"It is highly likely that striped crosswalks with warning signs will be installed at the five bus stops along the route," Szigethy said. "It is unlikely that flashing beacons or other traffic signals will be warranted, due to budget constraints.

"An arborist has assessed more than one thousand trees along the corridor. Staff are also meeting individually with property owners to discuss specific concerns about other vegetation."

After the project is completed, owners are welcome to plant additional vegetation on their properties, but should coordinate with staff to avoid future maintenance issues.

"Our proposed removal of the on-corridor stormwater facilities will approximately double the length of segments where a planter strip can be provided between the sidewalk and bike lane on the east side," Szigethy said.

"We are thrilled; no swales on the corridor!" Lyons interjected. *Editor's Note: the reasoning was that the clay soils along Capitol Highway wouldn't allow*



BES director Michael Jordan (center) listens to a Multnomah neighbor describe storm water issues. (Photo courtesy of Murphy Terrell)

the normal percolation and drainage that swales provide.

The project approach to on-street parking is to provide it only in locations where adjacent properties have no off-street parking options.

"PBOT is also working closely with ODOT and Metro to solve the [West Portland] Crossroads dilemma," Szigethy said. "There are multiple intersections and challenges.

"The state transportation bureau will allot \$3 million to reconfigure traffic movements in this area and to potentially install a traffic signal at Capitol and Taylors Ferry Road.

"The project team will brainstorm ways in which art can be accommodated in the project by other means since there isn't a budget for this item," Szigethy said. "We encourage suggestions on ways that public art could be incorporated into the

project."

For remaining local streets, staff encouraged community members to stay engaged with the Neighborhood Streets Program to advocate for specific spending priorities such as Local Transportation Infrastructure Charge funds.

Local Improvement Districts will also remain a tool for property owners to pool resources and potentially leverage public funds to improve their streets.

"We look forward to continued partnership and consistent communication with the community as this project moves toward construction in 2019," Szigethy said.

Neighbors in Basin 3 take city staff on walking tour

Murphy Terrell, who represents the Multnomah neighborhood on watershed issues, recently coordinated a walking tour of the watershed issues in Basin 3 with city staff.

Becky Tillson, watershed manager with the Bureau of Environmental Services, and director Michael Jordan joined a dozen neighbors on March 21.

"We met at the Clarks' house because their house floods," Terrell said.

"We walked up to Dolph Street where BES bought property for Basin 3. We followed the water flow along Dolph and through back yards.

"We tracked all conveyances along open ditches, covered culverts, and followed drains which all empty into Spring Garden Creek which eventually flows into Tyron Creek."

According to Tillson, the bureau will study the neighbors' flooding issues they are currently facing on their property separately from the Capitol Highway Project.

"We wanted to hear their descriptions of the situation and to see it firsthand," Tillson said.

"We have data and information from over the years from a variety of sources. BES is working to create a plan to address the challenges faced by residents.

"The site visit was an opportunity to update neighbors on our progress," Tillson said. "We were able to walk most of the basin and discuss where the water flows, what infrastructure exists, and how well it is functioning or not."

Jordan said he was pleased to meet directly with the neighbors. "It was useful for me to see the stormwater challenges," he explained.

"I am grateful to the neighbors for taking the time during a work day to meet with me," Jordan said. "Our hope is to continue to work with all of the residents to develop a neighborhood-scale solution to these challenges."

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