

Washington-Monroe Greenway Open House Summary



Thursday, September 12, 2024 | Wichita Park - Milwaukie, Oregon

Event Details:

Date: Thursday, September 12, 2024

Time: 5:00-7:00pm

Location: Wichita Park, Milwaukie, Oregon



Attendance:

The following staff attended the open house:

- Tanya Battye, City of Milwaukie
- Jennifer Garbely, City of Milwaukie
- Joseph Briglio, City of Milwaukie
- Daniel Hofmann, City of Milwaukie
- Matthew Lehrbach, City of Milwaukie
- Nick McMurtrey, Consor
- Eric Webster, Consor
- Aaron Roberts, Consor
- Tracie Heidt, JLA
- Esme Schornstein, JLA



Purpose of Open House:

The project improvements will create a shared space that is safe for people driving, walking, biking, and rolling at all experience levels, and will facilitate a low-speed, low-traffic street that is ideal for neighborhood greenways.

The purpose of this open house was to share project information, early designs, and answer neighbors' and the greater Milwaukie community's questions.

Summary of Event:

The open house was held outside at Wichita Park, which is located along the corridor on Monroe Street. It was a drop-in, self-guided style event and included a welcome table, display board stations, a long roll map station under the canopy, a comment-writing table, and a snack table. Participants were able to talk with project team members to ask questions, share concerns, and provide feedback on the designs.

Approximately **100 people attended the event** and most of them stayed a while to take in the information, talk to staff, and chat with their fellow community members. KATU 2 arrived about halfway through the event and interviewed Tanya Battye and a few participants. [The segment was on the 11 o'clock news](#) that night.

Participants were able to provide feedback in a multitude of ways. These included: physical comment forms, verbal feedback, and online comments to publicly post via the forum or privately submit on the [Milwaukie Engage Page](#). The Engage Page was open from September 13-September 20. The physical comment forms were only available during the open house event. Several community members also made appointments to meet with City staff, or called, emailed, or wrote letters to Tanya Battye directly.

Outreach/Notifications:

These advertising methods were used to promote the open house:

- A mailer sent to a 2-block radius from the corridor on August 27.
- An announcement made in the September 2024 edition of the *Milwaukie Pilot*.
- Social media posts on the City's social media accounts.
- An email invitation sent to the email distribution list on September 4 and to the NDA Chairs on September 6.
- A web update which invited folks to register on the Engage Page.
- 3 yard signs posted in the project area right-of-way and/or at Wichita Park.

Summary of Feedback:

Comment Forms

During the event, **41 participants** submitted physical comment forms. Participants were asked to include their name and email address on the form and if they wanted a project staff member to follow up with them. **See Appendix A for all comments.** Names have been redacted.

Overall, participants seemed rather split in their support of the project. The main themes of the comment form feedback are listed below.

Main Themes:

- Many people were concerned about the effects on parking—specifically the possible decrease in parking in some areas.
- Concerns about narrowing the street, and what the impacts will be for folks with larger vehicles, especially trailers/RVs.
- Many people were not supportive of traffic calming measures, especially speed tables, largely because of the damage they believe they could cause to cars.
- The need for stormwater mitigating measures—many people expressed that their driveways often flood.
- Concerns about liability for property owners who will be responsible for maintaining the new sidewalks adjacent to their property.
- Concerns about the maintenance of the new landscaping strips.
- Several participants expressed their pleasure about the implementation of bike and pedestrian facilities. Many of these people also expressed their support for the increased landscaping and vegetation.
- A few people indicated they were happy about the traffic calming measures—particularly those with small children in the neighborhood.

Other Comments (less related to the project elements):

- Suggestion that the street parking in front of Wichita Park should be time limited.
- Concern about the safety of Monroe/Home intersection.

Milwaukie Engage Page –Forum

The community had the opportunity to submit anonymous comments and questions to project staff via the Engage Page comment posting feature; **30 public comments** were posted for the community to see and comment on. The comments in this summary document capture new subject threads only and not other commentors' responses to the original comment, in agreement or disagreement. (Please note that there were several people who posted more than one comment.) See **Appendix B for all comments**.

Main Themes:

- Bike/pedestrian crossings (specifically on 37th Avenue and Washington Street) should reflect how bikes cross naturally.
- Create a bike route that is most direct.
 - Many people were concerned that the Washington Street alignment was not the most direct route or were confused about why it was selected.
- Safety concerns about the intersection at Home Avenue and Monroe Street.
- Questions and concerns about why an "outdated" traffic study is being used (reference to the [2018 traffic analysis report](#)).
- Concerns about the number of trees that could be removed.
 - Questions about if this will cause heat islands.
- Concern about the aesthetics of the bike/pedestrian facilities.

- Concern about losing the greenway improvements that could have been implemented on Monroe Street if the Washington Street alignment hadn't been chosen.
- Concerns about the "lack of transparency" and "communication" from project staff.
- Concerns about the reduction of parking.
- Confusion about what a greenway is.

Additional Comments:

- Question regarding the possibility of pushing the sidewalk further out (away from property line so residents have more distance from pedestrians walking by).
- Question regarding the possibility of placing the bike lane sharrows equally in-between houses, so they are not directly in front of a single house (for aesthetics).

Milwaukie Engage Page – Survey Submissions

The Engage page also contained a platform in which to submit a private "survey" question or comment that project staff could later respond to via email. The survey was aimed **at property owners who are being directly impacted by the project.**

A total of 8 residents wrote a response to this prompt: *"If you have specific questions about your property as it relates to the greenway, please describe them below. Be sure to include the nearest street address so staff can understand where you are referring to. If you would like staff to reach out to discuss, please include your contact information below. Thanks!"* **See Appendix C** for details and all recorded survey responses.

