

# Ashcreek and Multnomah to Vote on Speed Bump Issue

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*Transportation Chair, Ashcreek Neighborhood Association*

The pivotal question of whether to ask the City of Portland to initiate a planning effort to design a project to potentially install 22-foot long speed tables on SW Garden Home Road (GHR) will be voted on at the Ashcreek neighborhood association's (ANA) November 14th monthly meeting. The Multnomah neighborhood association also is planning to take a similar vote at its monthly meeting on Tuesday, Nov. 15.

Both meetings will be at 7:00 p.m. in Room 30 of the Multnomah Arts Center at 7688 SW Capitol Highway in Multnomah Village.

At issue is whether to ask the City to move forward with developing a plan for further neighborhood consideration that could include the placement of speed tables on GHR between SW Capitol Highway and where GHR meets SW Multnomah Boulevard. The City conducted traffic data collection in April and September 2011 that confirmed that 15% of vehicles travel at speeds of 38 mph or greater in the western portion of GHR. The posted speed limit on GHR is 30 mph.

While there are other traffic calming options to consider on GHR, the City has said that speed tables are typically the most effective method of reducing speeds on GHR for the approximately \$46,000 budget available. Based on earlier public meetings on the subject, however, there is a wide divergence of opinion within each of the two neighborhoods on use of speed bumps.

## **Traffic Calming Options Discussed**

With that in mind, ANA representatives Roger Averbek, Transportation Chair, and Dean Smith, President, met with PBOT staff on Oct. 18<sup>th</sup> to see if there is opportunity to evaluate other options as well as speed tables. At the meeting, PBOT staff agreed that they would support the creation of a neighborhood working group that would look at a range of potential solutions to reduce speeding on GHR.

Conceptually, such a work group would reach a consensus on a traffic calming solution to bring back to ANA – and those living along GHR – for consideration. Including speed tables, the options and alternatives that might be considered include use of emergency vehicle-friendly speed bumps, installing speed bumps on less than the entire corridor from SW Capitol Hwy to SW 69th, increased enforcement, photo radar van use, electronic speed reader boards, pavement striping, etc., or a mix of such options.

“If supported by our neighborhood association, the benefit of such a process would be to enable both proponents and opponents of speed bumps to roll up their sleeves to see if there are reasonable options that could be funded and implemented during the 2012 construction season,” Smith said. “While speed tables remain the primary tool in the City’s toolkit, this process gives the neighborhood an opportunity to help arrive at a solution that might be more widely supported.”

PBOT staff noted that any traffic calming project would have to be designed and approved by the neighborhood associations as well as residents living along GHR or whose only access to their homes is off of GHR.

To ensure implementation of any such plan, the design and approval would need to occur by April or May 2012, with construction completed by fall 2012.