



## Introduction

On February 27, 2020, the City of Milwaukie provided an update to neighbors near the SE 42<sup>nd</sup> Avenue SAFE project about proposed pedestrian improvements, staff responses to common questions and a change in the overall project schedule. As part of this update, neighbors were encouraged to provide feedback on a series of questions related to SE 42<sup>nd</sup> Avenue and the SAFE program. Those questions have been removed from this, as the comment period is now closed. Review a summary of the questions and feedback received on the project website. Contact [info@milwaukiesafe.org](mailto:info@milwaukiesafe.org) for follow up questions and comments.

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## SE 42<sup>nd</sup> Avenue SAFE Project Update

Thanks to everyone who gave input about the preliminary design last October. We now have a few updates for you, mixed with answers to questions we heard at the open house.

### But First Some Background

This project is located on SE 42<sup>nd</sup> Avenue, between Johnson Creek Boulevard and Harvey Street. It includes:

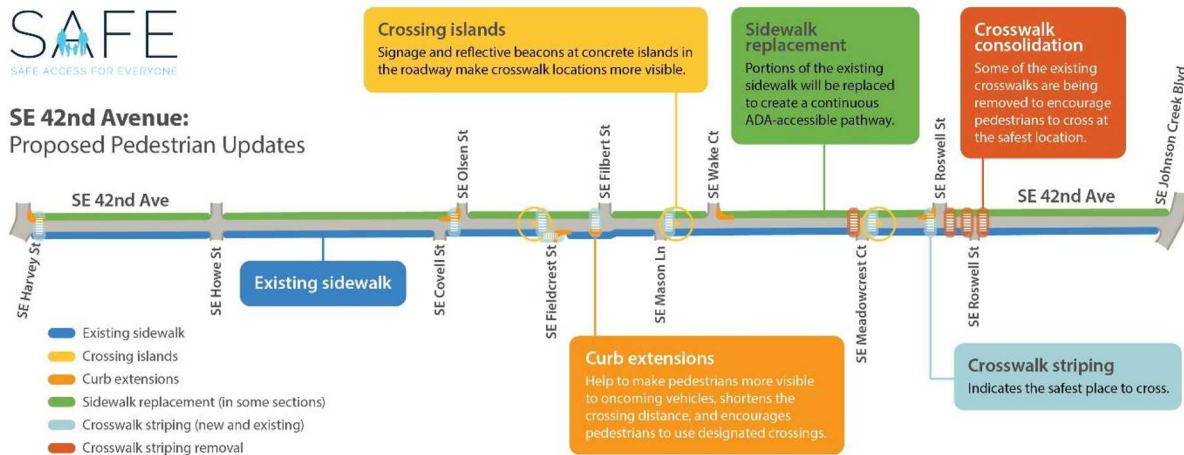
- Reconstructing portions of the sidewalk and ramps for ADA access
- Adding bike symbols
- Water system improvements
- Replacing a sewer pipe on SE 42<sup>nd</sup> Avenue between Fieldcrest Avenue and Olsen Street

### Schedule Update

Construction is now scheduled for summer 2021. To reduce construction costs, SAFE projects for both SE 42<sup>nd</sup> and SE 43<sup>rd</sup> avenues will be advertised for bid at the same time — and a single contractor will complete both projects all at once, rather than a year apart. In the meantime, the project team will continue to make progress on the project design.

## Sidewalks and Other Pedestrian Updates

With this project, we are adding several new pedestrian improvements including new sidewalks on the west side of the street. Read on to learn more.



## About ADA Access

We’re replacing portions of sidewalk on the west side of the street to make it ADA-compliant along the entire length of the project. Why just the west side? Because on the east side of the street, the sidewalk is obstructed by utility poles. These would require private-property easements to relocate.

## Questions and Answers

The following are common questions we have already received for this project, along with staff responses.

### ***Can we have rapid flashing beacons at crossings?***

The city plans to add curb extensions and concrete islands to improve street crossings. These are effective and cost efficient. The cost of installing a single rapid flashing beacon would reduce the overall project scope, so fewer sections of sidewalk could be made ADA compliant — which was the original goal of the project.

### ***Consider adding more stop signs, particularly at crosswalks.***

The intersection of SE 42nd Avenue and Howe Street has a four-way stop. The traffic volume doesn’t appear to warrant adding another stop sign. We’ll conduct more traffic studies in 2020. Meanwhile, we’ll look at other options to discourage high speeds and make crosswalks safer.

### ***Can you add improved crossings on SE 42nd Avenue where the school bus picks up?***

The project will improve multiple crossings, including where the school bus stops near the corner of SE 42<sup>nd</sup> Avenue and Harvey Street. This crosswalk will be relocated to the north, away from the corner, and additional signage will be installed.



The city also plans to remove several existing crossings at SE Roswell Street, so children and parents will cross SE 42<sup>nd</sup> Avenue at the safest spot on their way to Ardenwald Elementary School.

## Biking

### Questions and Answers

The following are common comments we have already received for this project, along with staff responses.

***People biking are not going to feel comfortable unless traffic speed slows.***

The city plans to add curb extensions, striping, and other crossing improvements that will help slow traffic and help people feel more comfortable biking.

***Improve wayfinding markings and signs to better connect the 42nd Avenue bike route to other east/west bike routes.***

The city hopes to install bike wayfinding signs citywide once major bike infrastructure has been constructed.

## Motor Traffic

This project is focused on creating safer connections for pedestrians and bicyclists and won't address adding roadway capacity. Here are some questions we have received for this project, along with staff responses.

### Questions and Answers

***What's the current speed limit? Consider adding clearer speed limit signage.***

The current speed limit is 25 miles per hour. Speed limit signage appears to meet current standards.

***Can speed bumps be installed?***

The city doesn't think speed bumps are a solution, and instead proposes a combination of curb extensions, concrete islands, and additional striping to slow traffic. Speed bumps can cause problems for road maintenance, emergency vehicle access, biking and snow removal.

***Consider adding more signals at intersections, including a signal at Johnson Creek Boulevard at 42nd.***

We know the three-way stop at SE Johnson Creek Boulevard and 42nd Avenue routinely backs up. We plan to study it in 2020 and determine how to improve it. While adding a traffic signal may be one option (it was identified as a possible project in the [Transportation System Plan](#)), it may not be the best one. We'll coordinate the upcoming study with Clackamas County and the City of Portland Bureau of Transportation because multiple agencies control segments of Johnson Creek Boulevard.

Another important consideration to adding a new traffic signal is the cost: up to half a million dollars. A traffic signal won't be part of the SE 42nd Avenue project because the cost of installing it would not leave enough funds to make this corridor ADA compliant, as promised in the city's ADA Transition Plan.



## Trees

You also asked about trees!

***Tree preservation is important.***

Agreed! Tree preservation is a priority for the city. Some of the existing sidewalks on SE 42nd will be replaced with ADA compliant sidewalks, but they won't be wider — so trees should not be impacted by this project.