



Joint PSAC/Staff Comments to the Walk Safely Milwaukie Reports

The following comments are based on discussions between PSAC and City staff during the regularly scheduled PSAC meeting on Thursday Feb 24, 2011.

General PSAC Comments:

- Ray Bryan: Appreciated the process of developing the Walk Safely Reports-especially the communication with the public.
- Jo Anne Byrd: Believed the Walk Safely Reports were a worthwhile process. The response to the survey was high and she felt they effectively reached the neighborhood.
- Linda Hedges: Felt the survey process was also beneficial in that it held surprises. Most of the survey responses were what they expected (and have heard for years), but there was some surprise, for example the number of responses which complained of problems on 42nd Ave. Going out to take on-the-ground photos was helpful. All together the Hector Campbell WSMP sub-committee dedicated over 100hrs to the report.
- Pepi Anderson: Noted with interest that most of the problems are reoccurring in each neighborhood; similar problems different locations.

General Staff Comments:

- **Make the most out of the March Design Workshop!** If you are interested in attending the design workshop please indicate your availability here: <http://doodle.com/fnz5we9fzwf43s7u>. Each NDA will be allotted a one-hour time slot, which best fits your availability, to review specific design recommendations for improving walkability and pedestrian/bike safety at your priority locations. To make best use of your time, identify 3-5 key problems or problem locations in your neighborhood to focus on during your session. Please send your priorities to Nicole, westn@ci.milwaukie.or.us, at least one week in advance of the workshop. We will print maps, take and print photos of key locations, and have any other needed materials made up and circulated between staff members to insure the workshop is a success. This session will be a great opportunity to sit down with highly experienced engineers and vet your ideas for great potential projects.
- **May is Walk and Bike to School Month!** This is a fantastic month-long awareness campaign that involves the whole family. Encourage your neighborhood school's administration or PTO/PTA to register and start planning today! The Oregon Bicycle Transportation Alliance (BTA) organizes this event and provides TONS of free resources

like snacks, incentive, prizes, organizing support, outreach materials, tips, etc. to help you get started. For more information, see their website: <http://walknbike.org/>

- **Staff resources to support education and awareness program development:** The Walk Safely Reports outline great ideas for education and awareness campaigns. These programs can be highly cost-effective and are proven to deliver results. Many examples of successful programs are all around us; such as City of Gresham's Safe Trips Program and City of Portland's Safe Routes to Schools Program. Contact Community Development staff if you are interested in having someone from one of these programs come and share information at an NDA or NDA Leadership meeting.
- The deadline for final Project Proposals for Infrastructure and Education/Awareness Projects is April 15.

Ardenwald

PSAC Comments:

- Great survey and presentation of data
- Potential problem and solution lists are long. Did the neighborhood identify top priorities?
- City Police Department would be happy to look for archives of speed data that may have been taken at priority locations. Let City Staff know if this is of interest to the NDA.
- Sidewalks and crossings seems to be the neighborhood priority, PSAC strongly supports the NDA if they choose to pursue a project proposal to address this.
- Correcting clear-site issues may be a simple, cost-effective tool for improving safety at certain crossings. PSAC suggests neighbors check for visibility issues at problem locations. Report issues to the City.
- Do the NDA's shade tree goals align with City Council goals for Tree City USA?
- Various PSAC members appreciated the weather shelter idea.
- The report mentioned missing sidewalk sections or a complete lack of sidewalks. Does the NDA have a particular location they would like to focus in on for a project(s)?
- The report mentioned the possibilities of using bulbouts for traffic calming. Does the NDA see a particular location where these can be utilized? A couple of possible locations are the crosswalks on Filbert and Olsen between 32nd and 42nd.

Staff Comments:

- Like PSAC has mentioned, this is a great summary of neighborhood responses to the online survey.
- A couple issues were mentioned in the report, i.e. crosswalk enforcement and poor lighting which may be able to be addressed outside of the WSMP. Staff has made note

of these and will follow-up internally to see if there are ways we can address some issues operationally.

