

MONROE STREET NEIGHBORHOOD GREENWAY CONCEPT DESIGN PROJECT

NEEDS AND OPPORTUNITIES MEMO

Public Comment Response Summary

ID	Page (if applicable)	Comment (summarized)	Consultant Response
1	n/a	The Linwood NDA is planning to improve Wichita Park (near 59th Ave in the eastern segment) in the near future, so safe access to the park should be considered in the Concept Plan.	Have added a statement in the Memo that providing safe access to the park is needed
2	n/a	There is an example of a successful diagonal diverter setup in St. Johns that might have some applicability at 37th Ave or 42nd Ave. Photos online here: https://www.flickr.com/photos/bikeportland/8696825356 . This could be a lower cost option than digging and pouring concrete and could be moved or reconfigured fairly easily if adjustments are needed in the future.	Thank you for providing the example. This example is more applicable to an offset intersection with lower street volumes. They look very nice, but unfortunately the placement of the concrete planters may be a hazard at the more major intersections of 37th and 42nd.
3	n/a	Discussion at the October 29 PAC meeting seemed very focused on traffic calming related to bicycle safety and not as much about pedestrian safety. It is important to not minimize the importance of pedestrian safety along the neighborhood greenway, to improve sidewalks where necessary, widen them where possible, and make them ADA-compliant.	We agree pedestrian and bicycle safety is equally important. Will try to ensure this is evident in the memo.
4	n/a	I like the idea for a protected paved walkway along the eastern segment (between 42nd Ave and Linwood Ave), not a traditional sidewalk but a pathway protected and defined by a curb. Concerns are whether such a walkway would meet ADA requirements---for example if it didn't include curb ramps and similar features in order to reduce the cost. If such a walkway is on only one side of the street, will there be enough access points for pedestrians to cross from the other side of the street? And what kind of impact will it have on homeowners who must drive across the pathway to access their driveways? Also, a note that a new walkway will change the more rural character that this segment of Monroe Street currently has and will make it seem more urban.	The asphalt paved pathway we are discussing does not involve curb. Adding curb and gutter would add to the cost of the project due to the fact that stormwater would likely then need to be collected in the gutter system, adding further cost to the project. Meeting ADA longitudinal grades and cross slopes are essential for ADA compliance. We would still propose curb ramps at intersections for full ADA compliance and better pedestrian visibility at the crossings. Homeowners crossing the path should be alert for pedestrians just as they would be crossing any sidewalk. Agree it may be more urban, however the pedestrian access is essential to the project.
5	n/a	Streetlighting coverage for a small area at the eastern-most end of Monroe St in the City, near Linwood Ave, seems to be lacking. Is there a plan for improving it?	Streetlighting is outside the scope of the project at this time.
6	n/a	Since the route crosses the boundaries of several different neighborhoods, and since several different approaches will be needed to establish the greenway within the various segments, what continuity of design will tie all of the segments together from one end of the greenway to the other?	
7	n/a	At the October 29 PAC meeting, I was disappointed that the opening Power Point slide definition had something about giving bicycle travel priority. While it may be possible to use Monroe as a through bicycle route, the hill between 37th Ave and 40th Ave is a major barrier. Based on what I have heard so far, improving pedestrian access, slowing speeds, and reducing volumes are what really matter.	That was noted in the definition of a neighborhood greenway. It is to give bicycles priority over cars so that drivers recognize they are entering a shared space. Slowing speeds and reducing volumes are absolutely essential in creating the shared environment so that both pedestrians and cyclists feel comfortable in using the neighborhood greenway. We agree 37th - 42nd is a hurdle; we are proposing options to reduce the traffic through there so it is more comfortable for walkers and riders alike.

