



BTG LLC
BRAD TAYLOR GROUP



**SOUTHWEST GARDEN
HOME
&
MULTNOMAH BLVD
INTERSECTION
SAFETY PROJECT**



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COMMUNITY ENGAGEMENT PROJECT SUMMARY

The Portland Bureau of Transportation (PBOT) has initiated a project to improve the intersection of SW Multnomah & Garden Home. PBOT is soliciting public feedback on whether to install a roundabout or traffic signal at this location and invites you to engage with us to provide your input. PBOT has jurisdiction of SW Garden Home east of SW 71st and is coordinating with Washington County on these improvements.

Community Engagement Plan

Brad Taylor Group, LLC (BTG) partnered with PBOT to design, develop, and conduct a Community Engagement Plan that sought to see, hear, and understand the perspectives of community members as they pertained to the proposed project at the SW Multnomah and Garden Home intersection.

The Community Engagement Plan was divided into six sections:

Marketing

A mailer that provided information regarding the project and the various opportunities for community members to engage was sent out to over 8000 residents in the area surrounding the intersection.

Additionally, the project and the engagement opportunities were shared through blog postings and through other social media.

Door to Door Engagement

BTG went door to door in the residential areas that would be impacted by the project. Brad Taylor spoke with dozens of neighbors about opportunities that exist for engagement with the planning of the project and also discussed with them their concerns and questions regarding the project. Flyers with information about the project and detailing engagement opportunities were left at homes where nobody answered the door.

Online Survey

Community members were directed to an online survey where they could provide feedback regarding various aspects of the project. Over 850 community members participated in the survey.

Meetings

PBOT and BTG presented at the Southwest Neighborhoods Inc (SWNI) and the Bicycle Advisory Commission and BTG facilitated engagement activities that drew out and documented the thoughts and opinions of participants.

Open Houses

BTG designed, developed, and hosted a Community Open House at the Garden Home Recreation Center. Over 130 residents attended. They were given the opportunity to participate in interactive activities that provided opportunities to share their thoughts, opinions, and questions. PBOT staff presented information about the project and answered questions one-to-one at information stations and within a large group setting following a PowerPoint presentation.

Email

Community Members were invited to submit their thoughts and questions to BTG and PBOT.

Community Engagement Outcomes

Door to Door & Open House

The majority of comments that were shared verbally and through the interactive exercises regarded:

- **Bike and Pedestrian Safety**
Neither design as proposed satisfied those interested in bike and pedestrian safety.
 - The Roundabout Option forces bikes to merge from a bike lane to an auto lane, leaving cyclists feeling vulnerable. Pedestrians are not offered an intuitive path through the intersection. Bus service was also noted to be less than ideal with this plan.
 - The Signal Option does not include bike boxes.
 - Neither Option offers bicyclists lanes protected by dividers
- **Auto crash frequency and severity**
 - The Roundabout Option was commonly noted to offer less severe consequences, due to slower speed and smoother flow, than the Signal Option
- **Impacts on businesses/residents on SW 69th**
 - Business located on SW 69th will face a logistical issue should SW 69th close as there is reliance on several large and oversized delivery trucks accessing businesses several times a week.

- Impacts on residents living on streets that would absorb additional traffic due to closing SW 69th
 - Surrounding neighbors are concerned about the increased traffic on streets that were designed for low flows of traffic. Many areas affected do not have existing sidewalks and are some areas are already experiencing increased traffic from motorists cutting through the neighborhoods to avoid existing slowed areas.
 - In addition to requesting that sidewalks be installed in areas where families will face an increased risk due to increased traffic, speedbumps and other traffic slowing measures would help to lessen the undesired impacts.
- Costs and benefits were also regularly discussed.
 - Many community members noted the increased costs involved in the Roundabout Option. However, most continued to prefer this option due to the traffic calming impacts and out of a desire to develop a “sense of space” with the improved aesthetic options available with the Roundabout Option.

Survey

860 individuals participated in the online survey

Biggest safety issues:

51.7% say there are too many cars

49.0% report ambiguity regarding the right of way

48.0% say that cars move too fast

42.0% do not feel safe crossing the street

Without considering the cost/time difference:

70.5% prefer the Roundabout option

23.1% favoring the Signal Option.

When considering the cost/time difference:

63.9% prefer the Roundabout Option

36.0% prefer the Signal Option

PROJECT DESCRIPTION

SW Multnomah Blvd/Garden Road Intersection Safety Project

Goal:

Develop general community consensus of strong candidate (out of the 2 design options) that can move forward with design beginning March 2019.

Deliverables:

- Collaborate in developing a community survey
- partnering for alternative analysis until 30% design milestone
- conduct community outreach
- design and facilitate community meetings, focus groups, and an open house and produce documentation describing the content of events
- deliver a concise report that describes the process, highlights the efforts of the community, and relays the design that was most favored by the community

Tasks

Internal Communication with PBOT and City partners

- **Internal meetings, emails, and phone calls** with PBOT and Brad Taylor Group to coordinate the plans, update on the process, discuss strategies and situations, and collaborate on all areas of design, including partnering for alternative analysis and development of the project's process.

Survey Development

- **Partner in the development of community survey**, including providing language, phrasing, and overall clarity and effectiveness.

Enriched Community Engagement

- **Personal Engagement-** Personally engage the community and stakeholders most impacted by the Multnomah Blvd/Garden Road Intersection Safety Project by conducting outreach to business owners, residents, and other community members. Provide them the opportunity to: learn about the project; understand the various tradeoffs that exist within the project; have the opportunity to express concerns, questions, and ideas regarding the proposed project; have space to explore the project with other community members and stakeholders within public meetings; help to make decisions on the final design. Create written document that describes the meeting and summarizes the content discussed.

The Enriched Community Outreach involves going to businesses and to impacted homes and personally inviting them to engage with the process through the various opportunities, such as meetings, focus groups, open house, etc. This one to one, face to face outreach can go a long-way towards building a positive tone in the other meetings/events.

- Public Meetings

Neighborhood/Community listening sessions:

Design, develop, promote, produce, and facilitate 2-5 neighborhood and community meetings to share information, receive testimony, feedback and input, and promote accountability, transparency, equity, accessibility, and partnership. Create written document that describes the meeting and summarizes the content discussed.

Open House: Design, develop, promote, produce, and host an open house for community members to actively and meaningfully engage with the City and to provide testimony, feedback, and input as well as to express questions and concerns about the project and the various choices. Workshops would be designed to help identify the option that is best received by the community.

Create written document that describes the meeting and summarizes the content discussed.

PBOT

PORTLAND BUREAU OF TRANSPORTATION

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Chloe Eudaly Commissioner Chris Warner Interim Director

January 2, 2019

Re: SW Multnomah/Garden Home Intersection Safety Project

Dear Resident,

The Portland Bureau of Transportation (PBOT) has initiated a project to improve the intersection of SW Multnomah & Garden Home. PBOT is soliciting public feedback on whether to install a roundabout or traffic signal at this location and invites you to engage with us to provide your input. PBOT has jurisdiction of SW Garden Home east of SW 71st and is coordinating with Washington County on these improvements.

Summary of proposed changes

- On SW Multnomah: PBOT is proposing to install a center turn lane and enhanced bicycle facilities between SW 69th and SW 71st. This will require the full use of the street and on-street parking will need to be removed.
- On SW 69th (south leg): PBOT is also proposing to allow only pedestrian and bicycle access onto SW 69th. In order to improve safety & operations at Multnomah/Garden Home intersection, PBOT is proposing to convert the north end of SW 69th into a dead end.
- On SW 69th (north leg): For the **signal** option, PBOT is proposing to allow only right turns onto SW 69th from Multnomah (north leg). There would be no access for vehicles turning onto Multnomah from SW 69th. For the **roundabout** option, PBOT is proposing allowing right turns into and out of SW 69th onto Multnomah. No left turns would be allowed onto or from SW Multnomah to 69th.

These changes are proposed due to the proximity of SW 69th (north and south legs) to the Multnomah/Garden Home intersection. At this point, no decisions have been made and PBOT is actively soliciting public feedback on these proposed changes on our project website. PBOT expects to decide on intersection layout late Spring 2019 after the public involvement phase is complete.

Upcoming open house

PBOT, in conjunction with Washington County CPO3 and Portland's Ash Creek Neighborhood Association, is hosting an open house at Garden Home Rec Center (7475 SW Oleson Rd) on **January 17, 2019 between 6:00-8:30 pm.**

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Online Survey

We invite residents to participate on our online survey by visiting our website.

<https://www.portlandoregon.gov/Transportation/GH>

Door-to-door engagement

Throughout the month of January, PBOT's public engagement consultant, Brad Taylor, will be visiting households near the intersection to speak directly with residents. We invite all residents, but especially residents living within a few blocks of the Multnomah/Garden Home intersection, to contact Brad with any input, concerns, or questions you may have about the project. Brad can be reached at Brad@BradTaylorGroup.com.

