

TERWILLIGER PARKWAY CORRIDOR PLAN



ADOPTED BY CITY COUNCIL
OCTOBER, 1983

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REPORT AND ORDINANCE ADOPTED OCTOBER, 1983

This document includes Ordinance No. 155241 adopting the Terwilliger Parkway Corridor Plan. Other ordinances pertinent to the plan but not included are: No. 155242, Expanded Design Zone; No. 155243 and No. 155244, Amending the Comprehensive Plan; No. 155245, Approving Goals and Design Guidelines; and No. 155246, Amending Title 33.

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APPENDIX B

TRAFFIC ANALYSIS

Background

During the public meetings and workshops on the Terwilliger Parkway Corridor Plan, the impact of existing and projected traffic volumes on the Boulevard emerged as an issue of critical public concern. A limited transportation analysis completed as part of this plan projected a development scenario for vacant residentially zoned land and the two major medical complexes - the Veteran's Administration Hospital and the Oregon Health Sciences University. The analysis was constrained by the lack of base information on trip origin, destination and route, but it did indicate increased capacity problems at intersections of Terwilliger and Sheridan and Terwilliger and Capitol Highway. Future development will add to traffic on Terwilliger Boulevard and on residential streets within the Homestead neighborhood. This increased traffic may have a number of negative effects including:

- o Degradation of the recreational and scenic value of Terwilliger Boulevard and Parkway.
- o Metered access to existing and new development on lands adjacent to Terwilliger.
- o Higher traffic volumes on residential streets.
- o Increased problems with geometrically awkward intersections between Terwilliger and Condor, Hamilton, Hamilton Terrace and S.W. Sixth Drive.
- o Increased traffic load on the intersection of Hamilton Street and Barbur Boulevard. (This intersection is critical to the South Portland Arterial System and acts to control arterial access to the downtown from the southwest.)

It is therefore appropriate that additional work be done to develop strategies or projects aimed at resolving those problems. The study should include but not be limited to the following elements:

- a. Collection of base data including information on traffic volume and transit ridership; trip origin, destination, purpose and route.
- b. Analysis of key traffic intersections to determine existing capacity and use.
- c. Assessment of potential future traffic, given the land use assumptions developed in this study.

- d. Development and evaluation of alternative strategies to reduce traffic impacts including increased transit usage and ride-sharing; subsidized transit service; parking limitations; staggered work hours; shuttle service to remote parking areas; decreasing allowable densities on undeveloped land; large-scale property acquisitions; and improved pedestrian and bicycle access.
- e. Identification and evaluation of possible physical improvements which would be consistent with the Terwilliger Plan and would provide improved access to developable land and the expanding medical facilities.
- f. Development of specific transportation improvements and roadway standards to be required of developments in order to implement a transportation strategy; including roadway links, maximum grades, pedestrian facilities, traffic restrictions, and parking limitations.
- g. Examine the trade-offs between alternative strategies and physical improvements relative to the goals and policies of the Terwilliger Plan.

In addition, it is appropriate that the following language be added to the City's Arterial Streets Classification Policy, Southwest Policies:

"reinforce the primary function of Terwilliger Boulevard between Barbur Boulevard and S.W. Sheridan Street as a two-lane, leisurely, scenic drive, rather than a heavily used route for through traffic. Physical and operational improvements on Terwilliger Boulevard shall comply with the Terwilliger Plan."

Existing and Projected Traffic Volumes

Figure B-1, Current Traffic Volumes, is a compilation of traffic counts taken between 1979 and 1982. Heaviest volumes (13,800 vehicles per day) were recorded between S.W. Sheridan and S.W. Sam Jackson Park Road. However, 60% of that traffic follows S.W. Sam Jackson Park Road to the Medical School. Volumes on Terwilliger south of the V.A. Hospital were recorded at 7,600 vehicles per day in 1980. This is due to traffic accessing the V.A. Hospital and Medical School from Barbur Boulevard via S.W. Hamilton and Bancroft streets. Volumes on Terwilliger are lowest adjacent to George Himes Park, where they drop to about 4,000 vehicles per day.

