

MONROE STREET NEIGHBORHOOD GREENWAY CONCEPT DESIGN PROJECT

PUBLIC WORKSHOP #1

Comment Response Summary

Thank you for providing your comments at the December 9, 2014, public workshop for the Monroe Street Neighborhood Greenway Concept Design Project. This project is being developed by the City of Milwaukie with community, consultant, Clackamas County, and ODOT assistance. This document presents a synthesis of public feedback received on potential street design elements or traffic calming concepts in support of creating a neighborhood greenway facility on Monroe Street, followed by a written response to those ideas or concerns expressed at the workshop. These comments were collected from public comment forms and from sticky notes placed on corridor strip maps and were aggregated based on location or topic area. The location-specific comments are arranged below based on section, while general feedback on specific topics are grouped together towards the end.

ID	Location/Topic	Comment (summarized)	Response
West Section (21st Avenue to Campbell Street)			
1	PMLR Crossing (23rd Avenue)	Dangerous bicycle/pedestrian crossing next to light rail tracks	Changes to the crossing as part of the Portland-Milwaukie Light Rail project have improved pedestrian crossing safety by constructing and expanding sidewalks, regrading the crossing to create a smoother ride for roadway users, and installing Americans with Disabilities Act-compliant (ADA) tactile warning strips. Splitter islands were also installed to narrow the road width at the rail crossing. However, no specific bicycle infrastructure was implemented and there are no further improvements planned at this location, with the possible exception of sharrow markings to establish the right for bicycle riders to take the lane in this section for their safety, especially because of the narrow lane width. Please contact the Project Team if you think there is a specific element that should be addressed.
2	25th Avenue	Desire for diverter at this location, which has been endorsed by the Historic Milwaukie NDA	Although traffic volumes at 25th Avenue fall within the acceptable range for a neighborhood greenway, the Project Team will continue to look at improvements that can reduce instances of high speeds and cut-through traffic this general vicinity, including diversion at this location and at OR 224. Another reason to consider a diverter is that due to the topography, there is greater speed differential between motorists and bicyclists traveling eastbound in the uphill direction, which can induce stress on more vulnerable road users, even when motor vehicle volumes are fairly low.
3	OR 224	Consider protected left turn signals at all OR 224 crossings (Oak, Harrison, Monroe). Currently pedestrian walk phase conflicts with unprotected left turns onto OR 224	The signals at OR 224/Oak and OR 224/Harrison cannot be addressed with this project. However, the Project Team includes an ODOT representative and the request has been brought to their attention. The Monroe project is also considering limiting vehicular movement to right-in and right-out at the Monroe/OR 224 intersection to help with this issue. In the future, the City of Milwaukie and ODOT may recommend further improvements to the adjacent signals (such as establishing protected left turns) in order to address safety concerns from pedestrian/left-turn conflicts.
4	OR 224	Crossing improvements will make OR 224 easier to cross (currently it is difficult especially for those with children or using wheelchairs)	The Project Team recommends installing median refuge islands and curb extensions in order to reduce crossing distances and make it easier for those who walk, bike, or drive through the highway intersection. The (Monroe Street) green signal time could be lengthened or pedestrians could also be given a 2- to 5-second head start before vehicular traffic to increase visibility, provided that this did not cause major traffic issues on OR 224.
5	OR 224	Provide signal actuation at median refuge islands for those who cannot make it across OR 224 in one light cycle	Median refuge islands at this location will be considered in coordination with ODOT. If one is installed, it would have push buttons located at each side of the roadway as well as the median, consistent with standard practice at longer crossings.
6	OR 224	Concern over traffic impacts on nearby streets (such as Washington, Harrison, 25th) due to diversion at Monroe/OR 224 intersection	The forthcoming traffic analysis will evaluate these impacts.

ID	Location/Topic	Comment (summarized)	Response
7	OR 224	Address impacts of diverter on operations at OR 224/Oak and OR 224/Washington intersections	The forthcoming traffic analysis will evaluate the impacts of transitioning the OR 224/Monroe intersection to right-in/right-out movements to and from OR 224. It will help the Project Team and the community understand whether the changes at OR 224/Monroe create too much traffic for the two adjacent intersections (OR 224/Oak and OR 224/Harrison).
