



To: Interested Persons for Pedestrian and Bicycle Access Workshops

From: Ryan Marquardt (Assistant Planner), TSP Pedestrian Liaison
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Date: May 15, 2007

Subject: Follow-up from Pedestrian and Bicycle Access Workshop #2

Greetings!

We had a great turnout at the second Pedestrian and Bicycle Access workshop on May 5th and made more headway in prioritizing projects for the TSP. Thank you to all who came out to participate!

Your participation has helped us create a list of many projects that would enhance pedestrian and bicycle access in the city. The voting exercise from the May 5th workshop has helped us to prioritize which projects that pedestrians and bicyclists believe are the most important.

Issues from Workshop #2

One issue we would like to address is whether the City has a budget for the projects that were listed. Because the City has limited resources for all transportation projects, not all of the projects that were discussed will be constructed. The prioritized project lists will become part of the Transportation System Plan and will direct the City to spend available funds or seek additional funding on high-priority projects. Most pedestrian and bicycle improvements in Milwaukie will be funded by outside sources such as grants and as part of new development. The project lists that are prioritized in the TSP will guide the City when developing the City's Capital Improvement Program (CIP) or applying for state and regional grants.

Another question that was asked at the workshop was how well the City followed through on the 1997 TSP. The current process is an update to the 1997 TSP. The City is not abandoning the 1997 TSP or ignoring the work that went into its development. Unfortunately, many of the problems addressed in the 1997 TSP still exist today, so many of the solutions from the 1997 TSP may still be good to include in the update. An important outcome of the update process is the identification of additional projects and exciting new solutions such as bike boulevards that were not discussed in 1997.

Some projects have been implemented:

- Three Bridges connection (ped & bike)
- Sidewalks on SE 42nd Avenue

- McLoughlin Boulevard improvements (sidewalk and bike lanes)
- Sidewalks as a part of development
- Lake Road (sidewalks and bike lanes have been funded for construction in 2007)
- Railroad crossing at SE 37th Avenue (funded for construction in 2007)

Meeting Notes

Included here are some notes from each of the Pedestrian and Bicycle workshop sessions. ***For those interested in bicycle issues, please note that we will be scheduling a third workshop in early June to further discuss the Bike Boulevard concept.*** Tallies from the dot-voting process that we used to prioritize the capital and operational projects for both modes are attached and available on the Pedestrian and Bicycle Access webpage:

<http://www.cityofmilwaukie.org/milwaukie/projects/tspupdate/pedestrianbicycle.html>

If you were not able to attend the May 5th workshop and would like to vote for project priorities, please contact either of us before May 31st.

TSP Survey Results

We also encourage you to review the City's new report on the TSP Update Public Survey, a web-based survey that the City posted on its website with the aim of learning more about what people who live and work in Milwaukie think about the current and future transportation system. The results include a broad array of opinions but reveal a generally high level of support for investing in improvements to alternative transportation systems and supporting downtown revitalization. View the TSP Survey Results Report on the City website at:

<http://www.ci.milwaukie.or.us/milwaukie/projects/tspupdate/tspupdate.html>

As always, please call or email us if you have any questions or suggestions.

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Attachments:

1. Pedestrian Access Workshop Notes
2. Bicycle Access Workshop Notes
3. List of Prioritized Pedestrian Projects (Operational)
4. List of Prioritized Pedestrian Projects (Capital)
5. List of Prioritized Bicycle Projects (Operational)
6. List of Prioritized Bicycle Projects (Capital)

Pedestrian Access Workshop #2

May 5, 2007

Comments on pedestrian capital projects

- Intersection of SE 43rd and SE King (Project F) is not in need of improvement; the intersection of SE 42nd and SE King is more of a pedestrian hazard
- SE Railroad Avenue: any walkway on this street needs to be well separated from the travel lane (i.e.; not curb-tight sidewalks)
- Project X (walkway on SE Harmony Road from SE Linwood to the City limits) should include both north and south sides of the street
- Projects on SE Harmony Road should be coordinated with Clackamas County and their improvements on that road
- There is no sidewalk on the south side of SE Harvey Street just east of SE 32nd Avenue
- Add a walkway project to connect gaps in the sidewalks along SE International Way
- Add an intersection improvement project for SE Oak Street where it crosses the railroad line to the northwest of the Milwaukie Marketplace
- Use audible and countdown timing crosswalk signals for problem intersections
- The group is supportive of larger capital projects, such as an overpass across Highway 224, that would improve transportation for multiple modes

