

HECTOR CAMPBELL NEIGHBORHOOD REPORT

Walk Safely Milwaukie Program

February 15, 2011

The Hector Campbell Neighborhood District Association (HCNDA) has its' boundaries defined by King Road and Railroad Avenue on the north and south, by 37th Avenue and Wood Avenue on the west and east and with Monroe Avenue through its center. King Road and Railroad Avenue are major connectors through Milwaukie from I-205 and Happy Valley to McLoughlin Boulevard and Downtown Portland. Monroe Boulevard connects 82nd Avenue traffic to the 224 freeway.

Many neighbors like to use the Homewood Park play area and natural area for leisure activities, and would like to be able to allow their children to safely walk to and from Hector Campbell Elementary School.

Although the neighborhood is characterized by an almost rural nature contributed to by narrow, non-sidewalked streets, commercial and retail development concentrated at one small corner of the neighborhood, and residential lots enhanced by many mature Douglas firs and other pleasant landscaping, the through traffic from the connector streets contributes to a feeling that it is unsafe to use our roads for walking or biking. Speed and volume of traffic are viewed almost universally as detrimental to the livability of the area.

For the past four years the Milwaukie Public Safety Advisory Committee has apportioned a small fund for traffic safety projects within the city. This fund was not large enough to support the size of some of the projects that needed to be done in the neighborhoods, such as placement of sidewalks or traffic islands. So the Hector Campbell NDA welcomes the infusion of additional funding that may make it possible to complete a few projects that will increase the safety of those who want to walk and bicycle through the city. The HCNDA applauds the allocation of surplus gas tax revenue funds by the Milwaukie Department of Community Development and the work of the Milwaukie Public Safety Advisory Committee and looks forward to their continued judicious approach to the allocation of the available funds. Wherever the funds are spent, we believe that everyone in Milwaukie will benefit by the completion of these projects.

Hector Campbell Neighborhood District Association officers

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February 15, 2011

PEDESTRIANS AND BIKE RIDERS

Possible Destinations

Inside Hector Campbell Neighborhood

Safeway shopping mall 1. 

Hector Campbell Elementary School 2. 

Homewood Park 3. 


Sunny Corner Market 4. 

school bus stop (any school)

Tri-Met bus stop

friend's house

assisted living home – Home Avenue at Park Street 5. 

GracePointe Church – 42nd and Monroe 6. 

Eagle's Wings Ministries church – Garrett Avenue near Monroe

Small businesses between 40th and 42nd on Jackson and Harrison and 42nd between King Rd. and Monroe 7. 

Beyond Hector Campbell Neighborhood

King Road (for further travel - toward 82nd)

Monroe Street (either direction for further travel)

Railroad Avenue (less likely to be our neighbors and more likely to be cut-through traffic)

Milwaukie Marketplace

Downtown Milwaukie

Clackamas Town Center and Clackamas Promenade/Light Rail Station


other places bordering HC Neighborhood

churches

medical facilities –Providence Milwaukie Hospital and medical offices, Northwest Primary Medical Group and Kaiser Permanente Hospital and medical offices

Possible Walking and Biking Routes

Walking Routes

Home Avenue from Railroad Avenue to King Road (*ref. Pedestrian Master Plan, Appendices I*) 8. 

Monroe Street from 37th Avenue to Linwood


up 42nd Street from Railroad to King Road and across 42nd Street at Rio Vista, Franklin, Adams and Washington (*partially Pedestrian Master Plan, Appendices I*) 9. 

37th Avenue to Milwaukie Marketplace (*ref. Pedestrian Master Plan, Appendices I*)

Harrison Street 10. 

48th and Park Street (leads to Hector Campbell School pathway) 11. 

side streets that lead to Home Avenue, Monroe, 37th, 42nd, and King Road

Railroad Avenue has been mentioned as a possible walking route but it is far too dangerous to do so in its current state (*ref. Pedestrian Master Plan, Appendices I*) 12. 

