



Work Session

WS

Milwaukie City Council

COUNCIL WORK SESSION

City Hall Council Chambers, 10501 SE Main Street
& Zoom Video Conference (www.milwaukieoregon.gov)

AGENDA

DECEMBER 3, 2024

Council will hold this meeting in-person and by video conference. The public may come to City Hall, join the Zoom webinar, or watch on the [city's YouTube channel](#) or Comcast Cable channel 30 in city limits. For Zoom login visit <https://www.milwaukieoregon.gov/citycouncil/city-council-work-session-361>.
Written comments may be delivered to City Hall or emailed to ocr@milwaukieoregon.gov.

Note: agenda item times are estimates and are subject to change.

Page #

1. **Historic City Hall – Site Visit** (4:00 p.m.)
Council and city staff will visit historic city hall (10722 SE Main Street, Milwaukie).
2. **Municipal Court Check-In – Update** (5:00 p.m.)
Staff: Kimberly Graves, Municipal Court Judge
3. **Greenway Placemaking – Discussion** (5:15 p.m.) 1
Staff: Jennifer Garbely, City Engineer
4. **Adjourn** (6:00 p.m.)

Meeting Accessibility Services and Americans with Disabilities Act (ADA) Notice

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Servicios de Accesibilidad para Reuniones y Aviso de la Ley de Estadounidenses con Discapacidades (ADA)

La ciudad se compromete a proporcionar igualdad de acceso para reuniones públicas. Para solicitar servicios de asistencia auditiva y de movilidad, favor de comunicarse a la Oficina del Registro de la Ciudad con un mínimo de 48 horas antes de la reunión por correo electrónico a ocr@milwaukieoregon.gov o llame al 503-786-7502. Para solicitar servicios de traducción al español, envíe un correo electrónico a espanol@milwaukieoregon.gov al menos 48 horas antes de la reunión. El personal hará todo lo posible para responder de manera oportuna y atender las solicitudes. La mayoría de las reuniones del Consejo de la Ciudad se transmiten en vivo en el [canal de YouTube de la ciudad](#) y el Canal 30 de Comcast dentro de los límites de la ciudad.

Executive Sessions

The City Council may meet in executive session pursuant to Oregon Revised Statute (ORS) 192.660(2); all discussions are confidential; news media representatives may attend but may not disclose any information discussed. Final decisions and actions may not be taken in executive sessions.



COUNCIL WORK SESSION

City Hall Council Chambers, 10501 SE Main Street
& Zoom Video Conference (www.milwaukieoregon.gov)

MINUTES

DECEMBER 3, 2024

Council Present: Councilors Will Anderson, Adam Khosroabadi, Rebecca Stavenjord, and Council President Robert Massey, and Mayor Lisa Batey

<p>Staff Present: Tanya Battye, Civil Engineer Joseph Briglio, Assistant City Manager Jennifer Garbely, City Engineer Justin Gericke, City Attorney</p>	<p>Kimberly Graves, Municipal Court Judge Patrick McLeod, Building Official Emma Sagor, City Manager Scott Stauffer, City Recorder</p>
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Mayor Batey called the meeting to order at 4:00 p.m.

1. Historic City Hall – Site Visit

Council, staff, and Travis Henry with Henry Point Development participated in a tour of the historic city hall building, located at 10722 SE Main Street, and received updates on the building's redevelopment work and plans for future uses.

Councilor Anderson joined the meeting at 5:00 p.m. via Zoom.

2. Municipal Court Check-in – Update

Graves reported that there were no major changes to report with the municipal court, though citations were slightly down due to some officer absences. **Graves** expressed support for the additional no parking signage for parking spots along Main Street at both Scott and Harrison streets. The group discussed the prohibited parking spaces. **Graves** noted reduced court appearance times around the holidays.

3. Greenway Placemaking – Discussion

Garbely explained that the discussion was to obtain Council's feedback on implementing the greenway parts of the Transportation System Plan (TSP).

