



WSMP Infrastructure Project Proposal Form

Please complete and submit this form to westn@ci.milwaukie.or.us by 8am on Monday, April 18th. The complete proposal should be no more than two pages long (one page, double-sided).

NDA(s): Ardenwald/Johnson Creek

Name/Contact Info of Proposal Submitter: Matthew Rinker, MattRinker@Hotmail.com

1. Project Location

Harvey Street between S.E. 32nd and S.E. 40th Avenues.

2. Project Description

This project would focus on improving the S.E. Harvey Street road by adding sidewalks along S.E. Harvey Street between S.E. 32nd and 40th Avenues. For 2011, we propose funding Element #2 as defined by Wallis Engineering: 266' of sidewalks (5' wide) & ramp infill along the south side of Harvey St. from 33rd Ave. to 36th Ave. – back of curb, remove landscaping and relocate utility poles as needed. Please refer to the WSMP Project #13 handout included with this proposal.

3. How does this project promote non-motorized use of the streetscape?

This section of Harvey Street is designated as part of the TSP Pedestrian and Bicycle Route in the Ardenwald – Johnson Creek Neighborhood, and the addition of a bicycle lane and completed sidewalks on one side of the road or the other would promote pedestrian/bicycle use. Pedestrians and cyclists are currently forced to walk/bike on the road without the benefit of sidewalks or bike lanes. Harvey Street also connects to the Water Tower Park on the corner of 40th Avenue and this project would promote safe connection to the park for residents. It is also the desire of the neighborhood that sidewalks extend around

mature/historic trees, creating bump outs or bulb outs that act as traffic calming devices.

4. How many neighbors have expressed support for this project? How was their input solicited? Did you field any opposition to this project?

Official input from neighbors was solicited from online surveys placed on our neighborhood website and at neighborhood meetings where discussion of the various potential projects was encouraged. The first survey received input from 25 neighbors pinpointing the major concerns that neighbors see to walking safely in our neighborhood. The second survey received input from 31 neighbors who voted on one of the top three concerns that were determined from the first survey (sidewalks on Harvey, Springwater trail bike access to Sherrett, or post/pole removal/relocation on 32nd). There was no stated opposition to sidewalks on Harvey Street (the survey results are attached for your examination). The neighborhood meetings ranged from 18 to 24 neighbors in attendance during discussion of the Walk Safely Milwaukie Program.

5. Do you propose to integrate an education and/or outreach component? If so, please describe it.

There are a number of wonderfully old trees on Harvey. It would be nice to provide signage indicating genus and species, possible age, and wildlife habitat that these trees provide. This would be educational for neighbors and commuters who frequent the route and may stopover for cover from rain or sun throughout the year.

The WSMP project ranking system covers a number of criteria. Below is the AJC-NDA interpretation of how this project ranks along with notes about each of the criteria. This seemed a reasonable manner in which to provide specific details that may have been disjoint in the information provided above.

1. Destination as a Pedestrian or Bicycle Route
 - 2 points – Project is located on one existing or proposed ped/bike route.
2. Safe Routes to Schools
 - 1 point – Project is more than 1000ft from a school, but improves safe non-motorized access to a school.
3. Proximity to Parks and Community Amenities (preference will be given to projects that are within 500ft of parks, multi-family housing, churches, elderly housing, commercial centers, or any facility whose primary function is to serve the handicapped).
 - 1 point – within 500ft of Hillside Park/Hillside Manner property (handicapped and multi-family housing)

- 1 point – within 500ft of multi-family housing (on the south side of Harvey near 33rd Ave.)
 - 1 point – within 500ft of Water Tower Park
4. Collision Rate: N/A
 5. Traffic Speed: N/A
 6. Promotes Non-motorized Use of Streetscapes
 - 6 points – project is designed primarily to enhance the experience and/or safety of non-motorized traffic, but will effectively deter/slow motorized traffic (the desired bulb outs should help to calm traffic).
 7. Neighborhood Support
 - 0 points – no signatures
 - Note: The AJC NDA has focused on collecting neighborhood input via online surveys where participant names are optional for privacy reasons. Future WSMP submissions will focus on name and address collection if this is mandatory to be competitive with project proposals.
 8. Integrates Education and Outreach
 - 1 point – Harvey mentioned in the WSMP report.
 9. Data Supported
 - 3 points – project is “high” priority within the TSP

Capital Project Ranking Criteria (to be used by PSAC and City Staff)

Designation as a Pedestrian or Bicycle Route: Does the proposed project improve non-motorized mobility on a designated pedestrian or bicycle route?