Across Hwy 224 at Oak, 37th, Harrison and Monroe toward Downtown Milwaukie

Bicycle Routes

Home Avenue from Railroad Avenue to King Road

Monroe Street from 37th Avenue to Linwood (*ref. Bicycle Master Plan, Appendices II*)

up 42nd Street from Railroad to King Road and across 42nd Street at Rio Vista, Franklin, Adams and Washington

37th Avenue to Milwaukie Marketplace

Harrison Street (*ref. Bicycle Master Plan, Appendices II*)

48th and Park Street (leads to Hector Campbell School pathway)

side streets that lead to Home Avenue, Monroe, 37th, 42nd, and King Road

Railroad Avenue has been mentioned as a possible bicycling route but it is far too dangerous to do so in its current state (*ref. Bicycle Master Plan, Appendices II*)

Across Hwy 224 at Oak, 37th, Harrison and Monroe toward Downtown Milwaukie


Positive Designs or Features

some streets have sidewalks along all or part

the safest thing about our walking routes, other than sidewalks, is the low volume of traffic and generally slower, residential traffic, not the streets themselves. The exceptions are heavier traffic on 37th Avenue, 42nd Avenue, Monroe, Harrison, Home Avenue, and King Road

pleasant landscaping, esp. in Homewood Park, but many homes also have nice trees and shrubbery


Homewood Park is a beautiful natural area, filled with native species and inhabited by squirrels and birds. Neighbors have worked with Metro and the city of Milwaukie to create it, maintain it and assure that it is a valuable amenity to the Hector Campbell neighborhood and beyond. The addition of a small play area for 1 to 5 year-olds has greatly increased the use of the park during nice weather, and it is very commonly used by dog-walkers.

small area of commercial development within the neighborhood, with restaurants, grocery shopping, gas stations and other amenity businesses 13. 

Barriers and Negatives

cul-de-sacs and dead ends (although those who live on those streets enjoy the peace and quiet and lack of traffic and do not see this as a negative factor)


on-street parking that leaves no safe room to walk or bike, especially on Monroe Avenue

several unsafe intersections where vegetation or fencing or other barriers create visibility issues (44th and SE Jackson, the crest of the hill on Home Avenue and Wilma Ct., large puddles at Home and Monroe and Monroe and 44th, intersections with Railroad Avenue from Wood, Home, 48th, 47th, 42nd, poorly paved streets such as Jackson, Llewellyn and Harrison east of 44th) 14. 

Cut through traffic from Railroad to King Road on Home Avenue and 42nd Avenue and on Monroe east and west. Despite measured data to the contrary, neighbors consistently perceive this traffic to be higher and at greater speeds than it is. This lends itself to a negative attitude toward this traffic by neighbors.

Railroad Avenue's uneven surface, lack of sidewalks and narrow rights-of-way creates a hazard for bicyclists and pedestrians down its' entire length from Linwood Avenue to 37th. 15. 

Monroe Avenue's uneven surface and lack of sidewalks from 42nd to Linwood Avenue and beyond make it dangerous to walk or bike; however, residents would likely say they want to keep it that way to keep drivers from going any faster than they already do.


Poor road conditions on Monroe and Railroad Avenue and many side streets north of Monroe inhibit safe or comfortable walking and biking 16. 

Hwy 224 is a barrier for walking beyond the Milwaukie Market Place. The crosswalk lights do not provide a long enough time for wheelchairs or pedestrians to safely cross this very wide highway.

Motor Vehicle Focus

Driver Behavior and Traffic Behavior

Areas Where Drivers/Bikers/Pedestrians Interact Well and why

School zone crosswalk at Home and Park because of school zone warning signage, marked crosswalk and adjacent speed bumps 17. 


Monroe at Garrett Drive school zone crossing with marked crosswalk and flashing lights 18. 


Areas Where Drivers/Bikers/Pedestrians Behavior Needs Improvement


Cut through traffic on Home Avenue from Railroad Avenue to King Road, especially during commuter hours and on Friday and Saturday nights. Neighbors regularly **perceive** this traffic to exceed the speed limit.


Cut through traffic on 42nd Avenue. Most of the crashes in our neighborhood occurred on 42nd.


Travel on Monroe from 37th east at most times of the day is dominated by too fast travel and commercial vehicles such as trucks, school buses and landscaping equipment. The commercial traffic is detrimental not only because of the size of the vehicles and speed at which they travel but there is a noise factor caused by trailers and equipment bumping along due to the uneven surface of the road


Parking by parents adjacent to school access points at 47th and Franklin, 48th and Park Streets and 47th and Adams at the beginning and ending of the school day blocks through-traffic, ignores marked traffic restrictions, encourages children to walk into the street or between cars and could also be a child security issue because the vehicles parked there are not in sight of school authorities for monitoring who is there picking up children. 19. 