Comments on operations projects; other comments

- Walkway beautification, such as street trees and planter strips, would improve the pedestrian environment along routes like SE Harrison Street.
- Too many curb cuts on SE 42nd Avenue; difficult to walk with cart or stroller
- Telephone pole in the sidewalk on SE Harvey is a safety hazard
- It is difficult to get off the Springwater Trail to the busses on 99E
- Curb cuts need to be designed that do not create unsafe walking routes
- Create signage for walking paths such as those near schools
- Create a walking map that identifies walking routes through the city
- Include pedestrian amenities, such as benches, along walking routes
- Pursue grant sources such as the Safe Routes to Schools program; Identify other potential funding sources

Bicycle Access Workshop #2

Saturday, May 5, 2007

Map additions

- Problem intersections:
 - River Road to the treatment plant trail
 - Railroad Avenue to International Way (need cross-over)
 - International Way at Lake/Harmony
 - Washington/Oak/Hwy 224
- Add proposed Trolley Trail to TSP map
- Show some other shared-lane neighborhood routes on TSP map (*City staff are working on this and will pass info along to Alan at DKS.*)
- Connectivity can be increased by using alleyways and greenways (dead-end connectors). Consider adding the following routes to the map:
 - SE 71st east to back of school and north to Harmony
 - on Linwood north of King at marked school crossing then east to Stanley and beyond
 - connection to Springwater Trail at 28th/Rockvorst/Sherrett
 - to the back of North Clackamas Park via the neighborhood*(City staff are working on this and will pass info along to Alan at DKS.)*
- Bike boulevard ideas = Stanley from Railroad to Johnson Creek Boulevard, Monroe from downtown to Linwood, SE 32nd from Johnson Creek Boulevard to Harrison.
(COM staff will arrange a third public meeting to focus on the Bike Boulevard concept.)

Other ideas & comments

- Intersection issues at SE 17th & Harrison:
 - Traffic separation problem (especially in the dogleg, which is also full of debris)
 - Loop detectors aren't sensitive enough
 - Timing of the light is too short to get across McLoughlin with kids
 - Ped/bike button is out of sight and out of easy reach
 - How about using part of the Hwy 224 overpass to cross from SE 17th to Main?
- Capital project idea = establishing more exclusive paths for bikes/peds (along the river, connecting Milwaukie to the riverside path in Sellwood)
- For further research & discussion = using reflectors or some kind of striping barrier for lane designation (How do we provide bike lane protection without creating unsafe conditions for cyclists when crossing out of the bike lane?)
- What are we doing about end-of-trip facilities (racks, lock-boxes), especially where we can't require them because of development?
- Dots on the street are useful signage, though they should be larger
- Signage and route designation need to be discussed with NDAs (e.g., Island Station for making the sewage-treatment trail connection through neighborhood)
- Website for biking directions (could see about adding a Milwaukie map): www.bicycle.org
- 3E's = Enforcement on speeding and crosswalk violations; Education with maps and info in water bill mailing and Code Corner of Pilot; Encouragement with community rides. (One opinion is that enforcement is not as effective as education.)
- What things can be done with volunteer help?

