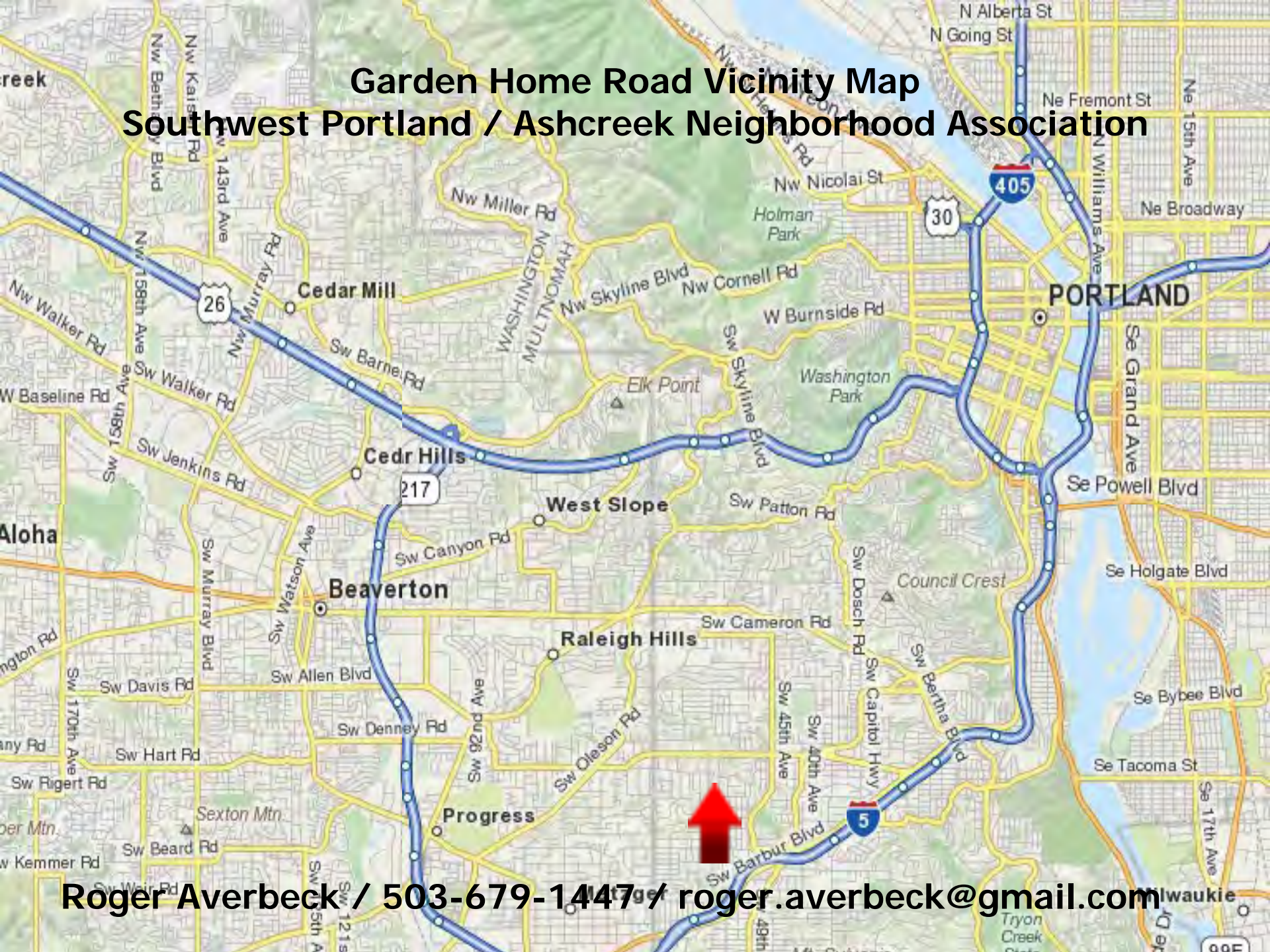


Garden Home Road Vicinity Map Southwest Portland / Ashcreek Neighborhood Association



Roger Averbeck / 503-679-1477 / roger.averbeck@gmail.com

Garden Home Road: Local residents seldom walk on this street because they do not feel safe from traffic.

