



Home Avenue SAFE Project Virtual Tour Meeting Summary

June 22, 2020 | 5:00 – 6:00 p.m.

Introduction

Meeting Overview and Purpose

Note: an in-person public open house was originally planned to occur in June 2020. Due to COVID-19 safety guidelines and restrictions, the in-person open house was shifted to a virtual open house format.

On June 22, 2020 between 5:00 to 6:00 p.m., the City of Milwaukie hosted a virtual project tour and neighborhood discussion about the Home Avenue SAFE project. The meeting provided a project overview, including the anticipated schedule and project goals. Additionally, staff ran a virtual video tour of the project corridor to gather neighbors' questions, concerns and feedback on opportunities and drawbacks of adding a sidewalk to either side of the street.

Participants were informed that as part of this project a continuous sidewalk will be constructed on one side of Home Avenue between King Road and Railroad Avenue, all curb ramps will be built to the current Americans with Disabilities Act (ADA) standards, the roadway will be repaved and a sewer pipe on Harrison Street will be replaced.

Meeting Attendance

A total of 34 households attended the virtual meeting.

Five project staff members supported the online discussion:

- City of Milwaukie: Beth Britell (Presenter, Project Manager), Steve Adams (City Engineer), Kelly Brooks (Assistant City Manager)
- JLA Public Involvement: Allison Brown (Facilitator), Tracie Heidt (Outreach Coordinator)

Outreach and Notification

The virtual meeting was advertised the following ways:

- Fact sheet mailed to 580 Milwaukie residents within a ¼ mile of Home Avenue (June 12, 2020)
- City of Milwaukie SAFE website ([SAFE & SSMP FY 2021 Improvements](#))
- Social media (City's Facebook and Twitter pages)
- Email reminder to the Home Avenue interested parties list
- Email invitation to Hector-Campbell NDA



Presentation Overview

A video recording of the meeting can be viewed [here](#).

Welcome and Project Overview

Allison Brown (JLA) welcomed everyone and led a round of introductions.

Beth Britell (City of Milwaukie, Project Manager) gave an overview of the project and explained that the project was just entering the design phase, which would last through 2020. Construction would begin in summer 2021. She then reviewed the project goals, which were screen-shared with the group:

- Create a continuous, 5-foot wide ADA compliant sidewalk on one side of the street.
- Preserve healthy trees as much as possible.
- Minimize impacts to existing infrastructure and private property.
- Repave the roadway to increase the lifespan and function of the street.
- Implement needed sewer repairs on SE Harrison Street (between SE 47th and Home Avenues) and on SE Home Avenue (between SE Harrison and Monroe Streets).

Tracie shared a multiple-choice poll on the screen, asking participants:

“What is your destination when you walk down Home Ave?”

- No destination/neighborhood stroll
- Grocery store
- Bus stop
- Other

The majority of the group responded with “no destination/neighborhood stroll.”

Virtual Video Tour

Allison facilitated the [video tour](#), which began just north of the Railroad Avenue intersection and traveled northward along Home Avenue. The video was stopped at predetermined points of interest or “location discussion stops” along the way or when participants had comments to share. The “location discussion stops” were as follows:

- The parking lot on the west side of Home Avenue near Railroad Avenue belonging to the apartment complex. (at :09)
- The house at 11717 SE Home Ave (west), which is older and was constructed at the right-of-way line. Existing non-ADA compliant sidewalk on the east side of Home Avenue from Railroad Avenue to north of Guido Bocci Drive. (:28)
- Power poles on the west side. (:50)
- Large trees on the east side (and one on the west side) south of Dick Street. (1:51)
- Homewood Park (west) and storm drains. (2:15)
- Sunny Corner Market parking lot near Monroe Street (2:28)
- ADA compliant sidewalk on west side of Home Ave from Harrison Street to Llewellyn Street. (3:08)

Summary of Comments and Feedback

Recurrent themes that arose from the discussion included:



- vehicle speeds on Home Avenue,
- the question of whether the sidewalk could switch back and forth between the west and east side of the street at certain places,
- safety concerns at specific intersections, such as sightlines, and the desire for striped crosswalks and curb ramps,
- desire to preserve trees,
- desire for a 4-way stop at Park Street and other traffic calming measures.

Below is a list of all questions/comments made verbally or in writing (i.e. the chat) during the meeting. Comments in quotation marks are transcribed verbatim from the chat.