An unrestricted view from Home Avenue west onto King Road is partially blocked by a picket fence which probably conforms to fence height ordinances but because of the slope of the land impedes the view west from Home Avenue. 20. 


The northeast corner of 44th and Jackson is problematic due to the height of vegetation. The view when driving south on 44th and when driving west on Jackson is completely obscured by hedges. 21. 

Seasonal height of vegetation along the ditches on the north side of Railroad Avenue impairs the view from Lamplighter onto Railroad, Wood Avenue onto Railroad, Home Avenue onto Railroad, 47th onto Railroad and the bank height on 42nd at Railroad obscures the view both left and right onto Railroad Avenue. This problem is continuously raised at NDA meetings and was also mentioned in our neighborhood survey. 22. 

The intersection at Monroe and 44th is often filled with a large puddle that impairs safe driving and provides a large barrier to bicyclists and walkers. 23. 

Congestion around 42nd and Monroe during Sunday morning church services. Parking on both sides of road, and pedestrians crossing unsafely. 24. 


Although there is signage indicating children at play on the Home Avenue side of Homewood Park, there is still too-fast vehicle traffic adjacent to the park.

The intersection at Monroe and Home Avenue is not a straight intersection. There is a parking lot entrance on both Monroe and Home on the southeast side which causes confusion by those exiting or entering the lot. Large delivery trucks often park across the parking lot or along Home Avenue which impairs the view of drivers. 25. 


Although there is signage indicating children at play on Railroad Avenue and on 47th Avenue, vehicles still drive too fast around Hector Campbell School.

Although there are existing street lights, the streets often feel very dark and unsafe, especially at night and when it is raining. Despite this vehicles still drive too fast through most of the neighborhood.

Crash Data from 2006-2009 indicates that the majority of accidents in our neighborhood are at intersections where side streets meet Railroad Avenue and King Road and along 42nd Avenue. These are the streets previously mentioned where cut-through traffic **is perceived to exceed** the speed limit and road conditions. Frequent speed enforcement by the police department, better lighting and road repairs would contribute to a reduction in crashes at these sites. (*ref. Crash Data 2006-2009, Appendices*)

Business owners near the intersection of 42nd and Harrison commented that the signage and markings showing left, right and straight on turning lanes are inadequate to inform driver behavior. Many near-miss accidents and rude behavior to other drivers occur at this intersection because people do not understand what they are meant to do to go straight ahead on 42nd. Further exacerbating this behavior is that the intersection just prior to it, at 37th and Harrison, the opposite behavior is enforced, i.e., straight on requires the driver to be in the far right lane rather than the left or inside lane. 26. 

Within two blocks of our neighborhood there is an intersection that is confusing and is very dangerous to pedestrians, wheelchair users, bicyclists and motorists. The three-way intersection at

Oak and Monroe near the railroad tracks and Public Safety Building has a no-stop throughway north from Oak to left or right onto Monroe. Many motorists stop there when they shouldn't, do not indicate which they plan to turn and others just simply enter the intersection without paying attention. 27. 

Although not actually within our neighborhood's boundaries, many people have commented on the difficulty of walking from the neighborhoods across Highway 224 to downtown Milwaukie. The road is very wide, so pedestrians who try to cross the freeway while their walk light is green find it difficult to do so in the brief time allowed, and disabled persons in wheelchairs or walkers or those with children in strollers are put at enormous personal risk to try to do so. When it is dark and rainy it is difficult to see pedestrians crossing the road, which has resulted in a number of fatal car-pedestrian crashes. (ref. *Crash Data 2006-2009, Appendices*).

Cultural Barriers

Attitudes

Fear and unfamiliarity – people who do not know the neighborhood well may fear getting lost. Walking at night except on the main roads can be intimidating due to darkness.

Cost

Bicycles often cost well over \$500, and by adding the cost of helmets, passenger carriers and other equipment, the cost could be prohibitive to many

Age

Many elderly do not currently walk or bike and are very unlikely to migrate to this behavior even when they can no longer drive. They then can become isolated due to lack of local transportation amenities such as a hopper bus that would run a neighborhood route all day.