Pedestrian Access

Operational Projects

#	Project	Description	Cost	Voting
1	Improved signage for safety	Signage for safety at crossings and along identified walking routes	\$	
2	Identify walkways	Provide maps and signage on streets to identify ways to get through the city	\$	3
3	Sidewalk maintenance	Clear overhanging vegetation and other obstructions from sidewalks; Repair of safety hazards on existing sidewalks	/\$/\$	5
4	Police enforcement on automobiles	Enforcement of speeding violations, including photo radar, to make the streets generally safer; Enforcement of laws related to pedestrian crossings and crosswalks	\$\$	3
5	Police enforcement on pedestrians	Enforce laws related to pedestrians and street crossings	\$\$	
6	Pedestrian safety at schools	Utilize safe routes to schools programs and resources; Distribute existing materials	/\$/\$	3
7	Improved Education	Educate general public about pedestrian safety; Inform general public about traffic laws related to pedestrians	/\$/\$	
8	Policies that encourage walking	Support mixed-use development and services near residential areas; Re-examine automobile centered policies, such as high amounts of required parking	\$	3
9	Policy to develop walkways on essential routes	Focus on construct sidewalk or appropriate walkways on important pedestrian routes	\$	3
10	Policy to develop walkways throughout the City	Construct sidewalks or appropriate walkways everywhere as development occurs or capital funds become available.	\$	2
11	Walking Maps	Develop maps that identify walking paths in the city and direct pedestrians on routes to activity centers	/\$/\$	5
12	Pedestrian Amenities along routes	Install amenities, such as benches, and similar improvements along key walking routes	\$\$	3

Pedestrian Access

Capital Projects

#	Project	Description	Cost	Voting
Intersection Improvements				
A	SE Freeman Way/Hwy 224	Includes pedestrian crosswalk upgrades, handicapped ramps at curbs, potential curb extensions and other treatments that may enhance the safety of the pedestrian environment. Increases route safety between SE Lake Road and businesses on SE International Way.	\$	
B	SE 37 th Avenue/Hwy 224	Includes pedestrian crosswalk upgrades, handicapped ramps at curbs, potential curb extensions and other treatments that may enhance the safety of the pedestrian environment.	\$	
C	SE Oak Street/Hwy 224	Includes pedestrian crosswalk upgrades, handicapped ramps at curbs, potential curb extensions and other treatments that may enhance the safety of the pedestrian environment. Increases route safety about between the neighborhoods to the west of Hwy 224 and the Milwaukie Market Place and Oak Street Square.	\$	1
D	SE Monroe Street/Hwy 224	Includes pedestrian crosswalk upgrades, handicapped ramps at curbs, potential curb extensions and other treatments that may enhance the safety of the pedestrian environment.	\$	
E	SE Harrison Street/Hwy 224	Includes pedestrian crosswalk upgrades, handicapped ramps at curbs, potential curb extensions and other treatments that may enhance the safety of the pedestrian environment.	\$	2
F	SE 43rd Avenue/SE King Road	Includes pedestrian crosswalk upgrades, handicapped ramps at curbs, potential curb extensions and other treatments that may enhance the safety of the pedestrian environment. Increases pedestrian safety to and from the Safeway and King Road shopping center.	\$	3
G	SE Olsen Street/SE 42 nd Avenue	Includes pedestrian crosswalk upgrades, handicapped ramps at curbs, potential curb extensions and other treatments that may enhance the safety of the pedestrian environment.	\$	
H	SE Railroad Avenue/SE 37 th Avenue	Includes pedestrian crosswalk upgrades, handicapped ramps at curbs, potential curb extensions and other treatments that may enhance the safety of the pedestrian environment.	\$	2
I	SE Harmony Road/SE Lake Road	Includes pedestrian crosswalk upgrades, handicapped ramps at curbs, potential curb extensions and other treatments that may enhance the safety of the pedestrian environment.	\$	1
AL	Crossing railroad tracks on SE Oak Street	Includes pedestrian crosswalk upgrades, handicapped ramps at curbs, potential curb extensions and other treatments that may enhance the safety of the pedestrian environment.	\$	3
AM	Better crossing/connectivity at Springwater Trail and 99E	Includes pedestrian crosswalk upgrades, handicapped ramps at curbs, potential curb extensions and other treatments that may enhance the safety of the pedestrian environment.	\$	2
AN	Intersections throughout the City	Install curb ramps at all intersections with sidewalks	\$	
Walkway Improvements				
J	SE 17 th Avenue from SE Ochoco Street to SE McLoughlin Boulevard	Provide sidewalks on both sides of roadway where they currently do not exist.	\$\$\$	4
K	SE McLoughlin Boulevard from SE Washington Street to City limits	Provide sidewalks on both sides of roadway where they currently do not exist. Provides a walkway between Island Station and downtown.	\$\$\$	3
L	SE Lake Road from SE Oatfield Road to Hwy 224	Provide sidewalks on both sides of roadway where they currently do not exist.	\$\$\$	2
M	SE Railroad Avenue from SE 37 th Avenue to SE Harmony Road	Provide sidewalks on north side of roadway where they currently do not exist. Connects several neighborhoods and provides a walkway along an arterial with no walkway.	\$\$\$	4
N	SE Monroe Street from SE 42 nd Avenue to City limit	Provide sidewalks on both sides of roadway where they currently do not exist. Connects several neighborhoods and provides a walkway along an arterial with no walkway.	\$\$\$	5
O	SE Logus Road from SE 43 rd Avenue to SE Stanley Road	Provide sidewalks on both sides of roadway where they currently do not exist.	\$\$	1
P	SE Olsen Street from SE 32 nd Avenue to SE 43 rd Avenue	Provide sidewalks on north side of roadway where they currently do not exist.	\$\$	

