



29th Ave Greenway

March 5, 2024

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Background

1. Public requests to study leading to 2022.
2. November 2022 - Technical Memorandum by Kittleson & Associates, Inc.
 - *"Our overall assessment indicates that SE 29th Avenue corridor operates in a manner that supports its local street and shared "roadway" environment and there are no immediate needs for changes to the corridor nor to any intersections."*
3. January 2024 - community members initiated an advocacy campaign requesting stop signs
4. March 2024 - Council Meeting to explain procedure

Manual of Uniform Traffic Control Devices (MUTCD)

1. Federal Code - The Manual on Uniform Traffic Control Devices (MUTCD)... shall be recognized as the national standard for all traffic control devices installed on any street, highway, bikeway, or private road open to public travel ... (MUTCD, 2020)

2. Oregon Rules and Statutes - Traffic control devices installed on highways within the State of Oregon are required to conform to the MUTCD, published by the Federal Highway Administration (FHWA). The list of highways that are required to conform to the MUTCD includes all state highways and public roadways under the jurisdiction of cities and counties within the State of Oregon. (Oregon Supplement to the MUTCD, 2020)

3. Milwaukie Public Works Standards - Traffic Control Devices shall conform to the MUTCD for Streets and Highways, FHWA, with Oregon Supplements, Oregon Department of Transportation (latest edition). (Public Works Standards, 2020)



1. Consider vehicular, bicycle, and pedestrian traffic volumes on all approaches

MUTCD Criteria:

The combined vehicular, bicycle, and pedestrian volume entering the intersection from all approaches averages more than 2,000 units per day; (MUTCD, 2B.04)

Existing Condition:

The corridor experiences less than 300 vehicles per day, which aligns with the local street designation in the city's Transportation System Plan (TSP).

2. Consider sight distance available on each approach

MUTCD Criteria:

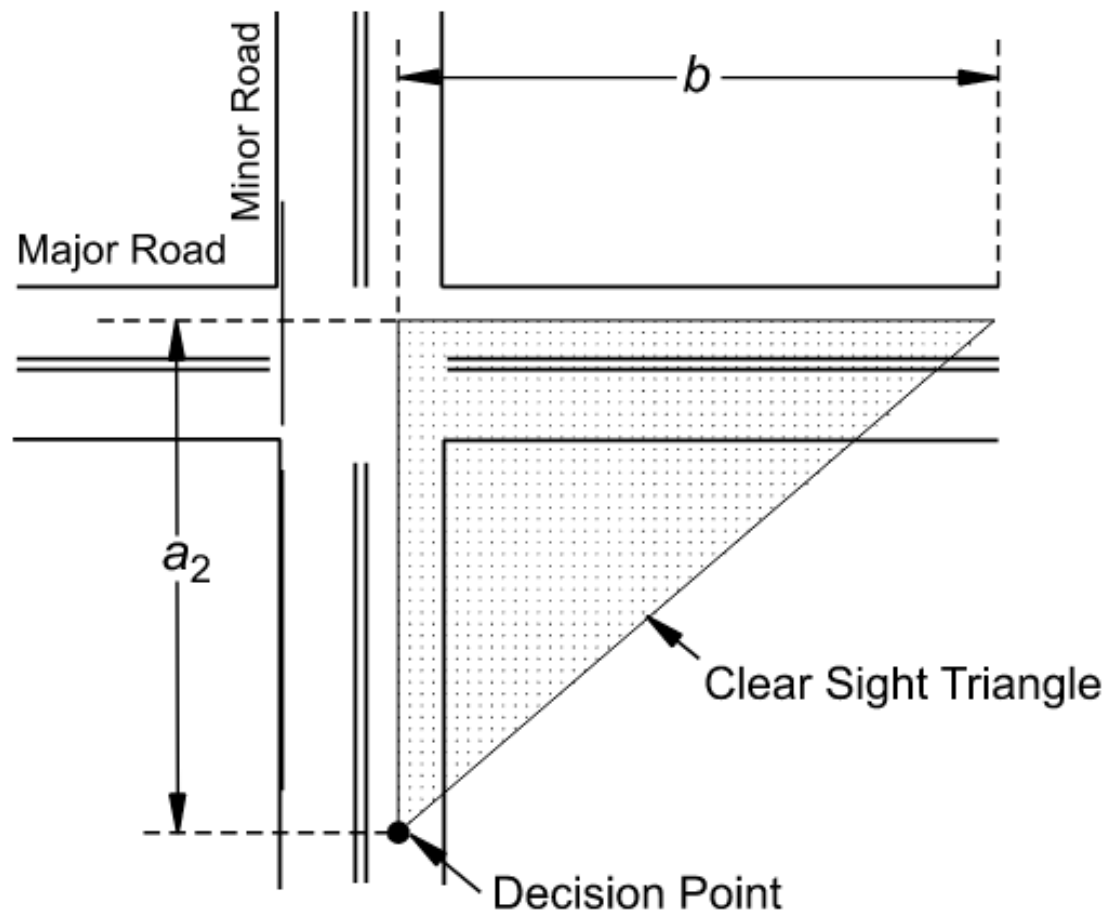
The ability to see conflicting traffic on an approach is not sufficient to allow a road user to stop or yield in compliance with the normal right-of-way rule if such stopping or yielding is necessary; and/or (MUTCD, 2B.04)