Garbely asked Council what they thought of when thinking of greenway placemaking. Council shared thoughts on what greenway placemaking looked like to them which included using triggers that make community members aware of entering a greenway space and implementing infrastructure such as traffic calming devices that help community members who use the greenway feel safe using it.

Garbely led the group into the next question about the kind of street treatments travelers expect on greenways. The group discussed roundabouts made of materials besides plants, use of green thermal plastic and painting streets, slow street model signage, reducing speed, and reducing traffic by use of diverters. **Councilor Massey, Sagor, and Garbely** suggested the city look at taking inspiration from greenway infrastructure locally and globally to apply in a Milwaukie framework.

The group discussed community placemaking versus engineering safety buildouts and how greenway treatments help make those roadways easily identifiable to everyone using the street. **Sagor** noted that long-term costs need to be considered when installing signage for repair or replacement.

The group reviewed the city streets currently identified as greenways. They discussed whether any other existing bicycle routes should be made greenways and how information could be shared with the community about existing bicycle route infrastructure.

Garbely provided an update on the greenway work that the city already completed. The group discussed gaps in the currently completed routes. **Sagor** noted that there were funds available through the Spot Program to fund the three currently identified projects for greenway improvements, and that Council could make greenways and transportation safety a Council goal which would allow resources to be allocated to complete a greenway treatment strategy.

4. Adjourn

Mayor Batey adjourned the meeting at 6:09 p.m.

Respectfully submitted,



Nicole Madigan, Deputy City Recorder

COUNCIL STAFF REPORT

To: Mayor and City Council
Emma Sagor, City Manager

Reviewed: Joseph Briglio, Assistant City Manager

From: Jennifer Garbely, City Engineer

Subject: **Greenway Placemaking Discussion**

Date Written: Nov. 19, 2024

ACTION REQUESTED

Staff are seeking input from Council on what they envision when considering “placemaking” on greenways.

HISTORY OF PRIOR ACTIONS AND DISCUSSIONS

[March 5, 2024](#): Staff presented to Council responding to feedback about safety and appropriate treatments along the 29th Avenue greenway. Discussion occurred that 29th Avenue greenway did not feel like a greenway, so staff promised to return with low budget greenway design.

[May 7, 2024](#): Staff presented the design for the 29th Avenue greenway and requested to use Spot program funds to install.

[September 17, 2024](#): Staff provided a Capital Improvement Plan (CIP) update to Council where additional discussion on greenway placemaking was requested.

ANALYSIS**Current policy relating to greenways**

The Transportation System Plan (TSP) is the city's long-term plan for transportation improvements and includes policies and projects that could be implemented through the CIP, development review, or grant funding. Chapter 6 (Bicycle Element) of the TSP speaks to the neighborhood greenway concept and offers a toolbox of possible treatments and enhancements at the city engineer's discretion.

The enhancements are categorized by relative resource and cost requirement with Level 1 representing the least intensive and Level 5 being the most intensive. These Levels are as follows:

- Level 1: Signage (wayfinding and warning signs along and approaching the greenway)
- Level 2: Pavement markings (directional pavement markings, shared lane markings)
- Level 3: Intersection treatments (signalization, curb extensions, refuge islands)
- Level 4: Traffic calming (speed cushions, mini-Traffic circles, bulbouts, choker, center median, crosswalk markings, speed tables)
- Level 5: Traffic diversion (choker entrances, traffic diverters)

In addition to these potential enhancements, it is important to remember that there are additional considerations. When deciding if/when to apply an enhancement, the city engineer

also utilizes engineering standards to make decisions; weighs the maintenance requirements; the Staff time is a cost and require analysis; and the connection to TSP.

