

Lake Road NDA, Walk Safely Report

We went back to the next Lake Road NDA meeting and shared with the 15 people that were present the information we received at the WSMP Workshop on December 16. The three major walking areas that receive the most pedestrian use and are encompassed inside the Lake Road NDA were determined to be as follows.

- The entire length of SE Lake Road.
- SE 34th. Avenue from SE Lake to SE Washington St.
- SE Washington St. from the intersection of SE Oak to SE 32nd. Avenue.

Immediately we could discard the possibility of beginning a project anywhere on SE Lake Road due to the pending construction project for the majority of SE Lake Road inside our NDA's boundaries.

We considered the second choice, SE 34th. Avenue, but after walking the road it was determined to have decent current infrastructure in place for pedestrians.

We focused in on the third choice, Washington St. The following link will give you an overview. <http://maps.google.com/maps?ll=45.442056,-122.62808&spn=0.003041,0.009012&z=18>

This is a major funnel point for a great deal of pedestrian and bicycle traffic to access the intersection of Hwy. 224 and SE Oak St. The Albertsons mall and all of the other retail, restaurants, and medical offices across Hwy. 224 result in a great deal of foot traffic.

I walked the neighborhood twice and spoke with the residents of 4 of the 5 houses that would be most impacted by any infrastructure work on Washington. Parts of the South side of Washington have sidewalks. But they are incomplete. The sidewalks that are present are of the old style where the sidewalk is next to the street curb with no grass strip between the walk and the curb.

The homeowners liked the idea of completing the walks until they found out that the sidewalk would be of the new type, set further back from the street. This would impact the homeowners to a great extent, causing them to lose a large percentage of their yards. In some cases trees and fences would have to be removed.

This is when another possibility presented itself; instead of completing the sidewalks on the South side of Washington Street, instead we should focus on the North side.

There is quite a wide strip of grass, bushes and trees present on the dividing strip between Hwy. 224 and SE Washington. This strip now acts as a bio-swale for Hwy. 224, though I do not believe it was intended as such. With curb cutouts it could serve the same function for Washington St. We would start the project where the sidewalk ends at the corner of Oak and Washington. Constructing a path of either packed gravel or bark dust as many parks use. These paths when built properly will support pedestrian, wheel chair and bicycle use. It also reduces the use of energy intensive concrete and the problems of introducing more impermeable

surfaces when the exact opposite is desired due to water runoff issues. Build this path the length of Washington to the corner of SE 35th. Ave.

This path could meander through the vegetation and trees that are already present. Further, plantings could be incorporated as well as some park benches. This would retain and enhance the ability this strip provides of reducing some of the traffic noise from Hwy. 224 and would also improve the appearance of the neighborhood.

By placing the path on the North side, pedestrians would not have any street crossings. Thus, reducing the interactions between people and vehicles.

[I have enclosed a PDF showing a path drawn onto the map to give you an idea of what is meant.](#)

This plan was talked about and the people present at the January meeting had the entire month until our next NDA meeting to speak with other people in the Lake Road community. We all met again in February to answer any questions that might have arisen and look at the photos that I had taken. Considering that Lake Road itself is out of consideration until the widening project is completed. We reached a consensus that this project would give city of Milwaukie the most bang for the buck and would really improve what has always been a difficult street for pedestrian usage.

[The enclosed pictures illustrate some of the points that I have brought up.](#)

Photos 1 thru 5 show what the strip of land between Hwy. 224 and SE Washington St look like.

Photo 7 illustrates the difference between the old style of sidewalks on the near side of the photo and the set back style now used by Milwaukie. If we were to complete sidewalks on the South side they either would not match or the old sidewalks would have to be demolished to bring them up to the present preferred style. Very cost intensive, and would impact the homeowners on Washington greatly.

Pictures 8 thru 15 are as I walked the South side of Washington. In photos 13, 14, & 15 you can see where the homeowner was nice enough to install a gravel walkway. All of the trees would have to be removed if sidewalks were installed on this side of the street.

Photo 16 shows the Oak/Washington intersection. The sidewalk you see ends just past the telephone pole. This is where the new path would start and then continue East on Washington.

Photos 17 through 23 look North & show the barrier where 35th Ave. turns West onto Washington. As you can see by the ribbons on the fence in photos 19 and 20, East bound drivers sometimes miss the corner. A speed bump or rumble strips before the corner might help this problem.

Pictures 25 thru 28 show paths in the Portland Japanese Garden. These paths are wide and firm enough to take wheel chairs and pedestrians. They could also take bicycles. They are permeable to water and very durable.



To see all the details that are visible on the screen, use the "Print" link next to the map.



















