Stay involved

We are interested in learning more from neighbors as we consider intersection designs and multimodal improvements. We encourage residents to sign up for email updates on our project website: <https://www.portlandoregon.gov/Transportation/GH>.

Residents may provide comments or questions about this project to Brad Taylor (public involvement consultant) or Timur Ender (PBOT project manager).

Thank you for your time and attention to this important matter.

Kind regards,

Timur Ender

Capital Project Manager

503-823-7084

Timur.Ender@PortlandOregon.gov
Portland Bureau of Transportation

Brad Taylor
Brad@BradTaylorGroup.com
Multnomah/Garden Home Project
Public Involvement Consultant

¿Preguntas? Thắc Mắc? Вопросы? 有问题?
Питання? Su'aalaha لأسئلتكم واستفساراتكم Sorun
varmi? **503-823-7084**

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Chloe Eudaly Commissioner **Chris Warner** Interim Director

Garden Home/Multnomah Public involvement document + Survey questions

Summary of proposed changes:

On SW Garden Home rd between SW 69th – SW 71st, PBOT is proposing the following cross-section (south to north), 5' sidewalk, 5' bike lane, 2' buffer, three 10' motor vehicle lanes (includes center turn lane), 2' buffer, 5' bike lane, and 7' curb tight sidewalk.

Completing sidewalk infill on SW Garden Home rd between SW 69th-SW 71st on north side of street. Installing crosswalks and American Disabilities Act compliant curb ramps on all legs of the intersection.

Enhancing current bicycle facilities

Installing roundabout or traffic signal based on input from residents, costs, and technical feasibility.

Improving transit speeds

For **roundabout** option-

PBOT is proposing to maintain only bicycle and pedestrian access on south SW 69th (south leg). Motor vehicle traffic would use SW 67th.

For north SW 69th (north leg), we are proposing right turn in and right turn out only. No left turns would be allowed onto or from SW Multnomah.

For **signal** option-

PBOT is proposing to maintain only bicycle and pedestrian access on south SW 69th (south leg). Motor vehicle traffic would use SW 67th.

For SW 69th (north leg), we are proposing right turn in only. No left turns would be allowed onto or from SW Multnomah. The reason for this is related to concerns that SW 69th (north leg) is too close to the signalized intersection and may present design challenges.

FAQ:

Is PBOT coordinating with Portland Fire & Rescue on this project to ensure emergency response times are not negatively impacted?

Yes, PBOT coordinates with Portland Fire & Rescue on all capital projects.

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Chloe Eudaly Commissioner Chris Warner Interim Director

Why is PBOT proposing to serve Old Market Pub directly with the signal or roundabout option?

In short, there is no other good option for how to serve Old Market Pub. The only other potential option is to provide access from SW 69th (north leg) but due to grading challenges and narrow width of the street, PBOT feels providing access directly from the intersection would be more appropriate and safer.

Why is PBOT proposing to limit motor vehicle access onto SW 69th (south leg)?

The proposal to limit motor vehicle access is grounded in a number of reasons. First, from a safety perspective, the risk of crashes is expected to be lower when there are fewer legs served by an intersection. Second, if SW 69th were to be served by the intersection, traffic operations on SW Multnomah/Garden Home would be affected and there would be less green signal phasing for the main arterial.

Has PBOT considered connecting SW 68th to Multnomah?

Yes, but it is cost prohibitive due to grades. Connecting 68th to Multnomah could approach \$800,000. If the project received additional funding, there are a number of other design elements, including greater sidewalk infill around the Multnomah/Garden Home intersection, that would be prioritized. PBOT does not have plans to connect SW 68th to Multnomah at this time.

Why is PBOT proposing to remove on-street parking from SW Garden Home?

We need the full use of the right of way to provide center turn lane and buffered bicycle facilities.

Given that this part of Portland is located in Washington County, is PBOT coordinating with any other jurisdictions?

Yes, PBOT is coordinating with the following agencies:
Washington County Dept of Land Use and Transportation
City of Beaverton (transportation)
Beaverton School District (school busses)
TriMet (public transit)
City of Portland Bureau of Environmental Services (stormwater)
Portland Fire & Rescue
Tualatin Valley Fire & Rescue

Are there any other roundabouts in Portland?

There is only one other roundabout within the City of Portland. It is located at SW Terwilliger & SW Palater Rd, next to Lewis & Clark law school.

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Where can I find more information about roundabouts?

As with most topics, the internet contains a wealth of information. Here are some websites with more information.

Federal Highway Admin: <https://safety.fhwa.dot.gov/intersection/innovative/roundabouts/>

Washington State Dept of Transportation: <https://www.wsdot.wa.gov/Safety/roundabouts/default.htm>

Oregon Dept of Transportation (powerpoint):

https://www.oregon.gov/ODOT/Engineering/Documents/RoadwayEng/Roundabout_safety_conf_2010.ppt

Background information on roundabouts

Benefits/drawbacks of signal vs. roundabouts

Survey questions:

Where do you live?

City of Portland (Multnomah County)

City of Portland (Washington County)

City of Beaverton

Unincorporated Washington County

Other

Which do you prefer?

Roundabout

Signal

I'm not sure

When commuting:

I travel east (toward Portland) in the morning.

I travel west (toward Washington County) in the morning.

I do not use this intersection for commuting.

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How frequently do you use this intersection?

- Daily
- 2-4 times a week
- 3-6 times a month
- Rarely

What safety challenges do you experience on this street? (check all that apply)

- I do not feel safe crossing the street.
- I do not feel safe riding my bike.
- Motor vehicle speeds are too fast.
- The bus does not come frequently enough
- Sidewalk gaps make it unpleasant & difficult to walk
- I do not think there are any safety challenges

In any given week (check all that apply)

- I ride the #45 bus through this intersection
- I commute by car through this intersection
- I walk along or cross this intersection
- I bike through this intersection

How would you describe yourself? (check all that apply)

- I live within 1/4mi of this intersection
- I live within 1 mile of this intersection
- I shop, visit parks, travel to school in this area
- I use this intersection to commute
- I work within a half mile of this intersection

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We have heard from some residents about wanting to provide a two-way biking and walking space on SW Multnomah between SW 45th and SW Garden Home. This space would be delineated by white posts similar to what was used on Better Naito. The benefit of this would be to provide a low-street and low-cost method to provide greater space for people walking and biking by consolidating the space currently used for bike lanes onto one side of the street. Please describe your level of support for this proposal. (SCALE)

- Very much in support
- Mildly in support
- Ambivalent
- Mildly not in support
- Very much not in support
- I do not know.

Related to the above question, if PBOT were to move forward with this proposal, which side of the street should the dedicated space for walking and biking be?

- North
- South
- I do not know
- I do not support consolidating biking and walking space on one side of street and prefer leaving Multnomah the way it is.

If the project received additional funding, how should it be prioritized? (RANK)

- Construct roundabout instead of signal
- Provide a sidewalk on the south side of Garden Home between SW 69th-71st.
- Enhance biking and walking space on SW Multnomah

The estimated cost difference between roundabout and signal option is expected to be \$1 million dollars. The signal costs \$2 million. The roundabout costs \$3 million. The higher cost for the roundabout is related to grades, intersection geometry, stormwater, and right-of-way.

How would you characterize your opinion?

- I would rather see a roundabout at this location even if it costs more and takes up 3-12 months longer to deliver (due to the need to secure additional funding).
- Although I support the roundabout, I am more interested in seeing the project completed sooner even if that means moving forward with the signal option.
- I prefer the signal option and believe PBOT should move forward with that.

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ID level of support for following project elements

Removing SW 69th (south leg) from the intersection and allowing only bicycle/pedestrian access from Garden Home onto SW 69th.

Rev

Cross section west of Multnomah/Garden Home intersection (wider bike lanes, center turn lane, parking removal)

For construction phase:

I would rather see a longer construction window (roughly 7 months) with minimal impacts

I would rather see a shorter construction window (roughly 3.5 months) with greater impacts

Anything else you would like to tell us?

DEMOGRAPHIC QUESTIONS

ONLINE SURVEY RESULTS

860 Individuals filled out the survey:

Support for roundabout = 70%

Support for roundabout after telling people it will cost more and take more time = 64%

All things being equal and cost not being a factor, which do you prefer?

Roundabout	70.51%
	605
<hr/>	
Traffic Signal	23.08%
	198
<hr/>	
I'm not sure	6.41%
	55
<hr/>	
TOTAL	858

Things not being equal and cost being a factor, which do you prefer?

I would rather see a roundabout at this location even if it costs more and takes up 3-12 months longer to deliver (due to the need to secure additional funding and right of way).	63.94%
	539
Although I support the roundabout, I am more interested in seeing the project completed sooner even if that means moving forward with the signal option.	13.17%
	111
I prefer the signal option and believe PBOT should move forward with that.	22.89%
	193
<hr/>	
TOTAL	843

What safety challenges do you experience when using this intersection?