Existing Condition:

Considering Stopping Distance at 20mph: 90 feet

Considering Stopping Distance at 25mph: 115 feet

Considering Angles: All approaches are between 75° and 90°.



Approaching Sight Triangle for Viewing Traffic

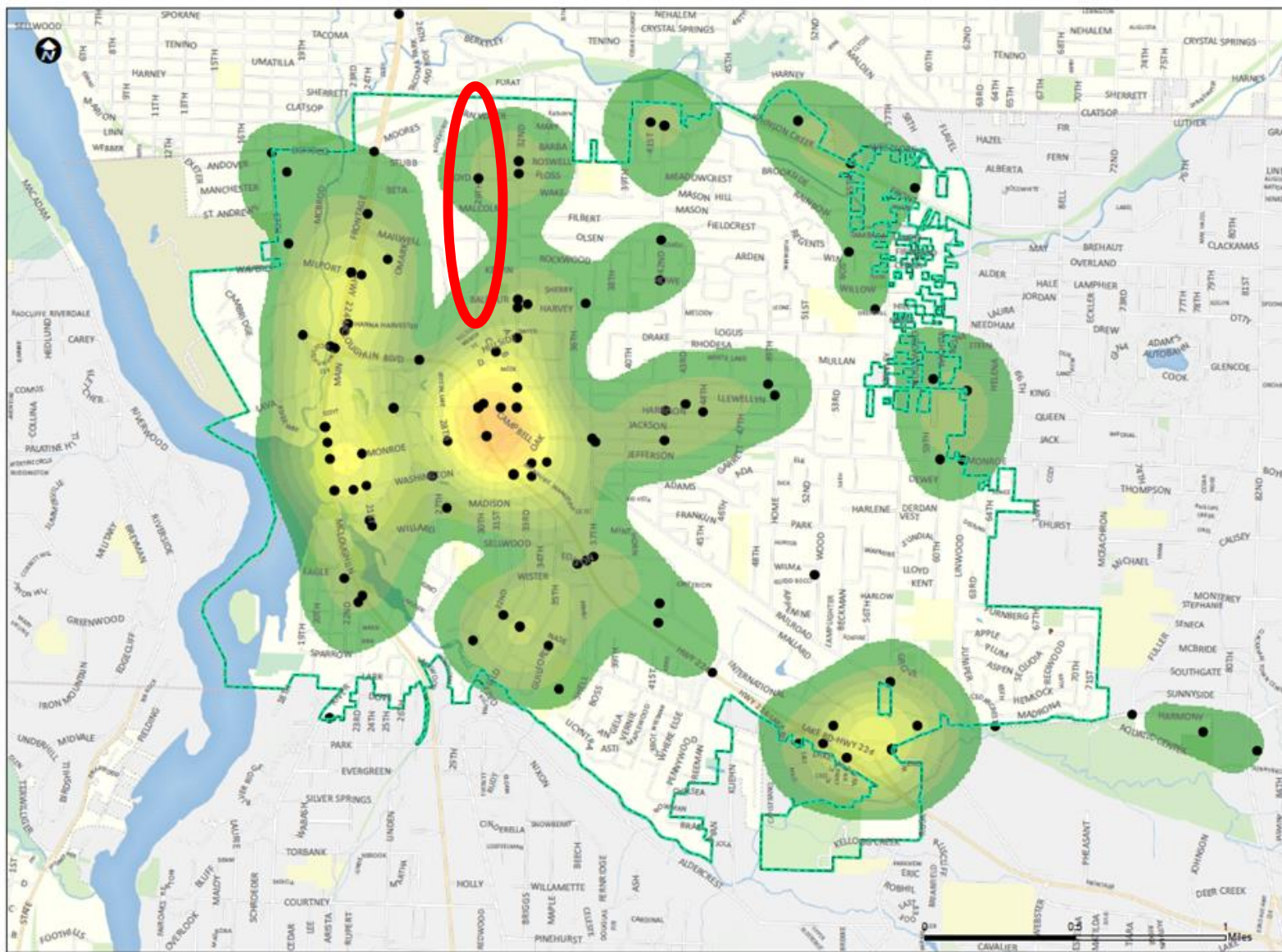
3. Consider reported crash records

MUTCD Criteria:

Crash records indicate that five (5) or more crashes that involve the failure to yield the right-of-way at the intersection under the normal right-of-way rule have been reported within a 3-year period, or that three (3) or more such crashes have been reported within a 2-year period. (MUTCD, 2B.04)

Existing Condition:

One (1) traffic crash with zero injuries or fatalities occurred in a five-year period at the time of the study and no more since.



The information depicted on this map is for general reference only. The City of Milwaukee cannot accept any responsibility for errors, omissions or positional accuracy. There are no warranties, expressed or implied. Date: 1/21/2022 including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, notification of errors would be appreciated. Data Sources: City of Milwaukee GIS, Metro Data Resource Center.