Multnomah Blvd. (bike lanes, no sidewalks)

Multnomah Village

Old Market Brew Pub

1.9 miles: Capitol Hwy. to Multnomah Blvd.

Capitol Hwy.

Neighborhood Collector; Minor Emergency Response Route; Transit Route / 16 Bus Stops; City Walkway and Bikeway; Substandard Street due to lack of curbs, gutters, storm drains and sidewalks.

Multnomah Village Historic District



A pedestrian friendly main street with numerous small businesses, a community arts center and post office.

Garden Home Shopping Center Washington County



The closest full service grocery store.



Woods Creek Drainage and Curves on Garden Home Road

Land Uses: Mostly single family residential (R-7 or R-10); some irregular or large lots; plus tracts and paper streets in riparian areas (zoned conservation or environmental protection).

An aerial photograph of a residential street intersection. The street runs diagonally from the top-left to the bottom-right. A red car is visible on the road. The surrounding area is filled with green trees and several houses with grey roofs. Yellow lines are overlaid on the image, delineating individual property lots. The text 'SW 56th Ave & Garden Home Road' is centered in the upper half of the image.

SW 56th Ave & Garden Home Road

Note 60 foot right of way with two 12 foot traffic lanes. This leaves 36 feet of right of way available for: Storm water management; utilities; on street parking; transit stops; bicycle and pedestrian facilities.

**Posted speed limit = 30 mph;
20 – 25 mph on curves.**

**Average 85th percentile speed
= 35 mph; maximum is 39 mph.**


2006 PBOT Traffic Counts: Average Daily Traffic (ADT)

Weekday range: 1438 to 2169 ADT

Weekend range: 1044 to 1835 ADT



Traffic Calming?



Speed Bumps permitted on collectors if:

- Minor Emergency Route
- Traffic volume < 4,000 ADT
- 85th percentile is \geq 5 mph the posted limit.

Estimated cost: \$2,200.00 for each.

67% of neighborhood approval required.

No city funding is available for implementation.



On-street parking – a barrier
for pedestrians.



Containers in the right of way:
a barrier for pedestrians.



Vegetation in the right of way: a barrier for pedestrians

**October 2009 Ashcreek Neighborhood Survey:
137 recipients; 45 responses; 35 people or
78% supported pedestrian improvements on
Garden Home Road.**



