



MEMO

DATE: December 19, 2019
TO: Technical Advisory Committee - SW Corridor Inclusive Communities Project
FROM: Kevin Bond, AICP, City Planner
SUBJECT: Infrastructure in the South Portland study areas

Introduction

The South Portland study area contains major regional transportation facilities that converge within it. In the next 10 years, the planned Southwest Corridor light rail will pass through the study area with a station on Barbur Boulevard at Gibbs Street; Naito Parkway will be converted to a community main street with restored connections to neighborhood streets; and the Ross Island Bridge approach ramps will be replaced with improved connections to regional freeways while alleviating cut-through traffic on local streets. These projects will transform and enhance the area for decades to come, and present a unique opportunity to stitch a historic neighborhood back together that can be repeated divided by past highway projects.

Between the bridgehead opportunity sites and the potential to upzone parcels along Naito Parkway, the area is poised for new residential growth and expanded commercial development. In anticipation of this change and growth, BPS has compiled a list of major infrastructure projects within the study area (attached as an exhibit to this memo), including transportation, parks, water, sewer, and stormwater. The following memo summarizes existing and future infrastructure projects, identifies any major gaps, and highlights additional considerations for future development.

1. Existing infrastructure

Transportation

The South Portland study area is well served by local and regional transportation facilities with close proximity to downtown. Roadways allow vehicles ready north/south access via Naito Parkway, First Avenue, and Barbur Boulevard; and east/west access via the Ross Island Bridge/Route 26. The study area is bordered by Interstate 5 to the east and bisected by I-405 toward the north. The study area is



served by rail and bus transit with the Orange/Milwaukie MAX line and Portland Streetcar along the northern edge, as well as several frequent service bus routes along Southwest Barbur Boulevard, Naito Parkway, First Avenue, and Corbett Avenue. Sidewalks are existing along most streets, although pedestrian conditions are difficult along and across major arterials like Barbur and Naito. The Gibbs Street pedestrian bridge across Interstate 5 provides walking and biking connections to South Waterfront and Southeast Portland via the Tillicum Crossing. Comfortable bicycle infrastructure is lacking, although bike lanes exist on Barbur and northern parts of First Avenue and Kelly/Naito.

Parks

The study area contains several parks including Lair Hill Park (3.26 acres), Terwilliger Parkway (99.75 acres), Heritage Tree Park (0.09 acres), and two community gardens. Duniway Park (14.03 acres) abuts the study area near Southwest Barbur Boulevard and Sheridan Street.

Water, Sewer, and Stormwater

Water, sewer, and stormwater service is provided throughout the study area. However, some new infrastructure, such as main extensions, may be needed to serve the proposed opportunity sites near the Ross Island Bridge. See the appendix for maps showing the existing water, sewer, and stormwater infrastructure.

2. Future infrastructure projects

Transportation

The TSP and CSP identify major transportation projects that will affect the study area—primarily the Southwest Corridor light rail transit project along Southwest Barbur Boulevard, the reconstruction of Naito Parkway as community main street, and the reconfiguration of the Ross Island Bridge ramps. These three major projects are intended to improve mass transit service, provide improved connections between regional roadways, alleviate existing traffic issues on neighborhood streets, and reconnect local streets that were historically impacted by prior highway projects. Improved pedestrian and bicycle facilities are included in these projects. See the appendix for the full list of infrastructure projects identified in the TSP, CSP, and CIP within the study area.

TAC member Nick Falbo with PBOT noted that:

- Southwest in Motion has identified a set of projects for short-term implementation. These projects are largely based on past plans. The project list is unfunded at this time.
- PedPDX, the Citywide Pedestrian Master Plan, has identified and prioritized all arterial/collector sidewalk gaps and crossing deficiencies. This project identification list is unfunded, and no adequate funding is available for near term completion.

Parks

No major parks projects were identified in the study area, which is not mapped as a park-deficient area. Generally, new parks and open space investments would be provided to address any existing park deficiencies as well as to serve the anticipated growth in the corridor.



