

Lambert Intersection Improvement Project

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PROJECT INFORMATION

Name of Project: Lambert Intersection Improvement

Organization: Sellwood Westmoreland Neighborhood Residents

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PROJECT OVERVIEW

Crossing SE 17th and Milwaukie at Lambert Street has been dangerous for years. With the development of 8 new condominiums in this block, site distances and congestion make improvement of these crossings a high priority for the community. Lambert Street is part of an East – West pedestrian corridor that connects Westmoreland Park through Sellwood Park to the Willamette River providing pedestrian access to many community resources including the Sellwood Library and Sellwood Community Center and two schools. (See Map 1) The crossing improvement at SE Lambert and Milwaukie and 17th Street (See Map 3) provide a critical connection for pedestrians travelling along this East-West Corridor. (More detailed description of community resources in Section D).

The new condominium development at SE Lambert Street will also add considerable volume to the combined sewer system at Lambert and 17th. (See Map 2)

The Lambert Intersection Improvement Project proposes to improve both the pedestrian corridor via marked crossings, green curb extensions and pedestrian islands and decrease stormwater volumes which would travel to the combined sewer system. The project improvement (See Map 3) includes:

- Green Curb Extension on West side of SE Milwaukie St
- Marked Crossing across SE Milwaukie
- Curb Cut on East Side of SE Milwaukie St
- Green Curb Extension on West side of SE17th St
- Green Curb Extension on East side of SE 17th St
- Add Islands on SE 17th Street at Lambert Street.

The project is requesting \$36,400 of funding from the Community Benefit Opportunity Program

CONSISTENCY WITH THE SELECTION CRITERIA

A. Environment

The Lambert Street Intersection Improvement Project enhances the environment by filtering and cleansing stormwater roadway runoff on SE Milwaukie Avenue, 17th Avenue and Lambert Street. It also removes impervious roadway asphalt and parking strip concrete and replaces them with water filtering features. The project will help reduce sewage volume in the combined sewer system at Manhole SMH ACY683. This is

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especially helpful as this location in the sewer system will receive new sewage volume from 8 new condominiums on the property on SE Lambert between 17th and Milwaukie which historically had only 1 house. The combined sewer system is 5 blocks away from Crystal Springs Creek which is noted as one of the cleanest tributaries to Johnson Creek and once a potential source for Portland's drinking water. Crystal Springs recently received a \$350,000 grant from Metro to restore a wetland as part of the Westmoreland Park master Plan. Crystal Springs is a high priority for preservation of cutthroat Trout and Salmon by the Johnson Creek Watershed Counsel and other organizations. As a result the creek is the target of a massive effort to reinvest in the river by replacing existing concrete culverts with structures more friendly to fish all the way along Crystal Springs Creek.

The Lambert Street Intersection Improvement Project protects human health and safety by providing safe crossing for a large number of pedestrians and young children walking and biking along the pedestrian corridor as observed on Tuesday April 7th at 5:00 p.m. by Peter Mason, PE of the City of Portland Bureau of Transportation's System Management.

Peter observed pedestrian traffic at the crossing of SE Lamberts Street at 17th and Milwaukie. During this time period he counted 68 pedestrians including a few dozen kids, as well as 8 bikes and 9 dogs. Peter noted that that pedestrians crossing Milwaukie from East to West would benefit from a curb extension on the West side of Milwaukie because there is a telephone pole blocking a car's view of a pedestrian waiting to cross.

Peter found that the intersection at 17th is significantly wider than 17th Street to the North and South which may send a message to motorists that speeding up at the intersection is okay. We discussed the benefit of curb extensions and/or a median island to assist pedestrians. Peter also noted the president set on 17th street by previously established pedestrian islands.

Peter noted a new condominium development that will occupy the entire North side of the block at SE Lambert Street between 17th and Milwaukie. The structures have changed site distance for pedestrians and cars. In particular the site distance looking North when crossing 17th from West to East is very short when vehicles park on the West side of 17th North of Lambert Street. Providing curb extensions would increase site distance

Finally, Peter noted that the new condominium development will introduce 6 new driveway access points for vehicles parked in new garages adding to the challenges to a pedestrian crossing at SE17th, Milwaukie and Lambert.

Peter also noted that next closest marked crossing to the South is a hazard to pedestrians because there is a blind corner endangering pedestrians travelling west from vehicles traveling north.

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B. Location:

This project is approximately a half mile from the construction at SE 18th and Insley Street.

C. Public Support

The Lambert Street Intersection Improvement Project has demonstrated community support. The project has been unanimously supported by the Sellwood Moreland Improvement League (SMILE Neighborhood Association.). Property owners adjacent to the intersections have submitted formal letters of support include:

- Nick Diamond
- Pastor Ken Shonk (River Oaks Four Square Church)
- Aaron Blake
- Dan McDunn
- Franz Rad
- Margaret Haberman
- Brian Jantz and Karen Sims
- Matthew and Erin Hayes
- Sellwood Bicycles (Closest Business)

Neighbors proximate to the project have expressed their support by signing a petition and attending neighborhood meetings in support of the project.

This project supports the City of Portland Transportation System Plan which states under policy 6.38 section D that there goal is to *“Facilitate pedestrian access and safety in Southeast Portland by improving connections to the Willamette River; adding connections between parks, institution, and commercial areas; and enhancing pedestrian crossings with curb extensions and improved markings.”*(Page 2-69)

This project also supports the Westmoreland Park Master Plan 2004 which acknowledges that the park has only a few select locations for access. SE Lambert Street is one of these access locations.

