

Bicycles

Workshop Notes 3/24/07

Facilities

Signage

- Signage to/on trail behind treatment plant
- Signage – need better on Springwater Trail!
- Signage would help (at Sparrow) – bike lane merges with cars
- Signs for recreational riding

Paint & striping

- Lake at Harmony is bad – paint has worn off
- Linwood at Monroe is bad – striping creates a raised lip
- Need better crossing demarcation at JCBlvd & Springwater trail
- Paint striping needed at Linwood/Harmony, King
- In Portland on SE Tacoma the striping is worn off (both East and West sides)
- Cars veer into bike lane at 17th & McLoughlin (NW corner)

Debris, surface, obstructions

- 17th – gravel & debris– Needs bike lane
- Curb in way so can't clean bike lane in front of Linwood Elementary (Debris!)
- Gravel & glass under bridge – 17th – separate bikes & cars
- Lake Road would be OK to ride if not so much debris & glass
- Precision Cast Parts – left stop sign lying across trail
- West end of 3 bridges (1 block East of 17th) – all torn up – concrete chunks & construction – but shows bikes & cars [where the trail is], which is good
- Storm drain at Linwood & King problem
- Springwater bumpy (pavement is bad west of Flavel) – debris – pothole at bridge in Tideman Park
- Surface quality bad/uneven transition at 55th going West

Linwood (shared lane)

- Linwood = not a “shared lane” where it crosses JCBlvd
- Linwood – “shared lane” but shoulder is not complete – disappears – also pavement quality is bad

Lake Road

- Lake Road – one side not bike friendly
- Lower Lake Road (West) is OK – but East/upper bad

Railroad Avenue

- Railroad Avenue = bad
- Railroad crossing at Adams & 21st = bad

17th Ave. – McLoughlin – Hwy 224

- 17th & McLoughlin is worst – need loop sensors (cars turning right and bikes going straight)
- 224 & 17th bad if going north – cars don't stop
- Ramp off bike bridge over McLoughlin is badly designed – (near Pendleton Wool store)

Other Locations

- Milport intersection safety
- JCBlvd – if no [side?] line then cars veer & crowd bikes out
- Coming down River Road trying to turn into neighborhood – problem for bikes

Misc.

- International Way businesses have employee bike programs = positive potential if lanes improved
- Future trolley trail – make sure it's safe at street crossings
- Focus on making 2-way local streets better

Connectivity

Trail behind treatment plant

- Access to downtown headed north from south of Milwaukie has been improved with trail behind the Kellogg sewage treatment plant
- Riverfront Park = integrate with path behind treatment plant
- Bike trail ends before railroad bridge near treatment plant/River Road

Downtown

- I take Main Street instead of 17th
- People don't use bike lane on McLoughlin in downtown – they use sidewalk

Southern & eastern sections of town

- All southern area is bad – need East-West connections (path along Railroad Ave)
- I take Wichita instead of Linwood – maybe make this a designated bike route
- Stanley is better route North-South than Linwood

Schools & parks

- Safe routes to schools & parks – think about projects/funding in terms of schools, kids, etc.

Education & Enforcement

- People park and put signs in bike lanes (esp. King, JCBlvd, River Rd, Linwood)—could the police ticket more?
- Cars & police don't respect bike lanes – they are not a panacea – Education and enforcement are key with bike lanes
- How do we get bikers more involved?
- Idea = BTA booth at Farmer's Market

Coordination & Management

- Who maintains Springwater Trail?
- Who is property owner near/alongside Railroad Ave.?
- Clackamas County bad – won't do speed abatement
- Coordinate with Portland for better connections
- Sellwood Bridge – need bike issues addressed (contributes to car traffic on JCBlvd)

Comments

- Good connection between Springwater & NE area
- 3 Bridges = big benefit
- 1997 plan only addressed a few problems
- JCBlvd just west of 42nd – one participant was hit by someone pulling into a driveway

Milwaukie TSP – Pedestrian Access Meeting Notes from March 24, 2007 Workshop

Main Ideas	Pedestrian Objectives	Projects/ Actions	Concerns/Comments
Safe Pedestrian Environment	<ul style="list-style-type: none"> Design streets for pedestrian safety Design streets to fit with their existing context Increased amount of sidewalks to allow children to walk safely Improve pedestrian safety at schools Have a pedestrian system that is safe and accessible for all, including the elderly, youth, and disabled Utilize the Safe Routes to Schools program 	<ul style="list-style-type: none"> Enforce existing vehicle and pedestrian laws Make sidewalks on SE Washington more safe Improve pedestrian safety along SE Railroad Avenue; it is very dangerous in its present condition Maintain the existing network Use photo radar for enforcement 	<ul style="list-style-type: none"> Decrease the need for pedestrians to jaywalk SE 37th & Railroad is an unsafe pedestrian crossing that encourages jaywalking SE 42ND and Covell is a dangerous corner Lack of signage everywhere Hwy. 224 crossings feel unsafe Lack of a safe pedestrian route across Hwy. 224 into downtown SE 43rd to King: traffic is too fast; need to enforce 25 mph; Safeway will add more pedestrian trips and make the situation more hazardous; safe area to wait for the bus is needed
Improved Connectivity	<ul style="list-style-type: none"> Connections need to be made along existing routes Connect community destinations schools, parks, and other Milwaukie destinations Focus on routes near activity centers Require property owners to install sidewalks on all streets 	<ul style="list-style-type: none"> Provide cul-de-sac connections Build/improve sidewalks on arterials and collectors Build sidewalks on SE Railroad to connect with points to the east of the city Provide pedestrian pathways on SE Home Avenue Connect sidewalks with temporary paths 	<ul style="list-style-type: none"> SE Railroad Ave. is important to fix Connectivity increases safety by decreasing need to jaywalk Increasing connectivity adds neighborhood benefits by further connecting people Crossings for Hwy. 224 impede connectivity to downtown SE 43rd to King: sidewalks are narrow, dangerous, or non-existent; poor visibility along the street and poor access to Safeway
Better Driver and Pedestrian Education	<ul style="list-style-type: none"> Educate children with the Safe Routes to Schools program and the Bus to Bus program Provide general education regarding bicycle and pedestrian travel 		<ul style="list-style-type: none"> Existing educational materials not distributed well Pedestrians & cars need to be aware of crosswalk etiquette
Encourage Walking as a Transportation Mode	<ul style="list-style-type: none"> Support the Trolley Trail as an off-road path to walk Plan for seniors and kids as pedestrians Allow people to choose to walk Make downtown Milwaukie more vibrant and encourage mixed use areas to encourage walking Limit the supply of parking to force auto travel decrease and alternate modes to increase 		<ul style="list-style-type: none"> Better signage is needed for walkways Need to identify ways to get through & around the city Pedestrian network needs to serve older people in neighborhoods An aging population will add more elderly pedestrians, increase transit demand, and decrease parking demand

Additional Comments

- Funding – pedestrian projects have the opportunity for low cost solutions that increase pedestrian safety
- Design solutions may not require full street and sidewalk improvements
- One participant is wary of the proposed TSP goal to limit/reduce travel
- Acknowledge the regional context; e.g., Sunnyside area growth; Hwy. 224 is a big division
- Are there ways we can design system to create outcomes we want for City; e.g., connect destinations
- Don't focus on specific, immediate problems – think about long-term
- “flex our muscles” to think about the overall system, how what we do changes the City in the long term