

Total # of attendees signed in = 73
(including 8 PAC members)

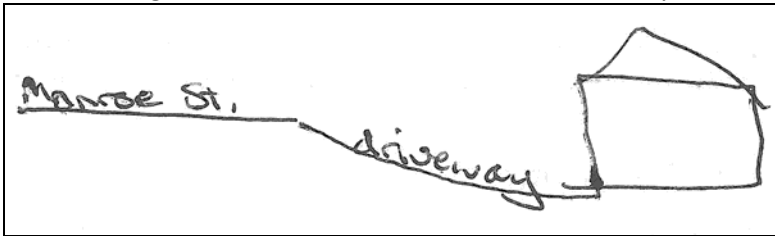
Monroe Street Neighborhood Greenway Concept Design Project Public Workshop #3 (Open House – June 1, 2015)

Summary of Comments

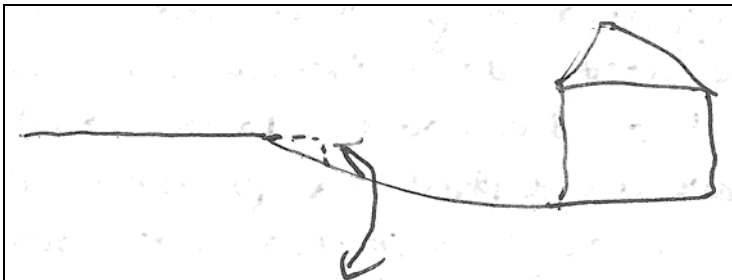
Comments:

- I like what I see and am looking forward to any improvement across 224. Love the idea of being able to bike east/west across the whole town!
- I think this is a waste of taxpayers' money. There are other things way more important. Sidewalks down Home Ave and Railroad Ave. Road repair. Slow down traffic with speed bumps. People imposing these changes probably don't even live in Milwaukie. Do people have a say in what's being done?
- Section B-1 – Though low traffic count, cars do speed through there. Having shared bike/car traffic here will pose significant risk to bikers. Rather see "no parking" along entire length of Monroe (224 to Campbell) and install bike lanes instead. Section B-1/C-1 – Must have stop signs at intersection of Campbell/Monroe. Best to have 3-way stop at that intersection! Section B-1 – Intersection of Penzance/Monroe has no street sewer; water runs north on Penzance, floods across the intersection from SE corner of Penzance/Monroe to SW corner of Penzance/Monroe. Landscaping will escalate this! Section B-1 – Regarding the "bulbouts" on Monroe at Penzance, put them in! Keep 'em in the plan, BUT make them bioretention instead of landscaping. Also prefer the "bulbouts" at Campbell/Monroe intersection, but ADD 3-way stop (signs). Section B-1 – Roundabout – at Penzance → ELIMINATE IT! ← Change the "landscape" buffer at Penzance to bioretention due to overflow/flooding at that intersection. If roundabout is retained, must make "no parking" on north side of Monroe opposite roundabout.
- Section C-1 – Yes to sidewalks on north side of Campbell. Yes to "no parking" on Campbell. Stop signs at all directions at "new" Campbell/Monroe intersection.
- No to all changes to Monroe. Where are all those with multiple cars going to park? No crossing to Railroad Ave from 40th Ave—too dangerous [*context = if a diverter goes in at 37th Ave, the commenter would be forced to choose a new route to Milwaukie Marketplace, perhaps going south on 40th Ave to Railroad Ave*].
- The final two westernmost blocks of Monroe should be part of the project scope. This must connect comfortably to the Trolley Trail. Washington St. connection is great. Prioritizing the path and diverters is great! Nice work, all.
- I don't think chicanes are going to slow down traffic. I think that people on bikes going around the chicanes are going to be injured or killed.
- I am opposed to a diverter on 42nd & Monroe. I would rather have a roundabout or a traffic signal or speed bumps to slow traffic. I am also against having chicanes on Monroe. Dedicated bike lanes, sidewalks, and curbs are safer and less obtrusive.
- The rest of Milwaukie should be told about this street. Then we need to vote, this is supposed to be majority rule! 4-way stop at Linwood.
- Delete chicanes. Delete traffic diverters. These "tools" may increase safety but at what price? One of my biggest concerns now is the economy; especially jobs for high school grads. Living wage, permanent (long-term), full-time jobs. Spending money on chicanes, ADA ramps, and such doesn't deliver real jobs but it consumes, permanently, lots and lots of capital.
- I think diverters are an important safety component of the greenway, and I have heard from neighbors who are very supportive of them. I'm afraid there's a misplaced concern about impacts to emergency vehicles (which can pass over them) and a small vocal group of people who don't want to be inconvenienced, but bikes and peds NEED safer routes!

