

Garden Home Road Traffic Calming “Survey” Results:

Tally and list of e-mail comments received between May 29 – June 10, 2011. Compiled by:
Roger Averbeck, Ashcreek Neighborhood Association Transportation Chairperson

Comments in *support* of speed bumps on Garden Home Road: 21 (28% of total)

Comments in *opposition* to speed bumps on Garden Home Road: 45 (60 %)

“Undecided” or no preference stated RE speed bumps: 7

Comments in support of a traffic signal: 36

Comments opposed to a traffic signal: 1

Comments in support of electronic speed reader signs: 9

Comments in support of increased speed limit enforcement: 10

Comments in support of pedestrian walkways along GHR: 11

Total number of comments received: 75

E-mail or telephone comments received, in chronological order (by date and time):

1) Honestly, speed bumps provide a mixed reaction for us. While I do think that folks drive too fast on some parts of Garden Home and should be encouraged to slow down, I worry about response time for emergency vehicles if having to slow for speed bumps, as well as bus schedules being delayed/slowed/changed also due to the speed bumps. In addition, speed bumps also tend to create additional car noise, in my opinion, because the cars that should be slowed down only tend to slow for the bump and then quickly accelerate to "race" to the next one.

If the city has funding, I would rather see them hire another full-time, or even part-time, police officer for the area to be more of a visible reminder to folks to go the speed limit....and just generally follow the road rules.

It will be interesting to see how the neighborhoods along Garden Home react to the proposal. I know when I was the bus earlier this week, both the Trimet driver and two other passengers were very much against the bumps.

Thanks again for continuing to keep the neighborhood up-to-date on happenings. It is much appreciated!

2) I am very supportive of installing Speed Bumps on GHR. I do a lot of walking on the road, and it gets a little scary when the drivers speed by me. Thank you,

3) Please register our disapproval of speed bumps on Garden Home. Speeding is not good – speed bumps are worse.

4) I read the article in the SWNI newspaper ON SPEED BUMPS ON SW GARDEN HOME ROAD and would really like to let you know that speed bumps are not all they are cracked up to be. As much as Will Stevens has told you, I am sure he might have over looked telling your group some items they should know to make an informed decision

A group of [my] neighbors on Spring Garden [South Burlingame NA] have one on 17th and we tried in vain to get rid of this bump, and have failed. The noise caused by this bump causes problems 24 hours a day and as cars go over the bump parts of vehicles come off and are a potential hazard to pedestrians and home owners, as well as anyone on the street. Trailers come off vehicles, cars gouge up the street, sparks fly, etc.

Articles put out by the City of Portland Department of Transportation describe noise problems, people avoiding bumps and using other streets in the neighborhood and such. The bumps do not slow down traffic, as once the paint wears away you can not see the bumps, and believe me they do wear away rather rapidly.

Last year articles were written in the Oregonian about our speed bump as we tried to get our bump removed. (Neighborhood section September 2010). If you would like more information let me know.

PS. Spring Garden sees over 7800 trips per day or 2 times what you are seeing and we have problems with just one BUMP the same size as what is described for GHR.

I am a South Burlingame Resident, and our neighborhood association had no say in this process, as the speed bump was part of Safe Routes to School monies. Markham and our NA were told what we were getting and at the last minute given a speed bump instead. PBOT made no effort to work with the neighborhoods, in fact they were less than helpful. It sounds as if they are trying to work with your group.

5) I'm opposed to speed bumps on GH Road, for the obvious reasons. Yes, people go fast sometimes, but is there statistical evidence of deaths or injuries caused by this speeding during the speed measurements? If not, then they aren't worth the cost or inconvenience to those who go a reasonable 5MPH over the limit. For those going faster than 5 over, surprise police saturation patrols will take care of the egregious speeders.

6) After having seen the preliminary markings on the road and learning that as many as 17 speed bumps may be installed along Garden Home Road, our family (who has lived here over 15 years) discussed our thoughts on this forced change and the impact it would have for the community. Perspectives from varying age groups in our family helped culminate this response of NOT to support the installation of speed bumps.

It seems this has become an issue primarily due to increased traffic being diverted to Garden Home Road from the temporary road construction work being performed along Multnomah for the past two years. It seems the traffic patterns will certainly change with reduction of vehicles diverting to Garden Home Road once the construction ends. Nevertheless, as a family of concerned citizens in the affected neighborhood, we are opposed to traffic obstruction speed bumps in our neighborhood (not to mention the quantity of 17 of them which seems exceedingly excessive) for the following reasons:

> Emergency Vehicle Access/Impediment: If ambulances, fire trucks, police cars or other emergency responders have to contend with speed bumps, we are concerned it can increase the response time. When time is of essence, whether for a fire or medical issue, having to slow to pass over speed bumps or to navigate narrow roadways can be the means of the difference between life and death or the loss of one's home. Each bump would add at least another 15 seconds. Have had to call upon emergency assistance in the past, we are well aware of the need for quick response.

> Attraction for the kids in the neighborhood/Increased community liability for accidents attributed to such devices: We would now have an attraction site for the neighborhood teens/children to "play in the street" with their skates, skateboards or bicycle. "Its" fun to jump the bumps"! What about the car that slows to cross over the bump and the child wanting to cross the street thinks that the car is stopping for the child, but doesn't see the child crossing?

> Increased Congestion: By having the speed bumps in place could potentially divert traffic to other neighborhoods to escape having to cross over these bumps (familiar or not to the driver) creating new safety issues in other neighborhoods where children are playing in the streets.

> Wear and tear on vehicles, air pollution and NOISE: Braking and accelerating in response to speed bumps increases fuel consumption (where fuel prices are already astronomical) and emissions. Bumps can cause noise pollution, too, think of the homes along Garden Home who will be the ones who readily pay the price to hear the "thuds" as cars/trailers approach, slow down, cross over etc and for some drivers who aren't happy with them will lean on the horn button. The suspension and exhaust system on the underside of vehicles will also be getting an undue wear and tear increasing maintenance costs unnecessarily.