Transportation System Plan

FIGURE 3-7

FUNCTIONAL CLASSIFICATION

November 2013

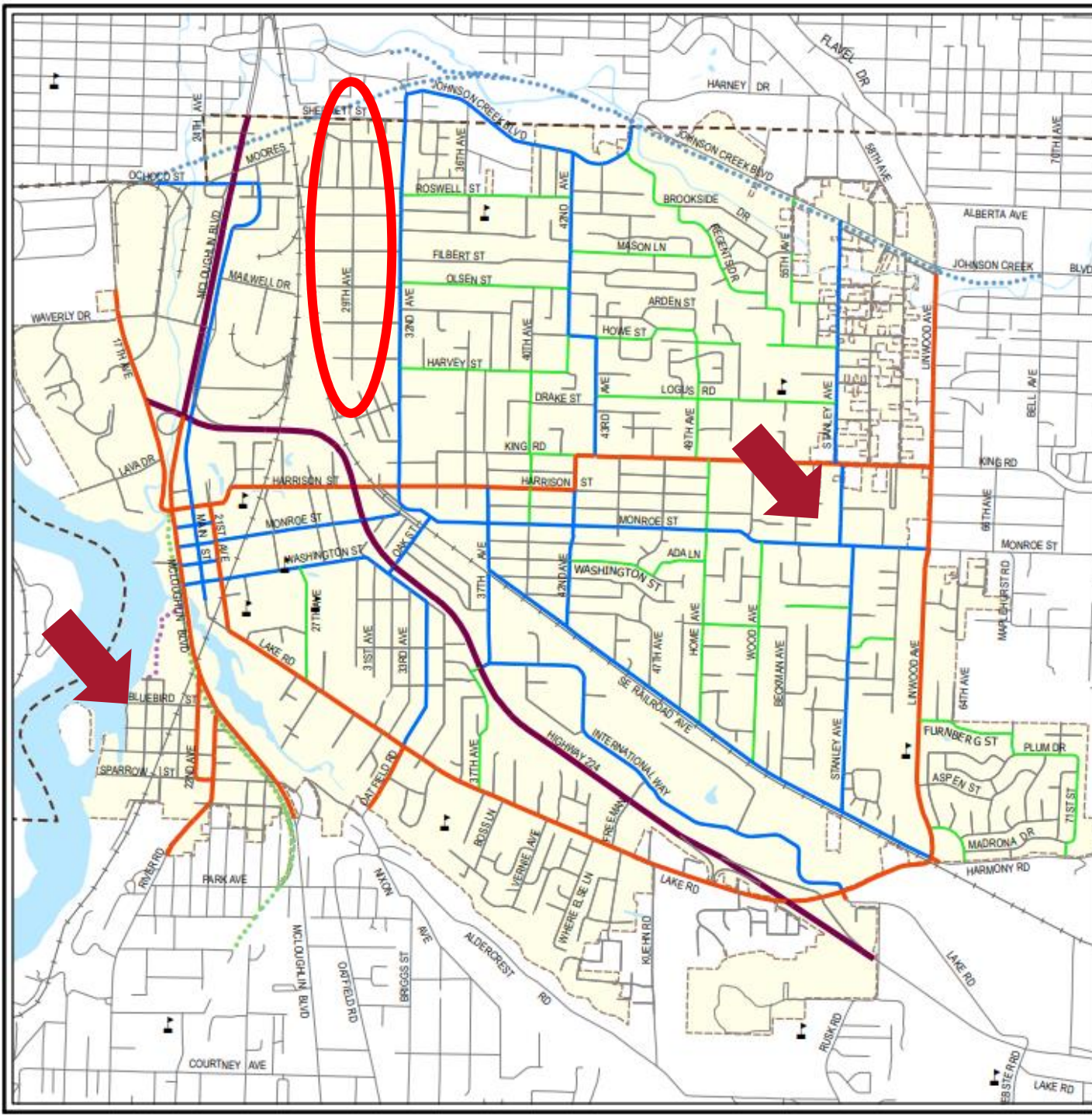
LEGEND

Functional Classification

- Regional Routes
- Arterials
- Collectors
- Neighborhood Routes
- Local

Other Map Features

- Schools
- Kellogg Creek Trail
- Springwater Trail
- Trolley Trail
- Railroad
- County Line
- Water
- City Limits



4. Consider Functional Road Classification

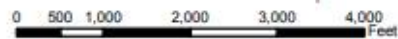
MUTCD Criteria:

An intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law;

Existing Condition:

29th Avenue and all intersecting streets are classified as local streets.

DKS Associates
TRANSPORTATION SOLUTIONS





Transportation System Plan

FIGURE 1-3

BICYCLE MASTER PLAN

October 2018

LEGEND

Existing Bicycle Facilities	Proposed Improvements
Shared Lane	Bicycle Intersection Safety Improvement
Bicycle Lane	Bicycle Lanes
Kellogg Creek Trail	Neighborhood Greenway
Springwater Trail	Central Milwaukee 2015 TSP Amendments
Trolley Trail	

Schools	Railroad	City Limits
Major Roads	County Line	Light Rail Station
Streets	Water	Light Rail Transit
	Parks	

