

Speed bumps also sought for Corbett Avenue and Garden Home Road

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many places, but it's not appropriate here," he said.

Raisman replied, "I don't disagree, our preference is asphalt, but if the funding falls short, we'll do what we can." Raisman added, "Only 70 percent of city streets have sidewalks. Bringing the rest up to standard would cost \$1.5 billion.

"We're concentrating on the major streets like Barbur, 82nd and Glisan." Maplewood was chosen for improvements in part because of its Safer Routes to School program, Raisman said.

Miles Court resident Bill Mallon argued that speed bumps weren't necessary on his part of the street. "There's not enough traffic to warrant it," he said. "Other than occasional UPS trucks, there isn't a problem." Having to negotiate the bumps daily would take a toll on his car, he said.

Another Miles Court resident, Greg Kuelgen, said, "I disagree. Traffic goes very fast on the hill."

Ronda Zakocs, active in the Safer Routes to School program, said, "All the speed bumps are on the routes of our walking school buses (in which children walk roped together and accompanied by adults). The number one danger is lack of facilities. We put ourselves in danger every time we walk these routes."

The Portland Bureau of Transportation is also proposing speed bumps along two other southwest streets. In one case, neighbors are solidly behind the idea and wish

they had more. In another, the bumps have divided the community.

In both cases, veteran transportation planner Will Stevens is in charge. Last month he presented plans to the South Portland Neighborhood Association for plans for seven bumps on Southwest Corbett Avenue between Boundary and Nebraska streets. Here, Stevens said, the average speed is more than five miles per hour above the posted 25 miles per hour limit.

Stevens noted that 15 years ago the City had installed curb extensions and traffic islands on this part of Corbett, "but it was not affecting vehicular speeds the way we hoped it would."

Stevens and South Portland chair Ken Love said last month's presentation was made because the City's notice of the project failed to specify exactly where the bumps would be placed, and some residents complained about this.

With the exception of the notice issue, residents greeted news of the project enthusiastically. Some residents asked that the traffic calming be extended northward to Southwest Hamilton Street; one woman said that on this part of Corbett, "Traffic goes really fast."

Stevens said that it is now City policy not to place curb extensions on streets with a slope steeper than eight percent, although an experimental project on Marquam Hill may in fact do so. Construction could begin as early as October,

Stevens said.

Stevens and the City are also proposing speed bumps for Southwest Garden Home Road between Capitol Highway and 69th Avenue. Roger Averbeck is Ash Creek Neighborhood Association chair and Southwest Neighborhoods, Inc. transportation committee chair. According to Averbeck, the average speed is 38 miles per hour while the posted speed is 30.

According to Averbeck, there have been 91 recorded crashes on the street and one fatality, with a concentration on and near the Woods Creek area near Southwest 48th Avenue.

However, Averbeck said, the Ash Creek Association has never taken a formal stand on the issue, and at recent meetings there have been "passionate feelings expressed on both sides."

Critics say the bumps could slow emergency vehicle response times; Garden Home Road is not a designated emergency response route but, because of southwest's "lack of connectivity," the street is used for this purpose, Averbeck said. Critics have also asked the City to consider other safety measures, Averbeck said.

The controversy started last summer when a City employee mistakenly started marking the street for bump installation, creating the impression that a decision on the matter had already been made.

Averbeck said that before this can happen, supporters would need to

gain the written consent of all owners whose property either touches the affected street or is located on cul-de-sacs accessed by it. Even then, Averbeck said, "Funding may be available, but there's no guarantee."

The Ash Creek Neighborhood Association is scheduled to discuss the issue at their meeting beginning at 7 p.m. November 14 at the Multnomah Center, 7688 SW Capitol Highway.

Editor's Note: The portion of the proposed Garden Home Road speed bumps between Capitol Highway and 45th Avenue lies within the boundaries of the Multnomah neighborhood. At press time, Kay Durtschi, Multnomah Neighborhood Association transportation representative, said that while the project had been discussed at the last meeting, the neighborhood did not have enough information to take a position.

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