> Inclimate Weather: Already we are cautious during the freezing temperatures going around the curves and down the hill, keeping the car on the road. If speed bumps were added, there would be another obstacle to overcome. Who will address the snow removal of these?

> Street Maintenance Costs: We live on 57th and Garden Home Road, a street considered a "Private Road". It was not until three years ago that we as neighbors were able to raise enough money to have this street paved as it went unmaintained and unpaved for many years. One could only imagine if speed bumps were added that it will increase street maintenance costs. Speed bumps impede street cleaning and needed pothole repairs. This will all be charged to the tax payers!

> Physical pain: Working in the field of Orthopedics, several of the population suffer from bone/joint pain. Going over 17 speed bumps may cause increased physical discomfort, even pain for disabled persons or those that have physical ailments. Being jolted or jostled by speed bumps can be painful for persons with injuries or painful illnesses.

> Create neighborhood friction: Not all persons on a given street will appreciate having to run an obstacle course every time they drive to or from home. Some traffic obstruction opponents blow their horns or yell verbal insults when having to slow or stop for speed bumps

> Property Value: In this economy, when selling your home is already a challenge, having speed bumps could be a devalue to the sale of your home.

> Tri-Met Services: Tri-Met has a bus line along Garden Home Road. Our kids access and use the Tri-Met bus in the neighborhood. Our main concern is that speed bumps will: (1) slow down the busses even more than the frequent stops already do which could (2) cause impatient drivers to take unnecessary risk of passing busses thereby endangering pedestrians and oncoming traffic. Also, there is the concern, as mentioned above, of causing excess wear and tear on the busses from driving over speed bumps.

We would suggest instead of the band-aid of speed bumps, that we have a mechanism to deal with those that are the speed offenders. There are several other mechanisms to deal with speeding that are less invasive and problematic for the public. We are providing this letter as our position opposing speed bumps along Garden Home Road when the issue is discussed in upcoming meetings concerning the subject. Thank you for your consideration.

Strongly opposed,

7) I think anything we can do to slow traffic along Garden Home, especially from Capitol Hwy. to 45th is a good idea; however, the size of these speed bumps seem very large. Maybe I need to visit one to see if my visualization skills aren't working? I also wonder if we need that many to slow traffic? I'd love to hear more about this.

8) Thanks for the info. This is great news. We could have told them about the fast cars years ago. So I hope there is community support for the bumps, that would be great.

9) I wouldn't mind some but the proposed number sounds excessive. Now that I've read all the responses regarding a traffic light instead of speed bumps, I quite agree. I'm not sure a light would effect the speeding problem but it would surely make a bad intersection better. Maybe we need both.

10) My husband and I are supportive of speed bumps. We are well aware of speeding cars on the road and support anything that would slow traffic down. Ideally, we would like to see improvements that would make it safer for bicycles and pedestrians, especially between 52 and 45th.

11) I am opposed to the idea of speed bumps along SW Garden Home Rd. Emergency vehicles need to travel on GH Road into population pockets. like Ash Creek Woods, where we live. Yesterday I sent you a note disagreeing with placing speed bumps on garden home road. Today I received several cc's from ash creek neighbors who have suggested instead of spending money on speed bumps installing a light at the GH road/Mult Blvd intersection. After living in Ash Creek for 25 years you cannot believe the number of close calls I've seen at that intersection from cars heading West on GH Road and trying to merge onto Mult Blvd West. We totally agree with the half-dozen neighbors who feel the traffic light is of much greater importance than speed bumps.

12) I am more than a little annoyed with the speeds at which people travel on that stretch of road.

If you are coming off garden home at the pub and trying to go left or right on Multnomah you are confronted with 80 percent of drivers (at least it feels that way) traveling 35 or better in the 25 mph zone. It is ridiculous.

I'm all for speed bumps, more than that, I'd welcome a radar officer on that stretch of road. It is more than annoying, it's dangerous. Coming off any of the artery roads onto Garden Home is a challenge as well.

My question is, in snow, if people do not heed the bumps, or in rain, will it make things more deadly for pedestrians?

Also, out of curiosity, is there any way to get pedestrians to pay attention, not walk in front of auto traffic in blind curves, etc when they are crossing Garden Home, if not, is there a way to reduce speed limit and enforce it to ensure safety?

I view this road, the attitude of the pedestrians, the posted speed limit, and the obvious that no one obeys it, as a perfect storm. It's a matter of time before something bad happens if nothing is done.

Better yet, a traffic camera would be welcome, or a light at the intersection of Garden Home and Multnomah by the pub. This is flat dangerous. How about an officer? Would be a real money maker and would benefit the community.

13) I agree that there is a speeding problem on Garden Home Road but I have to question the data being taken when so much construction has been happening on Multnomah Blvd for so long as well. I know that I do NOT travel on Multnomah Blvd. as much as possible and use alternate routes...mainly Garden Home Road. With that said, I don't know if the data is very true to what reality might be if the main road through this part of town (Multnomah Blvd.) were under normal conditions right now.

I support the use of table speed bump on Garden Home Road. I also really like what is happening on the edges of the road with the drain pipes and the rock fill...that will make it much safer to walk and bike through this area.

14) Subject: Supportive of speed bumps but also concerned about pedestrian traffic

I often run along different portions of Garden Home Road. I also drive on it. I am concerned about traffic speeds, but am also concerned about available "foot space" for pedestrians along Garden Home. I understand the sewer/storm drain work on the culverts may provide more space. -- I certainly hope so. I am supportive of the speed bumps.

I agree with these neighbors that higher priority is dealing with that intersection at the pub between Garden Home and Multnomah.