ANSWER CHOICES	RESPONSES
I do not feel safe crossing the street	42.03% 361
The bus does not come frequently enough	9.08% 78
I do not feel safe riding a bike	40.05% 344
Motor vehicle speeds are too fast	47.96% 412
There is too much traffic	51.69% 444
The sidewalk gaps make it unpleasant & difficult to walk	38.18% 328
There is ambiguity as to who has the right of way	49.01% 421
I do not think there are any safety issues	6.87% 59
Responses Other (please specify)	28.52% 245
Total Respondents: 859	

NOTES FROM OPEN HOUSE 11.29.19

Developed by Timur Ender

Hi all,

Here is my recap from the open house yesterday.

Lots of interest in the Mult/Garden Home project, I felt like I was talking to someone the entire time. Rough notes below.

- I kept an informal tally of roundabout vs. signal. Support in signal were 5 people. Support for roundabout were 21.
- There seems to be a lot of understanding of the benefits of roundabouts. Residents exhibited a deep appreciation including the fact that they don't need to be powered so they reduce long term cost and the safety benefits associated with roundabouts. I was somewhat surprised I didn't have to explain or sell the benefits.
- Most people agreed SW 69th (south leg) should be removed from the intersection though I did not speak to anyone who lived on that street.
- The Better Naito treatment for SW Multnomah (dedicated space for walking/biking separated by white posts) was mentioned by a few residents as something that would be benefit given that it is one of the few flat access points between WA County and Portland. Nick- let's regroup and come up with a cost estimate (posts + restriping). For now, I'll incorporate this into my online survey I will launch in early Dec for my Garden Home project so we can get a greater understanding of the level of interest.
- Bike commuters seemed somewhat split. Some wanted dedicated space and didn't trust drivers to slow down in the roundabout. Others preferred the slow speed of roundabouts and felt that was valuable trade-off for not having a dedicated lane to/through the intersection. I heard comments on each side from people who use the intersection by bike 5 days a week.
- Demographically, it seemed millennials and baby boomers were strongest in support of roundabout. Millennials because they seemed to place a strong interest in safety, quality of life, sense of place, and just a general excitement about the roundabout. Baby boomers all described their trips to Europe and how much they love the roundabouts there.
- My favorite comment was from someone who lives on Garden Home. She said "roundabouts contribute to sense of place; having another traffic signal here just signifies sprawl."

Nick/Kevin- great job organizing the open house. It was very well attended and your comments at the beginning were great. I greatly appreciated how well things were organized logistically.

Let me know if you have any questions.

Cheers,

Timur

Notes Southwest Neighborhoods Inc Meeting 12.17.18

TRAFFIC SIGNAL OPTION

PROs

- People are more familiar with signals (6 people mentioned)
- Offer more clear message to drivers about correct movement to make
- Uses less land (2)
- Improves access management for the public
- Coordinates with other existing lights (6)
- Coordinate with future light placements
- Westbound morning peak hours from GHR is equalized, needs dedicated left turn signal
- Cars wait in an out of the way area
- Protected pedestrian signal phase (3)
- Space for painted stripe for pedestrians/bike lanes (illumination, safer) (7)
- Improves upon current situation
- Less expensive (4)

CONs

- Potentially higher auto speeds
- Less free-flowing
- Requires everyone to stop
- More backup on Multnomah
- More frequent and worse crashes (less safe) (3 people mentioned)
- More starting and stopping; more idling
- Higher energy costs (vehicle and signal)
- Costs more long term (maintenance) (2)
- Bike conflicts with right turning cars (2)
- More restricted access to intersection for 69th
- Doesn't use flashing yellow signal; Hazard for pedestrians
- Negative visual impact
- Not a straightforward intersection but rather has multiple oblique intersections
- May que traffic unacceptably
- May lead to eliminating connectivity with SW 69th

Roundabout Option

PROs

- Good traffic flow with multiple connections (6 people mentioned)
- Safer; only one lane of traffic flowing through the roundabout; slows car speed (10)
- Center offers opportunity for storm water retention and improves water quality (2)
- Offers better design/art features (4)
- Improves access for Old Market Pub
- Improves biker safety (2)
- Less vehicle operating costs
- Lower maintenance and energy costs (3)

CONs

- Need to change driver behavior
- Cars speed up when exiting
- Less safe/user friendly for bikes/pedestrian crossers (11 people mentioned)
- Challenge for bus to turn from GHR westbound
- Not part of a coordinated plan with other roundabouts
- Entrance to Pub

QUESTIONS/COMMENTS

- Where would bus stops be?
- Can the calmed traffic get around stopped buses?
- Have you worked with Old Market Pub regarding access and parking?
- Would this reduce space for car traffic either as a couplet or with less auto connectivity?
- If center island is all grass, how does total impervious surface compare with signal?

Impacts on SW 69th

PROs

- Lower traffic
- Quieter street
- More predictable/safer
- Better for 69th N right in
- Makes more difficult for cars which could result in more walking, biking, bussing

CONs

- Does not make sense to divert traffic from arterial streets to local streets
- Difficult to turn left/west onto GHR
- Missing left turn on 69th
- Limited access
- Restrict right on red-eastbound to GHR

QUESTIONS/COMMENTS

- Does your design assume that both north and south segments of SW 69th are to become dead ends?
- Without connectivity how will traffic flow on local streets?

VOTING

With all costs/timelines equal, which option do you prefer

STREETLIGHT: 3

ROUNDABOUT: 10

Considering cost/timeline realities, which option do you prefer?

STREETLIGHT: 5

ROUNDABOUT: 8

Notes from PBOT: BICYCLE ADVISORY COALITION

TRAFFIC SIGNAL OPTION

PROS

- More clear/easier (2 people mentioned)
- Better flow (3)
- Safer for autos (2)
- Less expensive (2)
- Crosswalks (4)
- Shorter crossing for peds (9)
- Restricts traffic on 69th (2)
- Audible warning more accessible (2)
- Safer for bikes (24)

CONS

- Hazard for pedestrians
- Unsure of connection to 69th
- Does not meet 8-80 design for bike routes
- Not yet biker protected (3 people mentioned)
- No physical separation posts along buffer of bike
- Lane creates car turn lane through bike lane (3)
- Costs more to maintain
- Hard for bikes to turn left onto N 69th
- No bike box (5)

COMMENTS/QUESTIONS

Roundabout Option

PROS

- Can be designed for lower speeds (2 people mentioned)
- Faster by bike
- Riders can choose to stay in street or use sidewalk
- Smoother traffic
- No waiting
- More aesthetically pleasing

CONS

- Cars too fast (5 people mentioned)
- Longer/more difficult/dangerous pedestrian crossings (7)
- Ambiguity for all modes
- More expensive (5)
- Requires land acquisition
- No bike lanes (10)
- Bikes uphill movement disrupted

- Designed conflict between modes
- Storm-water issues
- Bikes stuck in traffic of stopped cars
- Reduced visibility for bikes (2 people mentioned)
- Does not improve safety
- Not improvement for cyclists
- Closes 69th

COMMENTS/QUESTIONS

- Should slow speed to 15 mph
- How does this support C.A.P. Goals better than an all-way stop?
What % of traffic must be bike/walk at this intersection?

Impacts on SW 69th

PROS

- Less cars on greenway
- Limits traffic entering the intersection, manages access
- Directing cars to higher classification roads/limit cut through waze traffic
- Access management closing 69th reduces conflicts @ intersection and improves safety
- From N 69th turn left to eastbound Multnomah is a dangerous turn; good to restrict
- Induced demand; make it easier to walk 2 blocks than drive; car traffic restrictions will always help
- Safer and easier to bike on N 69th bikeway/greenway
- Prevents cut through traffic

Cons

- More traffic on 67th and other streets may need mitigation

Comments/Questions

- Fix left hand bike user turn to N 69th from Eastbound Multnomah

VOTING

With all costs/timelines equal, which option do you prefer

STREETLIGHT: 12

ROUNDAABOUT: 0

Considering cost/timeline realities, which option do you prefer?