At Railroad Avenue

- At Home and Railroad Avenue safety concerns when pedestrians are waiting to cross Railroad Avenue.
- Observation that few pedestrians use Railroad Ave.
- “I’ve never seen pedestrians cross Railroad, but some cyclists ride on the South side.”
- Concern for speeding on Railroad Avenue.
- Desire for sidewalk on the left (west) side of the street.
- “The apartment parking lot on Home Avenue near Railroad seems like part of the street-- there needs to be a better designation that it is a parking area.”
- “The house on home and railroad also parks a van on the sidewalk for the past several years.”
- “Also it seems less safe because it is not at a right angle to Railroad Rd- it is a difficult intersection to turn onto Home.”

At Location 3 near power poles

- Concern with narrow part of the street and speeding cars. Speed humps used to exist here but have been worn down over the years.
- “Many people walk in the street in this section though there is sidewalk.”
- “People afraid of the speed of folks coming down the hill.”
- “Some kind of calming feature near the top and bottom of the hill would be great.”
- “My dog always tries to get the bunnies on the right side.”
- “The sidewalk is narrow and difficult for people to walk together.”
- “Agreed on the blind spot on the hill, although it isn’t too bad when driving or riding a bicycle.”
- “I also want to walk on the left side going uphill.”

Park Street

- Park Street intersection is very busy.
- Four way stops requested or perhaps a curb extension at least.
- 4-way stop is needed at Park and Home (6 other participants agreed with this statement)
- “We would love Park St to be striped.”
- “Most pedestrian traffic here is on the west side, both north and south of this intersection.”
- “I kind of don’t want a stop sign there, it doesn’t seem like there is that much traffic.”
- “Bus stop at Park too.”



- “Many pedestrians from here and north on Home.”
- “Maybe a curb out there would help make it safer.”
- “A split sidewalk would make is so that no matter what, anyone going north or south here would have to cross twice. Not as safe.”

Dick Street

- Visibility issues at Dick Street intersection.
- “A mirror hanging on the pole adjacent to Dick Street would show any traffic coming north on Home.” (1 other participant agreed)
- “Three way stop here.”

Monroe Street

- Monroe and Home is dangerous intersection, some say. One person frequently experiences cars ignoring or missing the stop sign when she is out running. Another pedestrian commented that they noticed no problems with this.
- “We would love Monroe to be striped.”
- “Can you put a crosswalk w/flashing light there?”
- “At least having raised pedestrian corners would help to allow them to be seen.”
- “Yes, the misalignment causes issues, especially since non-residents use Home Ave as throughway.”

King Road

- Request for curb on west side of Home near King intersection near bus stop.
- “I think it’s important for the Home sidewalk to connect across King to the bus stops, there are kids who also may need to cross the street during rush hour.”

Project Design

- Desire to have the sidewalk cross to other side of the street at one point.
- More pedestrians walk on the west side of the street because it is wider and feels safer to them.
- Desired locations for striping crosswalks: at Monroe Street and Park Street.
- Two people would prefer to have sidewalk going north from Railroad on the east side up to Park, noting there is a good street crosswalk and pedestrian refuge there, then on west side of street to Monroe and continuing on west side to King Road. This would mean only one street crossing for those in wheelchairs.
- “If a West sidewalk meandered around this house a bit, could that also act as a speed calming feature?”
- “Would like to stay to the left side because new traffic is coming from the street on the right.”
- “Does the sidewalk have to all be on either the west or the east side? It makes sense to accommodate people's properties and existing sidewalk areas where they exist and there are narrow spaces between people's yards and the road.”

Trees

- Informal survey of hands/chat showed majority of people prefer keeping the beautiful old trees, but there was some concern about it being too dark with so many trees south of Dick Street. Concern that the roots would not disrupt the new sidewalk even if it



meanders around the trees. Idea of planting deciduous trees that shed leaves and therefore do not cause as much darkness.

- In the comment chat, 4 people wrote that they would like to keep the trees.
- “While I appreciate the beauty and age of the trees, they block the view coming out of Dick St onto Home Ave. Have nearly been hit many times coming out of Dick St.”
- “During the darker months of the year, such as Halloween the tree area is very dark.”
- “One can examine the current asphalt, you will see it is not uprooting the driveway.”
- “If the sidewalk were to fail due to the roots....who is responsible to replace it...the city or the homeowner?”
- “Please find a way to get rid of that tree in front of the park entrance while the road is being rebuilt!”
- Preserve the cedars in front of 11105 SE Home.

Speeding

- “I am mostly interested in the speed limit and signage, suggesting for a 20 MPH.”

Lighting

- “Yes, streetlights throw light into all of my windows at night!”