

# ARDENWALD NORTH IMPROVEMENTS

## PROJECT INFORMATION

Tabling Event – June 22, 2022

### About the Event:

- The table was set-up at the corner of 30<sup>th</sup> Avenue and Roswell Street from 5:30 PM – 7 PM
- Approximately 40 people attended the event

### Questions and comments from the Tabling Event:

Q: The street light on Roswell Street between 31<sup>st</sup> Avenue and 30<sup>th</sup> Avenue doesn't work. How can it get fixed?

A: Most street lights in Milwaukie are owned and operated by Portland General Electric (PGE). Should you notice a streetlight outage or on during daylight hours, please contact PGE at:

Via phone at 1-800-544-1795 (press "3"); or

Via their website at Report a Streetlight Problem form.

When reporting a streetlight outage, it is important to provide the following information:

Address of the outage;

Nearest cross street to the outage;

Pole number (on pole) if available; and

Map number (on pole) if available.

Q: We had our sanitary sewer line checked and it's in very poor shape. Why isn't it on the plans to be fixed?

A: The city maintains sanitary sewer mainlines. Our videos show the mainline is in good condition near your house. The issue is more likely your sanitary service lateral that connects your property to the mainline. The service lateral is the property owners' responsibility to maintain and repair.

Follow-up Note about planned work in streets:

Projects that include street paving will put the newly paved street on the Street Moratorium list for five years. The goal of the moratorium list is to keep the newly paved road from getting cut into for underground utility work. If work is required on these moratorium streets, it is possible to get a permit but there are pro-rated fees and additional requirements for trench patching. If a property owner knows that they will need service lateral work done, it is recommended that they schedule the needed repairs before the street is repaved.

For the Ardenwald North Project, streets planned for paving include:

Roswell Street from 32<sup>nd</sup> Avenue to west of 28<sup>th</sup> Avenue at pavement transition

Van Water Street from 32<sup>nd</sup> Avenue to 28<sup>th</sup> Avenue

28<sup>th</sup> Avenue from Roswell Street to Sherrett Street

28<sup>th</sup> Place from Roswell Street to Van Water Street

Sherrett Street from 28<sup>th</sup> Avenue to 29<sup>th</sup> Avenue

Q: Cars speed through the neighborhood. Will there be speed bumps added with this project?

A: Speed bumps will not be added as part of this project. Additional traffic calming devices have been shown to reduce vehicle speeds and can be found in Milwaukie's Transportation System Plan ( <https://www.milwaukieoregon.gov/engineering/transportation-system-plan> ) Examples of Neighborhood Traffic management "Tool Box" measures begin on Page 11-3. These include bulbouts, chicanes, and on-street parking.

Pre- and Post-construction speed studies are done for all Capital Improvement Plan (CIP) Projects. The posted speed for the streets in this area is 25 miles per hour (MPH). Based on the pre-construction traffic study, the average speed is below the posted speed of 25 MPH.

The pre-construction traffic study results show:

<b>Street Name</b>	<b>Location</b>	<b>Average Speed</b>	<b>Average Annual Daily Traffic (AADT)</b>
Van Water Street	Between 31 <sup>st</sup> Ave & 32 <sup>nd</sup> Ave	18.9 MPH	383.3
Roswell Street	Between 28 <sup>th</sup> Pl and 29 <sup>th</sup> Ave	17.8 MPH	132.9
Roswell Street	Between 31 <sup>st</sup> Ave and 32 <sup>nd</sup> Ave	16 MPH	75.6

Q: I live on 28<sup>th</sup> Place and all the parallel streets are Avenue. Why is it Place instead of Avenue?

A: The original plat for this area is available on the Clackamas County webpage. It shows that the planned names were different than the current street names. The county may have additional answer for when or why the street names were changed.

Generally, Avenue is used as the identifier for streets running north/south and Street is used for streets running east/west but there are many exceptions to this. NE 1<sup>st</sup> Avenue is located north of Milwaukie and is the first street parallel with the Willamette River. Street numbers increase as they head further east and west from the river. Looking at a map of the area, the streets are generally in-line with the numbered streets but 28<sup>th</sup> Place doesn't line up well with the other streets and it falls between 28 and 29. To maintain the number system, "Place" was used to distinguish it from "Avenue". There are several other examples in the area including 29<sup>th</sup> Place just north of Milwaukie.

Q: What is being planned for this area?