8	OR 224	Diverter at OR 224 will help reduce traffic volume on Monroe	Yes, diversion at OR 224 will reduce volumes, which is why it is being considered at that location. The Project Team is committed to working with the community and project stakeholders to determine what tools will best achieve the desired outcomes, considering the impacts and benefits.
9	OR 224	Consider restricting left turns onto westbound Monroe but allowing left turns onto eastbound Monroe from OR 224	The Project Team will explore designs that potentially retain access from southbound OR 224 to eastbound Monroe Street, while still prohibiting through traffic on Monroe Street. Alternatively, motorists can utilize the Oak Street and Harrison Street signals to reach nearby destinations.
10	OR 224	Traffic speeds in this section west of OR 224 are a major concern and accidents are common	The project is designed to achieve a variety of outcomes, including safer streets for all users - those who drive, bike, or walk. Traffic calming measures are designed to reduce instances of high-risk behavior such as speeding that can lead to accidents.
11	OR 224	Diverter at Oak Street/OR 224 will impede access for vehicles turning left to Oak Street eastbound	As a point of clarification, no diversion or turn lane restrictions are planned at the OR 224/Oak Street intersection. Oak Street and Harrison Street will remain the primary access points for neighborhoods to the east.
Central Section (Campbell Street to 42nd Avenue)			
12	Union Pacific Railroad (UPRR) Crossing Vicinity	Consider safety impacts if bicycle/pedestrian crossing (with access to shared-use path) is installed at Oak/Campbell intersection along with a traffic signal east of the crossing at Monroe Street - the interruption of vehicle flow at the bicycle/ped crossing could frustrate eastbound motorists and jeopardize the safety of vulnerable users (when the signal is green at Monroe)	This is a complicated area, with two intersections spaced closely on opposite sides of a busy train crossing. The Project Team sees a direct need for eliminating the free turning movements allowed today at the Oak/Monroe/Railroad intersection in order to improve pedestrian safety and reduce traffic speeds. This is based on repeated field observations and feedback from the community. In addition to a full signal at this location, other traffic control alternatives like a roundabout or all-way stop are being considered to improve safety at this intersection. A safe bicycle/pedestrian crossing at Campbell Street is being planned with access to a potential multi-use path. Your comment about the challenges involved with motorist compliance at this crosswalk (if a signal was installed) is noted. The Project Team will continue working with stakeholders to develop a design that is safe and intuitive for all users.
13	UPRR Crossing Vicinity	Future improvements in this area should take into account vehicle congestion caused by a passing freight train	Traffic congestion due to blocked crossings is a documented problem. The City has identified the need for a grade-separated crossing at Harrison Street (which is an established freight route) in its Transportation System Plan (TSP) but has not yet identified sources of funding for this project. There are currently no plans to grade separate the Oak Street crossing, but the Project Team will take this issue into account when developing the conceptual design.
14	UPRR Crossing Vicinity	Suggest routing both westbound and eastbound bicyclists on the north side of the Oak/UPRR crossing and then across the T-intersection to connect to bicycle lanes on Monroe Street.	Currently, there is an eastbound bicycle lane on Monroe Street in the uphill direction, but no westbound bicycle lane. The Project Team is open to the idea of routing bicyclists and pedestrians on the north side of the tracks, but there would need to be a safe way for these users to cross Oak Street if they wish to continue east on Monroe Street. It is a critical point to eliminate the free turning movements for Oak Street traffic. In addition, while a neighborhood greenway is designed to operate as shared space for all users, existing speeds and volumes on Monroe Street are relatively high. Therefore, the existing bicycle lanes are not compatible with the neighborhood greenway concept plan. If speeds and volumes cannot be sufficiently reduced, it may be necessary to provide for protected bikeways completely separated from auto traffic (preferably by a physical barrier). The Project Team will continue to explore options for routing bicycle users through this high-stress area.

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15	UPRR Crossing Vicinity	Concern about traffic congestion if roundabout is installed at the T-intersection	The forthcoming traffic analysis will help inform whether proposed improvements will lead to greater motor vehicle delay at this intersection and what measures can be taken to minimize this impact.
16	UPRR Crossing Vicinity	Shared-use path between Oak Street and 37th Avenue will benefit people walking and biking	That's correct, a shared-use path in this location would benefit bicycles and pedestrians by routing them away from high-stress locations such as the Oak Street railroad crossing and the T-intersection with Monroe Street and Railroad Avenue.