STREETLIGHT: 12

ROUNDAABOUT: 0

Notes from Open House 1.17.19

TRAFFIC SIGNAL OPTION

PROS

- More clear/easier (3 people mentioned)
- Better flow (7)
- Safer for autos (5)
- Less expensive (3)
- Easier to protect bikeway/safer (7)
- Safer for pedestrians (8)
- Closes SW 69th

CONS

- Increase congestion (5 people mentioned)
- Not safe for bikes (3)
- Potentially higher auto speeds
- Less free-flowing
- More frequent and worse crashes (less safe) (3)
- Not a straightforward intersection but rather has multiple oblique intersections (2)
- Closes SW 69th (10)
- Impacts traffic on neighborhood streets (6)

COMMENTS/QUESTIONS

- Safety improvements needed in neighborhood (4 people mentioned)
- Can you do a four-way traffic signal
- Look into T-Circle Design

ROUNABOUT OPTION

PROs

- Good traffic flow with multiple connections (16 people mentioned)
- Safer; only one lane of traffic flowing through the roundabout; slows car speed (5)
- Center offers opportunity for storm water retention and improves water quality
- Improves biker safety (2)
- Improves pedestrian safety (2)
- Less engine idling
- Improved lighting
- Lower maintenance and energy costs
- More aesthetically pleasing; offers better design/art features (2)

CONS

- Cars too fast (2 people mentioned)
- Longer/more difficult/dangerous pedestrian crossings
- Ambiguity for all modes (2)
- Negatively impacts neighbors by closing streets (2)
- More expensive (4)
- Does not improve safety (2)
- Does not improve intersection
- Backs up traffic
- Closes 69th (2)
- Less safe/user friendly for bike (3)
- Challenge for bus to turn from GHR westbound (2)
- Impact on autoflow of neighborhood (3)

COMMENTS/QUESTIONS

- Move roundabout west
- Allow access to/from 69th (11 people mentioned)
- Close 69th
- Need Signals for Peds (4)
- Need sidewalks on either side of Mayo St. for safety improvements (2)
- Need to slow traffic from Multhnomah (design looks like straight line)
- How would bikes going east travel from GH onto Mult Blvd?
- Who will maintain the grass area?
- Please consider safety for peds, kids playing
- What will Trimet do with the area?
- No need for additional signage for left turn from 71st

Impacts on SW 69th

PROS

- Safer
- Safer for Pedestrians (4 people mentioned)
- Safer for bikes
- Prevents cut through traffic

Cons

- Traffic impacts on neighborhood streets (20 people mentioned)
- Closes 69th (14)

Comments/Questions

- Move industry to other location
- Need sidewalks (2 people mentioned)
- Where is data showing this is a dangerous intersection?

LETTERS FROM THE COMMUNITY

- Hello. We received your flyer about this project and are THRILLED the City is working on this scary intersection. We will be out of town on January 17, so can't make your community meeting. Here are some preliminary thoughts.
I'm from the UK so love roundabouts! Bend is using them effectively. It would be nice for folks on 69th to have access BUT if the consensus is a light, I'm good with that.
The traffic entering and exiting the Old Market Pub, has that lot behaving like a street, so that should be part of the consideration, too.

Thanks for reaching out and working on this much appreciated project.

Jane and Ray DeMarco
8304 SW 64th Ave
Portland 97219

- Brad,
I am writing in response to a letter I received in regards to the choice between installing a traffic light or a roundabout at the intersection of SW Multnomah & Garden Home.

I would vote for a roundabout for the following reasons:

1. Roundabouts eliminate long term costs such as hardware, maintenance and electrical costs. They are also more effective in the case of a power outage. These are important issues to consider when thinking about a greener future.
2. A roundabout would still act as a way to slow down drivers, which I am sure is one of the major issues at play here. This seems like a more efficient way to have efficient traffic flow while also increasing safety.
3. The intersection is generally not a very high traffic area. Traffic lights bring traffic to a stop, while a roundabout lets traffic continue to flow. A traffic light at this intersection seems a bit overkill.
4. According to the proposal, a traffic stop would reroute access to Multnomah for residents on 69th, where as a roundabout would not.

In conclusion, I feel that a roundabout would have the lowest affects on residents in the area, while also reducing the risk of crashes, as well as being a more fiscally efficient option.

Thank you,

Brody Sherwood

- I would like to share my opinion regarding the intersection project with you. We live on SW 68th, north of the Old Market Pub. Now it is very challenging at various times of the day to turn left onto Multnomah, and going down Canby and turning left onto Oleson Road at various times of the day is nearly impossible. Rush hour starts at around 2:30 in the afternoon. I walk quite a bit in the neighborhood and have the opportunity to cross Garden Home Road at the crosswalk by Lamb's as well as Oleson Road near the recreation center. Everyone is in a hurry and often don't stop for pedestrians, my concern is with a light, I don't think it will slow down traffic, I think people will speed up to get through or run it. I think the light would be less safe than the disaster we have today. I think the roundabout will slow people down and be much safer. I understand the initial cost of the roundabout is much higher, but the maintenance is virtually zero.

Sincerely,

Leslie Anton

- Dear Mr. Ender and Mr. Taylor,

We write in response to your solicitation for public comment on the SW Multnomah/Garden Home Intersection Safety Project. We have an interest in this project because we are the owners and residents of 7117 SW Canby Lane, and we move through this intersection multiple times each week, to and from the north leg of SW 69th.

Your letter indicated that the Portland Bureau of Transportation is considering two options for this intersection: a roundabout and a traffic signal. For the reasons discussed below, it is our strong preference that the roundabout option be selected and the traffic signal option be rejected.

As safety and efficiency are key project goals, we find the technical summary on roundabouts published by the U.S. Department of Transportation, Federal Highway Administration (FHWA) and "designed as a reference for State and local transportation officials" to be instructive.¹

"Numerous studies have shown significant safety improvements at intersections converted from conventional forms to roundabouts. The physical shape of roundabouts eliminate crossing conflicts that are present at conventional intersections, thus reducing the total number of potential conflict points and the most severe of those conflict points."²

Roundabouts also maximize efficient traffic flow. "When operating within their capacity, roundabouts typically have lower overall delay than signalized and all-way stop-controlled intersections."³

In addition to safety and efficiency, we also urge the Bureau to consider environmental factors that are important to a progressive and environmentally conscious community like ours.⁴

Vehicles that move through roundabouts are less likely to have to stop and then accelerate from a full stop, thereby consuming less gas and emitting less exhaust. Roundabouts also (quite obviously) lack a traffic signal that is reliant on an energy source for its operation, while traffic signals introduce an additional downstream environmental impact due to the supply chain necessary for technical maintenance.⁵

The positive environmental impact of roundabouts also extends to the opportunity to plant native foliage in the center island, enabling green use of land that would otherwise be crudely paved over.

There is also the added benefit of being aesthetically superior to an all-asphalt intersection, cluttered from above by power lines and traffic signals.

We believe that all of the foregoing benefits are self-evident. They are also borne out by anecdotal evidence. My wife and I have both lived in and travelled to communities abroad that heavily utilize roundabouts and can attest to these benefits from firsthand experience.

Finally, we see little upside in eliminating access to Multnomah Boulevard from the north leg of SW 69th, which your letter identifies as a consequence of the traffic signal option. Multnomah Boulevard is a key east/west artery by which local residents most directly access Multnomah Village, I-5 and innumerable points east. Eliminating the SW 69th (north leg) access point will increase traffic flow on neighborhood roads as drivers, no longer able to access Multnomah directly, weave their ways toward SW Oleson Road and SW Vermont Street. This undesirable outcome is avoided by selecting the roundabout option.

Roundabouts are simply a more elegant solution, far superior to traffic signals in terms of driver and pedestrian safety, maximizing efficient traffic flow, environmental impact and aesthetics.

For all of these reasons, we strongly support the roundabout option—and oppose the traffic signal option—for this intersection.

Thank you for your efforts to improve our community and for your consideration of our comments.

We would be happy to speak with you directly, if you wish.

Sincere regards,

Mark Robertson & Iwalani Hooe

1 U.S. Dept. of Transportation, Federal Highway Administration, Roundabouts, <https://safety.fhwa.dot.gov/intersection/innovative/roundabouts/fhwasa10006/fhwasa10006.pdf>

2; see also, Insurance Institute for Highway Safety, Highway Loss Data Institute, Roundabouts, <https://www.iihs.org/iihs/topics/t/roundabouts/topicoverview> (noting safety and traffic-flow benefits of roundabouts)

- Greetings: I am writing to provide input on the proposed safety project at the intersection of SW Multnomah Blvd. and SW Garden Home Road. My address is 7385 SW Lara Street, Portland, Oregon 97223.

I am a frequent user of this intersection using the following transportation modes: bicycle, car, and Trimet Bus 45. There is no question that this intersection is in dire need of improvement. The primary impacts of this intersection for me are:

1. Bike rider: When heading east on Garden Home Road, I have major concerns with motor vehicle traffic. First, it is always unclear whether traffic behind me is going to continue straight on Garden Home Road or bear left on Multnomah Blvd. I am very concerned about bearing left onto Multnomah Blvd. and having a motor vehicle strike me from behind if it continues straight on Garden Home Road. I use a rear view mirror on my bike and watch for traffic but drivers are not necessarily good about using turn signals. This is a significant cause of stress for me. Second, I am concerned that drivers heading west on Multnomah Blvd. will turn left in front of me to head south on SW 69th Ave. In both cases, the conflicts between motor vehicles and pedestrians are clear and dangerous. When heading west on Multnomah Blvd. and turning onto Garden Home Road, many drivers cut the curve in front of the Old Market Pub and encroach on the bike lane. This also happens when vehicles are waiting to turn left onto SW 69th Ave. or Garden Home Road eastbound. Again, this hazard creates stress and discourages bike riders in this area.