15) I live in Ash Creek Woods off of GH Road, and I oppose the placement of speed bumps on that street. My concern is with the intersection of GHR and Mult. Blvd. That intersection is dangerous!! I avoid that intersection during rush hour times and would like to see a traffic light installed at that intersection. It is long overdue. Thank you.

16) SPEED BUMPS?? This is just another case of the MANY (law abiding citizens) PAYING FOR THE FEW (jerks who have no regard for the speed law or the safety of other people and who, most likely, don't pay any taxes). I'd rather put my money into a traffic light at the intersection of Garden Home and Multnomah Blvd. This has been an accident waiting to happen for many years and would be money much wiser spent.

17) Subject: Signal at Multnomah & Garden Home

I can't begin to fathom why the city feels that it should spend taxpayer dollars to put in speed bumps on Garden Home Rd, when clearly the intersection at Garden Home Rd and Multnomah Blvd/Old Market Pub is, in my opinion, much more dangerous and a greater traffic hazard.

If they want to slow speeders down on GHR, place some Police Speed traps along GHR on a random basis and after a few speeding tickets, violators will learn to slow down. Why punish everyone with speed bumps when it is a few (granted more than a few) who are violating the posted speed? I am among the many who want the signal before the speed bumps.

Moonshadow neighborhood resident

18) I would much prefer money spent on a traffic light at the intersection of Garden Home and Multnomah Blvd. It is a very dangerous intersection. And how about those traffic sensors that tell you when your speed exceeds the limit instead of speed bumps. I am not in favor of speed bumps.

19) Generally Supportive

This sounds pretty good, but isn't 17 a lot!? I'd love to hear the proposed locations for these speed bumps. I think that anything that makes GHR safer is a good thing. I would love to feel that it is safely walkable for myself and my children. Thanks.

20) Subject: ANA Polling on Speed Tables on SW Garden Home

I am opposed to the installation of as many as seventeen speed tables along the portion of SW Garden Home Road between its intersections with SW Multnomah Boulevard and SW Capital Highway. As has been suggested by other Ash Creek Woods residents, I agree that the installation of better traffic control at the intersection of Garden Home Road with Multnomah Boulevard and SW 69th Avenue at the Old Market Pub & Brewery should be the first and highest neighborhood traffic safety priority.

With regard to the speed table proposal I have found according to the Institute of Transportation Engineers (Washington DC) and Traffic Logix (a manufacturer and distributor of traffic calming solutions) that the proposed 22-foot speed tables reduce speed on average to between 25 and 27 miles per hour; making such speed tables the ideal solution for roads with residential speed limits - not a neighborhood collector such as Garden Home Road.

If traffic calming on Garden Home Road is determined to be the highest neighborhood traffic safety priority I would prefer that radar speed signs be installed. These signs display the speed of oncoming vehicles using highly visible LEDs to make the motorists aware when they are driving at unsafe speeds. They have been proven to slow traffic down and are ideal for use on local roads - such as a neighborhood collector. A radar speed sign has already been installed and appears to be effective in slowing west bound traffic on Multnomah Boulevard just east of its intersection with Garden Home Road as it approaches the Garden Home area.

21) Subject: [Ashcreek] Traffic Light

Yes, we also think a priority is the traffic light joining Garden Home and Multnomah.

22) Subject: [Ashcreek] Put a Traffic Light at GHR & MB, Not Speed Bumps on GRR!

We are very much in agreement with our neighbors in Ash Creek Woods that it is FAR more important to put a traffic light at the intersection of Garden Home Road and Multnomah Blvd. than to put in speed bumps along Garden Home Road. Those speed bumps should be a far lower priority than the extremely dangerous intersection mentioned.

23) Put a Traffic Light at GHR & MB, Not Speed Bumps on GHR!

There's actually a web page (and separate mailing list) for a traffic light at the intersection of Garden Home Road, Multnomah Blvd. & 69th Avenue.

Incidentally, the proposed speed bumps end just east of this intersection. Ironically, none were proposed where they might help the most: east of the intersection on Multnomah Blvd., and west of the intersection on Garden Home Road. That would slow down traffic prior to entering the intersection, making it safer. I'm pretty certain that no speed bumps will ever be placed there, however, because of the traffic volume restriction (and likely the street designation). The speed limit is 5 mph lower in this area, yet more cars go faster there than along the proposed speed bump treatment area!

The city expects to spend \$42,000 constructing the proposed speed bumps. In 2003, Metro estimated the cost of installing a signal to be \$150,000. However the City of Portland would prefer to spend about \$1,000,000 on the intersection (as they want to do more than simply install a traffic light; they want acquire property and realign the intersection). The city claims they can't afford the \$1 million price tag. Given that eventually the intersection will become part of the City of Beaverton, one might suspect Portland is reluctant to invest in improvements there.

24) I agree with the others that speed bumps on SW Garden Home are not needed and that a signal at the intersection of Garden Home and Multnomah is a better use of the money and even if speed bumps are put in seventeen of them indicates a bigger problem exists. I would also like to point out that if speed bumps are put on Garden Home it will shift traffic leaving Ashcreek Woods from going out 62nd to Garden Home to leaving by going up Knightsbridge to Orchid and this route in Ashcreek has two places wide enough for only one car safely and not made as major exit route. The other route would be Orchid to Florence to Taylor's Ferry. Neither of these was intended to be a major exit route based on road width and narrow corners as SW 62nd was the intended exit route.

If there is not enough money for a traffic sign I would vote to repair the holes in the roads we have with any money available instead of speed bumps.

25) 17 speed humps seems like overkill to me. I agree with some of my neighbors that a little enforcement would go a long way. Photo radar once every few weeks would be a good start. The same can be said for the stop signs at the bottom of 62nd and at Orchid Drive and Knightsbridge (some people hardly slow down for those). A light at Multnomah and GHR would be great as the waits on GHR heading west can be very long. And westbound traffic on Multnomah will often pass the left turning traffic on the right, into the bike lane on that corner. Some Bot's dots on the traffic side of the bike lane around the curve might help. Thanks for asking and listening to these comments.