Scoring:

- 3 = Project is located at the confluence of two existing or proposed ped/bike routes
- 2 = Project is located on one existing or proposed ped/bike route
- 1 = Project is near or will improve non-motorized access to an existing or proposed ped/bike route

Safe Routes to Schools: Preference will be given to projects that promote safer routes within the vicinity of schools.

Scoring:

- 3 = Project is within 500ft of a school or part of a Safe Routes to School “action plan”
- 2 = Project is within 1000ft of a school
- 1 = Project is more than 1000ft from a school, but improves safe non-motorized access to a school

Proximity to Parks and Community Amenities: Preference will be given to projects that are within 500 feet of parks, multi-family housing, churches, elderly housing, commercial centers, or any facility whose primary function is to serve the handicapped.

Scoring:

Add 1 for each amenity

Collision Rate: Preference will be given to projects that respond to a known safety concern or area of accident history. Collision Rate = (Number of Collisions x 1,000,000)/(Number of Years of Data x Annual Average Daily Traffic).

Scoring:

- 3 = Project site has collision rate above 0.7
 - 2 = Project site has collision rate between 0.3-0.7
 - 1 = Project site has collision rate between 0-0.3
- Additional 2 pts available if a non-motorized/motorized traffic incident has been reported at this location

Traffic Speed: Priority will be given to projects on streets where driver speeds jeopardize pedestrian safety.

Scoring:

- 3 = 85-percentile speed is more than 10 MPH over posted speed
- 2 = 85-percentile speed is 5-10 MPH over posted speed
- 1 = 85-percentile speed is less than 5 MPH over posted location

Promotes Non-motorized Use of Streetscapes: Preference will be given to projects which are creatively designed to promote non-motorized transportation in and around the street.

Scoring:

- 6 = Project is designed primary to enhance the experience and/or safety of non-motorized traffic, but will effectively deter/slow motorized traffic
- 4 = Project is designed to enhance the experience and/or safety of non-motorized traffic with no effect on motorized traffic
- 2 = Project is designed to deter/slow motorized traffic primarily, but may improve the pedestrian experience and/or safety secondarily.

Neighborhood Support: Preference will be given to projects with broad-based neighborhood support and to those that provide matching funds.

Scoring:

- 3 = 40 or more signatures (1 per address) from 4 or more streets in support
 - 2 = 30-39 signatures (1 per address) from 3 or more streets in support
 - 1 = 20-29 signatures (1 per address) from 2 or more streets in support
- Additional two points available based on level of financial match pledged by sponsoring-NDA*

Integrates Education and Outreach: Priority will be given to projects that integrate meaningful community-based education and outreach.

Scoring:

- 1 point if project is identified in a "Walk Safely Report"
- 1 point if project has a connection to a previous or concurrent Awareness & Ed. effort

Data-Supported: Preference will be given to projects identified within the TSP prioritized Bike or Pedestrian Master Plan Project List