**Ashcreek Neighborhood Association
Volunteer Workday: Trim vegetation
in right of way; Jan. 24th, 2010**



**Ashcreek Neighborhood Association
Volunteer Workday: Jan. 24th, 2010
4 people / 3 hours**

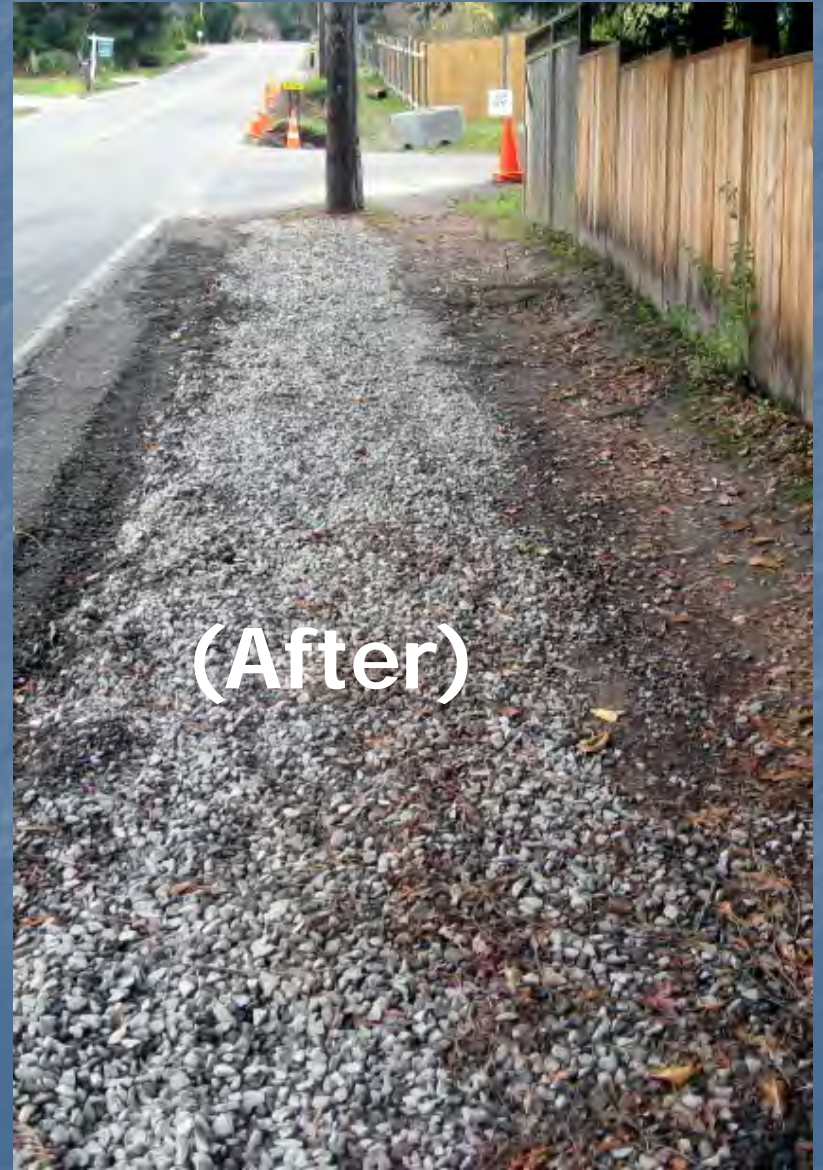
**Narrow shoulders and exposed ditches:
a challenge for pedestrians.**



Ditches to Swales: Bureau of Environmental Services storm-water management program; not an ADA walkway; not for on street parking. Cost = \$45.00 linear foot



(Before)



(After)