Pedestrian Access

Capital Projects

#	Project	Description	Cost	Voting
Intersection Improvements				
Q	SE Johnson Creek Boulevard from SE Harney Drive to City limits	Provide sidewalks on both sides of roadway where they currently do not exist. Creates a route on the north side of SE Johnson Creek Boulevard where there are few pedestrian crossings.	\$\$\$	2
R	SE 37 th Avenue from SE Lake Road to SE Harrison Street	Provide sidewalks on both sides of roadway where they currently do not exist.	\$\$	
S	SE 43 rd Avenue from SE Olsen Street to SE King Road	Provide sidewalks on both sides of roadway where they currently do not exist. Puts sidewalks on frequently used route to the King Road shopping center. Connects to SE 42 nd Avenue sidewalks, creating a path to the Springwater Trail.	\$\$	
T	SE Stanley Avenue from SE Johnson Creek Boulevard to SE Railroad Avenue	Provide sidewalks on both sides of roadway where they currently do not exist. Connects several neighborhood areas and creates a walkway to the Springwater Trail.	\$\$\$	4
U	SE Linwood Avenue from SE Johnson Creek Boulevard to SE Railroad Avenue	Provide sidewalks on both sides of roadway where they currently do not exist. Creates sidewalks for Linwood Elementary School students and provides a path to the Springwater Corridor.	\$\$\$	5
V	Hwy 224 from SE Oak Street to SE 37 th Avenue	Provide sidewalks on both sides of roadway where they currently do not exist.	\$\$	
W	SE International Way from SE Freeman Way to SE Lake Road	Provide sidewalks on both sides of roadway where they currently do not exist.	\$\$	3
X	SE Harmony Road to from SE Linwood Avenue to City limits	Provide sidewalks on both sides of roadway where they currently do not exist.	\$\$	2
Y	SE Home Avenue from SE Railroad Avenue to SE King Road	Provide sidewalks on both sides of roadway where they currently do not exist.	\$\$	2
Z	SE Harvey Street from SE 32 nd Avenue to SE 42 nd Avenue	Provide sidewalks on both sides of roadway where they currently do not exist.	\$	1
AA	SE Roswell Street from SE 32 nd Avenue to SE 36 th Avenue	Provide sidewalks on north side of roadway where they currently do not exist.	\$	1
AB	SE Mason Lane from SE 42 nd Avenue to SE Regents Drive	Provide sidewalks on both sides of roadway where they currently do not exist.	\$\$	
AC	SE Brookside Drive from SE Johnson Creek Boulevard to SE Regents Drive	Provide sidewalks on both sides of roadway where they currently do not exist. Further connects Lewelling neighborhood to the Springwater Trail.	\$\$	3
AD	SE Regents Drive from SE Brookside Drive to SE Winsor Drive	Provide sidewalks on both sides of roadway where they currently do not exist.	\$\$	
AE	SE Rusk Road from SE Lake Road to North Clackamas Park	Provide sidewalks on both sides of roadway where they currently do not exist. Easier access to the newly opened North Clackamas Park facility	\$\$	1
AF	Connections from North Clackamas Park to Rowe Middle School	Provide sidewalks to connect park to school.	\$\$	
AG	SE 22 nd Avenue	Provide sidewalks on both sides of roadway where they currently do not exist.	\$\$	
AH	SE Oatfield Road	Provide sidewalks on both sides of roadway where they currently do not exist.	\$\$	
AI	SE 19 th Avenue	Provide sidewalks on both sides of roadway where they currently do not exist. Connects Spring Park to the Milwaukie Riverfront Park	\$\$	
AJ	SE River Road	Provide sidewalks on both sides of roadway where they currently do not exist.	\$\$	
AK	SE International Way	Connect gaps in existing sidewalks on SE International Way	\$\$	3

