



Oregon

Kate Brown, Governor

Department of Transportation

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FILE CODE:

Barbur Boulevard Stakeholders,

The Oregon Department of Transportation conducted a Road Safety Audit (RSA) in July 2015 on Southwest Barbur Boulevard to identify safety issues and recommend short- and long-term transportation safety improvements for all users. The RSA examined Barbur Boulevard from SW Naito Parkway on the north end to SW Capitol Highway on the south end.

The audit is a performance examination of all transportation modes by an independent, multi-disciplinary audit team initiated in response to concerns voiced by people who live, work and travel along the corridor.

ODOT has analyzed the results of the audit and developed recommendations for implementation. Most of the safety issues identified are in the southern portion of the corridor—SW 30th to Capitol Highway. The list of needed improvements is attached, including projects for near-term implementation and other projects that require further analysis.

Of the 134 suggested improvements, ODOT will be implementing 84% of the near-term improvements, meaning they will start within one-year; and 74% of all near- and intermediate-term improvements.

The RSA team of regional and national safety experts came to consensus on nearly every finding and suggestion. The exception was for a solution to improve Barbur over the Newbury and Vermont Bridges by providing defined bicycle facilities. You will find in this response a list of the two feasible options out of seven suggested for further consideration by the team for the treatment of the Newbury and Vermont Bridges (the wooded section of Barbur) to enhance rider safety and comfort. Both options would need to be removed and reconstructed or replaced should the SW Corridor High-Capacity Transit Project proceed. The near-term improvements being implemented include several within the wooded section.

In the past three years, ODOT has spent \$8 million to improve safety on Barbur Boulevard. These include installing rapid flash beacons in several locations to alert motorists when pedestrians are crossing. In addition, sidewalk improvements have been made, pedestrian islands added, flashing bicycle beacons installed on the Newbury and Vermont Bridges, and speed feedback signs for drivers.

ODOT will continue to implement safety improvements along Barbur as funding becomes available. For more information and the full reports:

www.BarburSafety.org

Thank you for your continued interest in the safety of Barbur Boulevard and all of Oregon's transportation system.

Sincerely,

Rian Windsheimer