

## **Bicycle Workshop #3 (Focus on Bike Boulevards)**

Saturday, June 2, 2007

### **Comments/Questions on Bike Boulevards 101 presentation**

- Do not plant tall-growing landscaping in median refuge islands (it obscures cyclists and pedestrians trying to cross street)
- Note the potential of bike boulevards for improving livability in the community and therefore being a tool for economic development
- Important to keep in mind all the various user-groups among cyclists (commuters, recreationalists, families, kids going to school, etc.)

### **Proposed Bike Boulevard Routes**

#### **SE Monroe St.**

- Diverting auto traffic off Monroe will not be popular with area residents—it is a collector street and there are few easy detours because of poor connectivity. Traffic calming will be welcomed. Maybe the phrase “neighborhood parkway” could be used to pitch the Monroe improvement idea instead of “bike boulevard.”

#### **SE Stanley Ave.**

- The section from King Road to Johnson Creek Boulevard is tricky (narrow, one hill, no or little sidewalk, and it’s a good connector for cars), but the traffic calming provided by a bike boulevard treatment would be appreciated by neighbors.
- It is important to make improvements on Railroad Ave. so that this route has a good connection at its southern terminus.
- The intersection of Stanley and Monroe should be marked for improvement.
- Keep the Safe Routes to Schools program in mind for future funding opportunities.

#### **SE 29<sup>th</sup> to Harvey to SE 37<sup>th</sup> & SE 40<sup>th</sup>**

- The Clackamas County Housing Authority site might offer a good future connection from SE 29<sup>th</sup>. Is there some way to include this possibility in the TSP?
- Signage along SE 29<sup>th</sup> should direct cyclists to other east-west connectors.
- Use SE 40<sup>th</sup> as the boulevard route south of SE Harvey—you avoid or lessen the topography issues, especially if connecting to go east on the Monroe route.
- Suggestion: do traffic counts (for both bikes and cars) on the proposed bike boulevard routes both before and after any treatments. And have some response plans ready in the event that auto traffic increases.

#### **Prioritization Vote**

- Participants were given 2 votes each to express their preference in prioritizing the three proposed boulevard routes. Results were as follows:
  - SE Monroe = 10 votes
  - SE Stanley = 7 votes
  - SE 29<sup>th</sup> to SE 40<sup>th</sup> = 1 vote

## **Wrap-Up Notes**

- For reporting problems or needs with existing facilities (debris in bike lanes, potholes, etc.) call Mike Clark in Public Works at (503) 786-7617.
- For raising other questions or issues about bicycling in the city, contact Brett and he will help you make the needed connections: (503) 786-7657 or [kerverb@ci.milwaukie.or.us](mailto:kerverb@ci.milwaukie.or.us).
- Suggestion: make the Milwaukie Bike Map (SmartTrips) available to the School District.
- Note: Heather Andrews has established a “MilwaukieBIKES” listserv for ongoing discussion about bike issues in the city. You can sign up for this group and join the conversation by going to <http://groups.yahoo.com/group/milwaukiebikes> and following the instructions. If you have trouble getting signed on, contact Heather at [haha@teleport.com](mailto:haha@teleport.com) or (503) 775-4994.
- A draft of the final version of the TSP update will be unveiled at two Open House events in early July. There will be two chances to see and comment on the draft— Thursday, July 12<sup>th</sup> from 5:30pm to 8:00pm in the cafeteria at Milwaukie High School and Sunday, July 15<sup>th</sup> during the Milwaukie Farmers Market (9:30am to 2:00pm) across from City Hall.