2. Driver: Heading east or west. I generally use Multnomah Blvd. When a vehicle is trying to make a left turn (for example, to turn into the Old Market Pub parking lot, or to turn south onto SW 69th Ave.), traffic backs up and there is risk of rear-end collisions if drivers are not paying close attention to stopped traffic. Also, drivers waiting at the stop sign on Garden Home Road get impatient and suddenly pull out into traffic on the main road, which creates hazards.

3. Bus rider: I feel sorry for the bus drivers who have to try to pull out into traffic from the stop sign on SW Garden Home Road to continue west toward Oleson Road. Buses don't accelerate as quickly or handle as nimbly as cars, and it must be very stressful for the bus drivers. Also, the bus can sit at this intersection for quite a while waiting for traffic to clear, which I assume could impact the bus's on-time performance.

My preferred solution for the problems I identified is a roundabout. I think this solution offers the best opportunity to maintain traffic flow while still enhancing safety for all users. While a traffic light would likely improve safety, I am concerned that it would aggravate congestion in this area, since all traffic would have to come to a complete stop for a red light--perhaps to let just one or two vehicles to enter the main road.

My main hope is that the final design will help improve safety for bike riders and pedestrians in this area.

Thank you for the opportunity to provide comments.

Jeff Knapp 503-737-5682

- Hi,
I'm not able to get to in person comment sessions.
I live part-time in Maplewood neighborhood. The thriftway is my nearest supermarket. If you have or can reasonably acquire the right-of-way to do a properly scaled roundabout I think that would be an excellent choice for this project.
My other part-time is out in Forest Grove, so I go through many roundabouts between there and hwy 26. They work well there, out in the country. Long ago I also worked for Kittelson (on other projects) just as they were starting work toward roundabout design standards. I remember that pedestrian (and bike) safety are a bit tricky and a concern—I imagine you have developed good signage/markings/placement to deal with this, and I suspect the amount of foot traffic would not be enough to greatly impede the smooth flow of vehicle traffic.
Good luck with this!

David Zaworski

- Hi Brad,
I've spoke with several neighbors about the online poll and there's a common theme I have noticed, the poll is slanted to only the options PDOT wants you to have. PDOT states closing 69th ave South, but doesn't give any place for people to select an opposition to it. Quite simply, there not giving opposition the same access as supporters. If you don't chose one of the two options we're given, then you just don't get be on the official poll record.

Do you know if they plan to put in the street traffic counting boxes again?

Xcessive Manufacturing commercial traffic
Small Delivery trucks < 20'
Approx 9 per week

Medium Commercial trucks > 20' < 30'
Approx 18 per week

Large Commercial trucks >30' up to 40+, Semi tractors
Approx 2 per week

I've attached the info we discussed last night that I have on my printed sheets.
Can you send me the engineering drawings for the two intersection proposals?

Thanks

Rich Kobliha--Xcessive Manufacturing

- Since I am not able to get a meeting with anyone above the entry level personnel in regards to the Multnomah Garden Home intersection, I have contacted most all the agencies listed in PBOT's "Multi-jurisdictional coordination" listing. So far 5 of the 7 entities on the list have not had any coordination from PBOT about the intersection. As there are no communication options about this project above the entry level personnel, I am contacting local news to see if they will find the information I have compiled to be of interest.

Let's take a look at statements for the improved designs like "Improved sight lines" that include trees and shrubs in the middle of the intersection in a round about and cost statements like the traffic light option is estimated at \$2.5-\$4M and the round about is estimated at \$3-\$6M but the current budget is \$2.16M. How are trees or shrubs supposed to improve sight lines and why are the cost analysts already over the budget and the design isn't trying to get within budget and vary up to 100%. Would you have a contractor or mechanic start a job that is already over budget with a 100% deviation in their pricing?

Let's also not forget traffic data that does not include the local business directly accessing the intersection and proposed construction, on paper, PBOT hasn't documented their impact yet they've designed improvements based off this lack of documentation.

There is also the statement of the Engineers cost evaluation not being provided as it could affect the bid process when it in fact does go out with all bid packages in Portland. There are also statements like outside proposals for the intersection don't have proper truck turn requirements even though they match the proposals drawn by PBOT, does that mean that PBOT's proposals are also not correct?

Now would also be a good time to remember the PBOT round about debacle that Portland fire couldn't navigate a few years back with their ladder truck that resulted in PBOT having to tear out and rebuild the intersection. While there is a fire code for minimum turning radius, PBOT ignores this and builds what they see fit, apparently to their dismay at times. Why do we have fire codes only to have engineers ignore the public safety they uphold? Statements for the current proposal are that it's been sized for a city bus to navigate, but what about 40'+ Semi tractor trailers that service the local business? While a city bus is approximately 40', a semi trailer is 40'+ and then the 10' to 14' more for the tractor with a different corner navigation of a trailer vs. a bus.

There's also the statements made to a local business that the business would have to do improvements to their property due to the construction when the truth is that PBOT has to pull the permits and PBOT is responsible for the impacts of those permits on neighboring properties, not the people affected by PBOT's permits. Then there's the proposed 15-20% reduction in the business parking on private land with no compensation. Couple that with the statement that PBOT won't be utilizing any of the private property for the construction, it makes the statement that the private owners need to do upgrades even farther from the truth. How is it that I'm a private citizen I know how it works but seemingly our engineers involved don't? If they do, then they're just being underhanded and dishonest.

Then there's the closure of 69th ave South side. The statement is that it's being closed because it "confuses the intersection". When approached by multiple people about relocating the opposing business parking lot entry to 69th North side instead of the middle of the intersection and leaving 69th ave South side fully open, PBOT's response is there are "grade concerns" to relocating the parking entry. This is an interesting statement considering PBOT has admitted to not having any topography of the intersection or area, so no actual record of grades. Basically it's too difficult to grade what is essentially a driveway that could potentially alleviate massive cost and intersection design concerns thusly closing a public road in favor of a private business driveway. Effectively they want to close a public road because they can't figure out how to grade a driveway.

Lastly we should look at the traffic data. There was a 9 year accident study done stating 33 accidents. It would be roughly 35M cars through the intersection in 9 years with 33 accidents. That's a ration of approximately .0000009% accidents or 1 in 1,060,606 chance of getting in an accident, getting hit by lightening is 1 in 79,746.

I would have hoped to get a real conversation about these issues, but I can find another source to get these concerns publicly heard.

-Rich Kobliha

- Brad,

I received the notice from PBOT for the proposed changes for 69th and Garden Home Rd. I have lived in this area for 60 years. In past years I have ridden horses through the open farm lands, hiked the neighborhoods and have seen many changes in the landscape. I was unable to attend the open house on January 17th and January 22nd due to conflicting schedules to provide comments and so I would like to extend my comments to you at this time. Since the intersection is well known by most anyone that lives and drives here I feel that this group is not the reason for the dangers it possesses. It is for those who visit this area and are not aware of its deadly consequences. (The same goes for the 9 lane intersection at Olsen and Beaverton-Hillsdale Hwy.)

As we continue to grow I feel that an improvement for this intersection is a very good idea and would like to support the proposed option of a Roundabout for the 69th, GardenHome and Multnomah Road intersection. It is a brilliant plan of controlling speed and awareness. They have been proven to work in many other intersections of Portland and they allow the means of transportation to take responsibility of slowing down and looking at where they are going and who is in the roundabout.

I know that the roundabout doesn't address the pedestrian traffic but another crosswalk like the one at Thriftway would be nice. It must have the blinking solar lights to work though and be positioned at the Garden Home Rd. where it splits off from Multnomah Blvd. More sidewalks are also a good idea for pedestrian improvement for this intersection.

Thank you for providing an optional place to voice my comments and feel free to email me with updates. I wish you good luck with the project.

Shaun Majors
7430 SW Leslie St.
Portland, OR.

- Timur Ender,

I would like to provide input on the project at SW Multnomah Ave and Garden Home Road. I live in the neighborhood and drive, run, and walk through this intersection daily. Unfortunately I cannot make the upcoming open house at the Garden Home Rec Center.

I am very supportive of changing this intersection to solve some problems. It feels dangerous as a pedestrian and is chaotic driving through it. Sometimes there is little vehicle traffic, and it's simple navigating. But during busier times it can be difficult turning west on Garden Home Road through the intersection (from Garden Home).

Cars back up, drivers get impatient, and there are near miss accidents.

I am not sure which solution solves this best--traffic lights or a roundabout. I leave it to the professionals in PBOT to design the best solution. I am supportive of a roundabout if it fits in that space and best solves the traffic problems. I know many communities around the world use roundabouts successfully, and I believe they help with traffic flow. Americans just need to get over it and learn to use them.

Also very important to me is pedestrian access. I regularly run, walk and bike through that intersection. It is always difficult to cross the road or proceed through the intersection as a pedestrian. It feels very unsafe. Cars travel fast and get impatient. It would be great to have sidewalks and/or bike lanes, whatever works best in that intersection. I see many other pedestrians passing through that intersection, and hopefully a safer solution would encourage more of us to walk, run, and bike in our neighborhood.