26) Speed "Calming" bumps on Garden Home Rd.

We're all for them! Almost anything to slow down the cars! Seems worse after the traffic was diverted for so long on the sewer project on Multn. Blvd.

Frequently, SUV's are hovering on my back bumper when I'm trying to go the speed limit. Often the most impatient cars turn onto 62nd Ave. towards Ash Creek Woods. It's often hard to pull out onto Garden Home Rd. because, due to the curves, it'll look clear & then a speeder will come zooming up as we're turning. Really worry about pedestrians, bikes & kids waiting for school buses.

A signal at the intersection of Garden Home & Multnomah & the busy Pub would be great, if it includes managing the Pub patrons turning out from their parking lot - often with no turn signals to warn of their intentions. It's really scary sometimes. We're for the bumps or anything that will improve safety & [reduce] speed!

27) A light at Multnomah & GHR is a much greater safety issue than speed bumps. Both pedestrians, cars, and bikes risk their lives everyday trying to turn from GHR onto Multnomah. The speed limit sign is only helpful when a patrol car is sitting in the parking lot at the Market Pub, otherwise the traffic speeds through there at the same speed as they do on the Multnomah from GHR to SW 45th.

28) What can we do to push for a light? I have lived here on 56th off of Garden Home Rd. for 52 years. Needless to say the traffic has changed. Many years ago...20-25 the possibility of a light at the Mult. Blvd. and GHR intersection was studied and at that time we were told that because the piece of property where the light would go is in both Washington and Multnomah counties and they could never agree. That is when [my son and daughter] were there. Don't know if there is really any truth to the turf issue. I am all for the light and totally against the speed bumps. I do however wonder if GHR would be used even more if people knew there was a light there, who knows! Thank you for all you do for the neighborhood. It is much appreciated.

29) I am in complete agreement about a light at GNR and Multnomah. And I am completely opposed to speed bumps on GHR. I no desire to drive over 17 speed bumps every time I come and go from my house. I would end up going over about 34 to 50 or more speed bumps a day.

30) Totally in agreement with [# 29].

31) I am responding to the recent article in the SW News Paper concerning adding speed bumps on GHR. While the theory makes sense-slow down traffic, the implementation never works right. There are numerous designs and types of speed bumps that we have had the displeasure of experiencing in the Portland-Beaverton areas but they all have one thing in common-they are designed for SUV's and buses! Large vehicles can cruise over these without even slowing down while smaller and older vehicles like ours have to brake and slow sometimes to 5-10 miles per hour. While this is an inconvenience for us, the greater problem is created by the large SUV behind us that is not braking because they don't have to and now we become the problem.

We travel GHR virtually every day and if speed bumps are added, we will have to go onto Multnomah Blvd. which means that we will have to endure the intersection at GHR and Multnomah at rush hour which will add one more car to this already overloaded intersection.

In summary, we are opposed to the idea of speed bumps on GHR.

32) We live in Ash Creek Woods near 65th Ave and Garden Home Road, and travel Garden Home Road between Multnomah blvd and 45th daily. As an avid cyclist I am opposed to speed humps on Garden Home. Photo radar yes, speed humps no.

The greater concern is the intersection of Multnomah and Garden Home at Old Market Pub. Autos traveling east on Garden Home rarely signal the turn onto Multnomah. Few realize they are turning from Garden Home onto Multnomah which requires a turn signal. Years ago someone placed a home-made sign that read, "please signal your turn," which helped. I would be in favor of a traffic signal at that location.

33) Thoughts on speed bumps

it cost a mil to put in the light ? and the city is waiting, dosent want to spend that money, due to fact that Beaverton will eventually obtain that land?

Just my thought, but. Imagine if someone gets injured or killed there. Now imagine a good attorney getting hold of information that the city knew of the danger, and did nothing about it. It would end up costing much more than a million dollars in litigation and damages, opening the door to more potential claims from anyone ever involved in an accident at that location.

Just my thought. A million is cheap compared to the potential damages . A huge percentage of people do not obey the 25 mph speed zone. Also, as a result of not having a light there, pedestrians in the walkway on Multnomah directly in front of thriftway get no break in traffic, they must brave the traffic, and hope that people will stop for them.

Something should be, and needs to be done. Again, just my thought. I am personally not a pedestrian, do not ride a bike, but I can definitely see the hazard here.

I have some radical ideas about what can be done. I doubt very seriously they would be a popular approach for either pedestrians, bicyclists, or motorists, as they would weigh equally on each to improve overall safety for all concerned, especially in light of the fact that everyone utilizes all of the improvements that are made. Everyone uses sidewalks at one point or another, everyone uses the bike lanes whether they think they do or not. As motorists, we depend on the bike lanes for our safety too, and every bike in that lane means one car not congesting the street.

Problem, as it appears to me anyway, is the attitudes to overcome, both on the part of pedestrians, bicyclists, and motorists as well. Then there is the financial factor, and public acceptance of a real solution to the issue.

34) Yes I think the intersection at Garden Home and multnomah is worse. Did you know that 13 years ago, Old Market Pub had a petition to have a light put in...the issue wan't money because there was money slated for it already. The issue was to schedule it. There is a Petition with many signatures on it.

About the speed bumps. I was under the impression that they only put speed bumps on flat and straight roads. How can they put bumps on such a windy and hilly road. Imagine how difficult that would be to through during the snow. Many people only have Garden Home to drive to their

home, so they have no snow route. I thought of another problem...Trimet busses drive on Garden home. Isn't that hard on the busses?

35) ANA Polling on Speed Tables on SW Garden Home Road

We agree! [opposed to bumps, support traffic signal]

36) I am totally against speed bumps. It punishes everyone on a daily basis for the few that speed along the road. I have always wondered why if the city thinks speeding is a problem that they never enforce it? What does it take to get the photo radar van out a few times a month? I think that would drastically slow the problem down and would be way cheaper for the taxpayers. It should at least be tried before committing to a more drastic measure - speed bumps. Thanks!

