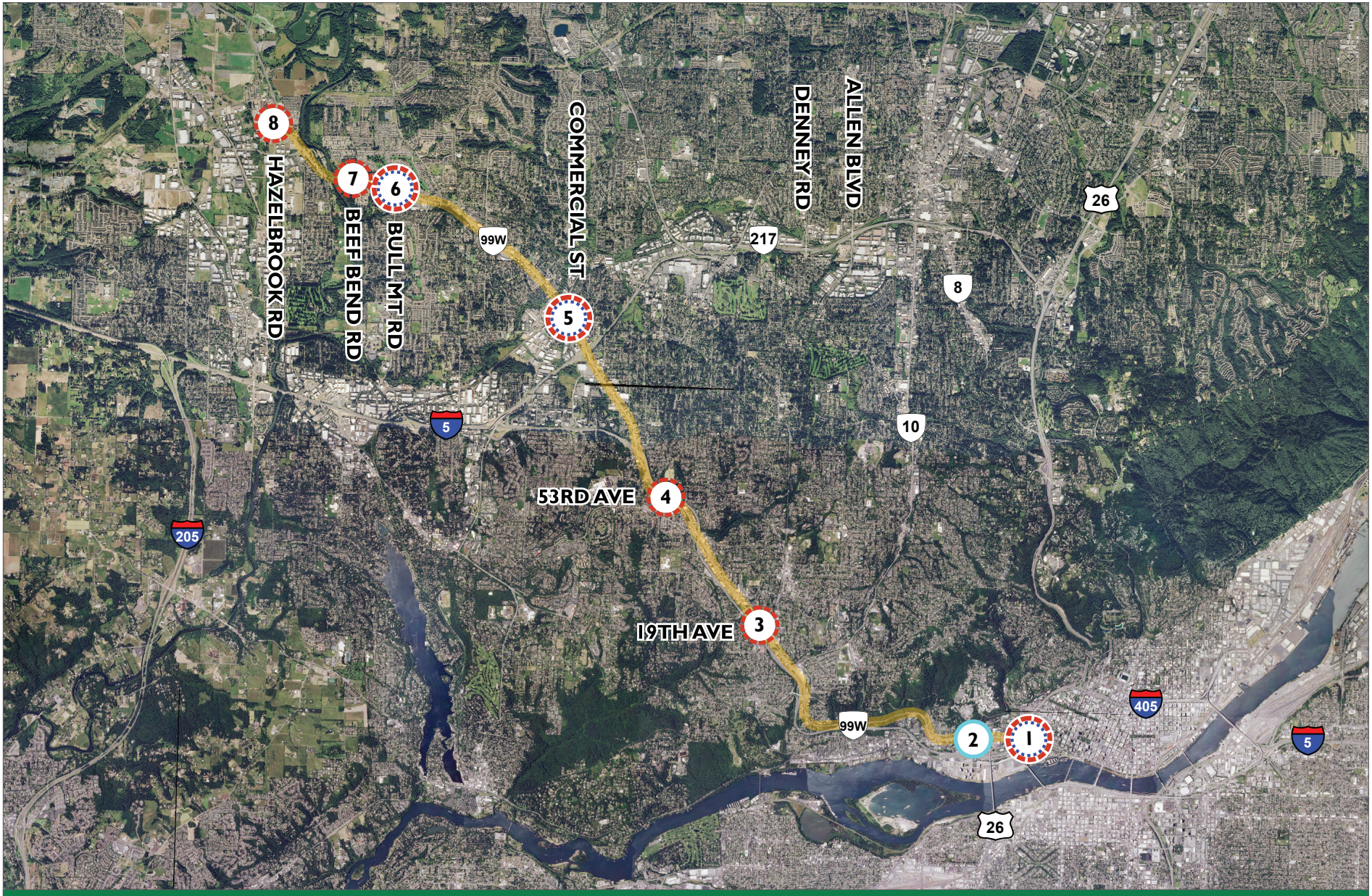
BARBUR/OR-99W CORRIDOR SAFETY & ACCESS TO TRANSIT

TRANSIT/STREETSCAPE/BIKE/PED

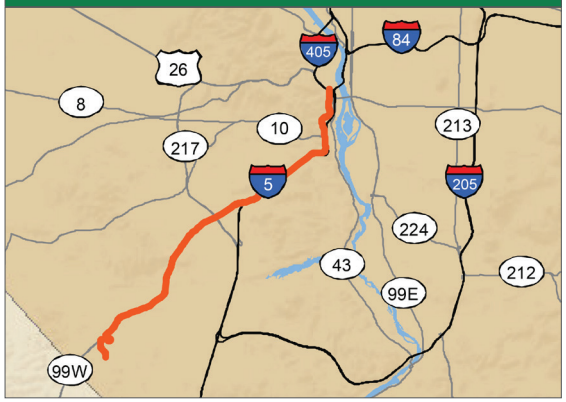


TRIMET, VARIOUS COUNTIES

BARBUR/OR-99W CORRIDOR SAFETY & ACCESS TO TRANSIT
TRIMET - VARIOUS COUNTIES

PROJECT COST	
Enhance Funding	$3,234,766
Local Funding	$370,234
Estimated Cost	$3,605,000

VICINITY MAP



LEGEND

- Project Area
- Barrier/Retaining Wall
- Enhanced Pedestrian Crossing
- Sidewalk

SPONSOR
TriMet
Alan Lehto
4012 SE 17th Avenue
Portland, OR 97202

PROJECT DESCRIPTION

Design and construct modifications to improve safety, access to transit, and active transportation through improvements, such as sidewalk infill, enhancing existing bus stops, and bus activated extended green time at multiple signals.

PURPOSE AND NEED

Barbur/OR-99W is four to six lane state highway with a maximum speed of 45 mph. TriMet lines 12, 64 and 94 serve the corridor with more than 35,000 weekly rides. Sidewalk and basic bus stop amenities are lacking on much of the corridor.

PROPOSED SOLUTIONS

- Extend green time at up to 16 signal locations
- Design and construct sidewalk infill at specified locations

#	LOCATION
1	Barbur Blvd at SW Hooker Street
2	Barbur Blvd at Naito/SW Lane St
3	Barbur Boulevard at SW 19th Avenue
4	Barbur Boulevard at SW 53rd Avenue
5	OR-99W at Commercial Street
6	OR-99W at Bull Mountain Road
7	OR-99W from Naeve to Beef Bend
8	OR-99W at Hazelbrook

- Design and construct an enhanced pedestrian crossing at the intersection of Barbur Blvd and Lane/Naito Parkway
- Construct retaining walls and drainage improvements, as appropriate

ANTICIPATED BENEFITS

- Improve access, safety, and travel time on TriMet lines 12, 64, and 94
- Encourage transit use to help reduce vehicle trips and preserve capacity in the corridor
- Link employees to office, retail, and service sector jobs in the OR-99W corridor to several TriMet bus lines
- Serve a diverse base, including low-income communities
- Increase connectivity for riders to Downtown Portland, Tigard, King City, Tualatin, and Sherwood
- Facilitate safe crossings at non-signalized intersections and at mid-block locations
- Remove barriers and disincentives to riding transit between home, work, school, and recreational activities
- Increase capacity for other roadway users, particularly freight, by increasing High Occupancy Vehicle travel
- Improve livability by encouraging people to walk, bike, and ride transit