Current resourcing to deploy greenway treatments

Installing greenway treatments requires staff and financial resources, including to do the appropriate studies to determine appropriate treatments, to install the treatments, and then to maintain the treatments on an ongoing basis. Currently, we have programmed resources to deploy greenway toolbox elements via the following CIP projects and programs

- Spot Program - \$350,000 programmed for FY 25/26
 - Expended projects: 29th Avenue treatments (\$8,000)
 - Upcoming projects: The Spot Program has just officially launched ([see webpage https://www.milwaukieoregon.gov/engineering/safe/spot](https://www.milwaukieoregon.gov/engineering/safe/spot)), and PSAC will be considering project applications on an ongoing basis.
- CIP/Safe Access for Everyone (SAFE) Projects on Greenways
 - Monroe Greenway (\$8,174,000 programmed for FY 25/27)
 - Harvey Street Improvements (\$5,020,000 programmed for FY 25/26)
 - Stanley SAFE Improvements (\$6,000,000 programmed for FY 25/26)

There is the possibility of adding more enhancements to these projects; however, they will likely have cost considerations depending on the level of enhancement, which could require further financial and prioritization conversations. The Spot Program could be utilized in these cases. It is important to note that anything beyond what is currently queued-up as a CIP project would require a much larger conversation about prioritization due to staff capacity and resources. If the Council would like to see more projects added to the current schedule, then it may need to identify more funding sources related to transportation (i.e., increasing the SAFE rate, etc.), as well as pursuing it as a goal for the city.

Opportunities for future refinement of greenway standards

The engineering division is working with our planning staff to update the TSP. This process will include conversations and policies about greenways, bicycle and pedestrian movements, and safety. Engineering is hoping to create further clarity when it comes to greenway solutions, how we define a “greenway,” consistent levels of treatment people can expect when they travel on greenways as part of that update and looking forward to additional public engagement.

Questions for Council:

- What do you think of when you think of greenway “placemaking”?
- What treatments do you think travelers expect when they are traveling on greenways?
- Should all bike routes be greenways?
- What differentiates a greenway from other bike facilities?
- Engineering prioritizes roadways for improvement using data; the Spot Program provides ways for community to identify need. Are there big gaps you think we are missing?

BUDGET IMPACTS

Engineering may need additional funds if Council request additional work outside of the current CIP.

CLIMATE IMPACTS

Enhancing greenways gives the community an option to safely walk, bike, or roll within the city. The reduction of vehicles on the roadway also reduces emissions. In addition, greenway enhancements could incorporate tree canopy expansion, bioswales, and other vegetation, which reduce heat impacts, improve air quality, and manage stormwater runoff.

EQUITY IMPACT

Engineering projects help bring equity and accessibility to the community. CIP projects focus on the areas in Milwaukie with the greatest need and highest risk. Their goal is to improve safety and access to quality services for residents. Through our SAFE program our goal is to remove barriers for people to walk, bike, or roll safely. This includes Americans with Disabilities Act (ADA) enhancements and improving our greenways.

WORKLOAD IMPACTS

Engineering may need more resources if Council request additional work outside of the current CIP.

COORDINATION, CONCURRENCE, OR DISSENT

Engineering staff coordinate with public works, community development, finance, and the city manager's office to ensure interdepartmental coordination.

STAFF RECOMMENDATION

This report is informational only.

