



**Total # of attendees signed in = 36  
(including 7 PAC members)**

## Monroe Street Neighborhood Greenway Concept Design Project Public Workshop #4 (Washington St Bikeway – July 27, 2015)

# Summary of Comments

### Notes from Comment Cards – July 27, 2015:

- I am not alone in finding Washington Street as an alternative bike path totally unsatisfactory. Washington from 37<sup>th</sup> to 42<sup>nd</sup> is narrow and most of my neighbors need to park their vehicles on the street. Adams is not as steep as Washington and is much wider. Cars do not come to a full stop at 40<sup>th</sup> and Washington and bikers already don't stop or look both ways. This is a ridiculous situation for a bike lane. Stay on Monroe!!!  
Cars race from 42<sup>nd</sup> to 40<sup>th</sup> on Washington St and 99% of the time they do not "stop" at 40<sup>th</sup>. Cars also punch the gas pedal at 40<sup>th</sup> & Washington and gun it up to 42<sup>nd</sup> and Washington. There is more and more auto traffic on Washington every day. Automobile traffic races down 40<sup>th</sup> from Monroe and turns up Washington—all to avoid 42<sup>nd</sup> and that pot-holed road.
- Reiterating the idea to put parking setbacks at certain corners to avoid blind/dangerous corners.
- I'm concerned about the intersection at 42<sup>nd</sup> & King, the one which diverts King to 42<sup>nd</sup> traffic without stopping. As a cyclist trying to travel on King from 41<sup>st</sup> to Linwood (on King), it's a dangerous intersection. It's even worse if I'm on 42<sup>nd</sup> trying to turn left on King to go to 41<sup>st</sup> (like the cycle signs point).
- The "McFarland" path proposed along the railroad would be a detriment to future businesses in mixed use development. Research shows that cyclists and pedestrians spend more money than drivers. Shoving them to the back of the property/development makes zero sense. It'd also pass through a designated wetland, which triggers a lot of expensive studies, that floods the property nearly every year.
- I really liked the idea to put in the bulbouts, speed bumps, and sidewalks prior to the diverters. I also really liked the idea of putting in temporary diverters to assess actual traffic impacts on neighboring streets, especially Washington.
- Really look at Railroad Ave improvement for bike traffic. Engineers have the knowledge, I know they do, to deal with the ditch/vegetation overgrowth, visibility. Provide a path on north side to give bikes access. A God-send was reducing the speed on Railroad Ave! Fewer hills on Railroad for bicycles!  
The large lot at 37<sup>th</sup> & Monroe is partially fenced off and vented for an ecological reason. Don't consider a cut-thru "short cut" path while the earth is still venting off toxins/gas. [30-year resident on Ada Lane]
- Monroe St is a major artery for traffic—cars, as it was intended for! Do not constrict "choke it" even more, by bump outs and one-way traffic. Widen it as boundary possible and add sidewalks on one side or bike path/pedestrian path.  
Do not dump on to Washington St from 37<sup>th</sup> to 42<sup>nd</sup> or beyond. 37<sup>th</sup> to 42<sup>nd</sup> is terribly choked now! Improve the arteries you have! Railroad/Monroe, King. [30-year Ada Lane resident]
- 40<sup>th</sup> to 42<sup>nd</sup> no sidewalks; 40<sup>th</sup> & Washington 4-way stop
- I'd like to know, are the people of Milwaukie going to get to vote on the changes the City wants to make? We live here and should be the ones to decide.
- Diverter at Linwood & Monroe:
  - Bad for residents on 60<sup>th</sup> and a section of Monroe (Stanley to Linwood). We don't have many outlets for our trips. Stanley will see an increase in traffic.
  - Corner of Monroe & Linwood will still be dangerous because of visibility issues and narrowness of the intersection. Diversion won't improve this.

- Hill at 60<sup>th</sup> – diversion won't improve this intersection and could increase problems with lack of visibility turning from 60<sup>th</sup> to westbound Monroe. Diversion at Linwood will increase cars turning left onto Monroe from 60<sup>th</sup>.

- The intersection of SE Home and Ada Lane has a sight problem at the SW corner—when I'm driving on Ada towards Home Ave it is hard to see traffic coming N on Home. Another sight problem is at Ada & Washington—when headed west on Ada it is hard to see to the right at Washington. These are problems if cars are parked at the corner.