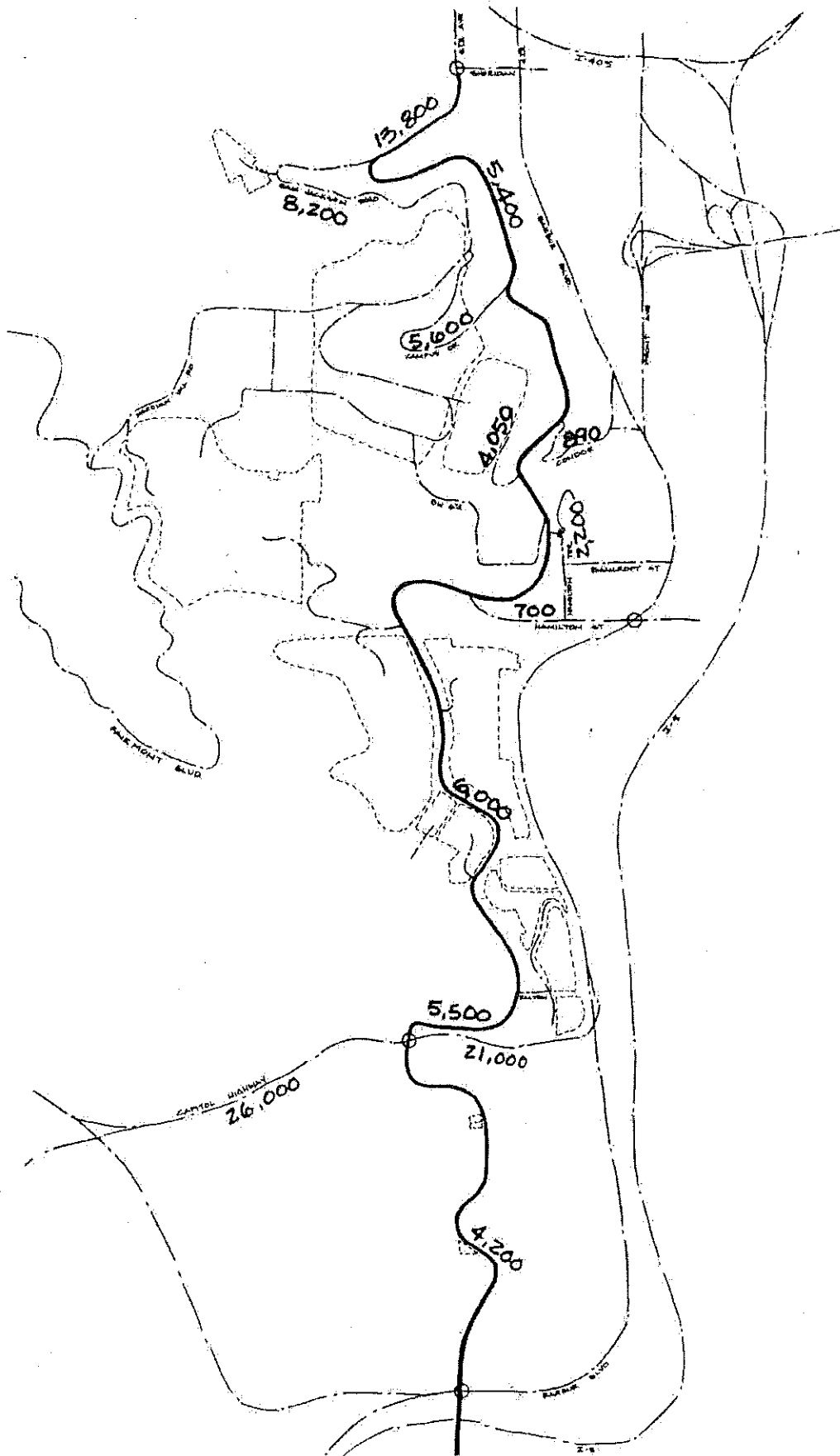


Figure B-1 Current (1977-1982)
Average Daily Traffic

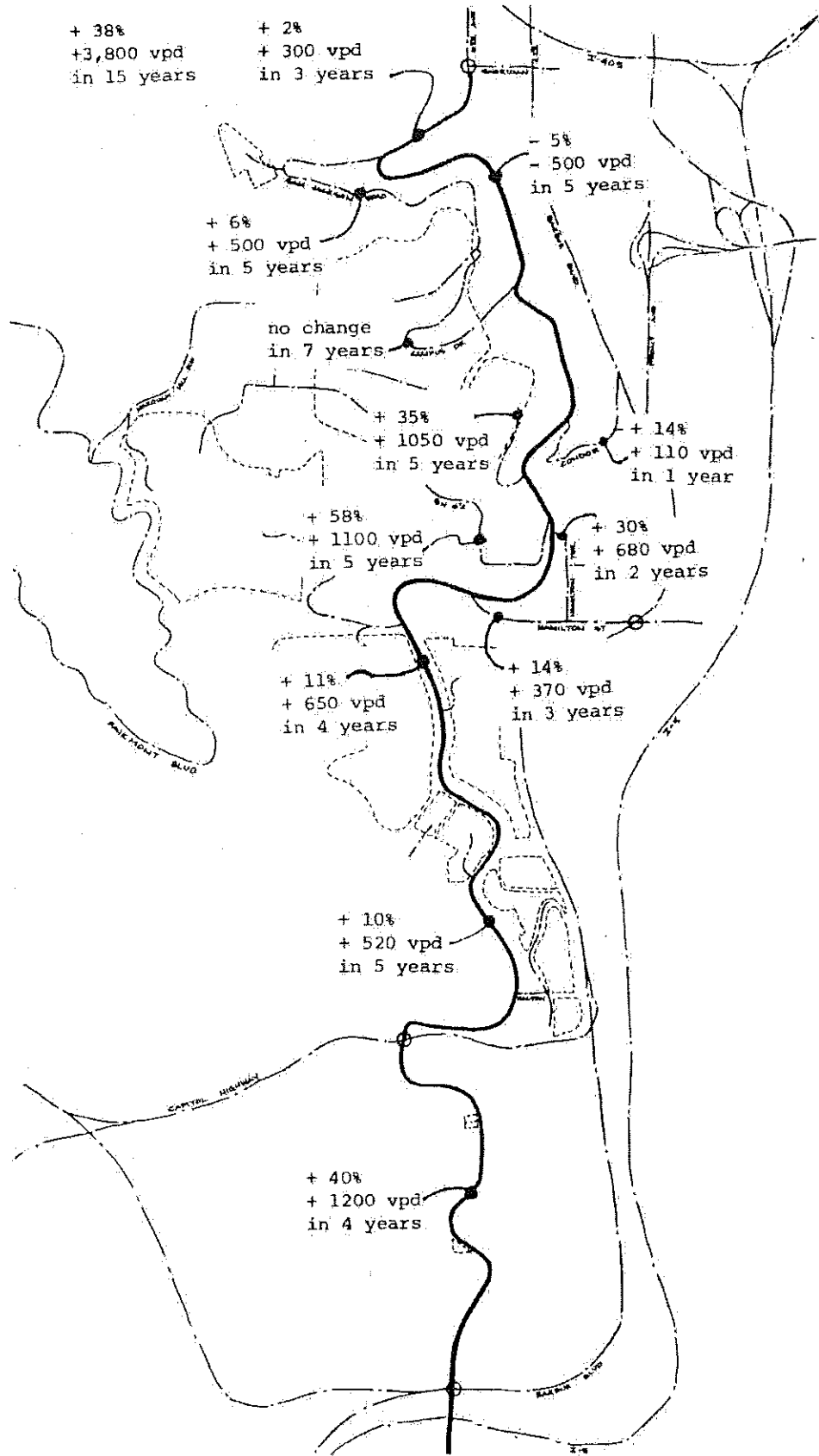


Figure B-2 Change in Traffic Volumes

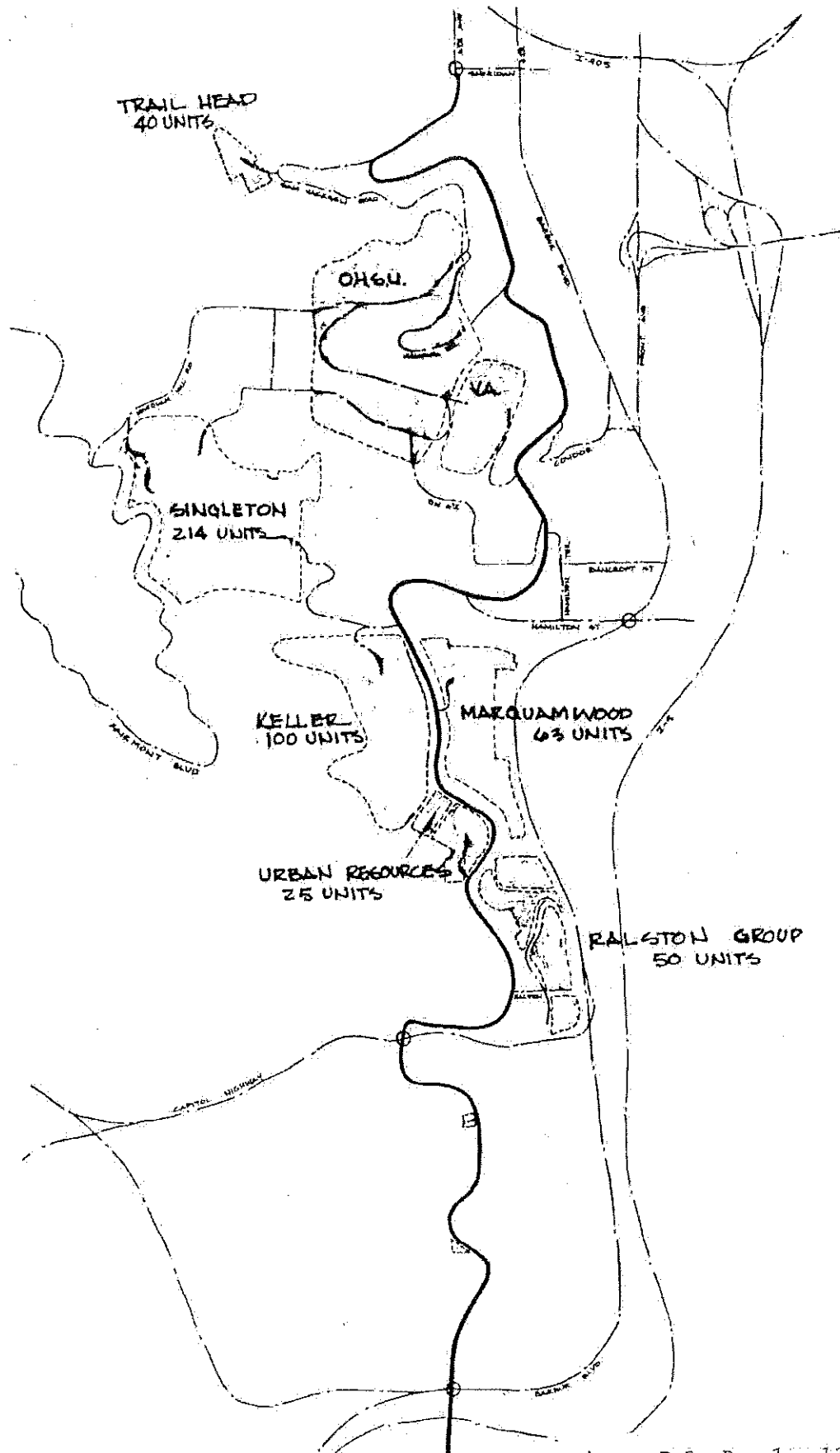


Figure B-3 Developable Parcels

The major constraint to traffic capacity on Terwilliger is its intersection with S.W. Sheridan Street. Traffic during the P.M. peak often backs up through the intersection with Sam Jackson Road. If the right-turn lane was lengthened south of Sheridan, it is estimated that existing traffic could be accommodated, and traffic volumes on this segment of Terwilliger could reach 15,000 vehicles per day. The intersection area between I-405 and Sheridan Street also limits the amount of traffic which can either reach or leave Terwilliger. Traffic in the P.M. peak also backs up on Terwilliger north of the intersection with Capitol Highway.

Figure B-2, Page B 4, indicates the growth of traffic during the past four to five years. The data indicates a steady increase in traffic accessing uses on Marquam Hill. As traffic volumes reached the capacity of the Terwilliger/Sheridan intersections, drivers have shifted their routes to S.W. Condor, and Hamilton Streets and Hamilton Terrace which connect Barbur Boulevard to Terwilliger and pass through the Homestead neighborhood. South of Capitol Highway, a 40% increase in traffic has occurred over four years.

Fluctuations in traffic volumes of 10% to 12% can usually be attributed to error or seasonal variations and only changes of more than 20% over a relatively short period of time are considered noticeable or significant. In the case of Terwilliger, however, increases in traffic are of concern for two major reasons. First, because the key intersections along Terwilliger, at Sheridan and at Capitol Highway, are reaching or have exceeded their traffic capacity. Second, many people feel that traffic volumes along Terwilliger now detract from the aesthetic and recreational value of the Boulevard.