17	UPRR Crossing Vicinity	Signal at Oak/Monroe/Railroad is needed for pedestrian safety	A signal is just one of the many traffic control options that have been identified for that intersection. Other potential options include a roundabout or an all-way stop sign. Eliminating the free movement at that intersection for eastbound Oak Street will help improve pedestrian and bicycle safety. Results from the forthcoming traffic analysis will help determine whether a signal is viable at this location.
18	37th Avenue	Incorporating diversion at this intersection will cause more vehicles to use 37th/Harrison which has poor visibility and would require improvements along 37th and at the Harrison intersection to handle the increase in traffic	The forthcoming traffic analysis will inform whether there are congestion issues as a result of diversion at OR 224 and what measures can be taken to minimize these impacts. In addition, the section of 37th Avenue between Monroe and Harrison is classified as a collector roadway in the TSP, which is a street that should be designed for 5,000-10,000 vehicles per day. In reality, the character of this section more resembles a neighborhood street and may need improvements to allow for increased capacity. Improvements would also be needed at the 37th/Harrison intersection, which is currently a two-way stop controlled intersection (there is no stop control on Harrison). As you noted, there is also an issue with visibility at this intersection. If diversion is considered a viable tool at Monroe and 37th Avenue, higher traffic volumes could be anticipated for 37th Avenue between Monroe and Harrison. Improvements for this section (including the intersection at Harrison) will need to be identified and allocated funding before the neighborhood greenway concept design can be implemented.
19	37th Avenue	Based on experiences in Portland, diverters work great at calming streets	That's correct, diverters would help with traffic calming by lowering speeds and volumes, and the Project Team is evaluating them as part of this project.
20	37th Avenue	Based on prevailing traffic patterns (between Oak and King via Monroe and 42nd), installing diverters will increase traffic by an unacceptable amount on neighborhood side streets	There is some concern that diversion at 37th Avenue could cause increased traffic on parallel side streets such as Jefferson and Jackson Streets, although the forthcoming traffic analysis will inform the severity of the issue and measures that can be taken to limit the impact. As local streets, Jefferson and Jackson lack the connectivity, width, throughput, and level of maintenance of existing collector streets such as Monroe and Harrison Streets, so there may not be as much diversion onto those streets as expected simply because Harrison Street would be the path of least resistance for through traffic. If diversion features are installed, the City should work with this neighborhood to monitor conditions and determine if further improvements are warranted. If necessary, similar traffic calming strategies, such as alternating stop signs, chicanes, and pinch points, can be proposed on parallel streets to deter cut-through traffic.
21	37th Avenue	Opposition to Railroad Avenue as a diversion route, which has several issues and would exacerbate the failed Linwood/Harmony intersection	The forthcoming traffic analysis will inform the severity of the issue and measures that can be taken to limit the impacts on the Linwood/Harmony intersection. The Project Team expects most of the diverted traffic to use King Road and Harrison Street to continue further east.
22	37th Avenue	Concern over delays to police, fire, and EMS access along Monroe Street due to diverter	The diverters will be designed to allow emergency vehicles to mount the curb, or to simply drive in the opposing vehicle lane.

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23	42nd Avenue	Support diversion as a way to make Monroe a better and more valuable place to live, even with impacts to vehicle access	Diversion measures that are designed to deter cut-through traffic are a trade-off that the community must carefully consider. On the one hand, access to residential properties along the street may be impacted; but on the other hand, those property owners get the benefit of a calmer, more inviting street that supports a variety of modes, not just cars. If the affected neighborhoods decide to accept the minor inconveniences associated with diversion measures, they would gain a host of benefits that improve safety and livability.
24	42nd Avenue	Based on prevailing traffic patterns (between Oak and King via Monroe and 42nd), diverting traffic at this location could cause confusion and increase traffic on side streets; prefer other measures to improve safety such as better signage at crosswalks	The forthcoming traffic analysis will inform the severity of the issue and measures that can be taken to limit the impacts on nearby streets. If diversion is utilized, the Project Team will work with the community to prioritize an access route between Oak Street and Harrison Street at a point west of 42nd Avenue (either 32nd or 37th Avenues) for through traffic to continue further east.