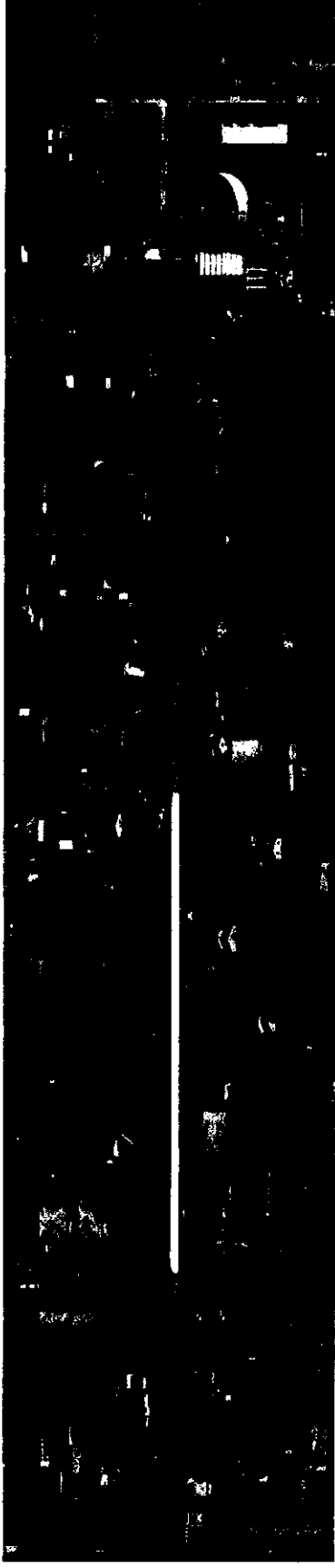
Scoring:

- 3 = Project is "high" priority within the TSP
- 2 = Project is "med" priority within the TSP
- 1 = Project is "low" priority within the TSP

For PSAC/Staff Use Only

Total Project Score: _____

Estimated Project Cost: \$ _____



The following project elements were suggested by Wallis Engineering as possible phases in providing sidewalks and bike lanes on Harvey Street. The section highlighted in yellow above, from 33rd Ave. to 36th Ave., represents Element #2, the portion of the project recommended by Wallis Engineering for WSMP 2011 funding.

Element #1: 540' of sidewalk (4' wide) and ramp infill along north side 37th Ave. to 40th Ave. – back of curb, remove landscaping and relocate utility poles as needed. Option: A 6' sidewalk may also be constructed in the street along the face of the curb, this would require parking removal.

Element #2: 266' of sidewalk (5' wide) & ramp infill along south side 33rd Ave. to 36th Ave. – back of curb, remove landscaping and relocate utility poles as needed.

Element #3: 425' of sidewalk infill (5' wide) & ramp infill along south side 37th Ave. to TRIMET stop by 38th Ave. – back of curb, remove landscaping and relocate utility poles as needed.

Element #4: Design and initiate 1900' of striped 'shared travel lane' (per TSP) along entire corridor, to allow for in-street walking lane, this would require parking removal.

WALK SAFELY MILWAUKIE PROJECT

PROPOSAL TECHNICAL SHEET

NEIGHBORHOOD: Ardenwald

WSMP PROJECT #: 13

LOCATION: Harvey St: 32nd Av. to 40th Av./ Water Tower Park

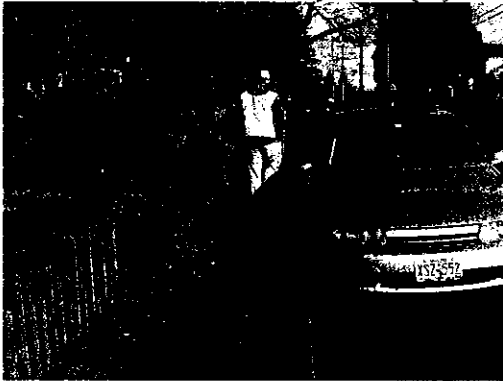
BACKGROUND

NDA PROBLEM STATEMENT: Pedestrian access along SE Harvey St. between SE 32nd and SE 40th. This was mentioned frequently by neighbors in our online survey. There is no shoulder room on the south side for walking and parking on the north side forces pedestrians into the street. This street is used by TRIMET busses and has been designated as a preferred bike route by the city. Neighbors also indicate an interest in sidewalks.