Other

The city received other comments via mailed letters, emails, and/or phone calls during the open comment period, which we recorded in a spreadsheet and are available upon public records request. Only those that a member of the public requested be included in this event summary document are listed in **Appendix D.**

Appendix A: Comment Forms – Verbatim Written Comments

- Just pointing out - when going east on Monroe just at/passed Wichita Park - there is a bit of a blind spot turning south on 60th. Also- when heading north on 60th and turning left onto Monroe - another blind spot. Hard to see Monroe vehicles/peds heading east. ----- New Comment: This is a second comment. This neighborhood endured nearly 5 years of Linwood "improvements." And now more. Ugh!
- I don't want any of these proposals -- put this to a vote!

- Add rubber reflective along middle of road and reflective paint on bump outs so people don't hit them. (like on 42nd st) and better lighting.
- I am not a supporter of this project going down Washington St. This affects parking, will affect a nice quiet street.
- I do not approve this.
- You don't live in this community do you? I really enjoy the Linwood Proj *drawing of a thumbs down*
- Washington Street is going to be very unsafe between 37th and 42nd --> it's too narrow 42nd to Garret is a lot of changing w/o a substantive change to traffic. It will make Washington less livable.
- Incredibly disappointed north side of Monroe across from Sunny Market now has a "loading zone" for weekly semi-truck delivery. Why not on market side of street?
- Trying to understand how the height of my yard to the current asphalt will be incorporated together and width of driveway.
- Very frustrated with lack of communication. Why is this coming to Washington when Monroe is much more suited? Why do I have to maintain the sidewalk I don't want? 2018 plan didn't include major improvements to SE Washington.
- Don't narrow (Washington or Monroe! Between 40th and 42nd) to less than 2 sides on street parking, as exists now! If you have trees (as at 4139 and 4025) a small bumpout might be necessary but NO bumpouts for traffic calming! And no speed bumps anywhere! And where's the green paint down the center of the road.
- Thank you for the sidewalks and curb improvements. Any bikeway barriers to protect cyclists and vulnerable road users would be very appreciated. Staff was all very helpful answering my questions :)
- I'm concerned about the lack of mode-filters/diverters. All if the improvements are great! But in its current state I feel we are just repeating the 42nd ave project rather than building a greenway. This seems like mostly a pedestrian/sidewalks project rather than a greenway and it would be a shame to finish this lot year project without reducing vehicle traffic.
- Thank you for doing this greenway. My concerns about the Washington detour. - 37th/Washington, even with a flashing beacon, is pretty close to a curve when people drive fast. -If you can minimize stops for bicycles, it will help make up for the fact that we are being asked to bike 1/4 mile out of our way.
- Exp from Home Ave. Sidewalk it, they will come. Understand that budget limits to only outside for sidewalk. But the other side needs to have room for ped walking. Currently on Home, peds will walk in road on opposite side during high use time, which is often. Need room still on opposite side for people to stay off roadway, even if just a flat path.
- Recommending adding markings of signs to keep bicycles from using sidewalks.
- Understand additional funding sources being pursued for the sidewalk between 42nd and Garrett. Just want to put in support of this to allow more of the community to safely connect with new greenway.
- Driveways on Washington between 37th and 42nd are not to grate and have a lip.

- I don't like this at all. Your sidewalks and bike lanes are grossly oversized, wasteful, and delete greenery. Save the money for speedbumps and parks. Please cancel this project. It's a giant waste of federal, state, and local funds!
- What will the parking situation be on the west end of Monroe? Many cars park there now. On SE Crystal Springs- a greenway- only 1 car can pass due to all the parking- you should drive it.
- I live in Ardenwald, a block away from 29th St Greenway. It has been great to use my bicycle to commute to work. Greenway--> Springwater --> Tilikum --> OHSU, and feel safe doing so. I love seeing my neighbors and their families feel the freedom to walk or bike together in our neighborhood, and I've seen more of us interacting with one another.
- You all should fix Stanley, the speed bumps are impossible to see if you haven't seen them before, especially in the dark. Also, that road is road is bumpy. Real bad.
- I live at XXXX SE Monroe. My driveway floods when it rains -- please add stormwater management nearby to the East of my property. There is currently nowhere for the rainwater to drain.
- -sidewalk on s. Monroe is needed for access westbound on Monroe. Understand that EB would need a cross. -Water pools near my driveway, could be a candidate for a swale.-South side sidewalk would include improvement to sunny corner parking (change straight-in to ~2x parallel spots.) -Traffic circles at 52nd and Home please.
- Parking in front of Wichita Park should have a time limit. Most often the spots are full and no one is at the park. With the new development going on in between Monroe and Woodhaven the parking you are putting in will only be used by those in the development who will not have any parking at their new residence. That development is planned for too many units. It will put an incredible amount of traffic on the already busy roads. Will money be dedicated to the Milwaukie Police Department for increased staffing due to increased population and traffic? Better planning will help alleviate future problems.
- Thank you for your hard work, we can't wait! The more sidewalks and landscaping the better!
- SE Stanley Ave. Where Woodhaven T's w/Stanley -The east side of street needs fixing gravel sidewalks -The intersection needs speedbump or stop sign because it is a bus stop and the road narrows there. The traffic exceeds 25 mph or a show your speed sign.
- Overall, an [illegible] project. I have concerns about liability to property owners who will be forced to have sidewalks installed in front of their property. Who is responsible for the upkeep (sweeping, ice, etc)? If someone is injured on that sidewalk who is libel?
- Would be nice to have another diverter besides the one at Linwood. Seems like 37th, 40th, or 42nd would be a good location.
- The island at Monroe & Linwood!!! Traffic light installed!
- Needs to go on Monroe this will improve Monroe with limited effect on existing vegetation/trees, and will improve the street live ability, get rid of the gravel dirt side of the street. The incline difference is negligible, and most bike commuters have electric assist bikes or are in great shape.