Bicycle Access

Operational Projects

(re-grouped by vote totals; row in yellow was added at workshop)

#	Project	Cost	Voting
4	Signage for neighborhood bike routes	\$ or \$\$	12 votes
6	Sweeping out bike lanes	\$	12 votes
12	Education	\$	12 votes
14	Encouragement (community rides)	\$	6 votes
13	Multi-jurisdictional coordination (short-term, day-to-day)	\$	5 votes
1	Signage for treatment plant trail	\$	4 votes
8	Street-grate design	\$	4 votes
10	Milwaukie bike map	\$ or \$\$	4 votes
11	Enforcement	\$	2 votes
5	Re-striping projects	\$	2 votes
2	Signage for Springwater Trail corridor	\$	2 votes
7	Street-grate replacement	\$	0 votes
3	Signage for Sparrow Street	\$	(Moved to Capital list)
9	Safe crossings for Trolley Trail	\$	(Moved to Capital list)

Bicycle Access

Capital Projects

(re-grouped by vote totals; rows in yellow were added at workshop)

ID	Project	Cost	Voting
Intersection Improvements			
B	SE 17 th Avenue at SE McLoughlin Boulevard	\$	10 votes
A	Hwy 224 at SE 17 th Avenue	\$	9 votes
AB	Washington/Oak/224	\$	7 votes
D	SE Johnson Creek Boulevard at Springwater Trail	\$	5 votes
E	SE Johnson Creek Boulevard at SE Linwood Avenue	\$	3 votes
F	SE Linwood Avenue at SE King Road	\$	3 votes
H	SE Linwood Avenue at SE Harmony Road	\$	2 votes
AA	International Way/Lake/Harmony	\$	2 votes
G	SE Linwood Avenue at SE Monroe Street	\$	1 vote
C	SE Adams Street at SE 21 st Avenue (Railroad Crossing)	\$	0 votes
Bikeway Improvements			
Y	Bike boulevard and designated path location	\$\$	20 votes
I	SE 17 th Avenue from approximately SE Waverly Drive to Harrison Street	\$\$	7 votes
V	Sparrow & River Road (connect trail behind treatment plant)	\$	7 votes
J	SE Harrison Street from HWY 99E to SE 21 st Avenue	\$	5 votes
O	SE Railroad Avenue from SE 37 th Avenue to SE Linwood Avenue	\$\$\$	4 votes
Z	Railroad Ave. connection to International Way	\$\$	4 votes
K	SE Lake Road from SE Main Street to SE Guilford Drive	\$\$	3 votes
M	SE Harrison Street from HWY 224 to SE 42 nd Avenue	\$\$	2 votes
N	SE 37 th Avenue from SE Harrison Street to HWY 224	\$\$	2 votes
P	SE 43 rd Avenue from SE King Road to SE Filbert Street	\$\$	2 votes
L	SE Oatfield Rod from SE Guilford Court to SE Lake Road	\$	1 vote
Q	SE Linwood Avenue from SE Queen Road to SE Johnson Creek Boulevard	\$\$	1 vote
R	SE Linwood Avenue from approximately SE Juniper Street to SE Harmony Road	\$	0 votes
S	SE Rusk Road from SE Lake Road to North Clackamas Park	\$\$	0 votes
Off-street Trail Improvements			
T	Springwater Corridor from Three Bridges Area to SE 82 nd Avenue	\$\$\$	5 votes
U	Milwaukie Riverfront to Treatment Plant	\$\$	1 vote
Other			
W	Multi-jurisdictional coordination (big picture)	\$	7 votes
X	Trolley Trail design/plan/signage	\$	3 votes