

IMPACT STATEMENT

Legislation title: Accept funding and authorize an Intergovernmental Agreement with Washington County for \$1 million for SW Multnomah/Garden Home intersection safety project (Ordinance)

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Purpose of proposed legislation and background information:

This Ordinance authorizes the City to accept funding from Washington County from the Major Streets Transportation Improvement Program (MSTIP).

The ordinance also authorizes the Commissioner in Charge of Transportation to enter into an Intergovernmental Agreement (IGA) with Washington County for the project.

The project will design and construct safety improvements at the intersection of SW Multnomah Boulevard and SW Garden Home Road.

Financial and budgetary impacts:

The total cost of the project is estimated at \$4.5 million. Funding from Washington County for the project is limited to \$1,000,000. The total funding PBOT currently has secured is \$2,198,606. The project will be partially funded by Washington County and City of Portland Traffic Impact fees along with City of Portland’s Transportation System Development Charges (SDC). In the event this project is unable to secure additional funding, the scope would be adjusted to match available funding.

This ordinance does not amend the budget or change appropriations and does not change current or future staffing levels. The project is budgeted in the current fiscal year 18/19 and is included in PBOT’s 5-year CIP.

Community impacts and community involvement:

Public involvement for this project consists of the following:

- Presentation to SWNI transportation committee (Dec 2018)
- Online community input survey (12/20/18-3/1/19)
- Mailer to 8,000 households and businesses near project (1/7/19)
- Presentation to PBOT Bicycle Advisory Committee (1/8/19)
- Door-to-door notification of nearby residents (1/9-2/13)
- Community Open House at Garden Home Rec Center (1/17/19)
- “Office Hours” for residents to informally connect with project team (week of Jan 22, 2019)

Budgetary Impact Worksheet

Does this action change appropriations?

- YES:** Please complete the information below.
- NO:** Skip this section

KK 1-7-19



BIG_{LL}
BRAD TAYLOR GROUP

Report for Portland Bureau of Transportation
February 20, 2019



GARDEN HOME
&
MULTNOMAH BLVD
INTERSECTION
SAFETY PROJECT



COMMUNITY ENGAGEMENT PROJECT SUMMARY

The Portland Bureau of Transportation (PBOT) has initiated a project to improve the intersection of SW Multnomah & Garden Home. PBOT solicited public feedback on whether to install a roundabout or traffic signal at this location and invited community members to engage with PBOT to provide your input. PBOT is coordinating with Washington County on these improvements.

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.

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. Information was also shared through blog postings and through social media.

Door to Door Engagement

BTG went door to door in the residential areas that would be impacted by the project and spoke with neighbors about opportunities to engage with the planning and the details of the project.

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 and 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.

Community Based “Office Hours”

BTG and PBOT representatives were available during two advertised “office hour” periods that lasted for 2 hours and were hosted at the Garden Home Marketplace.

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.

Email

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

Enriched Community Engagement: BTG visited businesses and impacted homes and personally invited them to engage with the process through the various opportunities, such as neighborhood and committee meetings, open houses, the online survey, email, and giving public testimony.

This one to one, face to face outreach focused on developing a positive tone in the other meetings/events.

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
 - pedestrians are not offered an intuitive path through the intersection
 - The Signal Option does not include bike boxes or protected lane

Auto crash frequency and severity

- The Roundabout Option was commonly noted to offer fewer and less severe accidents

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
- Impacts on residents living on streets that would absorb additional traffic due to closing SW 69th
- Many neighbors expressed concern about the increased traffic on streets that were designed for low flows of traffic
 - Many areas affected do not have existing sidewalks and are already experiencing increased traffic from motorists cutting through the neighborhoods to avoid existing slowed areas
 - Speedbumps and other traffic slowing measures would help to lessen the undesired impacts on pedestrians and neighbors

Costs and benefits were also regularly discussed

- Many community members noted the increased costs involved in the Roundabout Option
- A majority continued to prefer this option due to the traffic calming impacts and out of a desire to develop a “sense of place” with the improved aesthetic options available with the Roundabout Option

Online Survey

898 Participants

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

Roundabout:	70.51% (605)
Traffic Signal:	23.08% (198)
I'm Not Sure:	6.41% (55)

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

Roundabout:	63.94% (539)
Traffic Signal:	36.06% (304)
I'm Not Sure:	06.41% (55)

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

What safety challenges do you experience when using this intersection?