Busy Lives

Milwaukie is a blue-collar city. Families often have both parents working and for them to find the time to walk for pleasure is somewhat difficult. Further, some see the very act of exercising for good health and leisure as elitist and designed for the same people who would spend \$4 on a coffee at Starbucks when a perfectly good cup of coffee can be brewed at home for pennies.

Ways to Encourage Neighbors to Walk or Bike

Survey results indicate that people would walk or bike more if they felt safer. By adding the crosswalks, pathways and road improvements suggested earlier in this report, we believe that this would lead to a better sense of safety for neighbors that would encourage them to walk or bike more. Additional or brighter lighting on 42nd would also be helpful.

Further, development of better retail amenities in the 42nd and King Road sector would provide an incentive for people to stay in the neighborhood for coffee or dining out. Though many would not necessarily walk or bike there, more would than do so now. Nonetheless, it is difficult to imagine individuals who lead busy lives giving up their vehicles to do the weekly shopping.

A further option to encouraging walking in the neighborhood would include installation of a walking track at the lower field at Hector Campbell Elementary School. The HC PTA has been fundraising for this purpose for several months, and has submitted a grant proposal to Nike to seek funding. The estimated cost is about \$20,000. North Clackamas School District has been consulted and has approved the project, and committed to installation of the track and maintenance of it thereafter but there are some questions, including whether or not to go forward if they have to close the school due to budget constraints and how it gets funded since the School District could not do that. There has been great success with an elementary school track at Linwood Elementary School. Neighbors from other parts of the city go there to exercise, bring small children to ride bikes, and to do daily walks. As a city amenity this would be very valuable, even if the school is closed and if the city were to contract to use the buildings themselves, this could definitely be a value added project for the neighborhood and the city.

28. 

Other Livability Issues

1. Our neighborhood survey revealed a pervasive problem of barking dogs and unleashed dogs allowed to run loose. In addition to barking and loose dogs, there is no mechanism for the safe treatment of lost dogs during holidays or a week-end. If the animal finder is not able to keep the animal until County Animal Control can be contacted during the work week, the only other option is to take the animal to Fairview to the Oregon Humane Society.
2. There has been a noticeable increase in vandalism and other criminal activity within Homewood Park in the past several months. There may be underage drinking and it is a possibility that drug sales are occurring there or nearby.
3. Many people take their dogs to the park for their daily walks but do not clean up after their animals.
4. Emergency preparedness and training of individuals who can assist their neighbors during a disaster event should be a priority for all the neighborhoods. Experts in the geological field tell us a large-scale earthquake is a matter of "when" and not "if". The City itself is somewhat behind on its emergency planning efforts.
5. The bus service that is available only runs along King Road and the edge of the NDA boundary on 42nd and the service has a limited availability.

Resolution of Other Livability Issues

1. City ordinance 1528 prohibits "the maintenance of any animal which causes noise of such type, volume or duration as to disturb any person" and Code Compliance officers apply this to the barking dog issue. There is also an ordinance that covers dog behavior specifically inside city parks. Neighbors with persistent barking dog problems should contact Code Compliance officers to identify the location of the barking dog and to make a complaint. It would be helpful to provide Code Compliance with a log of dates and times of disturbances. Some arrangement should be reached with Clackamas County to provide for week-end intake of lost or abandoned dogs. Public education should be used via *The Pilot*, water bill inserts and the city's website, plus face-to-face contact with neighbors who complain, to make citizens aware of the city's responsibility toward dealing with barking and loose dogs.
2. The police department has already been asked, and is responding to, requests for more frequent and visible patrols in the area of Homewood Park.
3. The NDA will use its various publicity methods to remind people to clean up after their dogs. Since this is also a Code Compliance issue when it occurs within the park, perhaps some proactive action on behalf of those officers would be useful, such as actually spot-staffing the park from time to time and speaking to individuals to remind them of the ordinance.
4. Hector Campbell neighborhood contains three of the current seven Community Disaster Shelter Sites in Milwaukie. Eagles Wings Ministries on SE Garrett Drive, GracePointe Church on 42nd and Monroe and the Milwaukie Community Center on 42nd and Jackson are all designated to serve as temporary shelters and gathering points following a disaster event in Milwaukie.