- Re: Monroe St: I like the idea that you are planning only one side for sidewalk and bike path on the street. I have concerns about the plants to be put in the strip between. I think Linwood was overkill with trees. (and I love trees!)
- Whatever happens on the Home/Monroe intersection needs something (flags) to make it visible to cars turning right. It's completely black from tires hitting it, just some flags or something higher than the curb height.
- -pinch points eliminates parking and pull off space. -The school buses do not have adequate space to travel now. -Speed tables cause alignment problems to cars even if you travel slowly. +speed cushions better choice. +adjusting curbs for wheelchairs is good.
- Someone commented that intersection of 37th and Monroe gets icy in winter. Please address.
- A striped crosswalk at 52nd and Monroe would be appreciated. Tx.
- The 2018 plan said there would not be changes to the street only diverting bike traffic, not addition 12' w of sidewalk and narrowing street. Narrowing + danger.
- Someone suggested adding signs around new bumpouts to alert drivers to new traffic patterns and bumpouts for drivers.
- This is a ridiculous project. The people didn't vote for these projects. The city council did. About 20 years ago there was a vote and the people rejected by the council went ahead and just did what they wanted. Trees being planted ruin sidewalks that residents are responsible for fixing without getting residents approval.
- Monroe Street Greenway did not get input from anyone on Washington Street, and hence the feedback was not from the people effective.
- How will larger vehicles be able to travel the street with other larger vehicles

Appendix B: Engage Page Comments (original thread only, not including response comments from others)

- The greenway crossing on 37th & Washington st should reflect the way bikes cross naturally from Washington St and driveway section of 7 acres. The existing crosswalk (serves pedestrians well) is very tight even for a kids bike and not as visible. We bike as a family along this intersection and never use the crosswalk. The 7 acres driveway is a highly visible place for bikes to position themselves before heading up Washington. The converse is true as well. The center of the road on Washington St heading west is the best place to be to get on the path. Please create a greenway line along this natural path. It will give car drivers an expectation of where bikers will be in the roadway making it safer for everyone. There was a discussion of making Washington only open to westbound cars, which would limit traffic going up the street. Is that still a possibility? Overall, the plan looks great to me. Thank you for all your hard work!
- The overall design and plan looks good. However, as an avid cyclist I prefer to travel on more direct routes. So when this Greenway is completed and I choose to travel East-West along Monroe I will bike on Monroe for the entire section rather than turn

onto 37th to Washington. To accommodate cyclists like myself, please maintain the sharrows and bike lane along Monroe from SE 37th all the way to SE 47th. This will essentially create two options for cyclists. One that is more direct and another that is lower stress. More options are better than less. Update way finding signage to reflect these options. The best way finding signage directs bikes and pedestrians to destinations rather than streets. For example - Milwaukie Marketplace, King Road Shopping Center, Wichita Park, Stanley Park, etc. Thanks for all the work to move this Greenway forward. It's been a long time coming

- As long-time residents along the greenway route my husband and I look forward to having traffic calming measures put in place. We were however disappointed to see changes to the concept plan at the intersection of Home and Monroe. We see cars run those stop signs on a regular basis and thought the traffic circle would be a welcome safety improvement. Another questionable change was to replace a landscaping strip across the street from the market with a commercial loading zone. The commercial zoned lot is the only one in a very large residential community and it has sufficient parking to accommodate deliveries. You have already implemented newly expanded commercial zoning for the market and this new loading zone will just further diminish property values of adjacent residences. Thank you for your consideration on these concerns.
- On the section of Monroe between 60th and 59th/Wichita Park, the three houses have many cars. If creating the sidewalk eats into the spaces these cars currently park in, they will likely migrate to parking on the north side of Monroe or monopolize the spaces in front of Wichita Park (which one vehicle does now). Vehicles may also end up parking into the west bound travel lane, further narrowing the east-west traffic space. I would like to see staff reach out to these three homes and make them aware of the coming changes. I am not sure any of the residents attended the open house in the park.
- The map shows my driveway isn't fully accommodated for access—could this be an oversight or a larger issue? Additionally, it seems the traffic study was done before the Seven Acres apartments opened, which has significantly shifted traffic patterns. Given the increased traffic at intersections like 42nd and Monroe, and 42nd and Harrison, a re-evaluation might be needed, including considering extending the bike lane along Monroe instead. Most Washington Street residents I've spoken with do not support the greenway on our street.
- This project feels like a very drastic change with very little input from the public so far. The project scope is outgrowing the name, as the significant work is being done on Washington St, I know I was misled thinking Washington was barely impacted by this. The 2018 traffic study also seems woefully outdated, since 2018 we've had many major changes in the area, an apartment complex has opened, Milwaukie marketplace has added popular stores, traffic signs have been implemented and other improvement projects have started in the area, and since 2020 we've had a massive change in lifestyle and population making traffic patterns drastically different. I know personally I've changed my routes in the area. The proposed sidewalks and stormwater facilities on Washington may require many trees to be cut down, fences mailboxes, and water hookups moved; stormwater facilities appear to take away street parking, and all of this will narrow the road, which feel

counterintuitive if this is supposed to be a safe space for bicyclists. I'd like another traffic study to reflect the many changes that have happened in our area. I also would like a stronger effort from the city with community outreach, this is a big project, with a misleading name (since Washington St, and Garrett Drive is ALSO going through big changes, its not just Monroe, and earlier drafts showed Washington st. as a secondary option) it deserves more feedback than a single dedicated open house on a weeknight, and 8 days to submit a comment to a website

