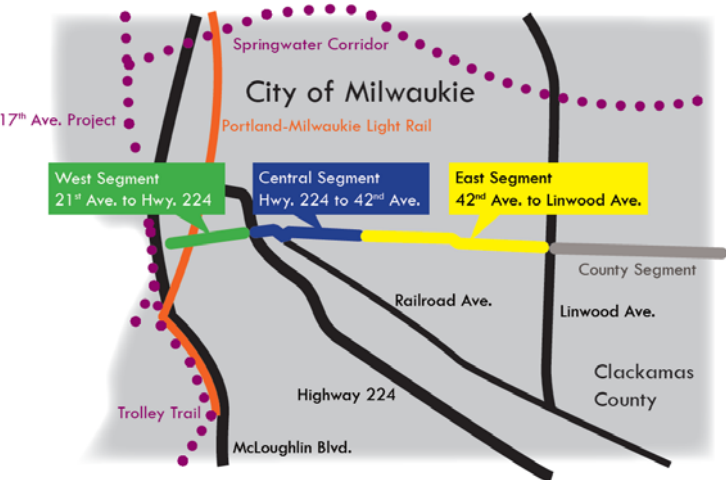


Total # of forms received = 46

Monroe Street Neighborhood Greenway Concept Design Project

Public Workshop #1 (December 3, 2014)



Which segment of Monroe Street do you live along?

West Segment (21st Ave to Hwy 224) = 3

Central Segment (Hwy 224 to 42nd Ave) = 1

East Segment (42nd Ave to Linwood Ave) = 21

I don't live in the Monroe Street corridor. = 6

Do you have a Monroe Street address? 14 Yes 12 No

Comment Form

Question: In your opinion, how important is each of the following issues for the Monroe Street Neighborhood Greenway?

Issue	Importance					Total Responses
	Circle a number from 5 to 1					
	5	4	3	2	1	
A. I want to be able (or have my children be able) to <u>walk</u> on Monroe Street safely to get to significant destinations such as downtown, local commercial areas, schools, and parks.	57% (24)	17% (7)	9% (4)	5% (2)	12% (5)	42
B. I want to be able (or have my children be able) to <u>bike</u> on Monroe Street safely to get to significant destinations such as downtown, local commercial areas, schools, and parks.	48% (20)	26% (11)	7% (3)	2% (1)	17% (7)	42
C. I want to see the number of cars or trucks on Monroe Street reduced.	42% (18)	26% (11)	9% (4)	9% (4)	14% (6)	43
D. I want to see the speed of cars or trucks on Monroe Street reduced.	64% (26)	24% (10)	10% (4)	2% (1)	0% (0)	41
E. I want to be able to drive to residential or business destinations along Monroe Street with minimal impediments.	38% (17)	18% (8)	11% (5)	18% (8)	15% (7)	45
F. I want to see the neighborhood identity of Monroe Street strengthened.	32% (14)	20% (9)	20% (9)	14% (6)	14% (6)	44
G. I want to be able to cross major streets such as OR 224 or Linwood Avenue more easily.	48% (21)	18% (8)	9% (4)	9% (4)	16% (7)	44
H. I want to reduce instances of flooding along Monroe Street.	34% (15)	22% (10)	16% (7)	14% (6)	14% (6)	44
I. I want improvements on Monroe Street to limit the number of vehicles that are diverted onto other Milwaukie streets.	17% (7)	10% (4)	40% (16)	13% (5)	20% (8)	40
J. I want to maintain the existing rural-street character of Monroe Street east of 42 nd Avenue.	39% (16)	17% (7)	22% (9)	10% (4)	12% (5)	41
K. I want to see a concept design that limits impacts to adjacent properties.	39% (17)	27% (12)	20% (9)	9% (4)	5% (2)	44

Additional comments written in on front-page table:

Issue	Additional Comments
A. I want to be able (or have my children be able) to <u>walk</u> on Monroe Street safely to get to significant destinations such as downtown, local commercial areas, schools, and parks.	<ul style="list-style-type: none"> • Can do this now. <i>[didn't circle a number]</i> • Can do this now. <i>[didn't circle a number]</i>
B. I want to be able (or have my children be able) to <u>bike</u> on Monroe Street safely to get to significant destinations such as downtown, local commercial areas, schools, and parks.	<ul style="list-style-type: none"> • Can do this now. <i>[didn't circle a number]</i> • Can do this now. <i>[didn't circle a number]</i>
C. I want to see the number of cars or trucks on Monroe Street reduced.	<ul style="list-style-type: none"> • Which means adding them to another street. <i>[didn't circle a number]</i>
D. I want to see the speed of cars or trucks on Monroe Street reduced.	<ul style="list-style-type: none"> • Give speeding tkt. <i>[didn't circle a number]</i> • Patrol and give tickets. <i>[didn't circle a number]</i> • Give speed tickets! <i>[didn't circle a number]</i>
E. I want to be able to drive to residential or business destinations along Monroe Street with minimal impediments.	
F. I want to see the neighborhood identity of Monroe Street strengthened.	
G. I want to be able to cross major streets such as OR 224 or Linwood Avenue more easily.	<ul style="list-style-type: none"> • Don't have a problem now. <i>[didn't circle a number]</i> • Other crossings are busier and need help. <i>[didn't circle a number]</i>
H. I want to reduce instances of flooding along Monroe Street.	<ul style="list-style-type: none"> • There is none. <i>[circled "1"]</i> • ? <i>[circled "5"]</i>
I. I want improvements on Monroe Street to limit the number of vehicles that are diverted onto other Milwaukie streets.	<ul style="list-style-type: none"> • I live on Home Ave. <i>[circled "1"]</i> • ? <i>[didn't circle a number]</i> • Don't quite understand this question. <i>[didn't circle a number]</i> • Depends on which segment—would be more concerned about diverted traffic in west section. <i>[Respondent circled both "3" and "2" and indicated at top of form that they do not live in Monroe Street corridor but use west and central segments often and would use east segment more "if bike friendly."]</i> • This question does not make sense—improvement on Monroe will be diverted to other streets. <i>[didn't circle a number]</i>
J. I want to maintain the existing rural-street character of Monroe Street east of 42 nd Avenue.	<ul style="list-style-type: none"> • ? <i>[didn't circle a number]</i> • No opinion. <i>[didn't circle a number]</i>
K. I want to see a concept design that limits impacts to adjacent properties.	<ul style="list-style-type: none"> • ?? <i>[circled "3"]</i>
L. Other	<ul style="list-style-type: none"> • If it's not broken, don't fix it. <i>[didn't circle a number]</i> • Noise reduction from cars. Preventing cars from speeding and speeding off of the intersection [of] Home and Monroe St. <i>[circled "5"]</i> • Reduce speed on Monroe to 20 mph. <i>[circled "5"]</i> • I like rural atmosphere. <i>[didn't circle a number]</i> • If it's not broken, don't fix it. <i>[didn't circle a number]</i> • I want transportation (ped/bike) encouraged to Downtown so Milwaukie \$ stays in MILWAUKIE (and doesn't go to Sellwood/Woodstock, etc.). <i>[Respondent didn't circle a number—at top of form, indicated both that they live along the</i>

	<p><i>central segment and that, "I live <u>North</u> of Monroe and would <u>love</u> a better way to travel by foot."</i></p> <ul style="list-style-type: none">• This needs to be fair to traffic. <i>[circled "5"]</i>• Safety. <i>[circled "5"]</i>• Green space and painted murals for diversion. <i>[circled "5"]</i>• If this is truly shared space then I don't want anything that limits vehicle access. <i>[circled "5"]</i>• Safe walkability and bikeability. <i>[circled "5"]</i>• Cost to owners (i.e., taxes), [for] curbs [&] sidewalks. <i>[circled "5"]</i>• Stormwater improvements that reduce runoff and provide native plants/urban habitat. <i>[circled "5"]</i>• Improve visibility at 60th/Monroe and Linwood/Monroe intersections. <i>[circled "5"]</i>• Make Oak/Monroe intersection 3-way stop. <i>[circled "4"]</i>
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How did you hear about this meeting?

- Mailer/flyer = 13
- Bike Milwaukie (Facebook page or e-mail) = 4
- "Milwaukie Rules" Facebook page = 3
- Milwaukie Pilot = 3
- City website = 1
- Neighbors = 1
- NDA (Neighborhood District Association) meeting = 1
- BTA (Bicycle Transportation Alliance) = 1
- PAC (Project Advisory Committee) information = 1

Other Comments or Questions: (from back of form—each bullet represents a comment or set of comments from one respondent)

- I really like the idea of a sidepath with stormwater treatment but we need at least 2 or 3 parking spots nearby. Parking is a concern but overall I love the idea that my street could become a safe place to walk and bike. I was not planning on raising my future children here on approximately 55th and Monroe, but if the street becomes safer I would consider staying and raising my children here. Also, we do have a "mini river" that flows down the street/parking area fairly often.
- Public education about what "right-of-way" is, leading to enforcement (letters, not tickets, for now), would help use w/o much \$.
- I work at 42nd and Monroe (GracePointe Church). I drive Monroe every day, often multiple times. I also observe that intersection from the building. My observation is that the majority of cars traveling east on Monroe, coming from 37th up the hill, turn left at 42nd and Monroe toward King Road. Those who do not are split between turning right to Railroad or continuing on Monroe. Since that section of Monroe (37th to 42nd) is paved with sidewalks, it seems prudent to continue having traffic go up the hill and make the turn rather than divert through the neighborhood.

Some sort of pathway/sidewalk is necessary for pedestrian safety between 42nd and Linwood.