Water, Sewer, and Stormwater

There are some notable sewer rehab projects planned within the study area, such as the SW Trunks project that will affect sewer on Woods Street, and stormwater improvements in conjunction with the Southwest Corridor light rail transit project. See the appendix for the full list of infrastructure projects identified in the TSP, CSP, and CIP.

3. Major gaps

Transportation

TAC member Nick Falbo with PBOT noted that:

- The Ross Island bridgehead area has long standing transportation, access, and livability Issues PBOT hopes to resolve.
- Barbur Blvd is probably the highest priority bike route in Southwest Portland. It is the backbone of southwest Portland, and PBOT believes it could be one of the best bikeways in the city. The Naito/Barbur split is a long-standing stressful crossing for people biking and walking.
- One potential green loop-related alignment passes through the South Portland study area. Even if it is not the “official” green loop route, PBOT would love to support the potential connection through the area.

Parks

As noted above, the study area is generally not considered a park-deficient area. Maintaining existing parks and street tree canopies should be ensured to help preserve and enhance the area’s mature tree canopy.

Two major public trails are mapped through the study area. SW Trail #1 runs east/west along SW Gibbs and Whitaker Streets and connects the South Waterfront and SW Terwilliger Boulevard. Another unnamed trail runs along SW Corbett Avenue from SW Gibbs Street toward the south. Enhancements could be made along these streets to provide better connections to bus transit, future light rail, and other amenities.

Water, Sewer, and Stormwater

TAC member Cherri Warnke with the Water Bureau noted that, “We are looking at seismic improvements and main replacements based on condition throughout these areas.”

4. Additional considerations for future development

Transportation

The planned Naito and Ross Island bridgehead projects present a rare opportunity to repair some of the historic damage done to the neighborhood fabric by prior (and now obsolete) highway projects. One consideration should be to reestablish at-grade local street connections to Naito Parkway, which were closed off when Front Avenue was widened and elevated to become the Harbor Drive Expressway, and later Naito Parkway. There are significant grade changes along Naito that are both natural (such as historic ravines and natural slopes) and manmade (such as viaducts and underpasses).



Parks

Recommend continued coordination with the Parks Bureau to identify any opportunities to provide new parks and public spaces for the neighborhood.

Water, Sewer, and Stormwater

The water, sewer, and stormwater systems are generally unconstrained, according to the 2015 BLI. The water system is expected to accommodate the forecasted growth and could accommodate even more. The area has combined sewer overflow capacity that can handle more than other parts of the Southwest Corridor. The stormwater system in the South Portland study area could handle more growth. Additionally, water, sewer, and stormwater upgrades may occur as part of the SW Corridor light rail project.

Recommend continued coordination with the Water Bureau and BES to identify any issues with providing water, sewer, or stormwater service to the future opportunity sites.

Exhibits:

- Major infrastructure projects list (summary of projects in the study area from the TSP, CSP, and CIP)
- Water main map

Notes:

- See the Existing Conditions memo for maps of existing infrastructure in the study area