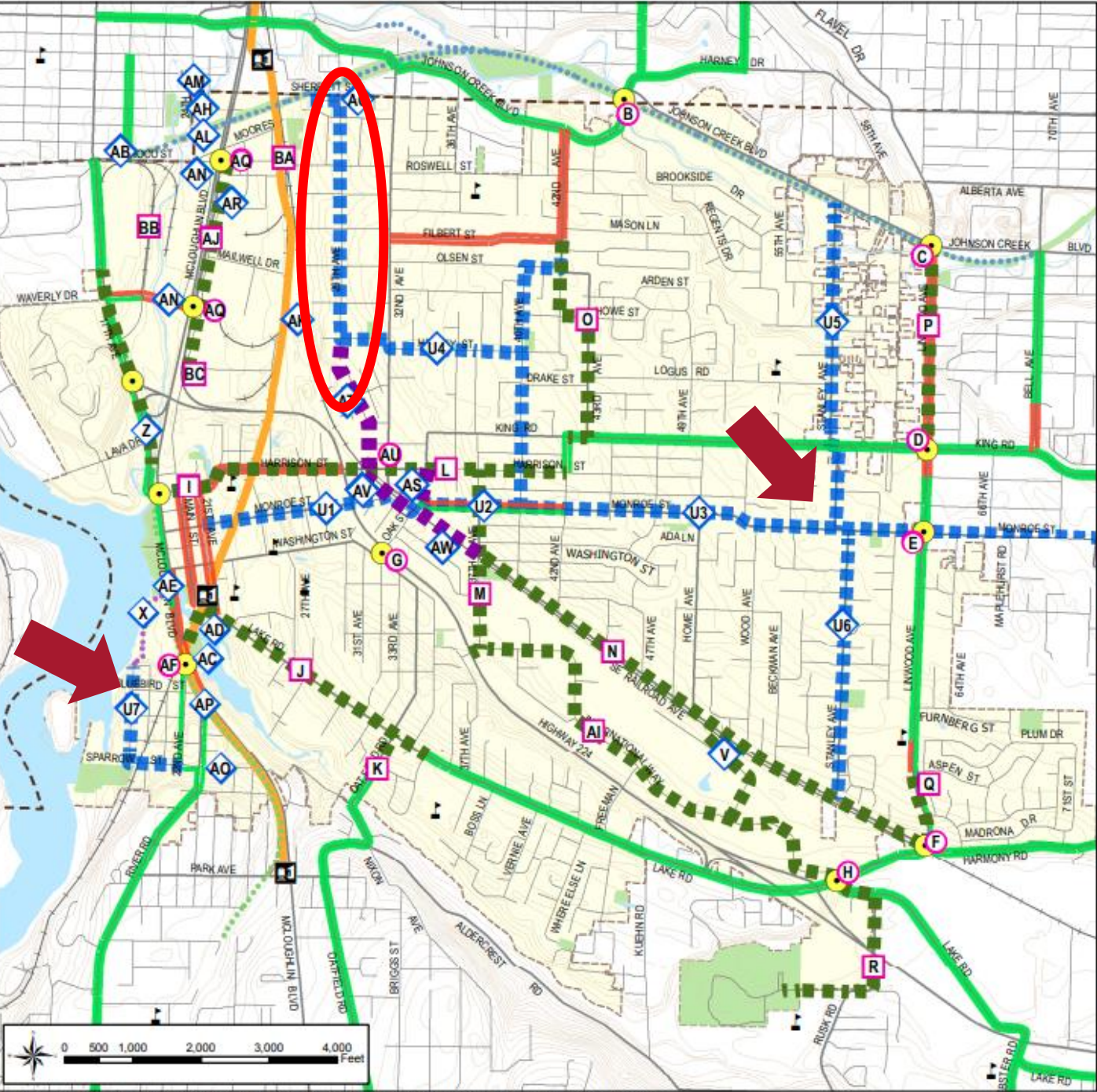
PROPOSED PROJECTS

- Improve Intersection to Increase Bicycle Safety**
- A Adams St/21st Ave/Railroad Crossing
 - B Johnson Creek Blvd/Springwater Trail
 - C Johnson Creek Blvd/Linwood Ave
 - D Linwood Ave/King Rd
 - E Linwood Ave/Monroe St
 - F Linwood Ave/Harmony Rd
 - G Washington St/Oak St/ HWY 224
 - H International Way/Lake Rd
 - I McLaughlin and 22nd
 - J McLaughlin/Ochoco/Hilport
- Provide Improved Bicycle Facilities Where not Currently Present**
- K See Table 6-2 for project descriptions B-R, AI, AJ, and BA-BC
- Enhance Existing Bicycle Connection**
- L Install Neighborhood Greenway treatments at various locations
 - M Construct bicycle overpass from Railroad Ave to International Way
 - N Improve Springwater Trail paving
 - O Improve Kellogg Creek Trail
 - P Install Trolley Trail signage
 - Q Fill in gaps in existing bike network with bike lanes or multiuse path.
 - R Improve intersection safety on 17th Ave at HWY 224 and at 99E.
- Complete Springwater Trail along Ochoco St**
- AA Construct Kronberg Park Trail
 - AB Construct bike-ped overpass over Kellogg Creek
 - AC Construct pedestrian underpass under HWY 99E at Kellogg Creek
 - AD Pave connection to Springwater Trail at 29th Ave and Sherrett
 - AE Improve connection from Springwater Corridor to Pendleton Site
 - AF Establish bike-ped connection over railroad tracks and LRT
 - AG Construct stairs to connect Springwater Corridor to McLaughlin Blvd
 - AH Construct bike-ped bridge over Johnson Creek along Clatsop St at 23rd Ave to connect to LRT station
 - AI Improve bike-ped connection to neighborhoods west of station
 - AJ Establish bike-ped path on Sparrow to connect River Rd to Trolley Trail
 - AK Establish bike-ped connection over McLaughlin at River Rd
 - AL Establish bike-ped connection to McLaughlin at Stubb St
- Provide Improved Bicycle Facilities in Central Milwaukee**
- AM See Table 6-2 for project descriptions AS, AT, AU, AV, and AW

Greenway Designation

MUTCD Criteria: None

Existing Condition: 29th Avenue is a greenway.



Original Map Created by DKS Associates in 2007. Amended by the City of Milwaukee in 2013, 2015, and 2018