Attachments

1. Bike Map.



Transportation System Plan

FIGURE 6-8a

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

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/Milport
- 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**
- U1** Install Neighborhood Greenway treatments at various locations
 - V** Construct bicycle overpass from Railroad Ave to International Way
 - W** Improve Springwater Trail paving
 - X** Improve Kellogg Creek Trail
 - Y** Install Trolley Trail signage
 - Z** Fill in gaps in existing bike network with bike lanes or multiuse path. Improve intersection safety on 17th Ave at Hwy 224 and at 99E.
- Complete Existing Bicycle Connection**
- AB** Complete Springwater Trail along Ochoco St
 - AC** Construct Kronberg Park Trail
 - AD** Construct bike-ped overpass over Kellogg Creek
 - AE** Construct pedestrian underpass under Hwy 99E at Kellogg Creek
 - AG** Pave connection to Springwater Trail at 29th Ave and Sherrett
 - AH** Improve connection from Springwater Corridor to Pendleton Site
 - AK** Establish bike-ped connection over railroad tracks and LRT
 - AL** Construct stairs to connect Springwater Corridor to McLaughlin Blvd
 - AM** Construct bike-ped bridge over Johnson Creek along Clatsop St at 23rd Ave to connect to LRT station
 - AN** Improve bike-ped connection to neighborhoods west of station
 - AO** Establish bike-ped path on Sparrow to connect River Rd to Trolley Trail
 - AP** Establish bike-ped connection over McLaughlin at River Rd
 - AR** Establish bike-ped connection to McLaughlin at Stubb St
- Provide Improved Bicycle Facilities in Central Milwaukee**
- P** See Table 6-2 for project descriptions AS, AT, AU, AV, and AW



WS 3. 12/3/24
Presentation

Greenway Placemaking

December 3, 2024
Jennifer Garbely, PE



Greenway Discussion

What do you think of when you think of greenway “placemaking”?

What treatments do you think travelers expect when they are traveling on greenways?

What differentiates a greenway from other bike facilities?



Transportation System Plan

FIGURE 6-8a

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



Transportation System Plan

FIGURE 6-8a

BICYCLE MASTER PLAN

October 2018

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 - U6** Fill in gaps in existing bike network with bike lanes or multiuse path
 - U7** Improve intersection safety on 17th Ave at Hwy 224 and at 99E
 - U8** Complete Springwater Trail along Ochoco St
 - U9** Construct Kronberg Park Trail
 - U10** Construct bike-ped overpass over Kellogg Creek
 - U11** Construct pedestrian underpass under HWY 99E at Kellogg Creek
 - U12** Pave connection to Springwater Trail at 29th Ave and Sherrett
 - U13** Improve connection from Springwater Corridor to Pendleton Site
 - U14** Establish bike-ped connection over railroad tracks and LRT
 - U15** Construct stairs to connect Springwater Corridor to McLoughlin Blvd
 - U16** Construct bike-ped bridge over Johnson Creek along Oatsop St at 23rd Ave to connect to LRT station
 - U17** Improve bike-ped connection to neighborhoods west of station
 - U18** Establish bike-ped path on Sparrow to connect River Rd to Trolley Trail
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- Provide Improved Bicycle Facilities in Central Milwaukee**
- AS, AT, AU, AV, and AW** See Table 6-2 for project descriptions



Should all bike routes be greenways?



Blue highlight
completed projects

Orange highlight in
design or study

Greenway Discussion

Engineering prioritizes roadway for improvements using data; the Spot Program provides ways for the community to identify need.

What are the gaps you think we are missing?

**QUESTIONS OR
COMMENTS?**





Alerts UPDATE: SB #TThird switchbacks at Chase Center have begun. Bus shuttles are in place and providing service btwn Chase & the terminal. The 15 will provide additional T Line support. [\(More: 16 in last 48 hours\)](#)

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Slow Streets Program

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Slow Streets Program

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Check out the [Fall 2024 Slow Streets Program Update](#) to learn about new and upcoming murals on slow streets and the proposed Page Street upgrades!

Project Introduction

Slow Streets are safe, comfortable, low-vehicle-traffic routes that prioritize active transportation and community-building. These shared streets are thoughtfully designed and implemented on residential streets to provide safe, comfortable alternatives to driving. They are open to all forms of transportation, including vehicles accessing properties along the corridor, and emphasize slow and safe speeds to support a diverse mix of uses.