Regarding SW 69th, as a driver I find it difficult knowing what drivers going north on 69th will do. Driving east on Garden Home, I put my turn indicator on to turn/stay on Garden Home instead of flowing onto Mult Ave. A couple of times, drivers going north on SW 69th have pulled out in front of me. I assume they thought I was turning onto SW 69th instead of Garden Home. Limiting access to SW 69th from Garden Home sounds like a good idea.

Thanks for soliciting input.

Tim Bishopric 8121 SW 56th Ave., Portland

SWIM

The SWIM open house in November was well-attended, and I assume PBOT is getting a healthy number of responses to the on-line survey. Staff is working to have a public review draft ready for the SWIM advisory committee to review on February 7th. I personally think the project is headed in the right direction, and as usual, it'll all boil down to how much money is available to implement. Please inform the BAC and encourage them to stay tuned.

Perhaps this could be scheduled as a future BAC agenda item. I'd be glad to attend as the BAC's SWIM representative.

Multnomah/Garden Home Intersection

Happy to see this nasty intersection will get some attention.

I would like PBOT to consider the following:

⇒ The roundabout design appears to not have bike lanes through the roundabout. This is apparently based on the theory that the vehicles will slow down sufficiently to share the roadway. I'd beg to differ if that's the intent. Folks will be driving through here at as fast a speed as they can get away with. All you need to do is look at roundabouts with similar inbound and outbound speeds like the Wankers Corner and Rosemont roundabouts on Stafford Road or the one on Terwilliger and Palatine. Auto speeds at all three are significantly faster than typical cyclists. Adding

to the hazard, drivers rarely signal for the road they're going to peel off to. A roundabout design needs to offer a safe and protected way for cyclists to travel through.

⇒ I don't think a standard at-grade bike lane will work through the roundabout because motorists will use this space straighten their trajectory and maintain their speed. The likelihood of getting cut-off will be high.

⇒ I'm also concerned about cyclist left turns off of Multnomah Blvd. in this location. I don't know if this is a common bike route, but way back when I commuted to work in Tigard, I used 68th/69th north of Multnomah and 71st/Alden on the south to go between SW Portland and SW 80th to Tigard because it was a much more peaceful and direct route compared to Oleson. How will this north-south connection be facilitated?

⇒ Please politely decline any design advice from Washington County. Their engineers are still living back in the 80's regarding bikeway design.

Thanks.

Keith Liden
503.757.5501

- Brad and Timur,

I live at Oleson and Skyhar, and I don't pass through the subject intersection often. But if you would like to avail yourself of valuable information about the area, PLEASE contact Andrew Bigley, owner of the Old Market Pub located there. (Full disclosure: Andy was a client of mine when I practiced law, and we have been friends for decades.) Pub phone is 503-244-0450, and Andy's cell phone is 503-209-1017.

The guy built a superb business there and often works six to seven days a week. He will be familiar with the things you won't be able to find out by asking apartment dwellers who have been around only a few months or years. The Pub has been there about a quarter-century, and Andy would be able to competently discuss every collision, near miss, and a zillion other details I probably couldn't think of if I sat in front of my computer the rest of the day.

You would be well served by seeking Andy out and perhaps buying him lunch at his own place. Time spent in discussion with him about the history of the location, and about what changes would help (and which ones wouldn't) should save you a pile of grief somewhere down the road, both figuratively and literally.

Thus thinks me, anyway.

Cordially,

Stephen Bauer
8000 SW Skyhar Drive

- Hello Timur and Brad:

Thank you for considering the safety of the Multnomah/Garden Home intersection. I have lived on 62nd Place, just off of Garden Home Road and just a few blocks from that intersection, for 40 years and have often considered that area as an accident just waiting to happen. The increased commuter traffic in the early mornings and late afternoons seem to have also increased the possibilities of accidents occurring. Drivers are anxious to get where ever they are going and it seems to have usurped all possibilities of common sense during their drive.

I would like to strongly support the traffic light option for that intersection. It would make the drive much more efficient and less hazardous. I am not in favor of the round about solution because roundabouts in general seem to only create additional confusion and indecision on the part of the drivers. This approach would not enhance efficiency nor decrease the potential for accidents. I concede that it might slow the progress of drivers and thus be beneficial in that respect. However, I do not believe that just slowing drivers down is sufficient. Stopping at a light would certainly require that more thought be given to the drive and to the other drivers in the area.

Once again, thank you for your attention to this problematic area. An efficient, expedient solution will definitely be welcomed.

Sincerely, Dr. Charold L. Baer

- Hi Timur,

I went on an adventurous bike ride last week with SW Portland community members. They brought up a few considerations you may already be familiar with.

- There were concerns about how a roundabout would function if traffic backed up at Oleson Rd.
- There were concerns about asking bicyclists to ride on a shared use path around a roundabout. There is a low confidence that we would make a good shared use path, and there was a strong preference for a separated facility if possible
- Someone raised the potential for an all-way stop at the intersection as an alternative traffic control.
- Someone else asked about a simple realignment to make safer transitions on to garden home road. We did something similar at [Capitol Hwy & Vermont](#) a few years ago.
- There is support for creating a protected bike lane on SW Multnomah – although no clear shared preference about a bidirectional facility or a protected version of the directional lane that is there now

Nick Falbo | Senior Transportation Planner

- **From:** Ender, Timur
Subject: RE: Comments and Questions regarding the proposed Multnomah/Garden Home Controlled Intersection

Hi Scott,

Thank you for your questions/comments regarding the SW Mult/GH project. Please see my comments below in **purple**.

I appreciate you taking the time to provide us with your comments and look forward to staying in contact.

Kind regards,

Timur

From: scott.kranz.pdx@gmail.com <scott.kranz.pdx@gmail.com>

Sent: Thursday, January 31, 2019 7:19 PM

To: Ender, Timur <Timur.Ender@portlandoregon.gov>

Subject: Comments and Questions regarding the proposed Multnomah/Garden Home Controlled Intersection

The intersection facts provided by PDOT for the SW Multnomah Blvd / Garden Home Road Intersection Safety Project does not justify the project:

How do the safety statistics demonstrate the rate of accidents/incidents at SW Multnomah Blvd / Garden Home Road is any different from comparable intersection? For instance, how does the accident/incident rate compare to the controlled intersection at SW Multnomah Blvd / SW 45th Ave?

The fatality was not caused by the intersection and should be excluded in the decision process. Review the police report.

Crash reports are coded to the nearest intersection. This is why the recent death that occurred is attributed to this intersection.

Was speed on Multnomah and Garden Home considered? Will a controlled intersection with no speed enforcement improve the rate accident/incident rate? Were speed bumps, photo radar, or traffic enforcement considered as options to reduce speed? How was cost used as a factor when determining if speed enforcement could provide similar benefits? **The City of Portland does not have authority to set speed limits, even on streets it owns/maintains. We submitted a speed reduction request to ODOT to lower the speed from 40 to 30 on Multnomah between GH and 45th in Dec 2017 and are still waiting to hear back from the state. Speed reduction is one of many tools we use to address speeding issues.**

Was a more detailed traffic study completed, more than just counting cars, to identify other solutions? Does an intersection that is only busy at commute times justify 24/7 traffic controls?

The intersection is one of the main portals into Portland from SW and given the proximity to town centers and transit route, we believe there is more than sufficient justification to improve the safety of this intersection.

The two conceptual designs will unnecessarily restrict traffic flow and intersection use. Was the impact on commute time considered during the traffic study and design? **Yes.**

Will the traffic signal option backup traffic similar to what already occurs at SW Multnomah Blvd / SW 45th Ave. Will the signal divert more cars down 69th to get to Oleson and avoid a signal?. **We believe the signal is justified and will plan for, mitigate, and monitor effects, if any, of the signal.**

The traffic signal option will unnecessarily increase commute times. From my experience driving to downtown Portland for work commute is that every new signal adds at least 2 minutes to the commute. Three new signals have been installed already along my commute in the last seven years. **We recognize commute times are increasing throughout the city. As 100 people move to the Portland area every day, it becomes more important to provide people with safe, convenient options to walk, bike, and take transit. Our investments are intended to improve safety and increase the capacity of our transportation system. Over the last 10 years, the greatest increases in work commutes have been absorbed through biking and teleworking. Had we not invested in active transportation, many driving commute times would be longer than they are today.**

Why does the roundabout use so many engineering controls? How do the engineering controls reduce the efficiency of the traffic circle? **There are no proposals for traffic circles which are traffic calming. Roundabouts, which are a traffic control device unlike a traffic circle, have engineering improvements on their approach and these are key feature why modern roundabouts are the safest type of intersection.**

Will PBOT be installing speed bumps on 68th (north) as part of this project to reduce the safety risks associated with cars being diverted off of Multnomah Blvd to avoid the traffic caused by the traffic signal and potentially the traffic circle? **PBOT is open to installing speed bumps on any side street provided the pavement condition of the street makes it feasible to do so, it is within our jurisdiction, and/or the jurisdiction in charge of the street gives PBOT permission to do so.**

I also commute by bicycle and the extra traffic controls included in the design often cause dangerous pinch points for cyclists. The work on Multnomah Blvd in Multnomah Village has many examples. Bike commuters are less safe now compared to before the project. Other bicycle commuters I know now take alternate routes to avoid Multnomah Blvd. I have experienced a bicycle crash because bicycles are diverted onto the sidewalk when traveling east. The combination of cars crossing the sidewalk, in an effort to see traffic, mailboxes, and stormwater pits are incredibly dangerous to cyclists forced to ride on the sidewalk. **We appreciate this feedback. The Bike Advisory Committee mentioned they preferred the signal over roundabout due to pinch points.**

Why are stormwater pits being included with this project?