In order to assess the impact of additional traffic on Terwilliger, vacant developable lands were inventoried and the expansion plans of the V.A. Hospital and Oregon Health Sciences University were reviewed. Eleven large parcels of vacant land would contribute traffic directly to Terwilliger if developed (see Figure B-3). These parcels include about 132 acres and could accommodate between 500 to 600 housing units. It was assumed that most of the units would be condominium units generating about six (6) trips per unit per day. In the analysis it was assumed that not all trips would access the developments via Terwilliger. It was also assumed that those parcels which had active plans for development (three of eleven) would be developed by 1990, and the rest would be developed by the year 2000.

The Oregon Health Sciences University Master Plan projects a 10% growth in trips generated by their complex by the year 1990 (13,000 to 14,300); another 10% increase was assumed by the year 2000.

The V.A. Hospital plans to expand their out-patient visits by 40% and their parking facilities from 570 on-site spaces to 930 spaces, an increase of 63%. Originally, it was projected that by 1990, the hospital would generate 6,000 trips, a 40% increase over its 1980 rate of 4,300 trips. Because of a drop in demand and a change in funding, it was assumed that this increased level would not be reached until the year 2000.

The following table summarizes the number of trips added to Terwilliger over 1980 levels by the three main land uses.

TRIPS ADDED TO TERWILLIGER
ABOVE 1980 LEVELS

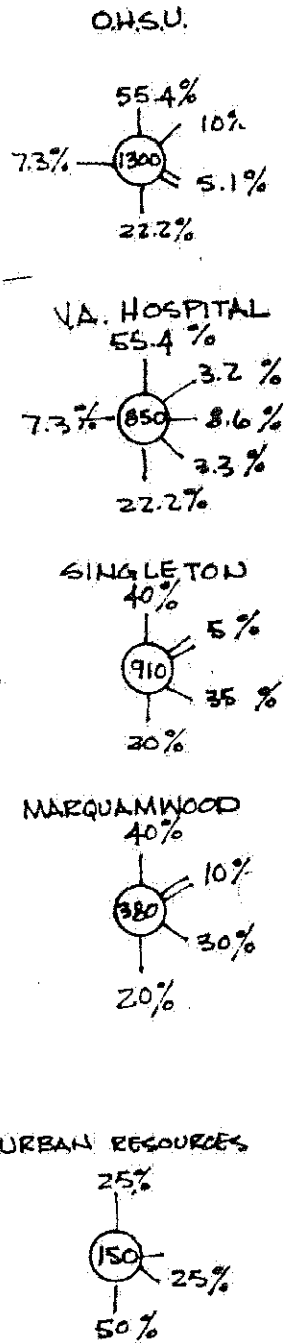
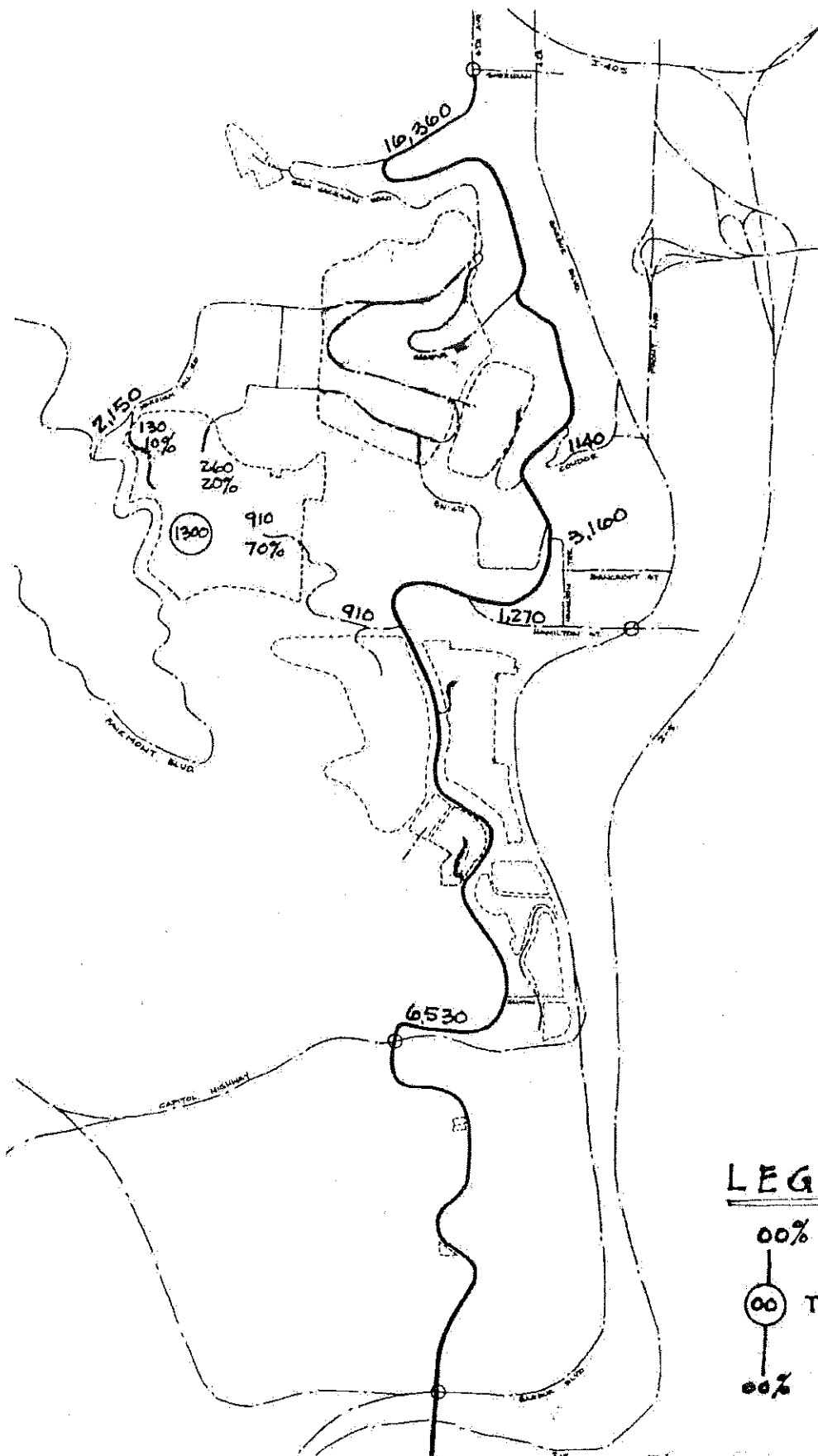
<u>SOURCE/YEAR</u>	<u>1990</u>	<u>2000</u>
Housing	1,440	2,620
O.H.S.U.	1,205	2,530
V.A. Hospital	<u>790</u>	<u>1,580</u>
TOTAL	3,435	6,730

