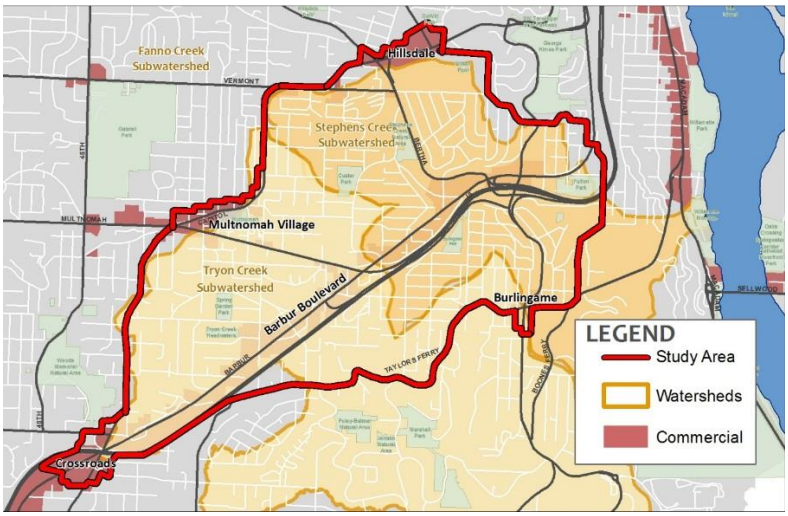
Existing Conditions Report – Executive Summary

Introduction

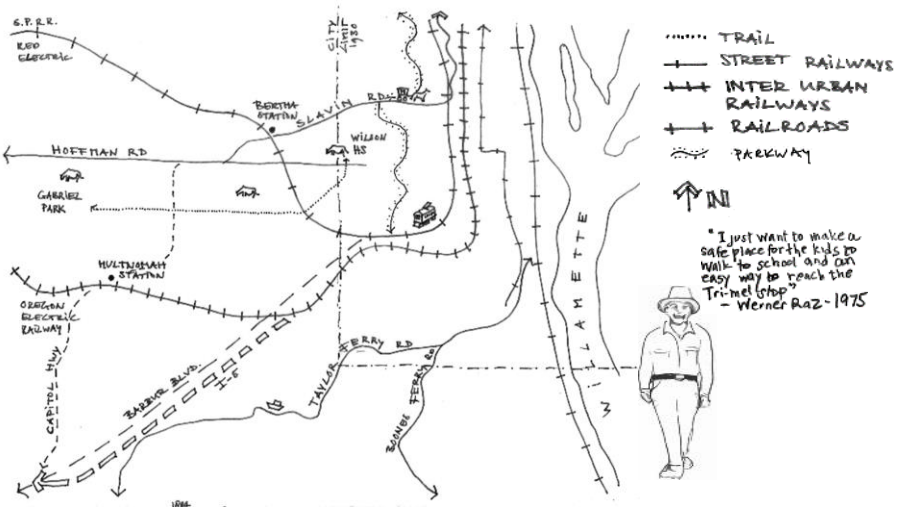
Southwest Portland's local street system is affected by poor connectivity as a result of historical development patterns and barriers formed by terrain, highways, streams, and other features resulting in a lack of safe facilities for active transportation modes (walking, bicycling, and transit). Stormwater management in Southwest Portland is affected by an incomplete stormwater system and lack of treatment for runoff. The Tryon-Stephens Headwaters Neighborhood Street Plan (TSHNSP) aims to establish a more connected local street and pathway network by integrating improvements to transportation networks, access to transit, safe routes to schools, Southwest Trails, and the stormwater system within the study area. The project area is centered along SW Barbur Blvd. between SW Capitol Highway and SW Taylors Ferry Rd. from SW Huber St. to SW Brier Pl. The area contains the headwaters to both Tryon Creek and Stephens Creek.



Project study area

Historical perspective on transportation in the area

Today's street network was shaped by the transportation patterns of early Southwest Portland settlers and their need to move through the area's challenging topography, hydrology, and natural features. Thoroughfares of today follow historic trails, some of which were converted to commuter rail lines and then later into arterial roadways. Streets often parallel and overlap natural drainages leading to the river and other parts of the city. This map illustrates the location of historic commuter rail and streetcar lines, farm-to-market roads, walking trails, routes to rivers/ferry crossings, and Terwilliger Parkway.