Ditches and natural stream channels draining the neighborhood are very effective and provide the same benefits of the stormwater pits, allowing solids to settle out and provide for infiltration. Why replace the effective natural stream channels and ditches with artificial concrete stormwater pits? How can the cost of the stormwater pits be justified when the BES stormwater manual allows for options? **This project must comply with the 2010 stormwater design guide. This is City of Portland policy when completing any capital project.**

Has money necessary to maintain the stormwater pits been included in City budgets? Stormwater pits on Multnomah in Multnomah Village are poorly maintained, weed filled, and are unattractive nuisances. **Bureau of Environmental Services (BES) is aware of challenges related to stormwater facilities and will advise PBOT on the best practice for latest stormwater facility design.**

Has money been allocated by the City to maintain the proposed bike lanes? Has the City studied accidents and incidents with cars associated with poorly maintained bike lanes? **Yes & Yes.**

Washington County providing the City of Portland money for a portion of the project does not justify the project as was indicated during one of the public meetings. How does Washington County providing the City money justify the project? Aren't there more dangerous intersections to consider? **I am unable to speak for WA County, you are welcome to contact them for their response.**

Will increasing the City's footprint and potentially open space at this intersection attract urban campers and homeless to occupy the space? **The City will not be increasing its footprint by all that much. Most of the improvements we are proposing fit within existing public right of way.**

During the public meeting one of the City representatives indicated the SW Multnomah Blvd / Garden Home Road intersection is not on the list of the top 50 most dangerous intersections. Shouldn't this money be diverted to fix one of the top 50 most dangerous intersections? **Projects are completed as funding allows. Many of those intersections do have a funded project identified within the 10 year horizon or are actively being work on. That fact alone does not mean funding should be directed elsewhere. There are different strategies to identify funding based on location and type of safety treatment.**

Completing the sidewalks between 69th and 71st, and freshening the bicycle lane paint will provide the largest safety improvement. Why isn't the funding included in the project? How can this project be justified as a safety improvement project when the biggest safety concerns won't be addressed? How will the City protect the kids and pets on 69th, Rail Road Ave, 68th, and Canby when speeders are diverted onto the tertiary streets to avoid the traffic at the intersection? **The level of improvements we are able to provide ultimately depend on funding. If this project is able to secure additional funding, and we are trying, it becomes more likely that a south side sidewalk could be included. At this point, we do not have funding for a south**

side sidewalk which is why we have been careful in our public communication not to promise that.

Will comments and questions be presented to the City Council? **We are providing a representative sample of resident letters to City Council. You are welcome to testify in front of city council on any Wednesday morning (about any topic you choose) when they convene by signing up to provide public testimony. Here is the link for more info:**<https://www.portlandoregon.gov/auditor/article/9113>

Scott Kranz

Scott.kranz.pdx@gmail.com

503-816-6643

- Hey Timur,

Hope you're doing well.

I recently drove on the roundabout in Beaverton on Hart road (see below for the address / google maps link). I was helping my uncle with his remodel. Anyways, I would fully support a roundabout if it was like that. The center island was so large I couldn't go faster than 15mph. This was a very different experience to the Lake Oswego roundabout. I thought I'd let you know if you wanted to check it out.

Also sounds like you have roundabout support in your SWIM Open House comments.

12905 SW Hart Road Beaverton, Oregon 97008

Cheers,

Ramtin

- From: Ramtin Rahmani <rahmanir@gmail.com>
To: "Ender, Timur" <Timur.Ender@portlandoregon.gov>
Cc:
Bcc:
Date: Mon, 24 Sep 2018 18:05:53 +0000
Subject: Re: Speed Limit: Sw Multnomah Blvd from 69th to 45th
Hi Timur,

Thanks for getting back to me--I appreciate it!

It's good to hear that a request has already been put in. I'm no lawyer (but you are!), but I was reading <https://www.oregonlaws.org/ors/810.180> and section 11 has a portion allowing the reduction of speed limits by 5 mph by PBOT w/o ODOT approval. Multnomah Blvd is a collector and surrounded by homes. Does it count? Is this something PBOT can do until it hears from ODOT?

I am still collecting my thoughts on the intersection project you are spearheading, but if you would entertain it, here are some preliminary thoughts:

1) The diagram shows a roundabout which means bicyclists will lose a bike path through the intersection. Is it possible to reduce the diameter of the roundabout island and include a bike path around the circle?

2) Personally, merging into a roundabout when cars are going 35mph right before the roundabout is stressful. I used to live in Washington D.C. and sometimes I would get so stressed going through a roundabout I would take the first exit instead of the exit I actually wanted since drivers were so aggressive going around it. Also isn't it a potential pinch point--having bicyclists merging left into the travel lane when drivers are anticipating turning right into the roundabout?

3) Is it possible to just make this an all-way stop sign intersection and use the funding on improving Multnomah Blvd? Lake Oswego currently has a 5 way intersection that has stop signs and the intersection is MASSIVE (unlike Garden Home/Multnomah intersection) and it seems to work. It seems that a roundabout or a signalized intersection is going to cost a lot of money when pedestrians and cyclists on Multnomah Blvd have no proper facilities.

I don't say the above as just a cyclist. I drive on Garden Home and Multnomah Blvd about 4 times a week in both directions to take my dog to Gabriel Dog park. As a driver, I'd rather have stop sign and better road protection for VRU than a roundabout.

Thanks for your time, Timur.

Best,
Ramtin

- On Mon, Sep 24, 2018 at 10:00 AM Ender, Timur <Timur.Ender@portlandoregon.gov> wrote:

Hi Ramtin,

Thank you for your email. You are correct that speed limit on SW Multnomah is not associated with our intersection project at Garden Home/Multnomah.

We agree with you the speed limit needs to be reduced and I am familiar with the fatality that occurred there recently. The City of Portland does not have the authority to set speed limits, even on streets that it owns. This is heavily regulated by the State. Getting this changed to provide PBOT/City of Portland with the legal authority to set speed limits on streets that it owns is one of our highest legislative priorities to the state legislature.

PBOT submitted a speed limit change for SW Multnomah between 45th & Garden Home to edit the speed limit from 40 to 30. We submitted this Dec. 2017. I'm hesitant to give you a time frame for when we expect to hear back but given how long ODOT takes to review these things, it could be summer 2019 before we hear anything. If/when we receive approval, I will sent it out to our email list for Garden Home/Multnomah project given I think there would be interest from others in the area.

If you have any other questions, please let us know.

Kind regards,
Timur

- Hello,

My name is Ramtin. I work at OHSU. I sometimes bike commute to work, and ride for exercise a lot. A street that feels dangerous to me is Sw Multnomah Blvd. I'd like to request a speed limit reduction to 25mph and here my reasoning:

Multnomah Blvd it's the only route I have to get to Portland (Barbur is infinitely more scary to me). The road is essentially straight, the south side of the road has a cliff, and there are no sidewalks. I have attached a photo. Further, the travel lanes are wider than needed, causing vehicles to freely drift, and there is vegetation growing in the bike lane reducing the bike lane width.

The speed limit here is 40mph. There is no room for error here on his road. If someone hits me, given that drivers are going a minimum of 40mph, I would be projected into the trees and the hill. I few years ago a driver hit and killed a cyclist here. At the intersection at Garden Home Road, there have been 33 accidents in a ten year period.

Given that this is a major bicycle route to get to OHSU, downtown, and the rest of Portland (including east side), I'd like to request a speed limit review and reduction to 25mph.

I reviewed your online table for different types of streets and speed reductions. This is a collector/residential street, I believe, but it currently has a limit of 40mph. It looks like it would qualify for a speed limit reduction.

As Boston DOT showed, reducing the speed limit, with no other changes at all, did reduce the average speed drivers go.

Can you please look into this and email me your reply?

Thank you for your time. I cc'ed Timur as he is managing a Multnomah Blvd project but it isn't going to be finished until 2020. Hopefully we can together make small changes until larger ones are made.

Best,
Ramtin

- Hello,

My name is Lizzie Cheney. First of all thank you so much for taking action regarding that difficult intersection!