SW Corridor Major Infrastructure Projects

	South Portland Project Name and Description	Existing TSP/CSP Project? Yes/No	TSP/CSP/CIP Project No.	Estimated Cost	Project Status
1	TriMet Southwest Corridor HCT--Capital Construction. Capital construction of High Capacity Transit project between Portland and Tualatin via Tigard. (Includes both study areas.)	Yes.	90106	\$1,000,000,000	
2	TriMet SW Corridor HCT--Project Development. Project Development through ROW acquisition/early construction for High Capacity Transit project between Portland and Tualatin via Tigard. (Includes both study areas.)	Yes. Estimated time frame 1-10 years.	90105	\$75,000,000	
3	PBOT/ODOT South Portland Corridor Improvement. Reconstruct Naito Parkway as a two-lane road with bicycle facilities, sidewalks, left turn pockets, and on-street parking. Includes realignment/regrading at intersecting streets; removal of Barbur tunnel, Ross Island Bridge ramps, Arthur/Kelly viaduct, and Grover pedestrian bridge. This project will be coordinated with ODOT and the Southwest Corridor Plan and will consider impacts to ODOT facilities including Naito Parkway and the Ross Island Bridge.	Yes- with estimated timeframe 1-20 years.	90060	\$80,000,000	
4	ODOT South Portland Connectivity Improvements. Construct new freeway access from Ross Island Bridge to I-405 and US 26 to improve connections between regional facilities and separate traffic from neighborhood streets.	Yes.	20027	Combined with Project 3 above	
5	BES SW Trunks. Rehab of three major combined sewers - Sheridan, Woods, and Carolina (Sheridan and Woods run through the South Portland Study Area).		E11004, E11006, E11008, E11016, E11017	\$15,000,000	Status: Active Phase: Pre-design Estimated construction start date: 2022
6	PBOT North Portal Street Improvements. Improve access into the northern end of the North Macadam District by improving SW Corbett and SW Sheridan Street, including their connections with SW Kelly Way, SW Harbor Drive, and SW River Parkway.	Yes. Estimated time frame 11-20 years.	20049	\$9,250,000	
7	PBOT/TriMet Division Bus Rapid Transit, SE. Add high capacity bus transit to Division Corridor between Portland and Gresham. (Project runs through north end of study area.)	Yes. Estimated time frame 11-20 years.	70015 (CIP #T00465)	\$8,454,000	Status: Active Phase: Engineering & Design Estimated construction completion date: 1/28/2022

	South Portland Project Name and Description	Existing TSP/CSP Project? Yes/No	TSP/CSP/CIP Project No.	Estimated Cost	Project Status
8	BES DTOT Caruthers-Mill Sewer Rehab. Design and construction of sewer rehab in DTOT area south of SW Mill Street.		E10986	\$6,500,000	Status: Active Phase: Construction Estimated construction completion date: 5/11/2020
9	PBOT/ODOT I-405 South Portland Crossing Improvements. Improve opportunities for bicycles and pedestrians to cross over/under I-405 on Harbor Drive, Naito Parkway, 1st, 4th, 5th, 6th, and Broadway.	Yes. Estimated time frame 1-10 years.	20106	\$5,000,000	
10	PBOT Inner Barbur Corridor Improvements. Construct Improvements for transit, bikes and pedestrians. Transit improvements include preferential signals, pullouts, shelters, left turn lanes and sidewalks.	Yes. Estimated time frame 1-10 years.	90016	\$4,000,000	
11	TriMet Barbur/OR-99W Safety and Access to Transit. Construct improvements for safety, access to transit, and transit operations in the Barbur corridor.	Yes. Estimated time frame 1-10 years.	90018	\$3,605,001	
12	BES Council Crest-Homestead Ph 1 Sewer Rehab. LSSRP project to rehabilitate/replace small diameter severely deteriorated public sewer, some manhole replacement, and some public lateral replacement.		E10679	\$3,501,000	Status: Active Phase: Pre-design Estimated construction completion date: 5/10/2022
13	PBOT Central City TSM. Implement Central City TSM improvements to arterials.	Yes. Estimated time frame 11-20 years.	20016	\$3,250,000	
14	PBOT Marquam Hill Pedestrian Connector. Construct a new pedestrian walkway under the tram within the Gibbs right-of-way through the Terwilliger Parkway. The steep grade and forested area will require lighting and stairs.	Yes. Estimated time frame 11-20 years.	90088	\$3,000,000	This project is to be integrated into the SW Corridor Light Rail project.
15	PBOT Upper I-405 Trail. Design and implement a pedestrian and bicycle connection along the I-405 off-ramp to 4th & Lincoln. Supports future Green Loop project.	Yes. Estimated time frame 11-20 years.	20172	\$2,800,000	