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

Feedback from Meetings/Open House

Roundabout Option

Comments in Favor (71 comments)

- Better traffic flow with multiple connections (26)
- Improved safety for automobiles (19)
- Offers better design/art features (9)
- Improves biker safety (7)
- Lower maintenance and energy costs (intersection/vehicle) (4)
- Center offers opportunity for storm water retention and improves water quality (3)
- Improves pedestrian safety (2)
- Less engine idling (1)

Comments Opposed (89 comments)

- Less safe/user friendly for bikes (28)
- Less safe/user for /pedestrians (20)
- More expensive (10)
- Increases Cars' speed (9)
- Negatively impacts neighbors by closing streets (9)
- Ambiguity for all modes (5)
- Challenge for bus to turn from GHR westbound (3)
- Does not improve safety (3)
- Not part of a coordinated plan with other roundabouts (1)
- Storm-water issues (1)

Other Comments/Questions (33 comments)

- Allow access to/from 69th (11)
- Need Signals/other safety for Pedestrians (7)
- How will Trimet adjust to plan (3)
- Need sidewalks on either side of Mayo St. for safety improvements (2)
- Would center be all grass and who would maintain center island? (2)
- Have you worked with Old Market Pub regarding access and parking? (1)
- Should slow speed to 15 mph (1)
- How does this support C.A.P. Goals better than an all-way stop? (1)
- Move roundabout west (1)
- Need to slow traffic from Multnomah (design looks like straight line) (1)
- Would this reduce space for car traffic either as a couplet or with less auto connectivity? (1)
- How would bikes going east travel from GH onto Multnomah Blvd? (1)
- No need for additional signage for left turn from 71st (1)

Signal Option

Comments in Favor (125 comments)

- Safer/more user friendly for bikes (39)
- Safer/more user friendly for pedestrians (31)
- Improves traffic flow/coordinates with other existing and future lights (22)
- People are more familiar with signals (12)
- Less expensive (9)
- Safer for autos (7)
- Uses less land (2)
- Audible warning more accessible (2)
- Improves upon current situation (1)

Comments Opposed (63 comments)

- Less safe/user friendly for bikes (18)
- Closes SW 69th /Impacts traffic on neighborhood streets_(16)
- Worsens traffic flow (14)
- Costs more long term (vehicle and signal maintenance) (4)
- Less clear (4)
- Less safe for autos/more frequent and worse crashes (3)
- Less safe/user friendly for pedestrians (2)
- Less aesthetically pleasing (1)
- Does not meet 8-80 design for bike routes (1)

Other Comments/Questions (6 comments)

- Safety improvements needed in neighborhood (4)
- Can you do a four-way traffic signal or look into T-Circle Design? (2)

SW 69th Ave Closures

Comments in Favor (20 comments)

- Lower cut-through traffic (10)
- Safer for Pedestrians (2)
- Better for 69th N right in (1)
- Safer for bikes (3)

Comments Opposed (43 comments)

- Traffic impacts on neighborhood streets (38)
- Does not make sense to divert traffic from arterial streets to local streets (2)
- Difficult to turn left/west onto GHR (2)
- Restrict right on red-eastbound to GHR (1)

Other Comments/Questions (16 comments)

- Need sidewalks (11 people mentioned)
- Without connectivity how will traffic flow on local streets? (1)
- Fix left hand bike user turn to N 69th from Eastbound Multnomah (1)
- Move industry to other location (1)
- Design assume that both north and south segments of SW 69th are to become dead ends? (1)
- Where is data showing this is a dangerous intersection? (1)