I live near Garden Home Rd. and often need to pass through the intersection of SW Multnomah Blvd. and Garden Home Rd., heading east on Garden Home Rd. I very often feel dread and foreboding as I approach that complex, often busy intersection. I am always incredibly careful and attentive when making my left to continue onto Garden Home Rd. As you probably know, the drivers on Multnomah do not reduce their speed. Often those on Garden Home are traveling well over the posted 25 mph speed limit. In the past 10 years, I have had only one close call. During a busy time of day, I had a clear moment to turn left from Garden Home Rd., to continue east onto Garden Home. As I did so, a car blasted out of the parking lot of Old Market Pub. Though I was already in the intersection, nearly right in front of him, he barreled out, nearly broadsiding me.

My only evasive choice at the time was to hit the gas hard and swerve a bit into the oncoming lane. The other driver seemed oblivious—possibly post-happy hour.

My point of sharing this story is to again thank you and express my support of traffic control at that complex intersection.

I hope the city will seriously consider a traffic circle. I read some research that concluded that, unless an intersection is extremely busy, traffic circles are a far more efficient way to move cars through an intersection than multiple stop signs or traffic lights.

Thank you for being open the public's input,

Sincerely,

Lizzie Cheney

- Timur,

I understand we have a mutual acquaintance, David Backes. I've known David all his life and PBOT is lucky to have him on the team. Tell him Hi for me.

Regarding the Garden Home Road/Multnomah Blvd intersection, we live in Garden Home (Moonshadow) and use that intersection daily. My wife is also included in the accident statistics for this intersection, as she was involved in a serious accident there 2 years ago.

I am also involved with the Washington County CPO 3, which is the CPO that has Washington County jurisdiction for this intersection. And, I have also attended Ashcreek Neighborhood Association meetings where Steve Szigethy presented the current "options".

While it may be a long shot, I still wish to present my "two cents" as it pertains to this intersection.

1. I believe that SW 69th, as it enters the intersection from the South should be a "DEAD END" with no access to Garden Home Road. Traffic that enters that neighborhood can access the neighborhood from SW 67th off Garden Home Road. By eliminating SW 69th on the South end of the intersection it would allow greater options to be considered. The argument from neighbors in that area that there is an industrial business on SW 69th and that business needs access via 69th could be made a moot point if the business were to be persuaded to relocate. That neighborhood would benefit greatly if that property was put to a higher and better "Residential" use rather than industrial. While the industrial zoning was likely grandfathered in many years ago, it is not unheard of for the City to offer land swaps to relocate an undesirable industry in a residential neighborhood. The City of Portland is screaming for infill residential properties and that property would be prime for residential multi-family housing.

2. Regarding SW 68th and SW 69th as they enter Multnomah Blvd from the North, as you are aware, SW 69th is directly adjacent to the Old Market Pub parking lot. My recommendation is to eliminate SW 69th access to Multnomah Blvd and make it the entrance to the Old Market Pub parking lot. In addition, I recommend extending SW

68th, past Power Plumbing and make that the through street from Multnomah Blvd into the Maplewood neighborhood and the PGE substation. The argument that the elevation change from current grade of 68th on the North side of Multnomah Blvd is easily remedied by simply adding compacted grade to a 50' to 75' length of 68th to make the access to Multnomah Blvd less of a gradient change. There are many instances of steep access points to major roads throughout Portland.

If these recommendations were to be implemented, the engineering and design for the intersection would be far less complicated. Both current plans call for some substantial Right-of-way acquisitions. By eliminating SW 69th on both the North and the South side, the ROW acquisition could be substantially reduced by simply moving the intersection a bit to the South and West.

I would hope that you would at least consider these recommendations. This is a complicated intersection and anything this joint effort between City of Portland and Washington County does to improve the intersection soon will be much appreciated.

Sincerely,

Steven Graeper

- Timur -

It's so good to see this project advancing. I would be a big supporter of the roundabout if it could be worked out. But another aspect of work in this area is a possible ped/bike connection to the Fanno Creek Trail via Railroad Avenue - seems like the ROW is available or could be worked to make this link a reality - significant improvement for connectivity and safety. The westbound movement is direct and the eastbound movement would use the roundabout via 69th. Great opportunity project. Even if not completed as part of this project - part of this could be started to set the stage for a later project to complete the link.

Randy

- Timur Ender

I would prefer a street realignment with a signal, having traveled through that intersection since 1972 and involved in one accident an slapped mirrors with way too many vehicles. Way too many vehicles including large trucks cross over the double center line. The street alignment of 69th Ave with a signal would help eliminate drivers from trying to pass on the right, when other drivers are letting a vehicle to enter the street. I have had more than one driver try to pass on my right, even going over close to the small divider that the Old Market Pub put in. Also with the commercial operation on 69th Ave on the South side of Garden Home Road Semi's would have a hard time going West with a Round About, as would trucks heading East from the Pub. Also with a Round About the Pub would loose way too many parking spaces. Since you live in the area you know as well as I do that parking lot is full most of the time especially in the evening.

Have a Great Day
Dennis W. Schmidt

- Hello,
I'm writing to give my own opinion of this intersection.

I have lived within the same two blocks since 1963. Both locations involve this intersection for me to get to and from my house on SW 69th or currently on SW 67th. For most of my SW 69th years, that street was impossible to drive on because there was a creek that ran across SW 69th, so mostly, all traffic was routed up SW 67th Avenue.

As the years went by, SW 69th became an upgraded street, allowing cars to drive out on it. The furthest that street was able to be driven was the bottom of what used to be Harco's second driveway.

Harco has been sold to another company that brings in materials on a long trailer pulled by a semi-truck. If SW 69th were closed off to traffic, that would mean this company would not have access to be able to receive the products it needs to be able to continue to manufacture its goods.

So, I hope you are reading and comprehending what I'm about to say...on the north side of this intersection is the Old Market Pub. This property has changed hands many times through the years. The people -that visit this place think that coming out of their parking lot has priority over people coming from the stop sign on Garden Home Road. Actually, if they were to think about it, coming out of a dual access parking lot is the last person. To eliminate this, all access from the Old Market Pub to that intersection needs removed. The Old Market Pub does have access to SW Railroad street which is on the north side of their property. They would have to clean out some of the current stuff in the way on that side which would also be of benefit to them because they would gain parking spaces. When they come out on the street on the north side, it would eliminate their current dual access to the intersection from their parking lot, deleting three of the problems - 2 open spots from the pub for cars and give 1 access for pedestrians to be able to walk on a sidewalk. Then, that intersection would become a 4 way intersection that could operate with a light and sidewalks for pedestrians to cross the street safely. Putting in a round about sounds like such a great idea until you consider all the delivery trucks that come down that road and the school buses. Would they be able to navigate through a round about? I don't think it would work as great as some might think. Also, this neighborhood can not lose access to SW 69th Avenue. Also putting in a round about does not stop the cars to allow pedestrians to cross.

The reasons I have heard for the round about was to keep the traffic flowing. Actually, we need the traffic to stop so that we are able to move forward from the stop sign. With a round about at 4-6:30pm, cars trying to get into the round about would still be a challenge for cars trying to get out of the area with the current stop sign. The traffic is so busy during that time that the round about would be past capacity and jammed, which would not make that intersection better.

This neighborhood really needs a 4 way light put in with sidewalks which would assist both cars and pedestrians in safety.

At a time when more and more roads are being created, you don't want to cut off one of the street access roads to our neighborhood. There is still more property in our area to be developed. Cutting off this street is definitely not a good idea.

- Takes away product materials to a company
- Takes away medically necessary vehicles access
- Takes away fire truck access
- Takes away neighborhood access, limiting entire neighborhood to 2 streets being SW 67th and 66th. There are no sidewalks on our streets. The streets are narrow. There is not enough room for 2 cars to pass on our streets in many places.
- Takes away school bus access so many kids are required to be further than is acceptable from their home for bus pickup
- Land still undeveloped bringing many more cars to our area in the future
- Property values will decrease

These reasons are very valid reasons for keeping SW 69th Avenue open.

The laws for bicyclists need to be changed back to the bicyclist being responsible to stop at intersections and watch out for their own safety. Giving the bicyclists the right away no matter what has caused many bicyclists harm and death. If everyone is watching out, we will help to eliminate some of the many accidents. This intersection is terrible for bicyclists, only because the bike lane gives them the right to go right past the cars sitting at the stop sign. Many people don't see them coming, especially when the sun is setting on a summer day and the sun is directly in your eyes. If a light was installed, the bikes would have to stop with the cars. If the bikes did not stop, then it would be their fault.

If I can be of any further help, please feel free to contact me.

Have an awesome day!

Jacki Wisher

- Dear Timur,

Please remove auto access from and to SW 69th on the south side of SW Garden Home Road. There are very few homes there.

Beaverton and ODOT limited access for two streets in and by the West Slope neighborhood. It has made for safer walking and biking.

rick