South Portland		Existing TSP/CSP Project? Yes/No	TSP/CSP/CIP Project No.	Estimated Cost	Project Status
Project Name and Description					
16	PBOT SW 4th Ave Corridor Improvements. Improves the street environment on SW 4th Avenue adjacent to Portland State University by adding bicycle facilities, curb bulb-outs, enhanced pedestrian crossings, traffic signals, and green street features. As part of the project, reconfigure 4th Ave from Sheridan to Lincoln to enhance and extend the bike lane over I-405, and modify the signal at Lincoln to improve bicycle access.	Yes. Estimated time frame 1-10 years.	20107	\$2,500,000	To be implemented by Central City in Motion.
17	PBOT 1st / 2nd / 3rd Ave Bikeway. Design and implement bikeways on 1st / 2nd / 3rd from Arthur to Flanders to create a safe and comfortable north-south bicycle connection through the Central City. Project includes a traffic signal at SW 2nd & Clay.	Yes. Estimated time frame 1-10 years.	20126	\$2,000,000	
18	PBOT SW 6th Ave & I-405 Multimodal Improvements. Restripe SW Broadway to direct two lanes of traffic onto the freeway on-ramp. Reconfigure intersection of SW 6th, Jackson, and freeway off-ramp to provide a signalized pedestrian crossing and allow westbound buses on Jackson to access 6th Ave northbound. Extend sidewalk and build a bus platform on east side of 6th Ave south of Jackson. Enhance and extend the bike lane on 6th north to Jackson and south to Broadway. Design and implement a bikeway on Jackson St from 6th to Park.	Yes. Estimated time frame 11-20 years.	20168	\$2,000,000	
19	PBOT/ODOT SW Broadway Traffic Improvements. Make improvements on SW Broadway and/or other city streets to reduce the vehicle queue on the I-405 SB Exit Ramp that connects to SW Broadway.	Yes. Estimated time frame 11-20 years.	20123	\$2,000,000	
20	PBOT Portland Streetcar Operational Improvements. Design and implement projects to improve the operational efficiency of Portland Streetcar.	Yes. Estimated time frame 1-10 years.	20125	\$1,000,000	
21	PBOT Hood Ave Pedestrian Improvements. Install sidewalk with barrier along east side and pedestrian crossing at Lane Street.	Yes. Estimated time frame 1-10 years.	90087	\$1,000,000	
22	BES Stormwater System Plan development. Ongoing work to update the asset management of our separated storm system, with SW Corridor as a primary pilot focus area; high level planning transitioning into local planning; will result in the implementation of policies, programs, and projects at various scales.			\$700,000 / year this year	Status: Active Phase: Planning Estimated construction start date: TBD

	South Portland Project Name and Description	Existing TSP/CSP Project? Yes/No	TSP/CSP/CIP Project No.	Estimated Cost	Project Status
23	BES SW Corridor Systems Development Program. Programmatic response to the SW Corridor LRT project including condition assessment, survey, ownership determination, TriMet design coordination, and systems analysis (modeling) for flow and water quality impacts; will include the development of a list of projects both to support the LRT project and to meet BES / city levels of service.		E11056	\$600,000, first 2 years; ongoing	Status: Active Phase: Planning/Pre-design Estimated construction start date: 11/15/2021
24	PBOT Barbur Blvd ITS. Install intelligent transportation system infrastructure to improve safety and enhance traffic flow.	Yes. Estimated time frame 1-10 years.	90014	\$550,000	
25	PBOT SW Naito Pkwy Multi-use Path. Extend multi-use path on east side of Naito from Lincoln to I-405, with a connection to Caruthers and/or Grant to allow southbound bicycle access to Gibbs Street Bridge and Tilikum Crossing.	Yes. Estimated time frame 11-20 years.	20170	\$500,000	
26	PBOT Bicycle / Rail Safety Improvements. Install pavement markings and signage on rail streets where needed to improve bicycle safety and comfort.	Yes. Estimated time frame 1-10 years.	20202	\$250,000	
27	BES Division Transit Green Street. Preliminary design review and project assistance for stormwater management (green street) facilities associated with TriMet's Division Transit Project (bus rapid transit).		E10931	\$33,000	Status: Active Phase: Design Estimated construction completion date: 2/4/2021
28	BES Carolina Basin separation. Potential extension / expansion of the above project; the best rehab option for the Carolina trunk may include separating the storm flows all the way to the Willamette River.			Unknown, millions	Status: Active Phase: Pre-design Estimated construction start date: TBD