- Lack of bike lanes was identified as a barrier to walking/biking. If the NDA decides to pursue a project to install more bike lanes, consider cross-referencing with the City TSP to insure proposed lanes compliment that plan.
- You have listed some great education/awareness project ideas. Is the NDA considering submitting a project proposal to pursue any of these ideas? What type of support or resources do you or anyone else in your NDA need to advance these ideas?
- Other Cities in our region (such as Portland and Gresham) have implemented very cost and effective public education and awareness campaigns. Examples include the Safe Routes to Schools and Smart Trips Programs, which both consist of delivering free biking and walking resources to households. Would Ardenwald be interested in having someone from one of these programs come and speak at a neighborhood meeting?

Hector Campbell

PSAC Comments:

- Members unanimously agree on the high quality of this report!
- PSAC acknowledges that the walking path along Home has been presented to the Committee three or four times now in recent years.
- There may be an opportunity to pursue this path in segments if the entire project cost is too high. PSAC would prefer to see part of the path than no path at all.
- Consider the impacts of potential elementary school closure on walking and locations of potential new bus stops.
- Roll projects out with an element of public education/awareness.

Staff Comments:

- Are there any education or awareness projects that were identified within this report that you would like support developing?
- Concrete and asphalt would be comparably priced materials for the Home Ave path. Gravel or other permeable surface would probably not meet ADA standards.
- You've done a fantastic job of prioritizing projects and will be very prepared for a successful Design Workshop in March.
- The Report mentions the issue of vegetation obstructing clear-site and creating visibility problems. There is a chance this issue could be addressed outside of the WSMP. Staff has made note of this and will follow-up internally to see if we can address it operationally.

- The Report mentions safety resulting from parent/child drop-off traffic in the vicinity of the school. Thank you for identifying this. It's a nation-wide trend, and quite a Catch-22. In response to this problem, PBOT developed a Stop+Walk Campaign as part of their Safe Routes to Schools Program. The campaign encourages parents to drop off their kids at a neighborhood location (i.e. a park) that is a close, safe walk from the school. The program effectively reduces congestion around the school, improving safety for everyone's kids.
- Regarding the specific projects identified; #1 is duly noted. Staff will continue conversations about best use of existing speed radar and future technology to invest in. #2, #4, and #5 are great suggestions and warrant deeper review during the workshop. For #5, a blubout with vegetated swale may be a more effective traffic calming treatment than a roundabout and would have a secondary positive water quality function. #6 is a great suggestion, but WSMP funds can only be used in the right of way.

Historic Milwaukie

PSAC Comments:

- Stylistic headings were appreciated
- PSAC supports the value of cross-walk safety improvements, especially in the vicinity of schools.
- Historic Milwaukie demonstrates interest in increasing walking by creating more pleasant corridors for walkers (with pedestrian amenities like benches, gardens etc). PSAC recognizes that this could be of interest/effective in all neighborhoods.
- PSAC/staff discussed the process for removing speed bumps. There would be a public involvement/notification process if hump removal is needed.

Staff Comments:

- Great job collecting survey data in the neighborhood. It could be very informative to see neighborhood responses shift over time as we implement successful projects and programs.
- Items 1, 2, 5, and 6 all appear viable, and should be explored more deeply in the workshop. Crosswalks, when poorly placed or designed, can actually have the effect of decreasing pedestrian safety. They can lend to an incorrect assumption that crossing is safer than it actually is, which jeopardizes pedestrian safety.
- #3 and 4 may be issues we can approach operationally, outside of the WSMP process. These Items are noted and staff will follow-up.
- Is the NDA interested in any education or awareness projects? With the proximity to so many neighborhood schools, it's a great candidate for Walk and Bike to School projects

or other awareness campaigns. Are there any programs that the NDA may be interested in learning more about or receiving funding for?

Island Station

PSAC Comments:

- Consider the impact of lightrail on River Rd. Have there been studies that indicate how traffic patterns are expected to change?
- Consider the temporary detour of the Trolley Trail. There may be potential to partner with North Clackamas Park
- How is the NDA planning to address some of the other livability factors that came out in the survey raw data (i.e. dog issue)?
- Whereas in other neighborhoods we may be treatments that *enhance* the pedestrian experience, PSAC notes that motor/non-motor traffic issues in Island Station are long-standing and are genuine concerns of human safety.
- Describe the actual current need and real solutions (dream big) even if they are not immediately fundable.