The Milwaukie Emergency Preparedness Network has been working in collaboration with City staff to provide information about preparedness to all neighbors through *The Pilot* and through the NDAs to inform neighbors how they can help themselves and how they can work together to be prepared. When the time comes there will be considerably less fear and chaos because many people are prepared to help themselves and their neighbors while they wait for first responders to arrive in the neighborhoods. Information listing how to compile a 72-hour survival kit for families has been distributed at NDA meetings and through *the Pilot's* articles on emergency preparedness.

There is an active Community Emergency Response Team (CERT) team in Milwaukie, with monthly training and drill sessions. CERT teams will work under the direction of the City's Emergency Operations Manager and will be assigned to specific shelter sites to aid and assist during a disaster event. By training and education the CERT team members will provide a very valuable service to their own neighborhoods when the time comes to perform their role as civilian emergency responders. The City and the Milwaukie Emergency Preparedness Network have an active operation to provide outreach to Milwaukie citizens to increase enrollment in the CERT teams and to provide preparedness information to all who work and live in Milwaukie.

5. The City of Milwaukie should advocate with Tri-Met toward initiating hopper bus service that is a smaller bus dedicated to frequent (half-hour, for instance) service down neighborhood

streets, and running between downtown Milwaukie via Milwaukie Marketplace to 42nd and King Road, around streets such as Home Avenue, Logus Road, Stanley, etc. This would provide disabled and elderly and those without a vehicle a more convenient way to get around town. Current bus service only skirts the neighborhoods and is too far away for many who might otherwise use public transportation. Perhaps the Mayor could put his street cars to use by putting them on wheels and using them instead of Tri-Met buses as a trolley system.

Community Involvement

In Preparing this Report

Attendance and discussion at Hector Campbell Elementary PTA meetings

Notice to parents at Hector Campbell School requesting they complete the neighborhood survey sent home in 305 students' school homework backpacks

Email explanation and distribution of survey to 70 HCNDA neighbors on email distribution list

Discussion of project and request to complete survey made at October, November and December HCNDA regular meetings

Notice in November and December 2010 and January 2011 *Pilot* articles about survey and project

Emailed GracePointe Church with request to inform and request survey completion of their church members who live in and use the neighborhood. The church operates a large daycare.

Emailed Eagles Wings Ministries Church with request to inform and request survey completion of their church members and staff who live in and use the neighborhood.

Spoke to operators of assisted living rehab facility located on Home Avenue at Park. Clients of this facility walk up and down Home Avenue as part of their therapy.

Discussed with two business owners on 42nd Avenue

Mentioned multiple times on our neighborhood website: www.hectorcampbellnda.org

Plans for Future Involvement

Report findings will be distributed to neighbors on our email distribution list

Report findings will be distributed to both churches in the neighborhood. Their email contacts will be included on future NDA mailings.

Report findings will be distributed to business owners previously contacted during fact-finding phase of the report. They will be asked if they would like to be on the HCNDA email distribution list

Report findings will be published on our neighborhood website: www.hectorcampbellnda.org

Project Identification

Enforcement, Educational Programs, Street Design Projects for Improvement of Driver Behavior and/or Traffic Calming in these locations

Projects are listed in NDA Priority Order:

1. Frequent use of the city's speed trailer or a pole-mounted speed display device for longer stretches of time will raise awareness of those who use these roads. Corresponding law enforcement ticketing of those who go too fast will emphasize that the neighborhood and the city are serious about reducing the speed and the use of these streets as arterials rather than neighborhood residential streets. Preferred points for the speed display in Hector Campbell Neighborhood would be on Home Avenue, 47th Avenue, 42nd Avenue, Monroe Avenue, King Road, Harrison Street and Wood Avenue. Use of pole-mounted display signs would be less labor intensive and easy to move to differing locations as our priorities change.

