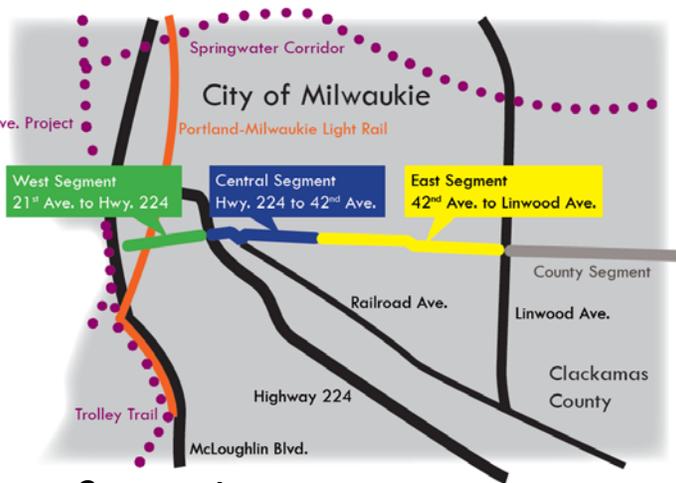


Monroe Street Neighborhood Greenway
Concept Design Project
Public Workshop #2 (March 18, 2015)

Summary of Comments & Questions



Comments:

- Please remember to consider the dangerous and treacherous left turn from 60th Ave onto Monroe St.
- I am concerned that the narrowness of Monroe (28th to the tracks) will make this plan unsafe for cyclists who must share the road with vehicles traveling in both directions.
- I personally sat at the intersection of 42nd and Monroe at 7:30 to 8:30am, 1:00 to 2:00pm, and 5:00 to 6:00pm on several different days and hand-counted the cars. The morning time had cars heading west on Monroe four (4) times as many as traveling east at 42nd. In the evening time frame, there were twice the cars heading east versus west. Midday times had about 40% more cars traveling east. This pattern of flow suggests (though not scientific) that the traffic is primarily residents. Also, during all the various time frames the traffic traveling east onto Monroe from 42nd, combined with traffic traveling west through 42nd exceeded 180 cars total in a 1-hour time frame. It seems to me as a resident and someone who works there as well, that the majority of traffic is residents rather than through traffic. I would think this is important data to confirm, as through traffic seems to be generating much of the proposal.
- On Monroe between 42nd and Linwood, the residents would be well-pleased and well-served to add sidewalks, bike paths, and speed cushions (more than shown on plan) and storm runoff elements as needed. The chicanes and circles are not necessary with well-spaced speed cushions. This would be simple, cost effective, and satisfy the needs for better safety and slower traffic. Also, I would suggest the speed cushions alone will discourage cut-through traffic as drivers generally dislike slowing down to go over them. Residents could accept that more easily.
- No Parking on Monroe from the light rail tracks east to Hwy 224 on both sides of the street needs to happen. With parking on Monroe, the street will become too narrow for safe traffic. One Way from Hwy 224 to downtown NEEDS to be considered.
- Need traffic calming on all 3 cut-through streets: Harrison, Monroe, and Washington. There are 3 schools adjacent to each other on Washington St; we need to make this street safer. Anything to stop the cut-through traffic from Hwy 224 to Hwy 99E.
- I like the planting islands but they do make biking on Monroe St unsafe due to road being too narrow. I am forced onto the sidewalk at 25th Ave when coming up Monroe by cars behind me.
- Pro roundabouts. No speed bumps. No traffic lights.
- Need to address traffic patterns at 42nd Ave and Harrison: backups there drive traffic to Monroe St.
- Roundabout and 4-way stop at Home Ave is redundant: use the roundabout and eliminate the 4-way stop.
- In favor of diversion at Hwy 224 and Monroe.
- Monroe & 60th Ave: Need to consider grade of both streets. Left turns from 60th on the Monroe westbound are very dangerous and preventing left turns onto Linwood will require more of them. Maybe consider placing a traffic mirror on the utility pole to increase visibility.
- Consider grade when placing stormwater solutions: they may be more appropriately placed on 60th Ave.