37) My family also lives in Ash Creek Woods (SW Orchid Dr.), and I wish to register my/our objection to the concept of 17 speed bumps/ tables between the intersection with Multnomah Boulevard and the other end at Capitol Highway. I join with the many others who feel that signals at the intersection of Garden Home, Multnomah, and the other side street is more important by far, even if more costly (by far). Training another teen driver (my third) to deal with that intersection has been another harrowing reminder of how awful the set up is at that point.

I also agree that the electronic speed reminders are very effective wherever I have encountered them. This includes the temporary installation that occurred on Garden Home while Multnomah Blvd. was closed during the last year. A couple of those would be money far better spent than the speed tables.

38) I agree that the traffic light is the highest priority if the City of Portland is agreeable to the installation, maintenance, etc. However, I believe that the speed bumps are also a priority although I would term it as a higher priority instead of highest. But, any improvement to the neighborhood is better than none.

39) As a resident of Ash Creek Woods I am opposed to speed bumps being added to Garden Home Rd. The road has many curves and hills that naturally slow the speed of the vehicles.

40) I am also totally in agreement. [opposes speed bumps, supports a traffic signal]

41) I live right on Garden Home Road, and would like a way to slow down motorists. If we can't have speed bumps, can we have potholes? I know that sometimes it is hard to only do 30. You're not thinking, just driving and the next thing you know you are doing 40 to 45mph. Maybe if everyone on this list made a concerted effort to only drive 30 mph, we could keep the speed down. Otherwise, I am for the speed bumps. I am also in favor of the light.

42) I've been saving my recent SW Newspaper in order to write to the provided email address about this. I'm also against speed bumps and was against the ones on Maplewood Dr. when I lived over that direction. They're a pain for everyone.

I remember when they recently put those speed monitors on GHR – right where people are most likely to go the fastest. So I feel that it's a skewed poll. They may have been going 25, 30 or 35 for a mile or so, and then they get recorded as 40+ on the one open stretch. Is it really necessary to speed-bumpify 2 miles of road to slow folks down on one stretch? It doesn't make sense.

One suggestion: during the period when they were using this stretch of GHR for a detour, there were 2 of the speed detecting signs posted letting you know when you were going over the speed limit. For the period of time that they were there, I bet traffic along that stretch was slower. Might it be as effective to put something like that in on a more permanent basis, and not spoil the daily commute of everyone who lives off of GHR?

Another suggestion: if a pile of \$\$ is going to be spent on GHR, wouldn't better pedestrian access (swales / sidewalks / better small paths along GHR) be a better usage? I assume one of the reasons speed bumps would be installed would be to protect pedestrians.

Agreed on the priority of the light down by Old Market Pub. That'd be great. They put in the speed reminder light on Multnomah going west into that intersection, but they really missed the boat by not putting the same thing coming east on Garden Home towards Old Market Pub. A 2nd speed detecting sign might not be as desirable as an actual traffic light.

43) I'm still in the process of forming my opinion on the issue, but so far am leaning against (which is a reversal of my previous inclinations on the matter). I feel the treatment, as proposed, is excessive, and possibly dangerous. I might be supportive of a proposal if it were limited to the area between 45th & 54th. I also feel that alternatives to speed bumps, like speed reader boards, might be more effective.

While Mr. Stevens (at our Ashcreek neighborhood association meeting) suggested that speed reader boards become less effective over time, he seemingly failed to appreciate that this is a classic case of a psychological learning process called "operant conditioning." The loss of effectiveness phenomenon is called "extinction." Operant conditioning tells us that the solution to extinction is to periodically reinforce the behavior (in this case, by periodic enforcement of the speed limit). Moving the location of the speed reader boards, on occasion, would help as well. Operant conditioning is a very well understood process, and has been applied very successfully in numerous disciplines. Understanding it should be a job prerequisite for the traffic calming team at PBOT, in my opinion.

As someone who bicycles Garden Home Road more than he drives it, i perceive the proposed number of speed bumps to be much more of a hazard to me than speeding cars.

Also, i'm concerned about fire trucks. I find it ironic that relatively unpopulated Multnomah Blvd. should be designated a "Major Emergency Response Route," whereas significantly more populated Garden Home Road isn't. The western terminus of Multnomah Blvd. (at Garden Home Road) is outside the boundary of Portland's FMA 18 (Fire Management Area), meaning that for all practical purposes, Multnomah Blvd. is a dead-end for Portland fire crews (only under unusual circumstances would they be called to respond to incidents beyond their FMA boundary; TVFD would normally respond to calls in that area). Fire crews responding to calls almost anywhere within Ashcreek neighborhood association would almost certainly travel along either Garden Home Road or Taylors Ferry Road. I suspect fire trucks rarely travel Multnomah Blvd. past 51st Avenue (and more likely not past 45th), whereas they likely travel Garden Home Road more frequently.

44) I am not in favor of the speed bumps.

45) I agree with the [previous comments]. I do not want speed bumps on Garden Home Road. I would prefer continued improvements to allow for safe pedestrian traffic along the road.

46) I would strongly support not installing speed bumps on Garden home road and instead place any available funds into the improvement of the intersection of Multnomah Blvd and Garden home Road. The addition of speed bumps will only direct more traffic to that intersection for those avoiding the bumps and taking Multnomah blvd.

Resident Ashcreek Woods.

47) I read in the SW News that there is consideration for putting speed bumps on Garden Home Road. I just want to extend my support for this project. We have lived just off GHR (on 62nd Ave) for about 14 years.

I am still appalled at the speed that cars travel both on GHR and on 62nd Ave., which is the main access road to Ash Creek. We were involved in getting the speed bump put on 62nd Ave, working with the City and using City-issued radar guns to clock and record the speeds. Unfortunately, I don't believe this has helped the way I hoped it would. Cars still speed up and down the hill. We make every effort to signal folks to slow down.