- Please, reconsider parking on south side of Monroe St from 25th to 28th Aves—instead of parking spaces and green spaces put in a bike lane west-east to 224.
- Overall project looks very promising. Similar changes to streets in SE Portland work well for cyclists and reduce traffic. The McFarland path is a very good plan. Getting easements should be a high priority. I think a lot of residents support the concept, but are quieter than opponents.
- This project loads too much and traffic onto Washington St and Harrison. There are too many chicanes! Why spend money widening existing sidewalks when so many properties in the city have no sidewalks. (resident on Monroe at 28th)
- I live at 5305 SE Monroe St. I am concerned about stormwater drainage. My house is lower than street level and I don't want water to drain down my driveway. Other houses on the north side of Monroe near Linwood and on the west side of Wood Ave have an asphalt bump across their driveways to prevent stormwater from flooding their driveways. Can I arrange to have that done when Monroe is widened? How can I arrange it? Here is a diagram of a cross section of the street and my driveway:



Here is what it will look like after the street is widened:



Do you see a problem at the widened street area? Will I need a new driveway? I will be upset about paying for it, and it will not be an "improvement."

- (1) Restrictions at 224. Where is the current traffic going to go? The traffic study basically said that the Harrison and Oak intersections will be so congested that the Monroe traffic will not make a significant difference. I believe that neighbor streets will have more car trips but not receive any safety improvements. And [car trips will] be diverted to even busier, heavier used Oak and Harrison intersections. (2) Access to light rail – bike will cross twice to get to station.
- Eliminate diverters on corner of Monroe/Linwood and put in 4-way stop signs on Linwood/Monroe with pedestrian crosswalk . . . flashing beacon on corner also. Post more 25 mph signs on Monroe.
- The plan is brilliant as proposed. I will fight for it.
- Great idea and concept. I support the idea to improve infrastructure for pedestrians and cyclists because it gets people moving and creates community. Keep up the great work. I support this idea 100%. Suggestion: reach out to the local[s] on the street more to tame their fears.
- (1) No left turn for Monroe to Hwy 224 would create a lot of problems for residents leaving the area. (2) Correct signal at Harrison and 224 so cars can make left turns while train is crossing Harrison.
- I am very pleased with the proposed design. Thank you for responding to my last comment card by adding a parking spot in front of my house. If this gets constructed I may choose to stay and raise children here.
- On bike route via Washington/Ada: Add 4-way stops on 40th & Washington and 42nd & Washington, stop signs on Garrett & Ada at Washington St. Why not using Garrett Ln instead Ada? Less cost. On Monroe: Not

comfortable w/chicanes, especially [in the] dark. Need good reflections. Costly. 4-way stop at Linwood now, please.

- This is needed badly and [I] hope that it gets support and funding. I'm wanting safer roads for myself and my family to bike to work and school.
- Monroe is overloaded with traffic. Why are we adding bicycles? We need sidewalks! Needed for pedestrians and powered wheelchairs. We need traffic lights on Linwood and Monroe. Put the bikes on King Road, which is able to handle the traffic.
- Too much on as narrow of a street such as Monroe. All we need is: (1) 4-way stop light on Linwood and Monroe. (2) Sidewalks to provide safety for walkers (pedestrians) and powered wheel chairs. (3) No planted dividers – they eventually create visibility hazards. 4-way stops at 42nd, 37th, and Monroe & Oak. Please do not direct bike traffic through our residential area. You are just trading less cars for more bikes.
- Please keep the actual changes simple and appropriate for the neighborhood. Slowing traffic and diverting could be accomplished, while improving safety, by adding sidewalks (between 42nd & Linwood), a bike path, some sewer drainage improvements, landscaping, and 5-10 speed cushions. This would achieve the stated purpose, do so at the least cost and inconvenience, and frustrate the residents the least. Diverters, chicanes, and circles are not necessary to accomplish the stated purpose.
- You might try using temporary stand-ins in the time leading up to implementing the chicanes—large potted plants or the like. It'd be a low-cost test run of placement. It would help people conceptualize the experience of living on and travelling on a slower street. (People might really like it or realize it isn't that bad.) Stand-ins, like the bright orange cylinders that spring back up when you drive over them.
- Power poles on the north side—will they interfere with sidewalk/path?
- Speed bump on Monroe at the bottom of the hill at about 60th. Slow people approaching the park.
- Turning from 60th onto Monroe is dangerous! Please address this issue.
- If you're hoping to lower traffic on Monroe, why signalize Oak/Monroe/Railroad intersection? Make it a 3-way (all-way) stop. (1) It will be cheaper. (2) It is safer and easier for cyclists/peds. (3) A signal won't be necessary for lower ADT [average daily trips].
- 4-way stop signs on corner of Monroe/Linwood...
- More 25 mph signs on Monroe...
- 60th hill = speed and sightlines issue.
- For north side walk path, please distinguish (w/photos): (1) pervious asphalt walk, (2) pervious pavement. Not clear how this is similar/different.
- Prefer Garrett connection to Monroe, not Ada to Home.
- No to all changes to Monroe.
- Where are all the cars that park on north side of Monroe going to park? Some are multiple cars, for multiple families.
- No crossing to Railroad Ave from 40th Ave.
- I think most proposed changes will considerably improve Monroe.
- If you are opposed for any reason, please come to City Council meeting → don't know date → but come and voice your opinion. This does not have to be a done deal.
- If you want to lower average daily car traffic on Monroe by encouraging use of Harrison to cross 224, please consider including left turn lights in traffic signalization for Harrison. (Harrison already backs up quite a bit.)
- Money for project should be spent resurfacing upper Monroe and other streets.