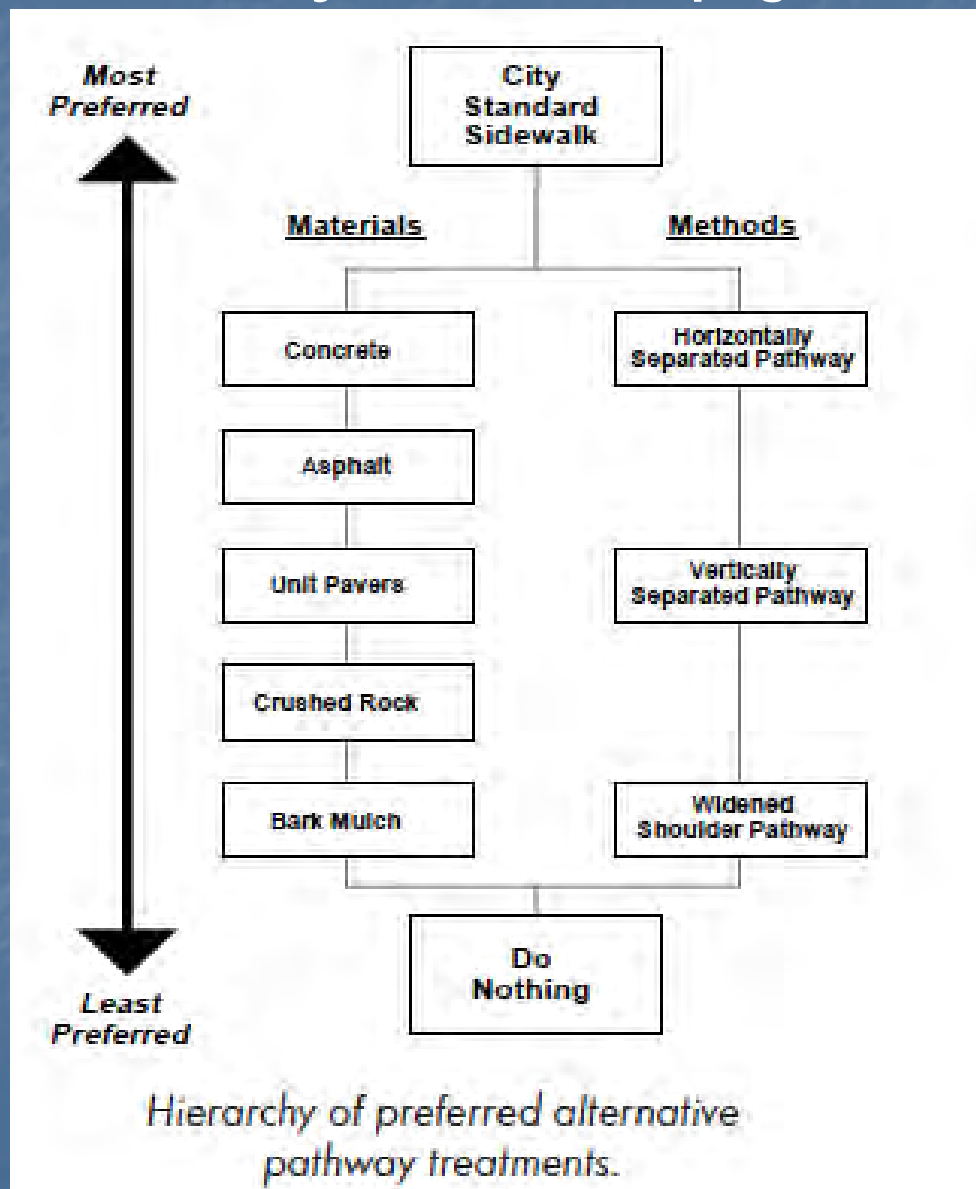
City of Portland Pedestrian Design Guide: Section D; Pathways and Stairs; page 9

1998 Pedestrian Master Plan (Appendix E, page 10)

Phase 3 Pedestrian Corridor Project #661:

Project Description:
Construct a walkway on Garden Home Road from Capitol Hwy to SW 65th Ave, to improve access to transit.

Project cost = \$1.6 million in 1998 dollars, \$2.2 million in 2009 dollars.



Pedestrian Alternatives:

A photograph showing a gravel pathway installed by a homeowner. The path is bordered on the left by a wooden plank and on the right by a stone curb. A utility pole stands on the left side of the path. In the background, there is a road with yellow and white markings, a white picket fence, and some greenery.

**Gravel Pathway:
An inexpensive solution:
installed by homeowner?**



**Standard street design with bike lane,
curb, gutter and sidewalk
(Oleson Road Example)**

**Estimated costs of
concrete sidewalk:**

\$40.00 square yard

Does not include:

**Preliminary engineering
Environmental permitting
Public involvement**

Pedestrian Alternatives:



Asphalt Pathway:

Estimated cost \$34.00 / square yard.