8	n/a	<p>Consider getting rid of the Monroe Street stop signs at 37th Ave. Make traffic on 37th Ave stop but let Monroe Street traffic flow freely. There might need to be some sort of lane narrowing/bulb out/island configuration to slow traffic, but let it keep moving. Perhaps something akin to the islands at SE 7th & Spokane (online photo at https://www.google.com/maps/@45.4650358,-122.6586152,3a,75y,283.78h,73.44t/data=!3m4!1e1!3m2!1skto4Amjbm6zUnQTbuTu3GA!2e0!6m1!1e1)</p> <p>Stopping in the uphill direction, especially on a bike, is a loss of precious momentum and it takes extra effort to get going uphill, especially for less experienced/less strong riders. In the downhill direction it's a difficult stop, and it's scary/unnerving to stop at the bottom of a hill with cars coming down from behind.</p>	We have noted in the memo that the goal would be to eliminate stops along Monroe Street; this is especially true at 37th so that eastbound cyclists keep momentum as they continue up the hill.
9	n/a	It seems like there are three different segments, which are almost mini-projects in themselves. It would be interesting to hear from those affected by the potential changes, especially the 42nd Ave to Linwood Ave segment. I think the project plan should consider gathering more information (neighborhood input on the potential tools) from residents along that segment sooner rather than later.	Agree. We will be looking forward to hearing from the public at the Dec 3rd meeting.
<i>(Comments 10-15 are from a single contributor)</i>			
10	n/a	The Memo is a well researched, but limited document. The document could be improved with more research on the impacts of traffic diversion on other critical parts of the transportation network, and addressing significant variables due to proposed development along the Greenway corridor.	This was not in the original scope of the project however some traffic modeling is being incorporated and the results will be a factor in the final concept plan.
11	n/a	<p><u>Transportation Plan Overview</u></p> <p>It would be nice to add an overview of the transportation network including significant arterials and corridors to the introduction of this memo. It seems to be an implied that arterials and corridors will handle diverted traffic. For example Harrison is a designated arterial between downtown and 42nd Ave.</p>	Impacts to parallel routes will be analyzed in the traffic analysis.
12	n/a	<p><u>Impacts of Traffic Diversion on Major Intersections</u></p> <p>It is important to indicate current traffic levels along Harrison, King, and Railroad Ave, and also the anticipated increase in traffic levels once Neighborhood Greenway treatments to divert traffic are in place. What, if any, are the anticipated impacts of increased vehicle traffic for the neighbors living on those streets?</p> <p>In addition, it would be helpful to indicate which major intersections will be impacted by diverting auto traffic from Monroe St. It would be nice to include a table to list the areas of further study. For example:</p> <ol style="list-style-type: none"> 1. Monroe St and Hwy 224 (assuming some cars are diverted away from Monroe) 2. 37th Ave and Railroad Ave (assuming some cars use Railroad instead of Monroe) 3. Railroad Ave (Harmony Road) and Linwood Ave (assuming cars use Railroad instead of Monroe) 	These impacts will be analyzed in the traffic analysis.
13	n/a	<p><u>Variables impacting traffic volume</u></p> <p>Given the changing dynamics of vehicle and freight train traffic in the area, please consider the following variables:</p> <ol style="list-style-type: none"> 1. The McFarland site is under consideration for development, which may include new zoning that allows a mix of residential and commercial activity and that might increase ped, bike, and vehicle traffic. 2. The UPRR line is subject to both passenger and freight traffic, both of which are expected to increase in the next thirty years due to Oregon Passenger Rail and increased freight transport. 3. Milwaukie will continue to experience an increase of new residents from around the Metro area seeking affordable housing. As current residents age and sell their properties, new families arrive. In some cases developers will subdivide a lot, resulting in more people and cars than before. This is currently happening in the neighborhood where I live, close to 37th and Railroad. 	Will add language to the memo to note these items.

14	n/a	<p><u>Additional research</u> Based on the assumptions noted in Comment 13, I would like to suggest additional research for the following areas:</p> <p>1. Monroe St & Hwy 224: Unsafe major crossing Request additional study to review the cost/benefit of a median diverter to allow only right in, right out turns at this intersection. The median diverter would also serve as a refuge island, providing bikes and pedestrians a safe island mid-way across this long cross walk.</p> <p>2. UPRR Crossing at Oak St: Unsafe bike/ped crossing The railroad crossing does not currently have a crossing guard to prevent peds/bikes from crossing the rail line, and with quiet zones in place trains are not required to sound their horns. I recommend the following for further study: a. Crossing guards to block peds/bikes before and after train crossings</p> <p>3. Monroe St & Oak St: Free flowing traffic hazard (potential right hook) In partnership with Moving Forward Milwaukie, additional study is requested for expanding the sidewalk to include an expanded off-grade ped/bike corner that would allow cyclists to safely stay on the sidewalk and enter the bike lane after they have rounded this dangerous corner, subject to free flowing traffic. Further pedestrian improvements could elevate this part of the Greenway to attract a higher volume of walkers heading to the main shopping area at Milwaukie Marketplace (Hwy 224 and Oak St): lighting, benches, curb treatments</p> <p>4. Monroe St & 37th Ave: Major intersection requiring traffic calming, but not impeding A semi-diverter preventing westbound traffic on Monroe St from turning left towards Railroad Ave (south) would be a negative consequence. As this is a major intersection, I would recommend adding raised intersections at the crosswalks between Monroe St and 37th Ave on the SW side, which would result in traffic calming but still allow for the free flow of auto traffic through the intersection.</p>	<p>Intersections of Monroe St with Hwy 224 and 37th Ave will be part of the traffic analysis.</p> <p>The design details at the UPRR crossing would need to be finalized as design is advanced. We agree the crossing warrants attention to detail. Likewise for the Monroe St/Oak St intersection.</p>
15	n/a	<p>I would like to commend the technical team for a comprehensive draft memo. The appendix also includes many traffic calming tools. It would also be nice to include a list of pedestrian amenities such as benches, lighting, curb treatments, and other amenities to encourage families, seniors, students, and other pedestrians to take longer walks along the Greenway. The way the draft memo is presented it feels like the main beneficiary of the Greenway traffic calming measures will be bicyclists.</p>	<p>Thank you. Curb treatments are discussed in the memo and will try to widen the pedestrian discussion. Benches and other amenities such as lighting are outside the scope of this memo.</p>
16	n/a	<p>There are a number of large beverage trucks that have been using Monroe St as a way to get from the store on Home Ave and Monroe St and, I presume, Linwood Ave. Hopefully what we do for the greenway will encourage them to go via King Rd.</p>	<p>Agree.</p>