



# Oregon

Kate Brown, Governor

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To: Rian Windsheimer  
ODOT Region 1 Manager

In July 2015, the Oregon Department of Transportation's (ODOT) Region 1 office initiated a road safety audit of OR 99W (Barbur Boulevard). A multidisciplinary and independent Road Safety Audit (RSA) team evaluated the existing safety performance of OR 99W: Pacific Highway West (Barbur Boulevard) from approximately SW Capitol Highway to SW Naito Parkway. ODOT initiated the RSA in response to concerns voiced by people who live, work and travel along the corridor. Specifically, people who travel the corridor by bicycle asked ODOT to assess the safety benefits of dropping a vehicle lane over the Newberry and Vermont bridges to improve bicycle facilities.

Additionally, community members to the south wanted ODOT to identify potential safety solutions at the intersection of Barbur and Capitol. Due to known crash history, ODOT extended the boundaries of the RSA to the Barbur/Naito split. The attached RSA report documents the team's findings and suggestions.

The RSA team identified and categorized eight corridor-wide safety issues and nineteen location-specific safety issues. The issues were categorized using a qualitative risk scale. Risk was assessed based on exposure or number of potential users affected, probability or likelihood the safety issue will cause a crash, and consequence or the likelihood a crash would result in a severe injury or fatality. The RSA report identifies eleven higher priority Category III safety issues, eleven Category II safety issues, and five lower priority Category I safety issues.

The RSA team made suggestions for improvements to address the identified safety issues. The suggestions are grouped by the timeframe in which each could potentially be addressed. This grouping was based on the RSA team's opinion on the relative cost, ease of implementation, and the analysis/design needs. There are thirty eight near-term, fifty eight intermediate-term, and thirty eight long-term improvement suggestions offered by the RSA team.

Over the next several months, ODOT will review and respond to the findings in the report. While the RSA report is a helpful resource, it does not provide cost estimates or assess technical feasibility of any suggested improvement. In order to indicate which suggestions can be implemented and on what time frame, ODOT staff will assess both cost and potential barriers to implementation to determine a plan to move forward.

The RSA team consisting of regional and national safety experts came to consensus for the most part on their findings and suggestions. The exception was for a solution to improve Barbur Boulevard from a multimodal perspective across the existing Newbury and Vermont Bridges by providing defined bicycle facilities. They agreed the recent additions of the activated bicycle warning beacons provided a safety



benefit for both cars and bicycles, and suggested additional solutions to reduce vehicular speeds. The RSA team explored seven different scenarios within the constraints of the existing bridges. They identified some potential trade-offs but were unable to recommend a preferred scenario. The team agreed that to provide safety improvements for all modes, the best option is to replace and widen the existing structures.

The Barbur RSA Report offers a framework to improve safety for all users of this corridor which serves SW Portland and communities to the south. This report offers a path forward that will help ODOT and our regional partners develop a safe and efficient transportation corridor. The mix of near-term to long-term solutions will help the region plan improvements for pedestrians, commuters, freight, bicycles, and mass transit.

Sincerely,



Susanne D'Agnese  
ODOT Region 1 Traffic Manager



Hermanus Steyn, RSA Team Leader  
Principal Engineer (Kittelsohn & Assoc., Inc.)

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