- My husband and I own, live, and work from at XXXX SE Washington Street. We are vehemently opposed to this project being carried out on Washington Street. Based on the current design, our property will be significantly impacted. The parking area in front of our home would be completely eliminated. Trees on our property would need to be removed to support the design. Our street is currently NOT a main thoroughfare. The design encourages transients and increased traffic directly in front of our home. We purchased this home as a corner lot on a quiet street. The changes planned will deteriorate our home value and irrevocably change the culture of our quiet and SAFE neighborhood street. There are plenty of streets and neighborhoods in Milwaukie that would benefit from this type of greenway design. This street and this neighborhood is not one of them. The city of Milwaukie should consider one of the gravel streets with no sidewalk to renovate. This would make far more sense than upending our quiet neighborhood and plaguing us with nonstop construction for months on end. If necessary, we will investigate legal options to prevent this construction from occurring in front of our home.
- I am a long-time resident of Milwaukie, Oregon and I am very disappointed and saddened by the plans to change my wonderful neighborhood street. Not only do I feel the City of Milwaukie has been less than transparent in this process, by adding Washington St to a project named the, "Monroe Street Greenway", I feel quite disillusioned by the lack of care for the residents of my neighborhood. I have yet to find one of my neighbors who asked for or wants the changes planned for our neighborhood nor did they know we were part of this project until later when told its been in the works and the plans are not likely to change. They also did not know the extent to the project, which are not minor. I, amongst others, do not wish to have a giant speed bump in front of my home or lose street parking when many of us have single car garages (multiple people who work need to be able to park in front of our homes), or have the beauty of established trees removed, get narrow streets and more negative side effects that were not asked for nor wanted. I have seen what this project looks like. It is not very aesthetically pleasing in my opinion. I personally think it will make our street less attractive. It could help Monroe where there is no current sidewalk. I chose to be a resident here on this street because I loved the neighborhood and how it looks. It's a beautiful quiet neighborhood where I can walk and feel safe the way it currently is. This project does not appear to benefit this street or my neighbors, in fact, I am very concerned that it is going to reduce home values and make it more difficult for myself and my family as well as other neighbors should they ever choose to sell. Again, I saw the project plans and I am even more upset because the plan shows an ugly an unnecessary speed bump in front of my home. Please keep this project on Monroe, leave our street as it is! There is no need

to waste money for a project that does not improve the street or the area for its current residents. The citizens of this street and neighborhood should have a vote to say, "No" to these changes. I say, "No". Please stop! I do not want a speed bump in front of my home! Concerned and disheartened citizens of Washington St in Milwaukie, Oregon.

- We are really concerned about losing our beautiful tree in front of our house. During the open house we were told that our tree would not be taken down and that since there is a sidewalk it would not be changed. However the designs appear differently and the yellow line is in the center of our tree which provides us with a cooler home during the summer. I was also saddened when the tree was removed from the corner of Monroe when they constructed Seven Acres. We can plant a new tree but it would take decades to provide the shade that we have now. I hope the city can find a way to go around the tree.
- I appreciate all of the listed improvements here, I am primarily concerned about the removal of traffic diverters/mode filters from these plans. I worry this will look more like 42nd ave north of Howe rather than say the Clinton/Woodward greenways in Portland. The project area will undoubtedly be safer and lead to more walking, but it may not limit car traffic enough (particularly on the Monroe portion) to cause an increase in bike use.
- Please explain the use of bike lane extension markings along the greenway. This is not a typical deployment of conflict markings and I've never seen them used on a sharrowed greenway. Their use in this case is not congruent with ODOT, PBOT, or NACTO precedent standards as far as I am aware. Their placement at 40th and Washington is particularly problematic as they extend beyond the stop bar of the intersection and only indicate a single direction of travel. They will be a maintenance headache and are an unnecessary add to the cost of the project. At turns I'd recommend instead sharrows with turn arrows. Signage and stop sign placement should be sufficient to inform cars of how to interact with riders at these otherwise un-complex, lower volume intersections. If you're not placing a crosswalk, don't place bike extensions. Please also explain the reconstruction of the previously reconstructed curb ramps at Home and Monroe. Is that reconstruction really needed to accommodate the new sidewalk connection at the northwest corner? Those grades are very flat and there must be a way to use curbing without incurring such redundant work. For the Garrett/Washington intersection, is the intent there to neck the street down to a single direction of travel? What design vehicle was used to test the turns at this location? This turn is often used by garbage trucks, delivery vehicles, and PGE maintenance vehicles as well as for fire emergency access. At 37th/Washington, there is a new directional curb ramp proposed crossing 37th with no companion ramp identified at this location. This ramp is also very far from the intersection and the ramp would cross directly over the existing railroad crossing warning markings. Is there a way to slide this crossing closer to the driveway for the apartments? My understanding of ADA design is that a companion ramp must be provided or the crossing fully closed. My preference as a regular user of this crossing is that this crosswalk be provided and marked as the other crosswalk feels dangerous due to parking for the apartments being too close to the crosswalk. With the grades here, taller vehicles block a pedestrian's view of oncoming traffic. This

will also help transition riders off of the cycle track and down to pavement level- right now that transition is awkward at best, dangerous at higher traffic times.