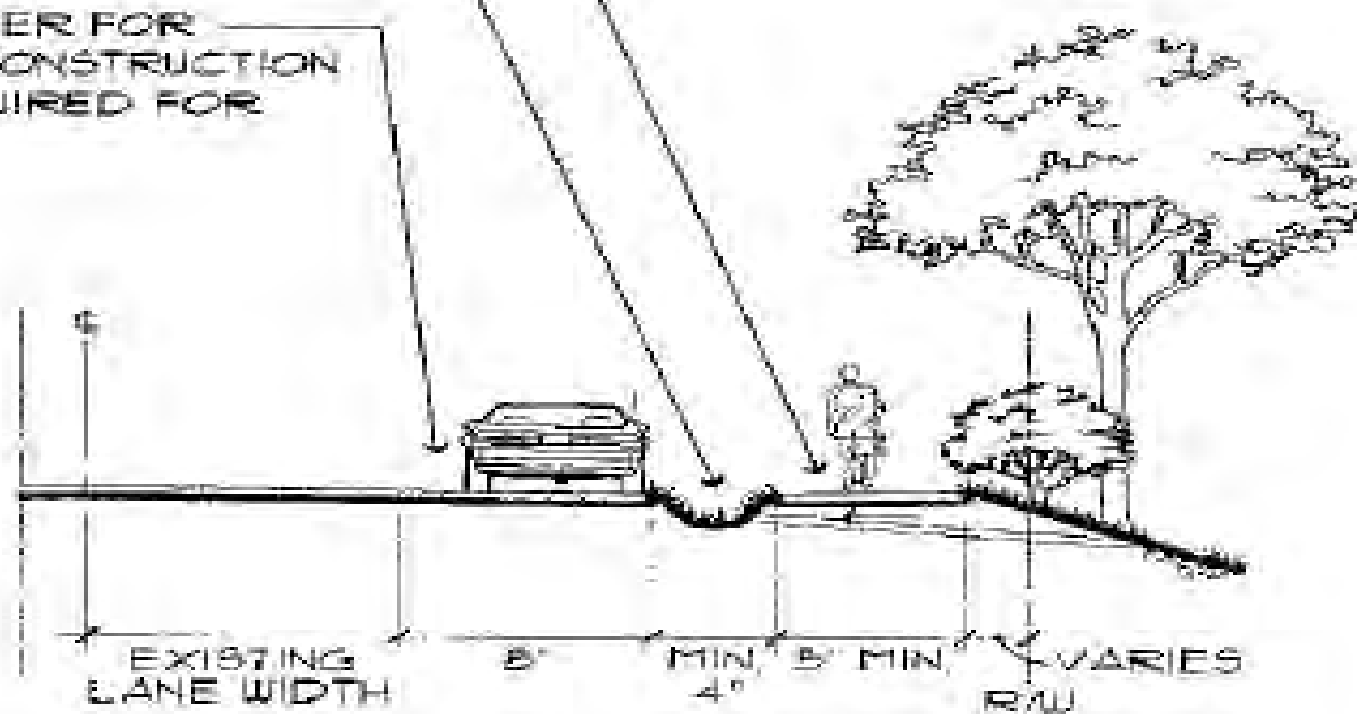
This is the least cost solution that would meet ADA compliance; preferred alternative in neighborhood survey.

City of Portland Pedestrian Design Guide: Section D; Pathways and Stairs; page 12

CONCRETE OR ASPHALT
PATH @ 2% CROSS SLOPE

SWALE WITH DRAIN PIPE

WIDENED SHOULDER FOR
PARKING SAME CONSTRUCTION
SECTION AS REQUIRED FOR
STREET



*Separated Pathway with Swale or Planting Strip
and On-Street Parking*

Garden Home Road Project Summary:

Challenges: Scarce funding, competition with other projects, cooperation between city bureaus, preservation of neighborhood character, resistance to change among residents.

Opportunities: Reduce local dependence on autos for short trips, improved safety, community livability, resident's health and fitness. Please consider this an opportunity to showcase an innovative solution!

Special thanks to the following City of Portland employees who contributed information to this project:

**Courtney Duke and Kirk McEwan – Transportation System Plan
Project Background**

April Bertelsen – Pedestrian Facility Designs and Cost Estimates

Denver Igarta and Ellen Vanderslice – Bikeway Facility Designs

Tom Jensen and Scott Batson – Traffic Volume and Speed Data

Greg Raisman – Traffic Calming and Speed Bump Criteria

Shannon Axtell and Todd Gunter – BES Ditches to Swales Project