Staff Comments:

- The critical areas highlighted in the report are excellently presented.
- Level of detail is perfect for flushing out potential design solutions in these areas during the workshop.
- To make the most of your time in the workshop, consider prioritizing the projects in order of importance to the community (if they aren't already) to insure you're able to cover the highest priorities in the allotted 1-hr.

Lake Road

PSAC Comments:

- The Washington Walkway Project appears important and well supported. Are there others?
- Consider taking advantage of existing infrastructure (i.e. the pre-existing gravel walkway pictured in front of someone's home) for cost-effectiveness.
- Filling the walkway gaps could be the most cost-effective means to complete the project. The entire route may not need to meet the highest standard.

Staff Comments:

- After this year, there will be at least one additional round of WSMP funding. Make the most of the March Workshop by identifying backup project ideas. Even if you have already isolated one project to propose this year, the workshop could provide design alternatives for upcoming year(s).
- Is Lake Road interested in any education or awareness projects in your neighborhood? With the proximity to schools, it's a great candidate for Walk and Bike to School projects or other campaigns. Are there any programs that the NDA may be interested in learning more about?
- The sidewalk would not necessarily need to be setback on the south side of Washington St. A sidewalk may be curb-tight to meander around trees and vegetation. Also a sidewalk may be curb-tight due to the lack of right of way. A sidewalk should be constructed of a hard surface to meet all ADA standards. A detractor from using a gravel path is that it is not considered ADA compliant and requires constant maintenance.
- The NDA might want to look at other infill sidewalk projects throughout the neighborhood. An example is a sidewalk connection from SE 34th Ave to SE 35th Ave on SE Sellwood St. to encourage a walking destination to Century Park. A new crosswalk was installed on SE 35th Ave at the park.
- The Lake Road NDA might also want to look at Historic Milwaukie's report for partnering in a project since downtown is a common destination.

Lewelling**PSAC Comments:**

- Are there specific hedges or locations where clear-site is a particular problem?
- Are there priority locations where the NDA would like to see bus shelters?
- PSAC supports the NDAs interest in the types of community outreach outlined by Pepi; Home Zones, gathering spaces, speed monitoring, identifying and reducing signage clutter, etc.

Staff Comments:

- 43rd is the logical focus for sidewalks. The street is complicated and project cost far outside WSMP fundability. But the Design Workshop could provide some lower cost strategies to improve walkability in this area.
- The cut-thru traffic noted between Brookside and Stanley is a great item to bring to the March Design Workshop. Some creative ideas for eliminating this hazard could be identified.

- The Lewelling PE teacher has expressed significant interest in bike/ped projects with Lewelling students. Last staff communicated with him, he was planning to launch a bike safety club at the school this spring. His name is Brad Bateman, he can be contacted at batemanb@nclack.k12.or.us or 503-353-5440 x 22627
- The Walk Safely Report mentions a roundabout at Regents and Brookside and also Regents and Windsor. To install a roundabout, the amount of right of way may need to be increased to achieve a proper turning radius. A possible solution would be to install bulb outs at these locations and also look at the intersections of Regents and Rainbow along with Rainbow and Windsor. The neighborhood might achieve 3 goals in 1; reduced traffic speed, provide for stormwater treatment of runoff, and provide for beautification in these areas.
- The NDA might want to look at a paved pedestrian connection on Willow St from Windsor to 51st. Right of way is currently in place to utilize a connection.

Linwood

PSAC Comments:

- The final project proposal will benefit from a clearer map. (request one from Nicole anytime)
- Photos or other depiction of site (especially during flooding) could make the proposal more compelling
- Stanley may also have a lot of early a.m. walkers. These could be mentioned in the final project proposal.
- There is a section of reoccurring graffiti on the corner of Stanley and Monroe. Could anything be done to enhance the safety of this area?

Staff Comments:

- The lack of bus service within 1-mile of Linwood is both a challenge and an opportunity. There is significant potential to provide Safe Routes to School education and awareness campaigns in your neighborhood. Interested NDA members, PTO/PTA parents, or school administration should contact Nicole.
- City staff would be happy to support an opening-day celebration, as suggested, that coincides with International Walk and Bike to School Day.
- The Stanley Ave sidewalk infill project is a great focus. The NDA might want to look at breaking the length of the project into sections, with a focus on a sidewalk connection that is close to Linwood School and working north.