Slow Streets support San Francisco's goals to create a connected, citywide Active Transportation Network, eliminate deaths and severe injuries related to transportation, and encourage more people to choose low-carbon ways to travel for their daily trips. They are part of a growing, connected network of streets that are safe and welcoming places to walk, bike and roll for people of all ages and abilities. On Slow Streets, kids can bike safely to school, families can run errands, and people with disabilities can find safe, accessible space to move through their communities.

The Slow Streets Program was approved by the SFMTA Board of Directors on December 6, 2022. Our [How To Use Slow Streets fact sheet](#) provides further information about how to use Slow Streets safely and respectfully.

The SFMTA Slow Streets program includes two complementary initiatives:

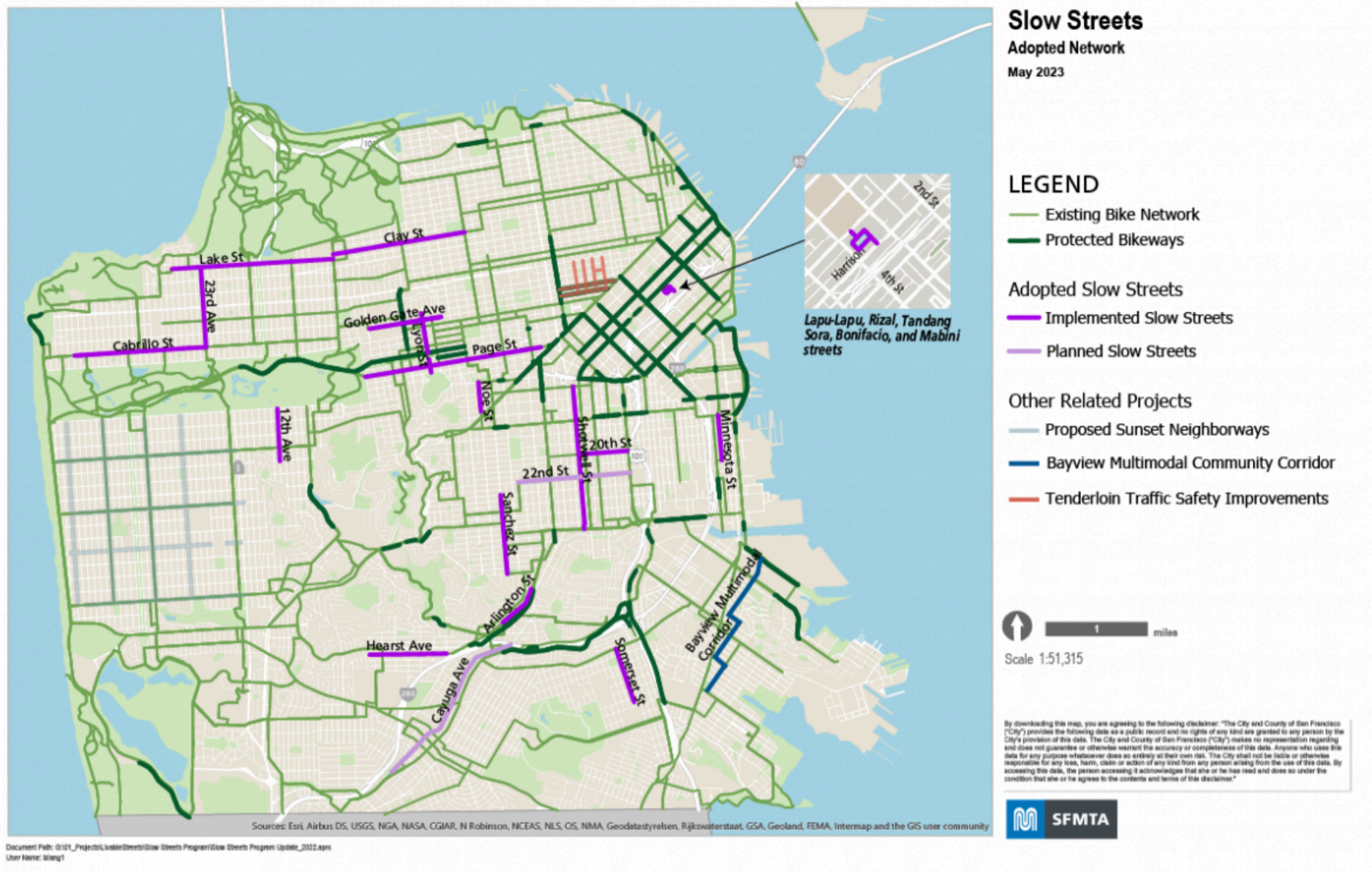
Street design: The SFMTA will implement design treatments on San Francisco streets that meet the Program's eligibility criteria to create low-stress, shared corridors that prioritize active transportation. Slow Streets use a suite of durable design treatments to create these streets, including:

- Turn restrictions
- Traffic diverters
- Traffic calming (i.e. speed humps, cushions, tables)
- STOP signs
- Roadway narrowing
- Wayfinding signs + pavement markings

Community building: In an effort to enhance placemaking on Slow Streets, the SFMTA launched the Slow Streets Mural Pilot Program in 2023. The murals will be designed, implemented, and maintained by community members and be painted directly onto the street pavement. The murals will not only brighten Slow Streets around the city with art, but also promote Slow Streets as community spaces and slow vehicle traffic.



Where to find Slow Streets in San Francisco



The Slow Streets concept works best on primarily residential streets that are relatively flat, straight, and have mostly stop-controlled intersections instead of traffic signals. MUNI routes and emergency response corridors do not work as Slow Streets. The current list of Program corridors includes:

- [12th Avenue](#), from Lincoln Way to Lawton Street
- [20th Street](#), from Shotwell Street to Potrero Avenue
- 22nd Street, from Bryant Street to Chattanooga Avenue (pending further outreach)
- [23rd Avenue](#), from Lake Street to Cabrillo Street
- [Arlington Street](#), from Roanoke Street to Randall Street
- [Cabrillo Street](#), from 45th Avenue to 23rd Avenue
- [Cayuga Avenue](#), from Naglee Avenue to Rousseau Street
- [Clay Street](#), from Arguello Boulevard to Steiner Street
- [Golden Gate Avenue](#), from Parker Street to Broderick Street
- [Hearst Avenue](#), from Ridgewood Avenue to Baden Street
- [Lake Street](#), from Arguello Boulevard to 28th Avenue
- [Lyon Street](#), from Turk Street to Haight Street
- [Minnesota Street](#), from Mariposa Street to 22nd Street
- [Noe Street](#), from Duboce Avenue to Beaver Street
- [Page Street](#), from Stanyan Street to Octavia Boulevard
- [Sanchez Street](#), from 23rd Street to 30th Street
- [Shotwell Street](#), from Cesar Chavez to 14th Street
- [SoMa Slow Streets](#): Lapu-Lapu, Rizal, Tandang Sora, Bonifacio and Mabini streets between Folsom Street and Harrison Street
- [Somerset Street](#), from Silver Avenue to Woolsey Street

Program goals and criteria

Through the Slow Streets program, the SFMTA aims to expand the city's growing Active Transportation network and encourage more people of all ages and abilities to travel by low-carbon modes. It's essential that Slow Streets are safe, comfortable, shared corridors for all. To make Slow Streets work, traffic volumes need to stay low, as do vehicle speeds. The SFMTA is taking a data-driven approach to ensuring Slow Streets meet the following low-stress criteria, taking guidance from National Association of City Transportation Officials standards:

- Vehicle volumes of 1,000 per day or less
- Vehicle speeds of 15 mph or less

The SFMTA will collect data on both traffic volumes and speeds and adjust corridor designs as necessary to achieve true low-stress corridors.