TECHNICAL INFORMATION

STREET CLASSIFICATION: Neighborhood Route **ROW:** 40' **PAVEMENT:** 31'
LANE CONFIGURATION: Vehicle: 11' (1); 12' (1) + 8' parking
TRAFFIC: Posted Speed: 25 mph 85th Percentile Speed: NA Volume: NA
CRASH HISTORY (2006-9): Total #: 2 Pedestrian/ Bike: 0 Fatalities: 0
PEDESTRIAN/ BICYCLE FACILITIES: Incomplete sidewalks/ Bike Blvd. proposed
TRAFFIC CALMING: None
TRANSIT ROUTE: TRIMET #28
LAND USE TYPE(s): Residential

SITE PHOTO 1: Walkway zone (4')



SITE PHOTO 2: Walkers use street



PROPOSAL ELEMENTS

ELEMENT 1: 540' of sidewalk (4' wide) and ramp infill along north side 37th Av. to 40th Av. - back of curb, remove landscaping and relocate utility poles as needed.
OPTION: A 6' sidewalk may also be constructed in the street along the face of the curb, this would require parking removal.

ELEMENT 2: 266' of sidewalk (5' wide) & ramp infill along south side 33rd Av. to 36th Av. - back of curb, remove landscaping and relocate utility poles as needed

WALK SAFELY MILWAUKIE PROJECT PROPOSAL TECHNICAL SHEET

ELEMENT 3: 425' of sidewalk infill (5' wide) & ramp infill along south side 37th Av. to TRIMET stop by 38th Av. - back of curb, remove landscaping and relocate utility poles as needed

ELEMENT 4: Design and initiate 1900' of striped 'shared travel lane' (per TSP) along entire corridor, to allow for in-street walking lane, this would require parking removal.

RECOMMENDATION: #2 for WSMP 2011; seek 2012 funds for #3 if #2 funded.

Harvey & the CIP

From: **Campbell, Alexander** (CampbellA@ci.milwaukie.or.us)
Sent: Fri 4/15/11 12:12 AM
To: MattRinker@Hotmail.com
Cc: Ragel, Beth (RagelB@ci.milwaukie.or.us); Parkin, Gary (ParkinG@ci.milwaukie.or.us)

Matt-

I just confirmed with Gary. The Harvey project is listed as a high priority project in the CIP. (However, as you may be aware we have pretty limited funds to pursue street projects, so that is by no means a guarantee it gets done in the next 5, even 10 years.)

The project that is listed is a "bike boulevard" project – so any infill sidewalks that were done between now and then would complement and not duplicate that future effort.

Hope that is helpful. I'm out of the office tomorrow, but if you've still got a question, Gary is at 503 786-7601.

Best,

Alex

Alex Campbell

Resource and Economic Development Specialist

Community Development Department

City of Milwaukie

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Milwaukie, OR 97203

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(503) 786-7608

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MILWAUKIE SUSTAINABILITY: Please consider the impact on the environment before printing a paper copy of this message.

Number of records in this query:	31	
Total records in survey:	31	
Percentage of total:	100.00%	
Field summary for Q1		
Which one of the three Walk Safely Milwaukee Program projects listed do you think is a priority for the Ardenwald-Johnson Creek Neighborhood Association?		
Answer	Count	Percentage
Relocating signs and mailboxes off of sidewalks (A1)	1	3.23%
Paving and other improvements to Springwater Trail trailhead at S.E. 28th Ave. and S.E. Sherret St. (A2)	12	38.71%
Improving and adding sidewalks along S.E. Harvey St. between S.E. 32nd and S.E. 40th avenues. (A3)	16	51.61%
Other	2	6.45%
No answer	0	0.00%
Not completed or Not displayed	0	0.00%
Field summary for CT3		
Where are you from?		
Answer	Count	Percentage
Milwaukee (Ardenwald) (A1)	25	80.65%
Portland (Ardenwald) (A2)	5	16.13%
Milwaukee (Hector Campbell) (A3)	0	0.00%
Milwaukee (Historic Milwaukee) (A4)	0	0.00%
Milwaukee (Island Station) (A5)	0	0.00%
Milwaukee (Lake Road) (A6)	0	0.00%
Milwaukee (Lewelling) (A7)	0	0.00%
Milwaukee (Linwood) (A8)	0	0.00%
Milwaukee (Industrial/McLoughlin Industrial) (A9)	0	0.00%
Other	1	3.23%
No answer	0	0.00%
Not completed or Not displayed	0	0.00%