Project Classification: Awareness and Education

Estimated Cost: \$5000 x 7 neighborhoods = **\$35,000**

Project Ranking Criteria Factors:

- 3 or more neighborhoods identify this project as one that they support
- Some proposed locations are within 1000 ft of a school
- Some proposed locations are within 500 feet of parks, commercial centers, handicapped facilities, churches, schools and multi-family housing
- Most proposed locations are on streets where driver speeds jeopardize pedestrian safety
- All NDAs report that traffic speed is a chronic problem identified by neighbors for correction

2. An asphalt pathway next to the road on the east side of Home Avenue from Wilma Ct. up to Hunter Ct. or to Park Avenue will provide a safe haven for walkers to walk out of the traffic lanes

Project Classification: Capital Project

Estimated Cost: **\$25,000 to \$30,000**

Project Ranking Criteria Factors:

- Within 1000 ft. of school zone
- Within 500 ft. of assisted living facility and used daily by brain-injured clients for rehab purposes
- Close to Park and route neighbors use to get there
- Identified as both walking and biking routes
- Matching funds up to \$15,000 available

3. A traffic mirror on each side of the road at the crest of Home Avenue at Hunter Court will allow drivers and walkers to observe vehicles coming either direction and drivers will be better able to observe walkers. This project would be considerably less expensive than a walking path.

Project Classification: Capital Project

Estimated Cost: **\$2,500**

Project Ranking Criteria Factors:

- Within 1000 ft. of school zone
- Along identified Pedestrian or Bicycle Route and Safe Routes to School
- Within 1000 ft of assisted living facility
- Promotes non-motorized use of streetscapes
- Promotion of Awareness to drivers

4. A raised crosswalk or painted pavement on 42nd at Adams will allow children and others to more easily cross as they head toward Hector Campbell School, Homewood Park, or the shopping district at 42nd near King Road. Addition of a blinking beacon would be especially suitable at this site, which is dark and overhung by large trees.

Project Classification: Capital Project

Estimated Cost: **\$10,000 to \$80,000**

Project Ranking Criteria Factors:

- On identified Pedestrian and Biking Routes
- Identified by neighbors as Safe Routes to School
- Promotes non-motorized use of streetscapes
- Proximity to school
- Has neighborhood support
- Has support by Project Partner (HC PTA)

5. A traffic island on Home Avenue just south of Homewood Park, near the intersection of Ada Lane, would slow traffic at the park. An additional one, or mini-roundabout at Park and Home Avenue, would also slow traffic considerably.

Project Classification: Capital Project

Estimated Cost: **\$12,500 - \$30,000**

Project Ranking Criteria Factors:

- Driver speeds jeopardize children at play in this area
- Next to Homewood Park
- On Safe Routes to School path
- On designated Pedestrian and Biking routes
- Has high level of neighborhood support
- Calms traffic
- Promotes safe walking

6. Build an oval asphalt ¼ mile track around the lower playing field at Hector Campbell Elementary School. This track would provide a safe destination for those in the neighborhood who want a traffic-free location to walk distances (about 1/3 mile). The track would primarily be a project planned and managed by the Hector Campbell PTA and the North Clackamas School District. However, because it could be made available for all neighbors, the NDA would like to assist in completion of the project and have input into the design of the track. This project has the potential to provide a service to neighbors in other neighborhoods as well. If Hector Campbell Elementary School closes, it could possibly become the location of public offices, in which case it could become a really valuable City amenity as well.

Project Classification: Capital Project

Estimated Cost: **\$20,000**

Project Ranking Criteria Factors

- Has support of project partners (HC PTA, No. Clackamas School District, as well as HCNDA
- Proximity to School
- Provides a city-wide amenity
- Promotes safe walking
- Has some matching funds available and would be maintained by No. Clackamas School District

7. Three neighborhoods adjoin at the north side of 42nd and King Road. This area has minimal sidewalks and a high traffic load. Neighbors are discouraged from walking to Safeway and the other businesses in the Safeway Marketplace because it is unsafe. Additional sidewalks on 43rd from King Road to Howe, additional sidewalks on the south side of Safeway east from 42nd to Home Avenue, and better design of the crosswalk at the corner of 42nd at King Road would provide a safer walking area for walkers of all abilities.

Project Classification: Capital Project

Estimated Cost: **\$1 million plus**

Project Ranking Criteria Factors:

- Multiple NDAs involved with strong neighbor support
- Located on Pedestrian and Bike Paths
- Reduces traffic speed
- Promotes safe walking

8. Parking enforcement at the locations on 47th near Franklin, 47th and Adams, and on 48th and Park will emphasize that parents must be responsible when dropping off and picking up their children, obey existing laws, and be aware of the safety factors involved.

