

Barbur Blvd Road Safety Audit

Improvements Implemented in Near Term (Projects started within 1 year)

Corridor Wide Improvements

Speed Management	Add 1 speed feedback sign. Analyze and determine appropriate target speed. Coordinate speed education for motorists in the corridor.
Corridor Striping Plan	For speed management narrow lanes and increase consistency of lane widths, bike lane widths, striping patterns. Add striping marks to make lanes appear narrower, and tighten right turn striping. Modify or remove some right turn lanes.
Bike Lane Improvements	Add buffered bike lanes by narrowing lanes and remove parking. Shorten conflict points by modifying right turns and add green conflict markings. Mark bike lanes through long intersections. Improve pavement conditions and level grates.
Pedestrian Improvements	Add no pass striping at enhanced crossings. Add pedestrian wayfinding signs. Mark pedestrian crossings at Barbur Transit Center entrances.
Corridor Signing Plan	Add wayfinding signage for vehicles, bikes and pedestrians. Increase sign visibility. Add advanced intersection signing. Add street name signs. Ensure-consistency between signs and striping. Add overhead wayfinding and lane assignments.
Vegetation Management	Trim vegetation to improve sight distance. Increase illumination consistency. Increase visibility of signs and visibility of pedestrians. Clear sidewalks of vegetation.

Location Specific Improvements

At Capitol (south end)	Add wayfinding signing, intersection signs and signs to jughandles. Widen the southbound bike lane and add green markings. Remove southbound bus only left turn lane and implement some access management strategies regarding driveways. Mark northbound bike lane at Huber. Mark shared bus/bike lane.
Taylor's Ferry Area	Add pedestrian wayfinding signs and crossing markings through Barbur Transit Center. Remove parking for buffered bike lanes.
At 30th	Remove parking to add buffered bike lane and improve sight distance. Add driveway striping as appropriate.
30th to 24th	Remove parking to add buffered bike lane and improve sight distance. Stripe driveways as appropriate. Remove southbound right turn lane. Tighten right turn. Add green conflict markings as appropriate.
At 24th	Improve wayfinding signing to I-5. Add buffered bike lane southbound. Add green conflict markings. Remove vegetation to improve sign visibility and sight distance.
24th to Multnomah	Remove parking and remove right turn lane and add buffered bike lane.
Capitol Hill to 13th	Remove parking and add a buffered bike lane near 13th northbound.
13th to Bertha	Shorten bike/ car conflict point and add green conflict markings at Custer.
At Bertha	Remove vegetation to improve pedestrian visibility. Extend bike lane marking through intersection. Add intersection signs.
Bertha to Terwilliger	Shorten bike/ car conflict point and add green conflict markings. Add southbound bike box for left turns. Add bike wayfinding signing and mark bike lane through intersection. Add intersection signing.
At Miles	Mark bike lane through intersection. Define island with tubular markers and road reflectors.
Wooded Section--Miles to Hamilton	Add striping to mark edge line on bridges. Mark bike detector loops and add one additional loop northbound for Vermont Bridge. Manage speeding: Add northbound speed feedback sign, place speed reduction marks inside of striping so lanes appear narrower.
At Hamilton	Implement pedestrian signal timing and signal improvements. Extend bike lane through intersection, and add green conflict markings.
Hamilton to Naito	Add bike wayfinding signing northbound and overhead signing northbound for vehicles. Mark stairs with obstacle sign. Remove vegetation to increase sign visibility and clear sidewalks of vegetation.

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Improvements Implemented in the Intermediate Term (Projects started in 3 to 5 years)

Wooded Section - Miles to Hamilton

Three Option Analysis Results

Option 1: Maintain Existing Lanes	With Location Specific improvements implemented
Options 2: Drop Southbound Lane at Capitol North w/ five foot shift	Five foot centerline shift west provides for BOTH northbound and southbound buffered bike lanes. Requires road widening, wall for Capitol exit only lane, over head signs and actuated bike signal for safe bike crossing of exit ramp --\$4M.
Option 3: Drop Southbound Lane at Capitol North with no shift.	No centerline shift provides a southbound buffered bike lane ONLY (no change to northbound bike lane), over head signs and actuated bike signal for safe crossing of exit ramp \$1.2M

Proposed Improvements Funded by Approved Projects or Redevelopments

99W Access to Transit	Enhanced bike/ped crossings at Naito. Selected sidewalk infill with associated driveways defined from Capitol to Naito.
Metro Demonstration Project	Sidewalk infill in select locations from 22nd to 26th with driveways defined. Up to two enhanced pedestrian crossings 22nd to 26th. Sidewalk and bike lane northbound between 24th and Spring Garden. ADA improvements. Consolidate/relocate some bus stops. Signal, sign and striping improvements.
Planned Redevelopment- 17th to 19th	All improvements on the east side of Barbur. Widen embankment to add sidewalks, buffered bike lane and far side bus pull out. Make improvements to intersection skew and access management.
ARTS Proposed Safety Project - Barbur Blvd at Capitol (South)	Remove all left turns and reroute through jughandles. Requires adding a new signal at Capitol and Taylor's Ferry, improvements to Taylor's Ferry. Associated signal and signing upgrades. (Similar to Exhibit 36 in report)