Historical transportation routes

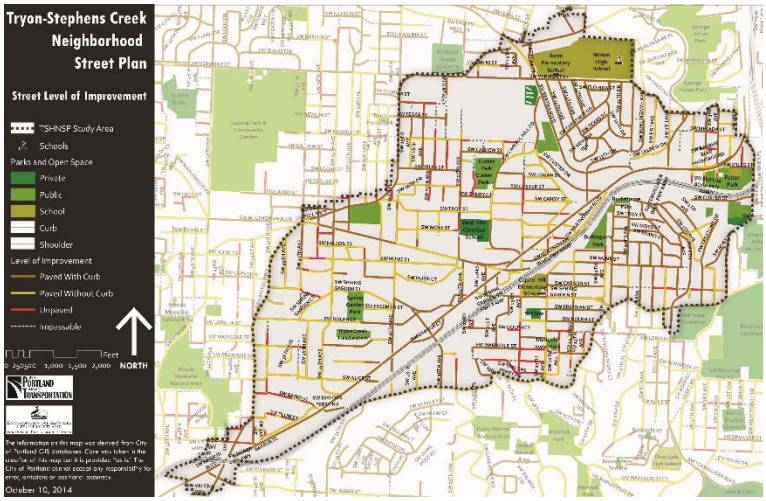
Some neighborhoods developed prior to the Second World War,

such as Multnomah Village and Burlingame, and have a more closely spaced – more walkable – street grid. South Burlingame and Wilson Park are two areas which developed within City of Portland limits, and are notable for more complete sidewalk networks. However, most of the study area originally developed prior to annexation into the city limits and lacks sidewalk connections and in some cases streets are completed unimproved.

Existing Street Conditions and Connectivity

Most of the study area does not meet citywide street connectivity standards, i.e. 530 feet between full streets. Incomplete and disjointed street and land use patterns in this part of Southwest Portland limit opportunities for residents to meet their daily needs and to reach nearby destinations using active transportation modes. A lack of street connectivity makes local travel circuitous and directs traffic onto busy streets. Sidewalk gaps result in unsafe conditions, deterring trips that could otherwise be made relatively easily on foot, bicycle, or by transit.

Much of the study area developed as low-density suburban neighborhoods that were annexed into the City of Portland between 1945 and 1980 and developers were often not required to build basic roadway infrastructure, such as pavement, stormwater, and/or sidewalks.



Street level of improvement

Street Conditions within the Study Area

Condition Type	Miles	Percent of right-of-way (49.6 mi)
Paved street	43.6	87.9%
Paved street with curb	26.5	53.4%
Unpaved street	3.8	7.6%
ROW only (no street)	2.2	4.4%
Sidewalks	*18.5**	37%*

** Estimate based on available GIS mapping data*

Existing Stormwater Conditions

The project study area is located in the upper portions of the Stephens Creek and Tryon Creek watersheds. The northeastern portion of the study area drains to Stephens Creek and the southwestern portion drains to Tryon Creek. Stephens and Tryon creeks are two of the few remaining open streams in the City that flow to the Willamette River, and their confluences with the Willamette River provide important habitat

for salmonids and other fish. While these confluences are outside of the TSHNSP plan area, all actions in the headwaters of a watershed have implications for land and water downstream.

Impervious surfaces cover approximately 500 acres, nearly 37% of the study area. Streets comprise about 40% (200 acres) of these impervious surfaces. Stormwater runoff is collected and conveyed through a highly varied drainage system composed of sheet flow, roadside ditches, curbs and gutters, inlets, and pipes that all drain to surface streams. Water that flows over impervious surfaces and into streams without treatment negatively impacts stream health and wildlife habitat. The volume and rate of water entering streams is increased, leading to stream bank erosion. Runoff from impervious surfaces, particularly roads, picks up and conveys pollutants such as heavy metals and petroleum products into streams. Runoff from unpaved streets also contributes pollutants to streams in the form of fine sediments.

Plan and Policy Review

In recent years numerous policies and plans have been adopted for the study area by both the City of Portland and broader metro regional authorities. The project team reviewed the following plans, policies and practices to create a foundation for the Tryon-Stephens planning effort and to help identify local needs and potential solutions.