In addition, to allow for increased through-traffic and for trips generated by miscellaneous residential development, a 5% increase of 1980 volumes was assumed for 1990 and the year 2000.

Projected trips for the V.A. Hospital and the Oregon Health Sciences University were distributed by the same method used by the City Traffic Engineer in 1977. This method does not account for through trips, recreation trips or trips generated by residential uses within the study area. It was used because data describing origin, destination and route of trips using Terwilliger was not available.

Figures B-4 Page B 8 and B-5 Page B 9, illustrate the projected increase of traffic in 1990 and 2000. The analysis indicates that the intersection of Terwilliger and Sheridan will be about 4,000 vehicles per day above its estimated improved capacity of 15,000 vehicles per day and that the intersection with Capitol Highway will be more severely congested. Given these factors, it is likely that drivers will seek the same by-pass routes - S.W. Condor, Hamilton and Hamilton Terrace. Hamilton Street shows a 130% increase of 1,600 vehicles per day because it is the alternate route most available to the land proposed for housing development. This shift in traffic will put more pressure on the intersection of Barbur Boulevard and Hamilton Street (an intersection critical to the Arterial System in the South Portland area); degrade the residential area between Terwilliger and Barbur, and adjacent to S.W. 6th Drive; and create greater problems with awkward intersections at Terwilliger and Condor, Hamilton, Hamilton Terrace and S.W. 6th Drive.

This shift in traffic suggests consideration of a new arterial link between Barbur Boulevard and Terwilliger Boulevard. This would serve the V.A. Hospital, OSHU, the Singleton property, the Keller property and Marquamwood development. The improvement should be considered in conjunction with the closures of Condor, Hamilton and Hamilton Terrace, and compared with the possible right-turn lane south of Sheridan. These physical improvements should be evaluated in light of strategies to reduce demand.