- I am very encouraged and very excited about this project. I believe that all opinions can be respected as the project moves forward and I'm glad there are options on the table (i.e. Washington St alternative). THANK YOU!
- By not allowing vehicles to turn onto Monroe St from Hwy 224, vehicles will be forced to go around to Oak St or Harrison St. This is especially concerning for ALL the vehicles that drop children off at the YMCA daycare. This is forcing more traffic into the neighborhood.
- Please remove the island at 28th Ave and Monroe St: it is very dangerous. Many cars have hit this also; it is very narrow at that point in the road.
- Foresight into Future! One Way traffic from east (Hwy 224) to downtown Milwaukie. No Parking on south side of Monroe St. West-East bikepath.
- Move "City Center" sign past Monroe St to Harrison St or just past; drivers will use overpass to get to "city center."
- Washington St One Way west-east to Hwy 224; bike path east-west; Harrison St two-way traffic.
- So glad that this is moving forward. Those of us who will actually be around to enjoy the growth and improvement of Milwaukie really appreciate the fact that the City is striving to provide a more cooperative and safe place to live. Please don't get discouraged by the vocal negative few. Change is GOOD. Change is necessary. Change is inevitable and POSITIVE. Thank you all for your hard work and patience!
- I have attended Moving Forward Milwaukie meetings as well and think it's incredibly important to have the greenway in place and a pleasant way to travel on foot/bike in order to:
 - Encourage new exciting businesses and development on the new sites.
 - Prevent Monroe St from becoming even more congested as people travel by car to the new development at the new sites.
 - Milwaukie is really on the cusp of positive change. My quality of life and my property value GREATLY appreciate this!
- I question the round diverters at 55th Ave. The drawing shows north and south 55th much further apart than they actually are – two is WAY TOO MANY. In fact, why do we need any? I've lived there since 1968 and have never seen an accident. I prefer simple sidewalks and bike paths. All the other stuff is "trendy" and "spendy."
- Map C1.1 revisions:
 - Overlay shows crosswalk at Campbell/Monroe.
 - Move crosswalk to NW instead of SE side of intersection
 - Chokepoint on north would slow traffic on Campbell.
 - Larger Stop sign on Campbell
 - Traffic on Campbell (from bowling alley) rarely stops at Monroe St. Crosswalk plus new Stop sign would help
 - Also prefer Stop sign on NW bound traffic on Campbell (at crosswalk)
- Map B1.1 revisions:
 - Prefer overlay with some parking allowed on Monroe between Hwy 224 and Campbell
 - Stop signs at Campbell/Monroe "turn"
- We own a 4-plex on Penzance and if most of Monroe (224 to Campbell) becomes No Parking, all/most of the medical/dental patients will park on Penzance, making it difficult for residents.
- If you don't live in Milwaukie, how can you tell us what we need? I do not want to lose my dogwood trees!!! Government out of control. Let's vote!