Conclusion

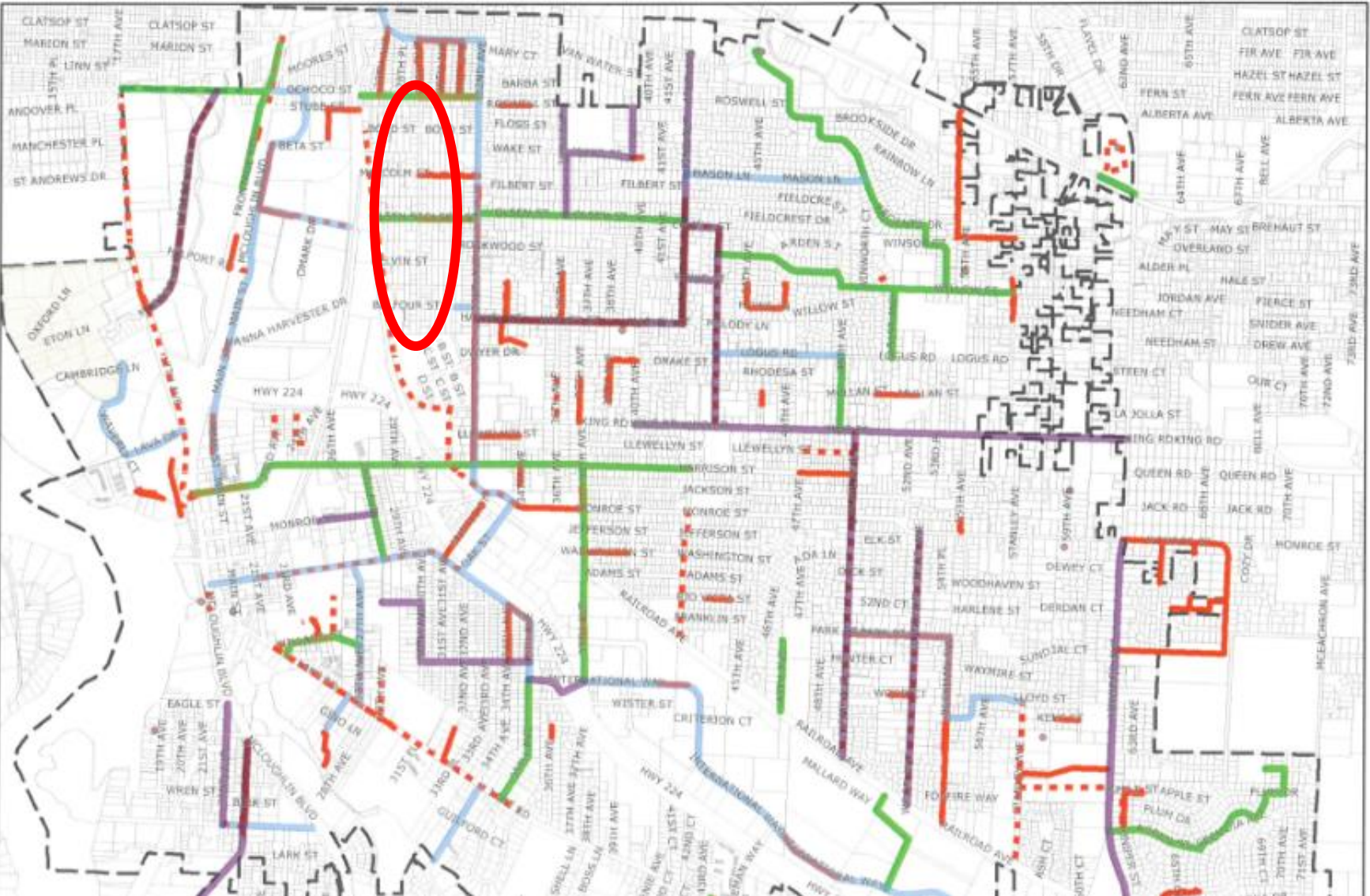
According to the study by Kittleson & Associates, Inc., which applied these standards, the 29th Avenue corridor and neighborhood greenway does not currently meet any criteria for the installation of stop signs.

The 29th Avenue corridor is a prime example of how a neighborhood greenway should operate and function within Milwaukie.

No new engineering data has been presented at this time.



SAFE and CIP Projects



Legend

- SAFE Projects - Phase 1
- SAFE Projects - Phase 2
- SAFE Projects - Phase 3
- CIP Projects
- CIP Repair Projects
- City Border





Solutions

1. Council could support changes to the TSP that provide clarity on types of enhancements that should be considered for designated bikeways.
2. Council could direct staff to include a carveout in the Spot Program to fund greenway investments.
 - wayfinding signs
 - roadway markings
 - additional sharrows
 - bike tool stands
 - maps
 - educational materials
 - other amenities

Questions

Why not place stop signs at all intersections?

Too many stop signs reduce observance of the right-of-way rule and control of intersections. Furthermore, installation of stop signs at all intersections would be very expensive. More signs in a neighborhood usually result in higher pollution and noise levels.



How do stop signs affect neighborhood traffic patterns?

Experience shows that a stop sign in one location may affect nearby traffic. Drivers may seek new routes to simply avoid the stop sign, thereby causing traffic problems in new areas. The decision to install a stop sign must be made with consideration and care.