D. Community Benefits and/or Livability.

This project completes a critical connection for pedestrians crossing the East – West pedestrian corridor. This project will affect the 10,200 residents of Sellwood Moreland as well as visitors from out of the neighborhood.

Why Lambert Street is part of an East – West pedestrian corridor.

SE Lambert Street and SE Bidwell Street combine to make an East – West corridor. SE Bidwell Street is the pathway of choice for pedestrians because there are two marked crossings already on the street. (See Map 1) The first is across SE 7th Street at Sellwood Park, the second is at SE13th Street in front of the Sellwood Library. SE Bidwell Street is wider than proximate streets that parallel it. It is much better paved yet not too busy with cars making it the corridor of choice for both pedestrians and bikes.

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Pedestrians walk SE Bidwell from its West end at the Sellwood Park to its East connection to SE Milwaukie Street. At this point, SE Bidwell Street T's into SE Milwaukie Street. Pedestrians headed East to Westmoreland park then walk 50 feet North to continue travelling east down SE Lambert Street which connects to Westmoreland Park. They choose Lambert Street because of its proximity and because Lambert Street is wide and has less cross traffic. The reason cross traffic is light is because unlike parallel streets Lambert is not crossed by SE18th Street or SE 20th Street. Lambert Street also leads directly to Westmoreland Park's pedestrian pathways which only extend as far south as Lambert Street. (The Lambert Street access is frequently used as the South entrance for pedestrians and to the Park for that reason.)

What community facilities do pedestrians access via the Bidwell/Lambert East West Pedestrian Corridor?

In addition to the marked crossings on Bidwell at SE 7th and SE13th Streets the Bidwell/Lambert Pedestrian Corridor provides direct access to the following (See Map 1)

- The Sellwood Library
- Immanuel Lutheran Pre-School and Church
- River Oaks Four Square Church
- Lewis & Clark Bus Shuttle – From parking lot of River Oaks Four Square Church
- Church of Latter Day Saints
- Sellwood Park
- Westmoreland Park

The Corridor also provides convenient access to:

- Oaks Bottom Wildlife Refuge
- Oaks Amusement Park
- Sellwood River Front Park and The Willamette River
- Saint Agatha's Private School
- Sellwood Community Center
- Sellwood Middle School
- Sellwood Moreland Improvement League Neighborhood Association (SMILE)

In addition to accommodating pedestrians originating their walk from the East or West side of Sellwood., the Bidwell/Lambert Street Corridor also accommodates pedestrians travelling to and from Sellwood South of SE Tacoma Street where Sellwood Middle School is located (See Map 1). This is because the most pedestrian friendly crossing of busy SE Tacoma Street is at SE15th Street. This leads north bound pedestrians to walk due north along SE15th Street to SE Bidwell where they then travel East and West along the Bidwell/ Lambert Street Corridor. Likewise pedestrians walking to Sellwood South of SE Tacoma to facilities like Sellwood Middle School and SMILE.

E. Sustainable Redevelopment/Existing Development

This project compliments the green building practices being taken by the developer of the new condominiums at Lambert at 17th and Milwaukie. The project will encourage future

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infill project such as a likely redevelopment of the Oaks Pioneer Church on the South side of SE Lambert Street directly across the street from the current infill project. This piece of property was purchased in the past few years and part has already been sold to the developer on the North side of SE Lambert Street.

This project also compliments the Westmoreland Park Master Plan 2004 in which Metro recently awarded \$350,000 toward improving Crystal Springs Creek. The Master Plan also included improvements to Westmoreland Park's 42 acre park which contains sports facilities including Sckavone Baseball Stadium, several other softball fields, a football field, a soccer field, a basketball court, tennis courts, lawn bowling facility, a Petanque facility.. The Park also offers aquatic resources which include a 143,000 square foot casting pond, Crystal Springs River, a duck pond and an old wading pool in addition to paths, picnic sites and a playground.

F. Impact

The East Side Big Pipe project is impacting portions of the Sellwood neighborhood due to the work on the McLaughlin Shaft and the pipeline work at SE 18th and Insley Street.

G. Feasibility

The project is located within the public right-of-way and will ultimately be owned by the City of Portland. The City of Portland would be responsible for maintaining the marked crossings, curbs and gratings. The design of the curb extensions will incorporate native plants that will minimize the amount of maintenance and upkeep. The property owners at 7756 17th Avenue, Erin and Matt Hayes has volunteered to take care of island landscape maintenance and upkeep. As a neighborhood we are working with the Bureau of Transportation and Environmental Services to design and construct the project.

H. Cost Estimate

Improvement	Cost	Green Street Program	East Side CBO
Green Curb Extension (West Milwaukie)	\$20,000	\$20,000	
Green Curb Extension (West 17 th)	\$40,000	\$40,000	
Green Curb Extension (East 17 th)	\$30,000	\$20,000	\$10,000
Pedestrian Island 17 th (North)	\$12,000		\$12,000
Pedestrian Island 17 th (South)	\$12,000		\$12,000
Marked Crossing (Milwaukie)	\$1,200		\$1,200
Marked Crossing (17 th)	\$1,200		\$1,200
Total Project Cost	\$116,400	\$80,000	\$36,400

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