Regional Policies	
Metro Region 2040 Growth Concept Plan (1995)	RTP Regional Mobility Corridors
Metro 2035 Regional Transportation Plan (Updated 2014)	Metro Regional Framework Plan (updated 2011)
RTP Regional Street Design Classifications	Metro Fish and Wildlife Habitat Protection Plan (2005)
Regional Active Transportation Plan (2014)	TriMet Pedestrian Network Analysis (2012)
Citywide Policies	
Portland Plan (2012)	Portland Transportation System Plan (TSP) (2007, update underway)
Portland 2035 Comprehensive Plan and Zoning Map (1980 with ongoing amendments; undergoing an update in 2013 - 2015)	Portland Bicycle Plan for 2030 (2010)
Natural Resource Inventory (2010)	Portland Pedestrian Master Plan (1998)
Climate Action Plan (2009) and Climate Change Preparation Strategy (2014	City of Portland Freight Master Plan (2006)
Portland Watershed Management Plan (2005)	
City Area Policies	
SW Community Plan (2000)	Hillsdale Town Center Plan (1997) Portland Bureau of Planning
SW Master Street Plan (2001)	Hillsdale Town Center Phased Development Strategy (2009)
SW Corridor Plan (2013) and Barbur Concept Plan (2013)	Capitol Highway Plan (1996) and Refinement Plan (2011)
Urban Trails Plan (2000) City of Portland Bureau of Transportation	Cully Commercial Corridor and Local Street Plan (2011)
West Portland Town Center Plan (1997) ODOT	Hillsdale Town Center Plan (1997) Portland Bureau of Planning
Hillsdale Town Center Plan (1997) Portland Bureau of Planning	Hillsdale Town Center Phased Development Strategy (2009)
Hillsdale Town Center Phased Development Strategy (2009)	Barbur Boulevard Streetscape Plan (1999)
Capitol Highway Plan (1996) and Refinement Plan (2011)	Cully Commercial Corridor and Local Street Plan (2011)
Division-Midway Neighborhood Street Plan (Underway)	Stephens Creek Stormwater System Plan (2013
Fanno and Tryon Creeks Pre-Design (2008)	
City Street/Stormwater Standards and Practices	
Connectivity Policy Standards	Local Improvement Districts
Street By Street Residential Street Program	Revocable Encroachment Permits
City of Portland Code, Title 17	Stormwater Management Manual
Green Streets Policy	

Prior Neighborhood Street Plans

The TSHNSP follows two neighborhood-scale street planning efforts in other parts of Portland with similar street connectivity and multi-modal travel needs; the Cully Commercial Corridor and Local Street Plan and the Division-Midway Neighborhood Street Plan. Both of these plans helped define the process and methodology for neighborhood-level street planning. The first plan adopted, the **Cully Commercial Corridor and Local Street Plan**, set the stage for approving new residential street standards citywide as part of the *Street by Street Initiative*. The **Division-Midway Neighborhood Street Plan** addressed connectivity issues in an area of East Portland bounded by SE Stark St., SE Holgate St., SE 112th Ave., and SE 148th Ave. Due to the unique topography and natural features in Southwest Portland, PBOT is partnering with the Bureau of Environmental Services on the TSHNSP, to look comprehensively at street and stormwater issues simultaneously. However, many of the tools, steps and lessons learned in the Cully and Division-Midway areas will be used in the development of the TSHNSP.

Existing Street and Trail Plans for Southwest Portland

The City of Portland's **Southwest and Far Southeast Street Master Plan** (2001) identified locations for future local street connections and bicycle and pedestrian paths in Southwest Portland, including the TSHNSP study area. The city adopted the Master Street Plan into the TSP to inform future development review dedication requirements. To date, none of the connections identified in the Master Street Plan within the TSHNSP area have been built as full streets.

The city developed the **Southwest Urban Trails Plan** (2000) to increase pedestrian access throughout Southwest Portland for recreation and transportation under the guiding principle of identifying "where Southwest neighbors want to walk." The plan recommended urban trails, which can be a combination of existing public roads, sidewalks, stairways, trails, and walkways. The majority (80%) of trail routes were within existing public rights-of-way and most of the remainder were on other public or institutionally-owned lands.

Recent Watershed Plans in Southwest Portland

The 2013 **Stephens Creek Stormwater System Plan** (SCSWSP) was developed by BES to "develop a strategic approach to addressing stormwater system needs in the Stephens Creek subwatershed and to serve as a basis for future stormwater system planning." The TSHNSP project is a result of collaboration between PBOT and BES that came out of the SCSWSP. One of the recommendations of the SCSWSP was to establish a Stormwater Right-of-Way Retrofit Shell to fund projects that address "the most cost effective and highest priority" system needs as improvements are made within the right-of-way.

The **Fanno and Tryon Creeks Watershed Management Plan** (FTCWMP), developed by BES in 2005, provided a detailed characterization of watershed conditions, identified specific problems and opportunities, described goals and objectives, and recommended projects and programs to improve watershed health. The **Fanno Tryon Water Quality and TMDL CIP Pre-design #7622 Report** (BES, 2008) further developed projects recommended in the 2005 FTCWMP, leading to construction of several stormwater management facilities in upper Tryon Creek.

Next Steps

The project team will use this baseline Existing Conditions information along with the public input received at the Roll and Stroll event, other stakeholder meetings, and Community Working Group Meetings to develop the Needs, Opportunities, Constraints, and Tools during the next phase of the TSHNSP development.