- General question- what is the considered % complete of the design we have been shown? Will there be other opportunities for public review of the documents?
- On the 2018 Concept Design Plan it says...but major changes or improvements are not anticipated on these streets (referring to Washington and Garrett). Current plan entails very major changes without input from residents of those streets. 🚫 Monroe already has a bike lane heading up to 42nd. The .04% grade difference between Washington and Monroe is not significant. Most urban bikers have electric assist, negating the grade issue even more. Adding sidewalks and bike lanes both improves Monroe St. and adds to property values (also makes it safer). It does the opposite to Washington. You cannot put your plan into effect (especially sidewalk work) without removing or damaging large trees, which is counter to the City of Milwaukee's Climate Action Plan goal of increasing the tree canopy. Removing these trees will dramatically change the look of the neighborhood, increasing heat for homes. Many homes do not have AC and rely on existing shade canopy for reduced temperatures. If the reason for adding/widening sidewalks, etc. are based on federal upgrade regulations, the counter argument is to ask for a waiver for clean air and decreased temperatures in the city. If the traffic study cited for the change of the greenway from Monroe to Washington was completed before Seven Acres apartments opened, then the results are invalid as the traffic patterns have changed considerably since it's opening. The fact that most Washington St. residents had no idea these alterations were in the works is a testament to the lack of transparency in the process. Why weren't the same alerts, emails and fliers, sent to residents about the council meetings where these decisions were made, as were sent to advertise the Open House? Street parking will be significantly affected. . .No street parking? Parking limited to one side only? We weren't able to get a clear answer to this question. This project is not equitable. Residents on Washington St. had no prior knowledge of these changes, so no voice in mitigating them. We do not want this!
- The segment of Monroe from 42nd to 47th/Garrett must be improved for the safety of pedestrians and bikers alike. The proposed Washington/Garrett segment will probably not be heavily used because pedestrians and bikers will take the direct route via Monroe. From 42nd thru to Linwood. I walk on Washington St regularly and it is a low traffic street. I imagine if the traffic analysis were to be updated the actual traffic loads vs the pre 7Acres construction projected may show a small increase in traffic on Washington but not a significant enough increase to completely change Washington Street. I do not understand why the route was changed nor did I, as a homeowner along the route, receive any direct communication about the route change other than the flyer for September open house. If Garrett is to be part of the route then there are portions of the roadway that are crumbling and must be improved as part of the project.
- I didn't see much in these plans to slow traffic on Monroe. Speed cushions were listed but not directly shown on the drawings Also, small traffic circles, especially at 55th and Monroe where cars drive diagonally across Monroe. Around Wichita Park, especially on the uphill side there needs to be signage for the park and perhaps a speed cushion.

- The questions regarding the trees that are on the properties that will be affected by the greenway have not been definitively addressed. The responses have been in the flavor of "likely will not be removed" and/or "trying not to remove". It would not be much of a "green" way if trees need to be destroyed.
- It's still unclear as to why Washington is used for the greenway, when Monroe is a much more efficient connector. The 0.4% higher grade and the volume of vehicles seem trivial, especially considering that those same vehicles will still be using Monroe past the few blocks that are being spared. If Linwood can be made into a safe bike corridor, not really seeing the issue with a handful of blocks of Monroe being a major issue. What really is the cost difference between Washington/Garrett vs. Monroe?
- The entire project feels like it's something that's been shoved down the throats of the residents without a majority buy-in. The residents are the ones that make-up the city and employ those that work for it and not the other way around(?) It very much feels like the money HAS to be spent, so it WILL be spent at whatever cost to the residents no matter what the concerns are. It's understood that change is sometimes difficult to accept, but change for the sake of a change doesn't always yield positive outcomes. Especially if the price is changing the entire dynamic of what was a quiet neighborhood.
- There is no one person that can answer all the questions related to the project. there is a lot of "not my area" diverting by the project engineers. As an example, when asked about any sewer repairs that will need to be performed after the greenway has been installed, the best answer that was given was that "you should probably do any sewer work before construction begins". That seems a bit unfair, since now the residents of the affected houses have to incur added expenses on account of a badly communicated city plan. Shouldn't matters such as those that would potentially cost thousands of dollars to the home owners be discussed BEFORE a plan goes into action?
- All the engineer/planner folks have thus far been on paper only. Not a single human has walked through the affected neighborhoods to talk to its residents. This is a MAJOR change to the neighborhood, and the best way to implement it is not by sitting behind a desk. Colorful lines on a satellite view is pretty and all but it doesn't necessarily communicate what is really going to happen at ground level.
- We appreciate the periodic project updates at Hector Campbell NDA meetings and open house events, as well as the latest reference handouts. Although automobile traffic is fairly light on our stretch of Washington, we look forward to changes that could slow car drivers while inviting bikers and pedestrians. Please continue to share information, as frequently as possible, to support understanding and invite participation.
- I was very impressed with the how the open house was conducted - the detail presented and the responsiveness of the Engineering staff and consultants involved. . . but I do have two concerns: 1) The elevated crosswalk just west of Stanley may be very disruptive to bicyclists - depending on how it is implemented. I was told at the open house that it would be "feathered", implying that it would not be as abrupt as a curb. Since there will be no gaps in it (as there are in conventional speed humps), bicyclists may actually have to dismount and walk bikes across. I would like to see

the "feathering" somehow specified in the design criteria - possibly calling out an approximate angle with respect to the street (perhaps 30 degrees?) 2) I agree with the folks who have stated objections to the portion along Washington - The greenway should run along Monroe as much as practical throughout the route. Most bicyclists will just ignore the detour anyway and I'm sympathetic to the concerns expressed by the residents on Washington about the disruptions to parking, trees, etc when the street hadn't been identified as a "greenway".