SURVEY 34224 - RESULTS

Id	Which one of the three Walk Safety Milwaukee Program projects listed do you think is a priority for the Adenwald-Johnson Creek Neighborhood Association?	Which one of the three Walk Safety Milwaukee Program projects listed do you think is a priority for the Adenwald-Johnson Creek Neighborhood Association? [Other]	Your Name (optional):	Where are you from?	Where are you from? [Other]
1	Paving and other improvements to Springwater Trail trailhead at S.E. 28th Ave. and S.E. Sherret St.			Milwaukee (Adenwald)	
2	Paving and other improvements to Springwater Trail trailhead at S.E. 28th Ave. and S.E. Sherret St.			Milwaukee (Adenwald)	
3	Improving and adding sidewalks along S.E. Harvey St. between S.E. 32nd and S.E. 40th avenues.			Milwaukee (Adenwald)	
4	Paving and other improvements to Springwater Trail trailhead at S.E. 28th Ave. and S.E. Sherret St.			Milwaukee (Adenwald)	
5	Paving and other improvements to Springwater Trail trailhead at S.E. 28th Ave. and S.E. Sherret St.			Milwaukee (Adenwald)	
6	Improving and adding sidewalks along S.E. Harvey St. between S.E. 32nd and S.E. 40th avenues.			Milwaukee (Adenwald)	
7	Improving and adding sidewalks along S.E. Harvey St. between S.E. 32nd and S.E. 40th avenues.			Milwaukee (Adenwald)	
8	Paving and other improvements to Springwater Trail trailhead at S.E. 28th Ave. and S.E. Sherret St.			Portland (Adenwald)	
9	Improving and adding sidewalks along S.E. Harvey St. between S.E. 32nd and S.E. 40th avenues.			Milwaukee (Adenwald)	
10	Improving and adding sidewalks along S.E. Harvey St. between S.E. 32nd and S.E. 40th avenues.			Milwaukee (Adenwald)	
11	Paving and other improvements to Springwater Trail trailhead at S.E. 28th Ave. and S.E. Sherret St.			Portland (Adenwald)	
12	Paving and other improvements to Springwater Trail trailhead at S.E. 28th Ave. and S.E. Sherret St.			Milwaukee (Adenwald)	
13	Improving and adding sidewalks along S.E. Harvey St. between S.E. 32nd and S.E. 40th avenues.			Milwaukee (Adenwald)	
14	Improving and adding sidewalks along S.E. Harvey St. between S.E. 32nd and S.E. 40th avenues.			Milwaukee (Adenwald)	
15	Relocating signs and mailboxes off of sidewalks			Milwaukee (Adenwald)	
16	Improving and adding sidewalks along S.E. Harvey St. between S.E. 32nd and S.E. 40th avenues.			Milwaukee (Adenwald)	
17	Improving and adding sidewalks along S.E. Harvey St. between S.E. 32nd and S.E. 40th avenues.			Milwaukee (Adenwald)	
18	Paving and other improvements to Springwater Trail trailhead at S.E. 28th Ave. and S.E. Sherret St.			Portland (Adenwald)	
19	Improving and adding sidewalks along S.E. Harvey St. between S.E. 32nd and S.E. 40th avenues.			Other	Landlord of Milwaukee Adenwald house
20	Improving and adding sidewalks along S.E. Harvey St. between S.E. 32nd and S.E. 40th avenues.			Milwaukee (Adenwald)	
21	Improving and adding sidewalks along S.E. Harvey St. between S.E. 32nd and S.E. 40th avenues.			Milwaukee (Adenwald)	
22	Improving and adding sidewalks along S.E. Harvey St. between S.E. 32nd and S.E. 40th avenues.			Milwaukee (Adenwald)	
23	Paving and other improvements to Springwater Trail trailhead at S.E. 28th Ave. and S.E. Sherret St.			Milwaukee (Adenwald)	
24	Paving and other improvements to Springwater Trail trailhead at S.E. 28th Ave. and S.E. Sherret St.			Milwaukee (Adenwald)	
25	Paving and other improvements to Springwater Trail trailhead at S.E. 28th Ave. and S.E. Sherret St.			Milwaukee (Adenwald)	
26	Other	Add sidewalks to Boyd St. by narrowing the street, not taking away property and trees. This would also slow speeding drivers.		Milwaukee (Adenwald)	
27	Improving and adding sidewalks along S.E. Harvey St. between S.E. 32nd and S.E. 40th avenues.			Milwaukee (Adenwald)	
28	Other	Sidewalks on Harvey are a good idea, but so are sidewalks along Boyd St. Cars travel too fast and pedestrians and children use the street often. Mass transit riders walk along Boyd to the bus stop at the top of the street. We need sidewalks, but not at the expense of some of the older trees along Boyd.		Milwaukee (Adenwald)	
29	Improving and adding sidewalks along S.E. Harvey St. between S.E. 32nd and S.E. 40th avenues.			Portland (Adenwald)	
30	Improving and adding sidewalks along S.E. Harvey St. between S.E. 32nd and S.E. 40th avenues.			Milwaukee (Adenwald)	
31	Paving and other improvements to Springwater Trail trailhead at S.E. 28th Ave. and S.E. Sherret St.			Portland (Adenwald)	