Additionally, it's important for all users of Slow Streets to follow guidelines for behavior and use on these corridors. At a high level: Everyone is welcome, and please go slow! For more in-depth guidelines, please review our [How To Use Slow Street Fact Sheet](#) for best practices to keep everyone feeling safe and welcome.

Implementation and program expansion

Following the establishment of the Slow Streets program by the SFMTA Board of Directors on December 6, 2022, the Program team will be focused on collecting data on all corridors to inform any additional design changes needed to meet the Program targets.

Potential corridors for program expansion will be identified through community outreach, parallel SFMTA efforts like the [Biking and Rolling Plan](#), and resident input.

Funding

This program was made possible in part by Proposition K Sales Tax dollars provided by the San Francisco County Transportation Authority.



Contact Information

slowstreets@sfmta.com

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Past Meetings & Events for this Project

- May 16** [Board of Directors meeting, May 16, 2023](#)
Watch archived Board meetings online
- Mar 21** [Board of Directors meeting, March 21, 2023](#)
Members of the SFMTA Board of Directors will attend this meeting in-person. Members of the public...
- Dec 6** [Board of Directors meeting, December 6, 2022](#)
This meeting will be held in person at the location listed above. As authorized by California...

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Project Updates

[Fall 2024 Slow Streets Program Update](#)

[Spring 2024 Slow Streets Program Update](#)

[Have a say in the expansion of the Slow Streets Network!](#)

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Related content



[Slow Streets Mural Pilot Program](#)



[The Future of Slow Streets](#)

[2023 Slow Streets Design Toolkit](#)

 [PDF](#)



[Residents Overwhelmingly Support Slow Streets](#)

Related Reports & Documents

[2023 Slow Streets Evaluation Report](#)

 [PDF](#)

 [Accessible PDF](#)

[2023 Slow Streets Design Toolkit](#)

 [PDF](#)

[March 2023 20th Street Slow Street Draft Design](#)

 [PDF](#)

[View all related Project Reports & Documents](#) →

Related Reports & Documents

[How To Use Slow Streets Fact Sheet](#)

 [Chinese](#)

 [English](#)

 [Filipino](#)

 [Russian](#)

 [Spanish](#)

Related Projects



[Biking and Rolling Plan](#)

Making biking and rolling a safe and enjoyable choice for all San Franciscans



[Play Streets](#)

Temporarily transform a block on your street for car-free fun for everyone



[Climate Roadmap for a Healthier San Francisco](#)

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**WS 3. 12/3/24
Correspondence**

From: [Melissa Davis](#)
To: [OCR](#)
Subject: Ardenwald/29th Ave Greenway
Date: Monday, November 25, 2024 10:35:01 AM

This Message originated outside your organization.

Hello,

I am writing a second time, as a follow up to my email from 3/3/24 prior to the City Council meeting where this was discussed, concerning the 29th Avenue corridor which remains quite dangerous for pedestrians and bicycles. I have only seen minor measures taken following that council meeting.

Specifically, I'd like to address the intersection of SE 29th Avenue and SE Boyd St. This is the most precarious intersection as Boyd St. is a major entrance street to the neighborhood and is well-traveled, crosses SE 29th, and is very wide, contributing to speeding. If there were to be any intersection needing a stop sign in the neighborhood, it would be this one. On many recent dark nights, I have seen a car speeding down Boyd and not even pausing to look before crossing 29th Ave. to see if any cars, bikes, or pedestrians were coming, which could have been disastrous. To have no stop sign on either corner is negligent. Adding a stop sign to SE Boyd at this intersection would also slow traffic entering the neighborhood.

Recently there was a speed detector placed on SE 29th at the intersection with SE Boyd. The detector is now gone. While taking measures to slow traffic on 29th is beneficial and necessary, addressing the flow of traffic on SE Boyd is also imperative. I once again ask for stop signs to be placed at cross street intersections with 29th Ave. especially at SE Boyd.

Thank you,
Neighbor at 9312 SE 29th Avenue

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