- The design should prioritize a multi-use path so cyclists are not on a shared roadway. While it is understood that there are traffic calming design features, drivers on this road have been known to speed. This path should remain on a consistent side of the street, not crossing as the current design shows. Thanks for providing this forum for feedback!
- So, because this comment software deletes all the line breaks my previous comment was pretty much undigestible. The gist of it was, that after meeting with the engineer (who was amazingly professional and helpful and answered every single one of my questions thoroughly and thoughtfully) I have gone from being irate, to being in support of the project and recognizing that the design achieves a good balance between infrastructure, neighborhood character, cost, parking, trees, accessibility, and all kinds of different issues, and a tremendous amount of thought has gone into it. While I'm not necessarily thrilled about a sidewalk going in front of my house, I've always known we were going to get a sidewalk connector at some point and I now don't believe this design will change the character of our neighborhood and also am convinced that it really has been well planned out. I agree with the folks who say there should be a connecting bike lane/sharrows on Monroe with, just because most of us are still going to ride that route rather than detouring around onto Washington Street. And it has to be mentioned that the communication about this project in the past has been poor and is probably the large majority of the reason that people are upset. Seems counterintuitive almost that it might be more difficult for a "small" city to do that as well as a larger one, but seems it probably is, since it puts that hat on the heads of engineers who are busy with other things, and that is not their primary skill or job role vs. larger municipalities that would have a citizen liaison position who is dedicated to doing that. That said, the current team that is working on this understands the importance of that and has a solid plan in place for future communication. I hope that will in fact transpire because that should eliminate a lot of unnecessary distress - both for the property owners, who are stressed due to incomplete information, and unwelcome surprises, and the city employees who are just trying to do their jobs. And, for reference- if you'd like to see just how unhappy I was and how many questions I had going in, you can reference the bottom portion of my previous comment.
- consider putting in crosswalks at 47th and Garrett Dr. Noted there is markings for bikes but greenway will be used significantly by peds, as has been the case with Home Ave improvements for peds.
- Concur that if funds can be found, connecting 42nd to 47th with sidewalk would be beneficial in allowing pedestrian movement fluidly from north and west of area.

- Concur with not placing a roundabout at Monroe and Home Ave. It is important that all traffic traveling east on Monroe have to stop as they come down the hill, Same with traffic coming south on Home Ave to this intersection.
- Crosswalk from Wood Ave to Sidewalk on north side of Monroe should be added.. This will connect the ped way to the southern neighborhood area since the sidewalk is on the north end.
- I'm sorry I couldn't make the open house. I'm very excited to see sidewalks on Monroe! I'm checking to see that street parking will remain available on at least parts of Monroe. (I really like the off-street bike paths on Linwood's, but double bike lanes on both sides of the street, with no parking along long blocks, is a mess. Just want to make sure that isn't going to happen here.) I'm not sure if there are plans to add curbs or anything to Monroe.
- I live at XXXX SE Monroe. My house is already very close to the road. I have two minor requests which I don't foresee being a problem for your team but would make a world a difference as someone who lives on this street. There is currently a sidewalk and bike lane extension indicators about 10 feet from my front door. Would it be possible to move the sidewalk even just a foot or two further from my home? Would it be possible to shift the bike arrows so they're not directly in front of my house but instead between houses like the rest of the design?
- I was originally just as irate and frustrated as many/most of my neighbors regarding this project, but after showing up with an open mind & speaking directly with the folks in charge, I've had a change of heart. The project lead was professional & generous with her time and knowledge, and I came away understanding both WHAT is actually happening and the behind the scenes WHY, and feel much better about it. They are juggling a lot of balls, including coordinating with multiple agencies. They "have" walked the neighborhood, and made design changes to preserve trees (which are not clear or visible on the posted design map). I now don't expect it to markedly change the character of the neighborhood, parking and trees will be almost entirely preserved. There has been a lot of thought into this that is not necessarily visible at first glance. I had EVERY SINGLE ONE of my questions thoughtfully addressed, and was impressed with the professionalism of the project lead, and the overall level of consideration that has gone into this. Even though, as a cyclist, I would likely not actually take that detour to Washington St. unless that happened to actually be my final destination, and would instead just continue up Monroe... and while I still don't totally love that I'll now be responsible for a sidewalk that I wasn't before, and have some reservations about the actual costs to the city, it now seems more reasonable, and also those funds have already been allocated and do not represent a future cost. Furthermore, the grant is not an insignificant contribution to our infrastructure and connecting our sidewalks, so overall I am now in support of this project. While information hasn't been well communicated to the property owners in the past, they have plans and protocols in place to do better going forward, and I hope that those are successful - since knowledge and access to information can make ALL the difference. I'm including what I planned to originally comment below, before I had the chance to get more information, just to showcase that I had many of the same concerns and questions as others here, and just how MUCH difference a little communication can make.

Original commentary: I will preface this commentary with the fact that this may not be as neatly laid out as I would prefer, because of the short window between any information being provided and the end of the comment period. I was out of town during the open house, the design wasn't posted online until several days afterwards, and also lacked certain information which I wanted to have. Furthermore, the time period between that open house, where many / most questions were left unanswered, and this comment period was short - in a way that will certainly exclude some people from participating when they otherwise would have chosen to. I didn't want to miss my opportunity altogether while waiting for further information, and trying to organize my thoughts more clearly, so here's my comment as it stands right now: This project is the kind of thing that makes you think that someone's uncle lives on Monroe and doesn't want the Greenway in their backyard, because of the lack of transparency and communication, how little sense it makes when you look at the parameters of the streets involved including property impacts, costs, and impacts on the canopy (a stated goal of the city being its preservation) as well as how the target users have specifically stated they would actually use (or not use) the deviation to Washington St. On another note, there also seems to be a lack of coordination of this project with other infrastructure/utilities considerations, including sewer and power. Here's a little more on those points: LACK OF TRANSPARENCY & COMMUNICATION Was told the city sent fliers for input but not a single resident received one. The open house didn't answer questions of any substance, maps weren't posted before hand, still can't get good information on where the map design is with respect to the existing curb line and trees. We were told in 2018 there would be no major changes to this segment of street - that it would be sharrows and traffic calming, and possibly a connecting sidewalk in front of a handful of houses (mine included), but not on both sides, no changes to parking, and certainly not a massive street narrowing with extra wide paths on both sides. Despite that statement, the Seven Acres development was clearly implemented (also destroying a heritage tree and a park that could and should have been preserved) with the obvious destination of Washington as the greenway based on the sidewalks, so that decision was clearly already made when that development was being discussed with the city, in absolute opposition to what residents were told. Being told to our faces that we want something we don't want, and that a room full of people in overwhelming opposition to something was in fact in favor of it is massive gaslighting and unprofessional. MONROE VS. WASHINGTON If an impartial observer looks at the available space and how the properties would be affected on each street and it makes so much more sense on Monroe. The minor difference in grade makes little difference to someone who cycles, (which I have, on both stretches of street) - the folks for whom that would make a difference would have a challenge on EITHER hill, and I expect would probably be on an ebike. Not to mention that Monroe needs a sidewalk anyway for safety which would add to ultimate costs for the city. Also, there are on the Washington/Garrett segment multiple older trees, as well as some middle-aged but nicely established ones, lots of landscaping, a number of driveways that would be made unsafely steep and more. CANOPY, ENVIRONMENT, & CHARACTER There is a lot of canopy that will be