I would not favor diverters that restrict/prevent access up Monroe between 37th and Linwood. Circles that slow traffic could accomplish the goal and still allow access in all directions.

Defining the intersection at Home and Monroe with curbs and sidewalks at least, at each corner, would be very helpful in making it a clear stop intersection.

- When are you looking to have this plan put into the works? How long before the plan to be implemented in years (ahead) will this take place?
- A bikeable community is high priority for me. But each segment each has different needs or focus. I would love to be able to safely bike all segments with also priority in the west segment for walkability, meaning safe sidewalks and intersection crossing for pedestrians. There are schools, pre-schools, and daycares in the west segment with families, kids, and teachers walking to parks, library, and small green space on Monroe. But I do drive, too. I appreciate that greenways can also make my drives more efficient and safer, too! Thank you!
- I don't want the left turn onto Monroe St from Highway 224 blocked. It will shift traffic to Washington St and 29th, 28th, and 25th Aves. Bad for neighborhood side streets.
- I would like to know the statistics on walkers or bikers that have been hit on Monroe. Our property taxes are already high. I am sure they will go up to help fund this improvement.
- Monroe Street is paved nice, you can drive with no drama. Why destroy that? If you want to slow cars down, patrol street and give tickets.
- Thank you for providing such a respectful, inclusive meeting. I know that often the loudest voices are not necessarily the most positive (or even a representation of any kind of majority). It would be great if there was a push to hear more from the "quiet" folks—usually the moderate, more flexible, and open group. Thank you for all your hard work—this is going to be great.
- Thanks for all the hard work.
- Fixing/addressing the 224 crossing to make it safer—Remove left turn from 224 onto Monroe westbound, but keep the left turn lane from 224 onto Monroe eastbound.
- It is not safe to bike with my kids on any E-W routes through Milwaukie. Monroe is one good option and I'd like the greatest protection for bikes through this area. Alternately, I'd like to see bike improvements on Railroad Ave.
- We bought our house in Milwaukie because of the large lot and the great community. I appreciate the communication that the City has had with the citizens of Milwaukie. I would hate for our property to be cut into, because we really use our property as a greenspace to grow food.
- I like all the calming and slowing down traffic ideas.
I don't like putting traffic on another street without looking at the impacts.
I think we should address the busier intersections of 224 like Harrison and Washington.
I think we should fund the Walk Safely program.
- Who is going to pay for this???? Who is going to do the work????
- I have no problem with slower speeds, better pedestrian crossings, etc. HOWEVER, I do not want the changes to impede the ability of me to drive Monroe in any direction, or turn onto Monroe from any direction (including 224).
- My driveway floods when it rains. I am concerned that if sidewalks are constructed, more stormwater will flow down the driveway and into my garage. We need permeable areas beside the street to absorb stormwater.
- Washington St, downtown to 224, should be part of the greenway—not Monroe. Let's connect the greenway to the schools.

No diverters or blockage of streets to homes. Use roundabouts instead. Thanks!

- I love this project idea. I believe it can make our neighborhood stronger, safer, more livable for young and older families.
- Roundabout at Oak & Monroe? Have you ever been stuck at that intersection after the train?
224 at Harrison and at Oak are crazy.
The amount of concrete separators/barriers are ugly.
Don't Portlandize Milwaukie.
- Please get a mike—most people in back could not hear.
- A great opportunity to increase safety for all users, strengthen the neighborhoods along Monroe St, and improve quality of life in Milwaukie!
Linwood intersection is so dangerous. I grew up there and have seen more accidents than I can count. Very important to this project.
- Visibility very limited 1 block W of Linwood Ave, as there is a rise and dip in the road. A park is in the planning stage adjacent to this area. I'd like to see speed bumps or some other slowing device on both sides of the park (i.e., W of the park and E of the rise in the road).
- Neighborhood livability should not be a consideration that is exclusive to Monroe. Residential neighborhoods that have arterials need attention to slow down cars, make it safer for pedestrians and bikes and the quality of life for the residents.
- I hear people speeding (and see it) down Monroe and 29th/224 block every day. I've witnessed two car crashes, a motorcycle crash, and a high speed police/motorcyclist chase (which also ended in a crash!), all in the space of one month on my block. My wife was also nearly hit by a car on Monroe and 29th.
I am strongly in favor of diverters, bike/ped crossing measures, and green street improvements! I would also love to see green street improvements that improved (reduced) urban runoff, and would love to give my input. I work for a SWCD [Soil & Water Conservation District] so I suppose stormwater improvements are my bias!
Thank you for giving us a chance to comment.
- We do not support straightening Monroe or installing sidewalks on the 42nd – Linwood segment, as those improvements would tend to make cars go faster. We do not support restrictions on turning left onto Linwood from Monroe. We support keeping the yellow lane line on Monroe.