When GHR served as the alternate route when they worked on Mult. Blvd. and we had electronic signs showing the speed at which cars were traveling, I was really concerned at the speed. Since the sign was not too far east of 62nd Ave., I would intentionally turn right (if safe) from 62nd onto HGR if I observed the car coming speeding because I could see it on the reader. I would be sure to drive the 30 limit--much to the frustration of the approaching car, some of which traveled 40-48 mph. This especially troubles me because of TRIMET stops, school bus stops, pedestrians and bicyclists and no sidewalks.

Personally, I'd really like to see more police officers patrol the area and issue tickets. I think this is the best way to slow the traffic, when it hits their pockets. Thanks for your involvement in this.

48) Subject: Street Calming Thanks for the opportunity to comment.

I have lived in the Orchard Lane subdivision for 20 years whose cross street is Garden Home Road. Being one of the original homeowners, I have witnessed a great deal over the years. Traffic on Garden Home varies in amount and there have been many accidents caused by speed in relation to the road's condition. As a former critical care professional I have been a first responder to many unfortunate situations where people have demonstrated poor judgment and simply, often dramatically, driven off the road landing in trees, upside down, or in ditches. There have been serious injuries. It never is a pleasant event.

I fully support measures be taken to "calm" traffic via any method. Frankly I am surprised it has taken so long for the city to address the problem and I applaud efforts now being considered. Garden Home is an out of the way road where often the young feel they can race and get away with it. I know there have been fatalities in the past. Most importantly interventions now will save lives in the future, reduce the inherent need for city emergency services, and protect homeowners property from damage. Thank you

49) I will try to make the make the meeting but in case my husband and I don't I want you to know we oppose the speed bump proposal. I am aware of 3 other households on 61st that also oppose the proposal.

50) Please note that my wife and are vehemently opposed to any installation of speed bumps on the above street. They are dangerous in terms of life saving response, damaging to personal and public property and totally unnecessary on a street with multiple curves. This is a bus route, main route for emergency equipment and the city and Metro view it as critical to neighborhood activity within an area with extremely limited access.

Perhaps use the money to install asphalt walking paths to increase pedestrian safety or a control at the intersection with Multnomah Blvd.

51) On think about this further I have the following questions and would like them brought up at neighborhood meeting

How many people are asking for speed bumps and how did this get on a priority list.

How much does a speed bump cost, who pays and is the money spent on speed bumps available for other road work such a traffic lights, pot hole filling and smoothing the dirt roads this 21 century town still has over 70 miles of

During the traffic monitoring how was the fact that Multnomah Blvd had construction going on it and still is controlled for constructiion taken into account for the fact that people unfamiliar with Gardenhome may have driven faster than local residents and if held up were driving faster to make up time.

People I have spoken to suggest they will go another way. Were the consquence of this considered. The Ashcreek area has only two ways to leave the area going north either go up 62nd or up Knightsbridge and only 62nd to Gardenhome is wide enough for two cars to pass where as Knightsbridge has area where usually one car at a time can goes through (up by Orchid)

Are there any other streets similiar to GardenHome with seventeen speed bumps in the same length of street. How were the number sspeed bumps determined

52) I am opposed to speed bumps along Garden Home Road. If anything is to be done I would support a stop light at the dangerous intersection where Garden Home intersects with Multnomah Blvd at Old Market Pub. Thank you.

53) I am opposed to the speed bumps being installed on Garden Home Road.

In the first place, these "table bumps" will likely drive traffic to residential roads putting a larger strain in areas not meant for traffic. Kids at play, pets running loose, cars parked at the side of the road are some examples that concern me. Neighborhood streets all around us are pretty narrow.

Second, as some have already pointed out, the intersection at Garden Home and Multnomah should be a greater priority. We have heard for well over 10 years that this was going to be

addressed but nothing so far. Instead of spending money, I would suggest the money be saved and ear-marked for a project that serves the community much better.

Lastly, I have to question the data collection process. I fully understand traffic traveling at 35 MPH on Garden Home Road. That doesn't surprise me. But I also know that the radar run tracked me making a right hand turn in excess of 40 MPH when I was traveling less than 10. I have been waiting to see residents on Garden Home comment on speeds approaching 50 MPH. Seems like a stretch.

54) I am for anything that will keep people from driving faster than the speed limit on Garden Home Rd. My wife and I walk from our home on 57th Ave to Lambs Thriftway Market and we drive east along Garden Home Rd everyday. We are amazed at how fast people drive between 45th and the Garden Home/Multnomah intersection. When the City temporarily used the sign that flashed if you were going over the speed limit, we would observed how many people were driving over the speed limit on Garden Home Rd and about 1/3 of those persons didn't make the effort to slow down when the sign flashed at them!

Now that there will be a relatively better road shoulder with many of the drainage ditches piped and graveled, more residents in this area may risk walking along Garden Home Rd. Based on the City's traffic findings regarding driver behavior along Garden Home Rd, the City is now very aware of this problem and has a responsibility to do what ever it takes to make the road safer for vehicles and especially for pedestrians who want or need to walk along it. According to the City officials, people are suppose to be walking more and helping to reduce carbon emissions- or is that just hot air??

I am in favor of the provision of speed bumps, but if it is decided that that measure is too costly, or not acceptable to most of those who live in the neighborhood, I think one of the following measures (or some other measure the City Traffic Engineers know of) should be considered to reduce vehicles speeds along Garden Home Rd:

(A) Provide stop signs at the corners of Garden Home and 62nd, 57th and 50th. These are all North - South running through streets that feed Garden Home Rd with relatively higher traffic volumes compared to others. This would really slow traffic down along Garden Home and make turning movements at those intersections safer.

(B) Use traffic cameras to manage vehicle speeds and issue tickets to speed limit violators like the City of Beaverton aggressively does. Thanks for soliciting our opinions on this most important matter.