- If traffic is diverted off Hwy 224 at Monroe St, the clients for the businesses on Monroe St (YMCA and businesses at 2403 Monroe) will get off Hwy 224 at Washington or Harrison and increase the noise and traffic in the historic neighborhood. Also increase the risk of children being hit and killed at the Catholic school on 25th Ave.
- NO sidewalks on my side of the street. And my dogwood trees are historical. DO NO WANT THEM REMOVED!!! WE NEED TO VOTE!
- With increased traffic on King Rd, sidewalks will need improvement!
- If Washington St via Ada Lane was used, restrict parking to one side to prevent blind spots. Adopt Portland's "be seen" clothing and lights at night. DEFINE 'DIVERTER.' Notify residents on Washington St and Ada Ln of impact.
- Fix drain at Monroe St and Linwood so there is not a drop (NW corner).
- Really support general concept to slow down and reduce Monroe St traffic. The chicanes and diverters work very well where I have encountered them in SE Portland.
- The plan I saw for Monroe-Linwood intersection looks great! Minor inconvenience for me when driving, but will be great when I am jogging or walking.
- Good project – I know others who support it but don't get around to speaking up.
- Keep it all just like it is.
- We live east of Linwood and would like to be advised when similar meetings will be held on that project.
- Final plan should be voted on by the people.
- No truck left turn from Hwy 224 northbound to Oak St/Washington westbound. No truck left turn from Hwy 224 northbound to Monroe St westbound.
- Please include a pedestrian lighted sign at the corner of Monroe and 59th for crossing into the park.
- If this goes through, on Stanley Ave between King Rd and Monroe fix the unintended speed bump!
- I love the green idea but our parking would go from 3 spots to 1. And our whole street, both sides, would only have 4 street parking sites to share. At a minimum, we would widen our driveway to 2 spots.
- Bike users should pay for needs through licensing (yes, we have bikes).
- Looks like you need a light on 37th and Harrison—left turn would be difficult in increased traffic.
- Impact on Railroad Ave, Harmony Rd, and Linwood intersection—is already a bottleneck.
- With decreased street width through use of chicanes, [you] decrease first responder (fire, EMS) response times—meaning seniors suffer.
- Our duplexes are 2-bedroom units. According to Oregon Landlord/Tenant Statute, a 2-bed unit can support up to 5 adults. This will take away our parking availability.
- Would love to see a traffic circle in the design at 29th and Monroe. In fact, more throughout the entire design. I love traffic circles. Other than that, I'm very fond of diversions and less parking. Speed bumps, wider sidewalks, bioswales, etc. It all makes me happy.
- Washington Street alternative seems very viable. Linwood/Monroe intersection is a very significant piece of the project.
- I believe that providing sidewalks to the segment east of 42nd should be the highest priority since it's the only section of the study area without them. I am in favor of having diverters at 37th, 42nd, and Linwood even though it will be less convenient for me to drive east and west to and from my home.
- Diverter at 42nd and Monroe is unnecessary. It would force residents to travel to Jackson to 44th and then back to Monroe. Jackson and 44th are both narrow and poorly paved. This also only seems to reduce traffic on

Monroe for 3 blocks since majority of people will go around the block. If bicycles use a Washington path, then a diverter at 42nd for bicycles would not be necessary as well.

- For those of us who are older, the concern is for the response time for medical emergency and fire. If traffic is forced to slow, so are emergency response teams.
- I'm not happy with the sections of draft of the Greenway as it relates to the area around Oak and Monroe and 37th and Monroe. Despite many objections to the contrary, the design diverts eastbound traffic at Monroe and Oak to turn left instead, toward 32nd and Harrison. This will create a traffic bottleneck exactly where the fire department and police department vehicles come out. Again, at 37th the traffic that would normally go east on 37th is diverted down 37th toward Railroad Avenue. No analysis has been made of the traffic impacts that this would have on Railroad Avenue or other side streets.
- I don't think the plan accurately depicts existing driveways for churches and homes, which could affect the placement of the chicanes. Certainly a large amount of parking on Monroe is lost for the church at 42nd and Monroe. They have tried to be good neighbors by redeveloping a part of their property for more parking, but this would wipe out all of the gained spaces they're paying a huge amount of money to get.
- It appears that an important stop sign has been eliminated at 44th and Monroe—because of the hill, the line of sight going westbound there is limited; there needs to be a stop sign there to protect anyone entering Monroe from 44th.
- The mini roundabout at 47th isn't merited because there isn't enough traffic at that street to warrant that kind of traffic treatment. I suppose the idea is to slow traffic but the chicanes will do some of that, as would parking and street trees on each side of the treat.
- The mini roundabout at Home and Monroe does not need stop signs. You either have stop signs or you have a roundabout, you don't do both. Better yet would be curbs to define better the edge of the roadway there; having the store parking lot just merge into the road makes people feel they don't have to stop there, and they don't.
- This is a huge inconvenience to the Campbell neighborhood AND it's a danger to our well-being by diverting first responders down another road which will delay their response times.