taken down with this on Washington where there wouldn't be on Monroe, against stated goals of the city to preserve trees and canopy. Also FOT planted a number of trees by CITY REQUEST recently that will probably be removed by this development (I say probably because I could not get an actual map showing the curb line despite requesting it multiple times). Resident questions about environmental impacts of the actual construction were not answered, and possibly were never considered at all. It will change the character of the neighborhood - we bought on a street which was SPECIFICALLY NOT A THROUGH STREET while Monroe residents bought on a through street. COST FACTORS & COORDINATION A significant portion of the cost seems to involve utilities, but right now PGE is scheduled and in process of implementing likely by the end of this year, taller poles on this stretch of road, that are going in RIGHT IN THE MIDDLE of where the sidewalk is designed to go so clearly no one has coordinated with them on this to avoid duplicating costs, or save money /construction upheaval / time. The sewer lines on this stretch are also due for rehab, but on a timeline that doesn't make sense coordinating with this project. The traffic studies are now outdated and irrelevant with the development of several hundred units going in with an outlet on Washington, and changes to the intersection at Oak having occurred since they were done. At a minimum If some of the considerations have to do with grant requirements - what are those? were waivers asked for where it would have been appropriate given the resident needs and the actual parameters of this specific situation? This is a huge cost, regardless of match dollars from ODOT, and while I'm not opposed to infrastructure - this perhaps doesn't need to be both sides of the street. Just this one change would reduce impacts to many property owners as well as reducing costs. There are certainly other areas that could be looked at as well. Not to mention that the total LENGTH of development is longer when going around extra blocks to detour to Washington street. There are other places a small community with limited dollars could be spending! If this is about the match funds, that's like going to a sale and buying something you don't need for 100 because it was 50% off and saying you "saved" 100, but really you just spent 100 (except this is to the tune of millions of dollars) USER FACTORS As a cyclist, and others I've talked to as well - if I'm riding down Monroe, I'm not going to detour off to Washington and then back to Monroe regardless of greenway signs and path. So that is an absolute waste of funds. Have any disabled folks been consulted regarding the curb cuts and driveway transitions? Because we spent a lot of money doing ADA sidewalks on 42nd and while that sidewalk may serve walkers and baby carriage pushers etc. I've literally never seen a person in a power chair go up that street anywhere but IN the street because the transitions are so frequent and sharp that it's unusable and uncomfortable and unsafe for them - more so than riding in traffic. CONCLUSION Without real meaningful opportunity for input, a huge amount of money is being directed to a project that will bring significant and unwelcome changes to the character of the street, that will have impact on our quality of life and property values, as well as saddle us with potential future costs - in maintaining sidewalks, dealing with damaged trees adjacent to construction, and more, and this is not a people-serving way for the government of our community to behave. Residents don't feel listened to - we feel lied to, misled, ambushed, railroaded, and angry, and we'd rather support

our city rather than feeling like the city is the enemy. This project should be mothballed, or sent back to the drawing board until our concerns can be heard and addressed. It's not a good look for Milwaukie in so many ways. This feels like a case where planners & designers have followed numbers, popular ideas or special interest groups, or want a project to add to their resumes, in lieu of following common sense, resident needs & a cost-benefit analysis. This is not prioritizing residents, wise use of dollars, the environment, or existing mature trees.

Appendix C: Engage Page Survey Comments

- I live on Garrett Drive and I'm wondering what impact this has on me. It's hard to tell from your plans. Will Garrett Dr. become a one-way? What other impacts should I prepare for?
- I live at XXXX SE Garrett Circle just off of the greenway alignment. It's my understanding that part of the project will be curb ramp and paving work. Are there any plans to repave Garrett Circle? I understand we're just off of the alignment but our pavement quality is very poor with potholing and trenching reaching to the sub-base. With the two ADA ramps on the circle being reconstructed there shouldn't be anything from an ADA transition plan trigger standpoint limiting repavement.
- I live at XXXXX SE Garrett Dr. The roadway on Garrett from about my home to Monroe (aka 47th & Monroe) is crumbling. Will the street be ground down and paved as part of this project? Also why is the route going down Washington? Monroe from 42nd to Garrett is not safe for pedestrians or bikers. Is there a plan to improve that portion of Monroe? What is your process for outreach? The only notice I received as a property owner was a flyer about the most recent open house. While the impacts are not significant on Garrett they are huge on Washington and my neighbors are very upset. I would strongly prefer that Monroe from 42nd to Garrett be included in the greenway or that it at least be improved with sidewalks.
- 1. I live on Monroe at XX, I noticed some markings on the map by my property with a circled 4 by them. What does that mean? 2. What if anything is happening on the South side of Monroe near me? 3. There is a large, badly pruned for PGE., Maple tree that doesn't seem to be in good health diagonally across Monroe from me. Looking at the base of the tree, at least to my untrained eye, it seems to be in bad shape. Has an arborist looked at it?
- Our house lies between 40th and 42nd Avenues, on south side of street. Is street parking included in the future state design? We couldn't find it directly addressed in most recent reference material. About how wide will the street be, following modifications? Are we correct to infer that the future northside sidewalk will extend or connect to the short existing stretch on that side of street? Thanks for the information, which I'll happily pass along to neighbors.
- I live on Garrett and am supportive of the greenway. There are certain members in my neighborhood who have been very vocal in opposition but they do not speak for all of us.