Comments on Monroe Greenway Project

RECEIVED

JUN 01 2015

To Whom It May Concern:

CITY OF MILWAUKIE
PLANNING DEPARTMENT

My question is based on the regular statement I have heard in various meetings that there is a "through traffic" problem on Monroe. It has been stated a number of times that there is a large volume of traffic comprised of vehicles traveling from Oak Street area onto Monroe to get to 82nd Ave. In fact, the project manager for the consultants stated near the end of the April public meeting that very few cars traveling on Monroe are residents, indicating a position that most vehicles are drive through. Since that is contrary to my observation as a resident of Hector Campbell, and since I sat and counted traffic for hours during times that would be the busiest during a typical day, I am seeking clarification on the data that appears to be the basis for the project. So, my question is, **"How has it been determined that the vehicles that enter Monroe at 42nd heading east are the same vehicles that then cross Linwood toward 82nd?"** In the opposite direction, **"How has it been determined that the vehicles heading west on Monroe at Linwood are the same vehicles passing through 42nd and Monroe?"** (A count of vehicles on Fuller Road would also be important as drivers have to cross Fuller to get to 82nd.) As a resident living off of Monroe when I travel to 82nd Avenue I go to either Railroad Ave. or King Road to get to 82nd. Rarely do I use Monroe as a "through" option. It is inconvenient and takes longer. If I as a resident don't choose Monroe why would a non-resident when the other options are faster? Since the "how" of determining the basic premise has yet to be presented I am led to believe that level of survey, or data collection, **has not been done**. In that case the basic premise, from my perspective, would be a false premise, and in my experience actions taken based on false premises result in unintended consequences and those are more often than not negative, rather than positive. So, that is why I ask the question as I believe data indicating who the drivers actually are is very important to have in hand. Here are some related thoughts:

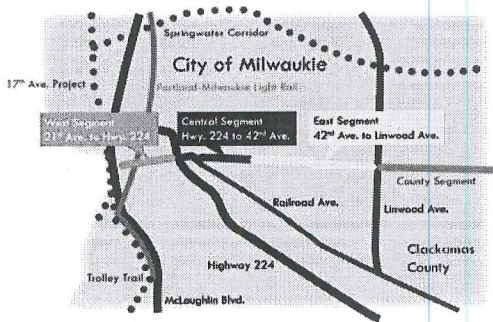
- If the through traffic data was collected and confirmed the majority of vehicles were in fact drive through then a more assertive plan would be needed to slow down the traffic and "move" the traffic to another road
- If the traffic is actually mostly residents there would be little change in volume and the conceptual plan, if implemented, would mainly result in inconvenience to residents
- With the paving of Railroad, and as I understand 42nd between Railroad and Monroe, I believe a significant portion of whatever the actual through traffic volume on Monroe is now, would shift to Railroad
- The residents of the Monroe area NDA's are not too interested in having a "showcase" roadway. We would like sidewalks, bike paths with some storm drainage and some landscaping upgrades for safety and ascetics along with a series of speed cushions that would discourage through traffic, slow down all traffic and be an acceptable adjustment for residents. This would also require far less costs to complete.
- Diverters, chicanes and circles, have almost zero appeal, or value, for residents.

Please collect the necessary data to clarify who is truly driving on Monroe so that actions are based on an accurate premise and then keep the changes simple but nice.

Respectfully Submitted,

Glenn Hoerr – 11534 SE Home Ave - 503-888-7720 ghoerr@gpointe.com





Additional Comments & Questions

Please use this space to note any comments or questions you might have about this project or the Draft Design.
(Use additional pages if necessary.)

Bike lanes, safer pedestrian areas are great. Thanks for attempting to provide better access & safety.

However, turning Monroe into a one-way street and restricting access to Monroe is NOT the solution.

If the plan were to widen Monroe in order to add a bike lane and sidewalks for pedestrians, great, you'd have my support. As long as general city funds aren't used on the project. Fund improvements with grants but not tax dollars.

⇒ I do not support the one way greenway option on Monroe.

⇒ I am also concerned about increased traffic on Washington Street, Garret Drive, and Ada lanes. Vehicles will naturally want to AVOID the green way and will cut through other neighborhoods and streets.

⇒ I am also concerned about ~~unintended~~ unintended future consequences of using Washington St. / Ada lane as part of the bike path. In future some other city planner or council may then decide to make Washington St & Ada lane a green way, which I completely oppose!

Please send responses to Brett Kelter, Project Manager. E-mail to kelterb@milwaukieoregon.gov or regular mail to 6101 SE Johnson Creek Blvd, Milwaukie, OR 97206. Telephone (503) 786-7657 for questions or more information.

Thank You, Karen Havran