<i>East Section (42nd Avenue to Linwood Avenue)</i>			
25	Home Avenue	Recommend speed cushions and traffic circles at Home Avenue intersection	The Project Team is considering this option as a way to meet traffic calming objectives for Monroe Street. Based on eyewitness accounts, the existing four-way stop at Home Avenue has a fairly high noncompliance rate. Constructing a physical feature such as a traffic circle may be more effective in slowing down traffic and improving safety and comfort for bicycle riders and pedestrians. However, there is additional work needed to determine the feasibility of designing a traffic circle that can accommodate larger vehicles and trailers.
26	Home Avenue	Preference for defining the corners of Monroe/Home with sidewalks and curbs to help make the intersection more visible to ensure that motorists obey the stop control	The Project Team is exploring a variety of measures to improve safety and intuitiveness for all modes at this intersection. The lack of defined corners is a documented problem, and potential improvements include designing access control points for the convenience store at the southeast corner.
27	52nd Avenue	Suggestion for a painted mural at the Monroe/52nd T-intersection, or consider a traffic circle using the available right-of-way	Since this area is within the public right of way, the Project Team will consider enhancements that benefit the entire community such as new placemaking, stormwater management, or traffic calming elements. Narrowing the roadway may be a distinct possibility here to help slow down traffic. A traffic circle is another interesting suggestion that had not been previously considered for this intersection. These improvements can also help address visibility issues that have been identified at this location. As the plan is developed, the Project Team will work to will incorporate these improvements into the conceptual design.
28	52nd Avenue	Difficulty turning onto Monroe Street (from 52nd Avenue) in either direction because of low sight visibility due to horizontal curves and high speeds at this location	The Project Team will consider traffic calming improvements (such as narrowing the street or installing a traffic circle) that slow traffic and can help address visibility issues that have been identified at this location. As the plan is developed, the Project Team will work to will incorporate these improvements into the conceptual design.
29	60th Avenue	Difficulty turning onto Monroe Street (from 60th Avenue) in either direction because of low sight visibility due to vertical curves and high speeds at this location	While the reduced visibility is a function of the rolling hills in this section, the Project Team will consider improvements that mitigate this deficiency by making this intersection safer for all users. Implementing traffic calming elements such as speed bumps, curb extensions, and other improvements that narrow the street will help slow down traffic and make it easier to turn onto Monroe Street from side streets.
30	Linwood Avenue	Preference for hybrid beacon signal treatment at this intersection (Linwood Avenue) in addition to basic crossing improvements such as signage and high-visibility crosswalks	Safer pedestrian crossings are a documented need at this location and the Project Team will work with the community and project stakeholders to determine whether a hybrid beacon or rapid flash beacon is more appropriate at this location.

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31	Linwood Avenue	Confusion about median diverter design, because the neighborhood greenway is supposed to terminate at Linwood, and yet vehicle access to the east is impeded for eastbound Monroe and southbound Linwood traffic	The median diverter is proposed to both limit the amount of through traffic on Monroe Street, but perhaps more importantly to limit left turns from northbound Linwood Avenue. This is because much of the cut-through traffic on Monroe is likely generated by motorists on northbound Linwood heading west who wish to bypass congestion at the King Road/Linwood Avenue intersection. In addition, the broader community vision for Monroe Street is a neighborhood greenway that connects Downtown Milwaukie with Clackamas Town Center. While this current planning process focuses on the section within the City of Milwaukie, a separate process next year will explore improvements to the section in unincorporated Clackamas County. Therefore, installing a median diverter at Linwood Avenue would satisfy the project objective to reduce traffic volumes in both sections. The Project Team encourages you to stay engaged with the subsequent, Clackamas County project that will look at making improvements on Monroe Street further east of Linwood Avenue. Scott Hoelscher is the County's contact person who also serves on the current project's Project Advisory Committee.
32	Linwood Avenue	This intersection (Monroe/Linwood) is in urgent need of more effective traffic control, due to existing safety deficiencies and frequent collisions	There is a documented need to reduce traffic speeds on Linwood Avenue and create more opportunities for all road users - those who walk, bike, or drive - to cross the street safely. A full signal is one option that has been previously considered by the City of Milwaukie. However, it is the most expensive traffic control option and may encourage more cut-through traffic to use Monroe, which would not satisfy project objectives. The alternative is to use lower-cost alternatives such as a rapid flash beacon or hybrid beacon, coupled with traffic calming devices such as median refuge islands and/or curb extensions. These improvements will help reduce traffic speeds on Linwood Avenue while increasing visibility and reducing the crossing distance for pedestrians. The ability for the beacons to stop vehicles on Linwood Avenue will also benefit vehicles turning from Monroe Street to Linwood Avenue.