55) Many years ago...20-25 the possibility of a light at the Mult. Blvd. and GHR intersection was studied. There is a web page and mailing list devoted to this specific issue [traffic signal]. Currently there are 29 subscribers. If people are willing to get out and talk to their neighbors about this issue, and help to build up the mailing list subscriber base, then we can begin to act as an organized group and bring pressure on our elected officials to address this issue. Without a coordinated effort, it is unlikely anything will change with regard for this issue. The government has been paying lip service to this project for at least four or five decades now.

The intersection has been studied numerous times. PBOT (Portland Bureau of Transportation) has it on their radar as a "priority," but the problem, they claim, is funding. In my opinion, the reason why funding is a problem is because PBOT has an elaborate vision of the project (i.e.

realigning the intersection, which requires purchasing private property, adding sidewalks, storm water management, etc.) While i agree those things would be nice, a signal would suffice.

and at that time we were told that because the piece of property where the light would go is in both Washington and Multnomah counties and they could never agree.

The intersection is entirely contained within Washington County (the county line being some five blocks to the east) and within the City of Portland. PBOT is responsible for Garden Home Road all the way to 74th Avenue, which is the street just before Oleson Road, at the corner where Scotty's is located.

There is a deal, brokered by Metro (the regional government), that all of that area (i.e. the Washington County parts of Portland) will eventually go to the City of Beaverton (once the surrounding unincorporated areas are annexed into Beaverton). PBOT claims this isn't a factor in decisions they make about this area, but one has to wonder if that's truly possible?

Metro mentions the intersection in its 2003 action plan for the Fanno Creek Greenway Trail. In it they say: "Add traffic signal to intersection — warrants exist to provide signal." They estimated the cost at \$150,000. This is simply to install the traffic light hardware. The city of Portland has a different view of the intersection. They want to completely reengineer it, purchasing right-of-way, realigning streets, installing sidewalks, etc. Their price tag is \$996,990. At one time, they set aside \$449,829 from their System Development Costs budget for this project. I suspect that money has since been re-appropriated. Check the web page for more information.

56) Regarding my cycling experience: I encounter speed humps/lumps regularly on my various routes, as i tend to favor bicycling on quieter neighborhood streets. My experience is that they definitely do present a hazard to me personally, particularly on downhill stretches. So much so, i usually have to brake for them, out of fear they'll cause me to crash. (I'm a conservative cyclist, and generally will start braking whenever my speed gets into the upper twenties, so it's not like i'm approaching speed humps at high speeds to begin with.)

I don't really care for them on uphill or flat stretches either — to the point i try to go around them, or through the center, in the case of lumps (i.e. those with the fire truck cutouts). That can create its own safety hazard, as sometimes i risk getting closer to oncoming traffic (in the case of lumps), and i'm in greater jeopardy of losing control/falling (in the case of humps, where the edges are often treacherous). All in all, i prefer speed lumps to speed humps, because the fire truck cutout of the former is usually safer to ride through than trying to navigate around the edges of the latter.

Regarding the speed humps on Vermont, east of Bertha: I sometimes take this route to the Farmer's Market in Hillsdale. But i only encounter one of the humps, as the market entrance is just prior to the second hump. In the uphill direction, that hump isn't so bad. But in the downhill direction, it causes me to slow down, which means any cars behind me will approach me faster than if i were free to travel faster down that hill. That hump has caused me to miss the signal more than once.

I think each rider's experience with — and attitudes about — speed humps will be different, depending on their age, the kind of bicycle they're riding, etc.

57) Rec'd by phone – paraphrased: Intersection improvements and speeding enforcement would be a better use of city funds than speed bumps. Personal responsibility should not be replaced by engineering. Supports and appreciates recent BES project RE conversion of ditches to gravel swales creating walkable space along GHR.

58) We are opposed to the proposal by the Portland Transportation Department's plan to place up to 17 speed bumps on SW Garden Home Road. This seems to be a poor use of limited city resources in light of reduced government budgets during the current economic downturn. The speed bumps will slow traffic to below the 30 mph posted speed limit, penalizing the majority of the lawful drivers, 85% by your data, who currently follow the speed limit. The speed bumps create a safety hazard for bicycle riders. The speed bumps will drive traffic to neighborhood streets, reducing their safety and will likely discourage shoppers from traveling to Multnomah Village and to businesses in the City of Portland west of the intersection of SW Garden Home Rd. and SW Multnomah Blvd. Instead of speed bumps, random use of the city's speed photo radar vans that would result in fining some of the 15 percent of drivers that actually violate the speed limit, especially the very small percentage (0.74 percent of the 3400 daily drivers who use SW Garden Home Rd.) that exceed the posted speed limit by 17-19 mph.

A more appropriate use of city's limited transportation funds should go to the planning and eventual placement of a traffic signal or a traffic circle at the intersection of SW Garden Home Road and SW Multnomah Blvd. When Vera Katz was mayor, she indicated in a letter that a traffic signal at this dangerous intersection was second on the priority list to be installed. What happened to this high priority?

cc: Tom Miller, Director of Portland Bureau of Transportation
Mayor Sam Adams, Portfolio includes the Portland Bureau of Transportation

59) We are in total agreement (with # 58). It would seem that the Portland Transportation Department would benefit from a light at that intersection, too. I've seen buses wait, and wait for clearance to take their buses through that intersection. It's mystified me that the bus system would tolerate this intersection. That alone, was my hope they'd get a light on the intersection. But, years later, it's only gotten much more stressful. Bikes, restaurant traffic, major transit intersection, rental units, etc., etc. It's a disaster waiting to happen. We hope this gets focus before something tragic happen. . .