WSMP Project Examples and Approximate Costs			
	Project	General Applicability	Cost Estimate
Amenities that improve public/pedestrian spaces	Street Trees	City-wide	\$250-\$300 each
	Benches	City-wide	up to \$2000
	Drinking Fountains	City-wide	\$1000-\$2000
	Public Art	City-wide	design dependent
	Street/intersection painting	Neighborhood, Local, and Skinny streets	Cost of paint if volunteer labor is utilized (design dependant)
	Landscaping treatments	City-wide	design dependent
	Sidewalks	City-wide	\$15-20/SF for sidewalk + \$30/LF for curb + drainage if necessary
	ADA Ramps	City-wide	\$5000/pair
	Speed bumps, humps, tables, etc	Neighborhood, Local, and Skinny streets	\$2,000-\$2,500
	Raised intersection	Collector, Neighborhood, and Local streets	\$20,000+
Reducing traffic speed with bumps, humps, cushions	Bulbouts	Collector (optional), Neighborhood, and Local streets	\$6,500
	Chicanes	Collector (optional), Neighborhood, and Local streets	\$14,000
	Chokers	Neighborhood, and Local streets	\$7000-\$10,000
	Bioswales	Collector (optional), Neighborhood, and Local streets	~\$30/LF for planter (incl. landscape)
Reducing traffic speed by restricting street width	Parklets	Collector (optional), Neighborhood, and Local streets	\$7,000-\$30,000 (design dependant)
	Traffic Circle	Collector (optional), Neighborhood, Local, and Skinny streets	~\$25,000-30,000
	Full/partial street closure	Neighborhood (optional), Local, and Skinny streets	\$15,000-\$25,000
	Diverter	Neighborhood (optional), Local, and Skinny streets	\$10,000-\$15,000
	Center median barrier	Arterial, Collector, Neighborhood, and Local streets	\$10,000+
Pedestrian safety at major street crossings	Center median with ped refuge	Collector, arterial	\$20,000-\$25,000
	Crosswalk marking	Collector, arterial	\$1,500
	Raised crosswalks	Collector, arterial	\$10,000-\$25,000
	Lighting features	City-wide	\$1000-\$10,000 per light (design dependant)
	Ped activated signal (with signal arm)	Collector, arterial	\$80,000
	Ped activated warning light (pair, pole-mounted)	Collector, arterial	\$10,000-\$15,000
	crossing countdown timer	Collector, arterial	\$10,000
	Speed feedback radar	City-wide	\$2,000-\$5,000