LEGEND

- 00% PER CENT DISTRIBUTED NORTH
- 00 TOTAL TRIPS
- 00% PER CENT DISTRIBUTED SOUTH

Figure B-4 1990 Average Daily Traffic

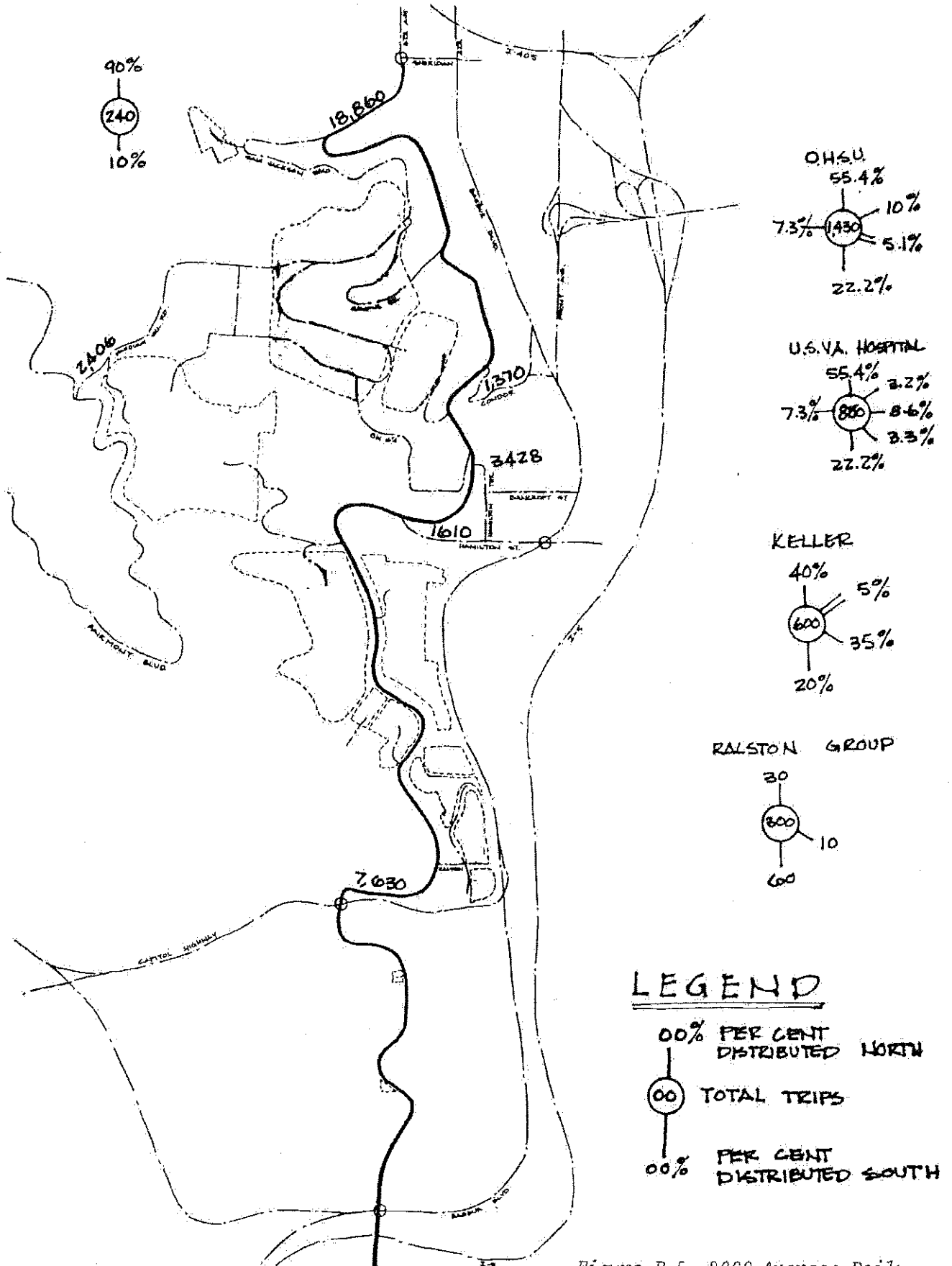


Figure B-5 2000 Average Daily Traffic