33	Linwood Avenue	Request parking restriction on Linwood Avenue up to 150 feet north of the Monroe Street intersection to improve sightline visibility	The Project Team will consider recommendations for parking restrictions that can improve sightline visibility at this location.
General Comments			
34	Speed and/or Volume Control	Possible issues with traffic speed reduction - vehicles slowing down and accelerating at speed humps can cause noise and other livability impacts unless other traffic calming elements are used between speed humps	While properly spaced speed humps can help to reduce traffic volumes, they work best when combined with additional measures to keep speeds low along the entire corridor. The Project Team will consider traffic calming elements including, and in addition to, speed humps in order to reduce the likelihood of the situation you describe - motorists accelerating and decelerating between speed humps which can cause livability impacts. Installation of chicanes, traffic circles, curb extensions, as well as narrowing the roadway width, are intended to reduce traffic speeds throughout the entire length of the street.
35	Speed and/or Volume Control	Consider traffic calming measures (such as curb extensions, planters, chicanes, pinchpoints) that narrow the roadway and reduce speeds to encourage cut-through drivers to use busier routes while still allowing access in all directions, instead of physical obstructions like diverters which impact access	The conceptual design aims to create a "shared space" environment that makes it safer and more comfortable for people on foot or bike to travel along Monroe. While speed control measures such as those suggested will help achieve these goals (especially between 42nd and Linwood), more intensive measures may be required to lower the traffic volumes along busy stretches of Monroe Street, especially at the vicinity of 37th Avenue. The Project Team will continue to work with the community and project stakeholders to explore ways to minimize impacts to local access while meeting the project objectives.
36	Speed and/or Volume Control	Questions with how traffic calming elements will impact the operation of trailers on Monroe Street	The intention of these improvements is to lower traffic speeds and reduce instances of cut-through driving to enhance neighborhood livability. The Project Team will take into account the need to accommodate larger vehicles when developing the design concept. The biggest issue will be going around sharp curves, such as at traffic circles. There may be an opportunity to implement mountable curbs in strategic locations to help larger vehicles and trailers maneuver in these areas.

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37	Speed and/or Volume Control	Concerned about the appearance of concrete diverters or medians in neighborhood	There are a variety of creative designs for traffic calming infrastructure (including curb extensions, chicanes, and diverters) that incorporate landscaping and stormwater management features to help with drainage while also improving their aesthetic appearance. The conceptual design will incorporate these green street elements in order to complement the neighborhood's existing character.
38	Speed and/or Volume Control	Concern over resident/business access impacts on Monroe Street due to diverter	The decrease in cut-through traffic volume will increase neighborhood livability for residents and roadway users along Monroe Street. To reach local destinations, motorists would need to use parallel streets such as Washington Street, Harrison Street/King Road, or Railroad Avenue and then turn onto the side street closest to their ultimate destination on Monroe. The Project Team will continue to work with the community and project stakeholders to explore ways to minimize impacts to local access while meeting the project objectives.
39	Speed and/or Volume Control	Support the use of speed humps to calm traffic	Speed humps spaced appropriately, in conjunction with other traffic calming elements, are a useful tool to help reduce traffic speeds.
40	Speed and/or Volume Control	Support the use of chicanes to calm traffic	Chicanes are an effective tool to help narrow the street, which will lower traffic speeds.
41	Pedestrian/Bicycle Safety	Safe pedestrian accommodations, including safe intersection crossings, are important for children and families accessing the library and several schools west of OR 224	The improvements proposed as part of the design concept will help improve pedestrian conditions in this area. By installing curb extensions and median refuge islands at the Monroe/OR 224 intersection, pedestrians will be able to more easily cross at OR 224. There may also be opportunities to widen the currently substandard sidewalks in strategic locations west of OR 224.
42	Pedestrian/Bicycle Safety	Support having a conversation about how to make Monroe Street safer for people who walk or bike	The Monroe Street concept plan looks to fulfill these important project objectives.
43	Pedestrian/Bicycle Safety	Monroe Street makes sense for improvements to make the neighborhood stronger, safer, and more livable for young and older residents, and could convince more people to move to Milwaukie to raise their families	The Monroe Street concept plan looks to fulfill these important project objectives.