I have concerns about using traffic diverters at 37<sup>th</sup>, 42<sup>nd</sup>, and Home Ave. I worry it will drive traffic to the smaller neighborhood streets—how can we encourage cars to go to King or Railroad Ave?

I'd like to see a ped-activated crosswalk light at 42<sup>nd</sup> & Washington St.

- Thank you for the information! I know you are all doing your very best! Thank you all!
- Issues:
  - # of cars diverted to 42<sup>nd</sup>/Railroad
  - # of cars diverted to Harrison via 42<sup>nd</sup>
  - Impact on 42<sup>nd</sup> & [Railroad]
  - Impact on 42<sup>nd</sup> & Harrison
  - Traffic light at 42<sup>nd</sup> & Harrison
  - Impact to businesses at 42<sup>nd</sup> & Harrison
  - Impact of traffic on Home Ave (traffic from Railroad Ave)
  - Impact on Harrison from 42<sup>nd</sup> to Home
- Only one concern for making Washington Street a bikeway route: From 40<sup>th</sup> east to 42<sup>nd</sup> the street is smaller with only one sidewalk and lots of cars [are] parked out on the street. Will the City post No Parking signs from 40<sup>th</sup> up to 42<sup>nd</sup>?

When our street was given a new sidewalk we asked if No Parking signs in the street on Washington would be posted but the City decided not to. This would help make more room for bikes. However, enforcement would be the highest cost.

- Greenway = Linear Park  
The Washington Street Addition & along the railroad will disrupt the continuity and expose users to excessive levels of noise, fumes, and coal dust. This is not a calm route.

From

[http://www.milwaukieoregon.gov/sites/default/files/fileattachments/tsp\\_neighborhood\\_greenways\\_1.pdf](http://www.milwaukieoregon.gov/sites/default/files/fileattachments/tsp_neighborhood_greenways_1.pdf):

- “creating a safer and more comfortable environment for all users.”
- “Neighborhood greenways work best in well-connected street grids, where riders can follow reasonably direct and logical routes and where the higher-order, parallel streets exist to serve through-vehicle traffic.”

Washington Street route does not have enough levels of treatments to be used safely by all users.

The Washington Street design will funnel users away from the intended Monroe Street. The Light Crossing Beacon needs to be installed at 37<sup>th</sup> and Monroe Street.

The Washington Street route does not connect with the 32<sup>nd</sup> Avenue (North/South) multi-use route, as well as Monroe Street (West/East) route.

The Washington Street route residents compromise twice in this project:

- Once for Monroe Street; Second for the Washington Street additional route

Continuous sidewalks are needed for all users' safety.

### Comments noted on Chart Paper at meeting:

- Concern for funneling all traffic onto Washington St at 37<sup>th</sup> Ave
- Need to adjust Stop signs on Washington St between 37<sup>th</sup> Ave and 42<sup>nd</sup> Ave to allow Washington St traffic to be the dominant flow
- Need speed bumps on flat part of Washington St
- Concern for adequate width for emergency responders between 40<sup>th</sup> Ave and 42<sup>nd</sup> Ave (regardless of the proposed improvements—this is a problem now)
- The intersection of 40<sup>th</sup> Ave and Washington St is dangerous.
- At 42<sup>nd</sup> Ave and Washington St, the existing sidewalk gap makes it so you may have to cross the street twice to get back to a pedestrian facility.
- Without sidewalks on the Washington St bikeway route, it will not be safe.
- What about the health and environmental concerns associated with concentrating pedestrians and bicycles next to the rail line on a multiuse path across the McFarland site?
- There are some “blind corner” intersections and safety issues along the Washington St bikeway route, especially where Garrett Dr and Ada Ln intersect with Washington St.
- Should we see whether other traffic calming measures would work well enough before installing diverters? Can we do some testing?
- What about widening the street within the existing right-of-way on Monroe St to install bike lanes?
- At what point will the intersection at 42<sup>nd</sup> Ave and Harrison St fail? What will trigger improvements there?
- The intersection of 42<sup>nd</sup> Ave and Railroad Ave is not a safe one.
- “No parking” signage was promised on the north side of Washington St between 40<sup>th</sup> Ave and 42<sup>nd</sup> Ave—why wasn’t it done?