Project Classification: Awareness and Education

Estimated Cost: **none from project; requires work assignment by existing city staff**

Project Ranking Criteria Factors:

- Located on Safe Routes to School pathway
- Within 500 feet of school
- Supported by project partner (HC PTA) and neighbors

9. Code Enforcement needs to work at advising homeowners of their responsibility for maintaining vegetation height on the margins of their property, or the city should employ a contractual arrangement with the county corrections department to cut the grass along Railroad Avenue.

Project Classification: Awareness and Education

Estimated Cost: **none from project; requires work assignment by existing city staff**

Project Ranking Criteria Factors:

- Linwood NDA and HC NDA both support this project
- Located within 500 feet of school
- Promotes non-motorized use of streetscapes
- On designated Pedestrian and Bicycle route

10. Better signage and street marking at and near the intersection of 42nd and Harrison to improve driver awareness and expected behavior for turning.

Project Classification: Awareness and Education

Estimated Cost: **\$2500 est.**

Project Ranking Criteria Factors:

- Frequent collision location
- Promotes safer walking and driving
- Community support – local businesses commented specifically on this project, as well as many neighbors

11. The placement of a roundabout at Oak and Monroe near the driveway to the fire station end of the Public Safety Building would resolve a chronic problem of unsafe traffic turns. Drivers often stop when driving north from Oak even though they are not required to. Drivers traveling east on Monroe often think the drivers from Oak should stop when they are not required to and drive into the intersection in front of oncoming vehicles. Vehicles often do not signal their intention to turn left or right until very close to the turn, which is also very confusing to other drivers.

Project Classification: Capital Project

Estimated Cost: **\$30,000**

Project Ranking Criteria Factors:

- Collision location
- Designated Pedestrian and Bicycle Route
- Calms Traffic
- Promotes Safer Walking

12. The City could investigate the actual brightness factor of the road along 42nd Avenue. Higher power or a different type of light might provide better illumination on dark and rainy nights.

Project Classification:

Estimated Cost: **unknown**

Project Ranking Criteria Factors:

- Promotes Safe Walking
- Traffic Speeds jeopardize pedestrian safety
- Neighborhood support
- Project partner support (HC PTA)
- On designated Pedestrian and Bicycle route

13. Repairs to Monroe Avenue east of 42nd Avenue are not included in the Road Paving Plan for two or three more years. Unfortunately, many of the safety issues on Monroe cannot be addressed without a complete treatment of the road to include leveling the road, creating better storm water drainage and providing sidewalks or pathways for pedestrians and bicyclists.

Project Classification:

Estimated Cost: **multi-millions**

Project Ranking Criteria Factors:

- Neighborhood support
- Traffic speed
- Bicycle and Pedestrian Route
- Promotes Safe Walking
- Calms Traffic

14. Adjustment of length of pedestrian lights to cross Hwy 224 and additional warning lights above the freeway are needed to give pedestrians, wheelchair users and parents with strollers to get across the highway safely.

Project Classification:

Estimated Cost: **unknown**

Project Ranking Criteria Factors:

- Multi-Neighborhood support
- Promotes Safe Walking
- Collision Rate
- Bicycle and Pedestrian Route

15. Repairs to Railroad Avenue along its entire length from Linwood Avenue to 37th are several years out in the Road Maintenance Plan. Many of the safety issues on Railroad Avenue cannot be addressed without a complete treatment of the road to include widening, leveling, creating adequate storm water drainage and providing sidewalks or pathways for pedestrians and cyclists.

Project Classification:

Estimated Cost: **multi-millions**

Project Ranking Criteria Factors:

- Identified Pedestrian and Bicycle Routes
- Neighborhood support
- Multi-NDA support
- Traffic speed
- Proximity to School
- Promotes safe walking

Ways this report has been shared with Hector Campbell Neighbors:

Attendance and discussion at Hector Campbell Elementary PTA meetings

Notice to parents requesting they complete the neighborhood survey sent home in 305 students' school homework backpacks

Emailed to approximately 70 neighborhood email distribution list that includes PTA leaders and school principal

Pilot newsletter articles in October, November and December highlighted purpose of survey and requested neighbors participate in survey

Personal contact with individuals, churches and businesses in neighborhood

Mentioned on our neighborhood website: www.hectorcampbellnda.org

Other NDA's involved in the preparation or ideas in this report:

All seven of the neighborhood associations have discussed the WSMP at length. Leadership Team has discussed the ways we could collaborate and the points at which neighborhood areas of interest conjoin.