A: This project has water work, sanitary work, storm work, and street work. The water, sanitary, and storm work are all upgrades to the existing system and to bring the infrastructure to current city standards. The street work involves replacing curb ramps and sidewalk on Roswell Street to meet federal ADA compliance. Roswell Street and Van Water Street will have low profile mountable curb and gutter installed, except the section of Roswell Street that will have standard 6" curb adjacent to the sidewalk. Existing street widths vary between 14' to 30' wide. Sherrett Street, 28<sup>th</sup> Place, and 28<sup>th</sup> Avenue between Roswell Street and Van Water Street will have an asphalt

overlay the same width as current road widths. 28<sup>th</sup> Avenue from Sherrett Street to Van Water Street will have 14' wide asphalt plus curb and gutter each side. Van Water Street and Roswell Street west of 28<sup>th</sup> Avenue to 29<sup>th</sup> Avenue will have 16' wide asphalt plus curb and gutter each side. Roswell Street between 29<sup>th</sup> Avenue and 32<sup>nd</sup> Avenue will have 18' wide asphalt plus curb and gutter each side.

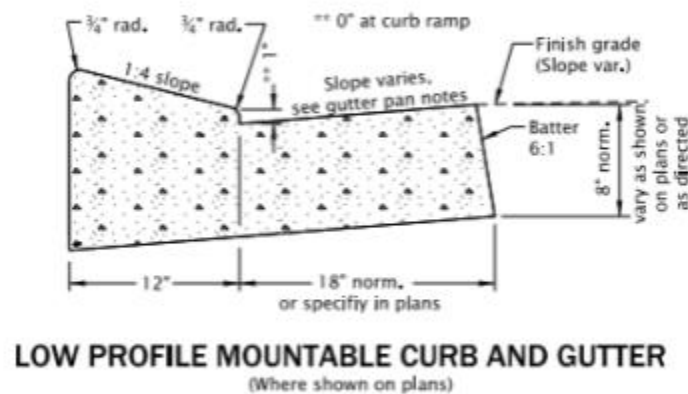
Q: When will the 60% Design plans be available?

A: The project requires some right-of-way dedication to be completed before the 60% design is posted to the project webpage. The dedication process is under-way, but there is currently no estimated time when the paperwork for the dedication will be complete.

Q: In the discussion, a modified low profile mountable curb and gutter are planned for Roswell Street and Van Water Street. How high is this curb?

A: The exact curb detail is shown on the Oregon Standard Drawings RD700. The detail shows a 12" wide curb with a gutter dimensioned as "18" norm. or specify in plans". For this project, the gutter will be 12" wide. The total curb width will be 24". The curb slope is listed as 1:4 slope, a 12" wide curb will be 3" high.

### Modifed from OSD Curbs RD 700



Modified in plans to specify 12" gutter

Q: The Ardenwald North project is within one mile of Ardenwald Elementary School. Did the city apply for a Safe Routes to School (SRTS) grant for this project?

A: Based on the available funding for this project, it is primarily an underground utility project with only a portion of the scope of work planned for sidewalk and safety improvements.

Most SRTS grants are awarded to projects where the primary project scope is improving safe routes to school. Based on SRTS criteria and the lack of existing adequate supporting material required for the application, a grant application was not submitted for this project. This does not

mean that the area is ineligible for a SRTS grant, it just means that this project did not apply for a grant. More information about the Oregon Safe Routes to School Programs is available on the state webpage: <https://www.oregon.gov/odot/Programs/Pages/SRTS.aspx>

Q: Will the missing portion of sidewalk on Roswell Street between 29<sup>th</sup> Avenue and 30<sup>th</sup> Avenue be added?

A: The portion of sidewalk beginning at 30<sup>th</sup> Avenue and heading west does not meet city standards of a five-foot-wide curb separated sidewalk. Any sidewalk installed must meet minimum standard widths. The last segment of the block without sidewalk has site constraints that limit the construction of a sidewalk, specifically a utility pole and existing trees. The street design at this location is an ADA compliant shared street, so bicycle and pedestrian needs will be met along this block. Based on feedback from the tabling event, additional review will be given to the design of this area to see what options might be possible.

Q: I recently replaced my fence. Will it need to be removed for this project?

A: All construction is planned within the public right-of-way. Street construction will be within the current pavement limits but some water work along 29<sup>th</sup> Avenue will be under the gravel shoulder. Based on the project survey, no fence lines will be impacted by the construction project if they are replaced in the same location as the original surveyed fence line.

Q: How can I comment on the project design?

A: Questions and comments are always welcome. Contact information is available on the project webpage or can be emailed to [milwaukiesafe@milwaukieoregon.gov](mailto:milwaukiesafe@milwaukieoregon.gov)