44	Pedestrian/Bicycle Safety	Request statistics on motor vehicle/pedestrian or bicyclist collisions on Monroe	Since 2010, there have been only 3 reported injury accidents on Monroe Street, all in 2013. Two (2) accidents were reported between vehicles and pedestrians (at Oak St and at 42nd Ave) and 1 between a vehicle and a bicycle (at Hwy 224). It is important to note that while the number of recorded incidents is one metric for measuring roadway safety, the number of collisions involving motorists and either bicyclists or pedestrians can be underreported depending on the circumstances of the crash. In addition, recorded incidents do not inform whether the road is comfortable for people who walk or bike, as many would likely avoid using that facility altogether instead of assuming a perceived risk.
45	Pedestrian/Bicycle Safety	More traffic enforcement would help improve safety at a lower cost	Enforcement, along with engineering and education, is a key component of traffic safety. While police have periodically set up traffic stings or speed radar vans on Monroe Street, these are usually effective only for the duration that they are deployed. In order to make a more permanent impact, changes to the design of the roadway are necessary to slow down traffic, such as narrowing the roadway and installing speed humps. In addition, enforcement will not help with needed pedestrian improvements like sidewalks and crosswalks.
46	Economic Development	Higher likelihood of frequenting local businesses by foot or bike if there was a safe, pleasant way to access. Neighborhood greenways connecting local neighborhoods with downtown destinations will help keep more money invested within the community	The Project Team agrees with this sentiment and national studies support this idea.

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47	Wayfinding	Support the use of sharrows to help children on bicycles feel safer in the street	The concept design will incorporate the use of sharrows spaced appropriately for the purposes of wayfinding, providing guidance to bicycle riders on where to position themselves in the street, and communicating to motorists that Monroe Street is a neighborhood greenway with an emphasis on bicycle and pedestrian movement.
48	Walkway/Stormwater/ Landscaping <i>East Section</i>	Some kind of pedestrian facility is needed between 42nd and Linwood to improve safety, especially for families with children.	The concept design will incorporate a facility in this stretch to improve pedestrian connectivity and safety. The decision on whether to pursue an asphalt pathway or concrete sidewalks and curbs will be made based on community input and facility cost.
49	Walkway/Stormwater/ Landscaping <i>East Section</i>	Sidewalk proposal will cut into large lots and impact the existing rural character which were major selling points for existing property owners	The Project Team does not anticipate needing to acquire private property to build sidewalks or pathways along Monroe Street. However, there may be several residences between 42nd and Linwood with fences or other features that are encroaching into the public right-of-way. The city will work with these property owners to develop a concept that minimizes impact to these residences.
50	Walkway/Stormwater/ Landscaping <i>East Section</i>	Concern about the impact of improvements on mature trees	The Project Team does not anticipate needing to cut down trees except where conflicts are unavoidable. In fact, the conceptual design will likely include planting several new trees along the eastern section to complement the neighborhood's pastoral character.
51	Walkway/Stormwater/ Landscaping <i>East Section</i>	Concern about potential loss of on-street parking due to pedestrian improvements	The Project Team does not anticipate removing on-street parking east of 42nd Avenue. In fact, the conceptual design will likely propose adding more on-street spaces and clearly demarcating them along the roadway (instead of the current improvised setup in the gravel shoulder). Formalizing these spaces will not only increase on-street parking supply, but will assist in traffic calming outcomes by narrowing the travelway with the intent on reducing travel speeds.
52	Walkway/Stormwater/ Landscaping <i>East Section</i>	Asphalt pathway separated from traffic will help with pedestrian confidence	A landscaped or parking buffer between the pathway and the street would increase safety and comfort for vulnerable users. The Project Team is committed to working with the community and project stakeholders to achieve a variety of desired outcomes, including better pedestrian accommodations.
53	Walkway/Stormwater/ Landscaping <i>East Section</i>	Concern about narrowness of Monroe after improvements and whether property owners will still have their front yards	The Project Team does not anticipate the need to acquire private property to implement this concept. East of 42nd Avenue, the existing pavement width of Monroe Street is approximately 22 feet, while the total right-of-way is 40 feet wide. This means that there is extra space within the right-of-way to make improvements, and in some locations property owners may have installed fences or other features that encroach into this space. The purpose of narrowing the street is twofold: the first is that it helps lower traffic speeds, which will deter motorists from using Monroe Street as a cut-through route. This reduction in speed and volume should foster a more comfortable environment for people who walk or bike on the street. The second reason for narrowing the street is to provide more space in the right-of-way for pedestrian facilities, landscaping, and on-street parking, which would in turn minimize impacts on property owners by not needing to acquire additional property.