60) I am writing in opposition of the proposal of speed bumps on Garden Home Road. I am a General Contractor who drives a 3/4 ton pickup truck, full of tools with stiff suspension. When going over these bumps, even at the set speed limit, it nearly snaps my neck. Why should law-abiding citizens be subjected to this kind of punishment and suffer for those that "thumb their nose" at traffic laws? I hope you will consider other options.

61) Since I am not as eloquent or as well informed as (# 58, I am simply hitting "reply all" to communicate my 100% agreement with their comments. Additionally, I would point out that Garden Home Road is quite treacherous on snowy and icy days, and adding speed bumps will increase that already difficult driving situation. Thank you for considering these comments.

62) I think the root issue is that the city is trying to spend the money it has in ways it wants to spend it, rather than working with citizens to prioritize how to spend money where the biggest problems are.

Provide examples that people could check out before any open house or meeting. I haven't heard complaints about the [bumps] on SW Capitol Hill Road, although 17 does seem excessive.

63) As a resident of the Ash Creek neighborhood, I would also like to join (# 58) and many others in opposing the plan for placing speed bumps on SW Garden Home Road. The safety of the intersection of SW Garden Home and Multnomah is a much more important issue and should be considered a priority.

A few strategically placed STOP signs may well fix the SW Garden Home Road issue. This option may also be less expensive than many cubic feet of concrete or asphalt.

64) We are voting "NO" for speed bumps and traffic lights. As we already expressed in the past, we would prefer a "roundabout", since roundabouts are safer for drivers and pedestrians and less polluting (vehicle emissions) than traditional intersections. (SW Terwilliger Blvd. and SW Palater Rd. roundabout is a good example, for instance.)

65) We say "NO" to speed bumps on Garden Home.

66) There is nothing we can add here except that we are in total agreement with (# 58)'s point of view and hope that many neighbors will follow suit and write in also so that they can be heard and possibly make a difference for our neighborhood.

67) A technical issue that has not been raised on speed bumps: Those who live on Garden Home Road will "feel" the bumps as large vehicles, especially buses, will shake and rattle their homes. I lived on Shattuck Road some years ago, which is a collector street much like Garden Home Road and did not have any house shaking issues until some street work was done that left unevenly filled patches. From that point on, Tri-Met buses were especially noticeable and to a lesser extent, 18 wheelers coming from Alpenrose Dairy which were going 25 to 30 mph. Now the road imperfections near my Shattuck Road house were nothing like a speed bump, but the vibration was unnerving until the street was repaved and made smooth. This is an issue with collector streets; side streets only have a few heavy trucks or buses to deal with. I can only imagine how much worse the shaking and rattling will be with speed bumps. Garden Home road has Tri-Met buses which travel both east and west fairly frequently during the peak driving periods and I feel those living right on Garden Home Road will regret having speed bumps. There is also the factor of some younger drivers who approach the speed bumps at speeds greatly exceeding the speed limit in hopes of being airborne, especially late at night. Others have suggested better ways to handle speed issues rather than speed bumps. Surely, we can do something better than speed bumps.

68) I have heard of neighbors along GHR complain of this without the speed bumps. This will be much more pronounced with speed bumps.

69) We are in favor of slowing traffic down on GHR. Reading the opposition comments on the listserv tells me that a red herring will always get a load of play, it isn't stop light v. speed bumps, but speed bumps v. nothing. Nothing is not an option. Walk, ride or drive GHR and you must notice people driving reckless each day. I know that when I'm driving the speed limit, and I'm constantly tailgated that we have more than a few problem drivers in the neighborhood. I don't want to go over a bunch of bumps either, but the things work or they wouldn't use them. I think it is great the city actually wants to spend some dollars doing something worthwhile in our neighborhood.

70) My wife and I are opposed to speed bumps on Garden Home road. And this comes from 2 people who very much dislike speeders. We think the speed feedback signs slow speeders down quite nicely. But what we would like to have is a traffic light at the awful Multnomah Blvd/Garden Home intersection.

71) I have been after the city for speed bumps at the curves for years where I think they are a vital safety issue. Unfortunately the city refuses to put them at the curves unless they also put them all the way down Garden Home which I think is a little crazy but I'm not sure what to do about it. When this was brought up at the last meeting I specifically asked if we could get 3-4 bumps(\$10-12k) at the curves(which is what I'm concerned with) while skipping the rest and they said they would look into it and get back to us by next meeting.

72) I do not support the proposed speed bumps. As a person that does not live in the Ashcreek neighborhood and only occasionally commutes on that section of Garden Home Road I still think it is better off without the speed bumps.

I have had to put up with the new speed bump on 17th and Spring Garden that the neighbors are continuing to complain about. The speed bumps are ineffective and a waste of taxpayers dollars as well as noisy for the residents.

The article said that 3500 vehicles were using the street per day and I was wondering if there was a way to poll those people as to whether they wanted a speed bump or not.

73) Three or four bumps at the curves is a great idea. 17 is a bit excessive, although I generally support traffic calming measures however we can get them on GHR. My family and I would really appreciate pedestrian/bike safety addressed, especially at the curves. We are so glad the ditches to swales are happening.

74) My sense is that this is an all-or-nothing proposition. Having just a couple in a select area tends to encourage speeding in other areas. Another option might be to have several zones where they are used, but I'm not sure how that would work.

[I believe] that the City owes both our neighborhood and Multnomah a public process that includes a comprehensive review of options and a detailed discussion/design around whatever they see as a preferred option (presumably speed bumps). [We should] ask that the City set up a community wide meeting and come prepared with a full presentation and review of all options. Then each neighborhood can take an informed vote. Personally, I'm not sure which way I would vote at this point and I need more information!

75) My husband and I read with interest in *SW News* that speed bumps are being considered for Garden Home Road.

We are thrilled. It cannot happen soon enough. We live on a dead end off Garden Home Road, so every time we go for a walk we must cross Garden Home, or try to walk along it. The number of speeding cars is astonishing, as the statistics quoted in the article confirm. I don't like speed bumps, but I do like safety. Please add our support to the issue.