Questions:

1. In the section between 42nd Ave east to Linwood, it has been stated a number of times the intent is to reduce the significant amount of cut-through traffic. How has it been determined the traffic is cut-through versus residents who live in the Hector Campbell and Linwood neighborhoods?
2. Permit parking in historic district: would it be for homeowners or sold to the general public?
3. For the last decade, people have complained about truck traffic on Monroe between Hwy 224 and downtown. The idea of making Monroe 'right in/right out' has been discussed before. So the suggestion here of eliminating left turns off of Hwy 224 is not new. I think it's a good idea to consider. But could you please clarify:
 - How much narrower the crosswalk would be?
 - How much the average crossing time would be?
 - Why ODOT likes it? (i.e., what was the reference to making Hwy 224 work better?)
4. Diverters are annoying when you first encounter them. But Portland has put in a number of them (e.g., Lincoln at 39th Ave). But has anyone gone out to talk to the neighbors in those areas a year after installation to see what they think of diverters after they're in place?
5. If this goes through, can Stanley Ave between King Rd and Monroe fix the unintended speed bump?
6. Can we widen our driveway to 2 car widths instead of 1?

7. If there's a 4-way stop at Home Ave, does adding a traffic circle really have any impact?
8. Where will the traffic go – Harrison?
9. Who is pushing the plans?
10. Is this going to affect Milwaukie Marketplace businesses and their customers?
11. Does this project tie in with light rail?
12. Approximate cost of project? I'm still cautious regardless of funding source.
13. Bike usage in area, current and projected in future?
14. Are there any traffic projections for this area? How far out? What happens as growth increases and we have broken up this arterial?
15. Carbon—does this save on CO2 emissions? Does diverting traffic make folks drive farther, producing more CO2?
16. Does this project increase response times for emergency vehicles? What about the other arterials that get the extra traffic?
17. What are the technical skills and experience of the CH2M Hill people? Please provide an outline.
18. Will this project go to a vote to secure funding?
19. Why can't we just add speed bumps – slows traffic and is less expensive?
20. Where you have street with alternating chicanes – is this allowing a fire truck through? School bus? How do you handle two-way traffic? Is Monroe going to turn into a one-way street now?
21. Why can't we have traffic signals instead of all of this greenway?
22. How are you able to define what traffic is coming from the neighborhood versus people traveling through? Glenn Hoerr did a traffic analysis and couldn't see that large amounts of traffic are coming from outside of the neighborhood.
23. 29th and Monroe just put in new sidewalks—why waste more money and start over when just done?
24. Economic development restrictions on 37th and Monroe: Would the traffic pattern as planned need to be changed if there is economic development on the corner of 37th and Monroe? In other words, does the plan only account for current traffic or patterned with economic development on the site?
25. Is it legal to park in a bike lane?
26. What happens to the mailboxes on Monroe east of 42nd Ave?
27. Why isn't a traffic circle an option at 29th Ave?
28. Has converting sections of Monroe to a One Way been explored?
29. Other than that, I'm very fond of diversions and less parking. Speed bumps, wider sidewalks, bioswales, etc. It all makes me happy.
30. Please clarify how the McFarland Site is planned to be developed.
31. Any plans for east of Linwood for Monroe?
32. Why doesn't the project scope reach the Trolley Trail/Riverfront?
33. Are bikes allowed to go east on Monroe St?
34. Who will maintain the green (plant) areas? Will homeowners have to, and be responsible for the costs of the path/greenway?
35. Re: Linwood/Monroe intersection for option which allows right-in/right-outs for turning movements—is there consideration of stop bars for vehicles on both north/south Linwood? This provides some additional time & distance for peds/bikes crossing Monroe. Peds cross Monroe often after de-boarding the bus at the stops serving this intersection (my observation).