54	Walkway/Stormwater/ Landscaping <i>East Section</i>	City should utilize the entire right-of-way at its disposal for improvements	A review of existing conditions show that there are locations where private uses are taking place in the public right-of-way. The Project Team will likely include recommendations to convert these private uses into features more beneficial for the wider community, such as sidewalks and landscaping.
55	Walkway/Stormwater/ Landscaping <i>East Section</i>	Preference for permeable materials to help with drainage	An asphalt path can be constructed with permeable pavement to allow for better drainage. The concept design will incorporate a facility in this stretch to improve pedestrian connectivity and safety. The decision on whether to pursue an asphalt pathway or concrete sidewalks and curbs will be made based on community input and facility cost.

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56	Walkway/Stormwater/ Landscaping <i>East Section</i>	There is a need for better stormwater management to reduce instances of flooding, especially between 47th and Home	Green street features, including bioswales, rain gardens, and planter boxes, are being proposed throughout the corridor to help with stormwater management, especially at this location prone to flooding. More information about these strategies are available at http://water.epa.gov/infrastructure/greeninfrastructure/gi_what.cfm .
57	Walkway/Stormwater/ Landscaping <i>East Section</i>	Green street features will improve the look and feel of the street	The Project Team is committed to working with the community and project stakeholders to achieve a variety of desired outcomes, including enhanced streetscapes.
58	Project Cost and Schedule	Concern about project cost and whether this will affect homeowners' property taxes	As part of this concept plan, potential funding sources will be identified and preliminary cost estimates will be developed for project improvements to form a basis of comparison against generally available revenues. It is the City's expectation that this project would ultimately be paid through outside sources, such as development fees or grants, and would not directly impact local property taxes. The concept plan will also look at options to phase specific design elements as funding becomes available, based on the cost of the improvement and perceived community need.
59	Project Cost and Schedule	Concern about project implementation timeline	The TSP identifies a neighborhood greenway on Monroe Street as a high-priority project but does not establish a timeframe for completion. At the present time, no funding sources have been identified by the City, and therefore there is no firm timetable for implementing this project.
60	Alignment	Suggest Washington Street as the neighborhood greenway route between OR 224 and downtown to provide better access to nearby schools	The concept plan is following the efforts of the City's TSP, which established Monroe Street as the primary east-west neighborhood greenway connection between downtown and local neighborhoods. While there may be more schools directly located on Washington Street west of OR 224, there are challenges involved with crossing OR 224 using the Oak Street signal. Compared to Monroe Street, Oak and Washington Streets are also busier, higher-speed thoroughfares that are less suitable for neighborhood greenway improvements.
61	Alignment	Railroad Avenue east of 37th Avenue may also be a good corridor for neighborhood greenway improvements	The concept plan is following the efforts of the City's TSP, which established Monroe Street as the primary east-west neighborhood greenway connection between downtown and local neighborhoods. Neighborhood greenways are designed to connect residents by foot or bike to local destinations such as retail, schools, parks, and transit facilities. Yet because Railroad Avenue only peripherally serves local neighborhoods (due to being adjacent to a busy railroad corridor), it is a less suitable route. However, the TSP also recommends a separate future bikeway along Railroad Avenue between 37th Avenue and Linwood Avenue, designating it as a high-priority project.
62	Alignment	Other neighborhoods with arterials are also in need of livability improvements to calm traffic, improve pedestrian connectivity and enhance quality of life for residents	While this project is specific to the Monroe Street Greenway, there are other livability improvements proposed as part of the City's TSP. These include neighborhood greenway facilities on Stanley Avenue, Harvey Street, 29th Avenue, and 40th Avenue. One of the purposes of this project is to set an example for what future neighborhood greenways in Milwaukie could look and feel like. The City has also identified improvements for busier streets, such as boulevard treatments on King Road, which would widen sidewalks and improve multiple pedestrian crossings. Other livability improvements are planned for Linwood Avenue, Lake Road, 43rd Avenue, and Johnson Creek Blvd (building sidewalks). Pedestrian safety improvements at intersections along OR 224 as part of the future Corridor Refinement Plan are also being planned. The Project Team urges you to stay involved as the City continues to plan Monroe Street and these future corridors.