- I was hoping to get two things from this project as it relates to my property: a bioswale near my driveway (where water tends to pool anyway) and a sidewalk from my house to the Home and Monroe intersection. Unfortunately neither are included in the current design.
- -I attended the open house on the 12th and the plans presented on display boards on that day are not the same as ones available online. Why aren't the latest plans being made more easily available to the public? Surely they exist in downloadable format. -Why was the public comment period after the open house so short (1 week) following the disclosure of the above latest plans? -Why is the Greenway being diverted off the already chosen secondary arterial and direct route (Monroe St) and taken on a tour through neighborhood side streets in the southern Hector Campbell neighborhood? As a cyclist who's ridden all over Milwaukie, I see no advantage. This makes no sense to me and will only annoy the residents. On bike, I'd probably ignore the Greenway and stay on Monroe despite the 'detour'.

Appendix D: Other Submitted Comments that Were Requested to Be Included in this Summary Document

Friday, September 20, 2024

Dear Tanya Battye,

Please include this email as a part of the responses to the September 12, 2024, MONROE STREET GREENWAY OPEN HOUSE.

To: City of Milwaukie

I am writing in regards to the Monroe Street Greenway, first public meeting the route and specifics were only on **SE Monroe Street Only**. In spite of multiple requests since January 2015 and as recently as August 2024

to include the words **Washington Street Alignment** has not been included in the announcements.

This was presented as the route. Since December 2014 the route changed but, no notification as it was deemed "BIKES ONLY". Since major changes have been made and deemed the **only route for all users.**

Brett Kelter & Matt Menely repeated all of 2015, as if it was a fact – "just bikes" they kept saying.



https://www.milwaukieoregon.gov/sites/default/files/fileattachments/planning/page/42431/monroe_st_map_revised_may2014.pdf

1. Demand the process to be halted until additional public meetings are held with all the residents along the Washington Street Alignments (including SE Garrett Dr & SE Ada Lane) being informed in at least thirty days before meeting.
2. If staff continues to say "I do not know", "at a future date that information will be known", etc. then provide time to request documentation, schedule meetings, and allow time for other agencies to respond.

BELOW ARE EXAMPLES OF PREVIOUS STATEMENTS

Monroe Street Greenway Project

- Lars Campbell reported that a PAC meeting will be held this week to review the draft concept design. A neighbor attended who had questions about the design and questions about the alternative bike route up Washington to Ada and back to Monroe. He wondered why neighbors along this route had not been notified. There was discussion about the lack of empirical data on traffic volume on affected streets, including Mary Weaver reading PSAC meeting minutes which also called for the collection of actual data to help inform decisions being made on this project's design.
- There is one final open house sometime in June. The concept design should be completed by then. Chair Aschenbrenner reminded everyone that the proposed design has no actual funding for implementation.

Hector Campbell Neighborhood District Association

Meeting Notes

6:30PM June 8, 2015

Public Safety Building Community Room

Monroe Street Greenway Project

- Lars Campbell reported that the final Open House was held June 3rd. The final concept design is completed and should be available on the Planning Department's web page. There was some discussion by staff of installing temporary diverters later this summer to start to get people used to having to use a different route at Linwood/Monroe and 42nd/Monroe. Chair Aschenbrenner reminded everyone that the proposed design has no actual funding for implementation. The next phase will be to find funding for engineering design of the project. Council will be considering the concept design for approval later this month.

Friday, June 12, 2015

Dear Brett Kelter,

I am requesting that the Greenway Concept Plan Final Design to halt the presentation to city council and the mayor set for middle of June 2015.

The business of the Greenway Concept Plan needs to be an accessible process. One meeting in March 2015 poorly presented the Washington Street, Ada Lane, and Home Street route. Information was not detailed. The June 1, 2015 stated "Final Design Open House" This seems to fail openness in government and has locked out all the property owners.

The Washington Street, Ada Lane, and Home Street land owners (attached list of owners) were not informed of the specific addition to the Monroe Street Greenway Concept Plan.

The last meeting notice was a postcard showing improvements to Monroe Street and no mention of Washington Street, Ada Lane, and Home Street. Please notify all the affected land owners with a color coded map of the two routes and include the details of how the multi-use path will vary from downtown to Linwood Road. Also include details of the safety features and no improvements to this route. Please allow a few months for property owners to respond.

TO: City Manager

MonahanB@MilwaukieOregon.gov

Sunday, June 14, 2015

Please stop the Monroe Street Greenway plan from moving forward.

1. See attached communication below.
2. Stop the temporary diverters: "There is no funding" is what I keep hearing.

" There was some discussion by staff of installing temporary diverters later this summer to start people use to having to use a different route at Linwood/ Monroe and 42nd/ Monroe." Attached meeting reports.

3. Railroad Ave. has to finish being repaved and the pipe project at Linwood has to be completed.

4. This is defying open public meetings laws. The city is moving forward with no regard to the property owners on Washington Street, Ada Lane, and Home Street. The city of Milwaukie has to send a detailed flyer to the homeowners along the route, before any diverters are used to get "use" to any of this project.

5. Please stop the Final Design being given to city council, until the property owners are given the facts and time to respond.

Tuesday, June 11, 2019

Dear David Aschenbrenner

"THE ASK" you requested at last night NDA meeting at the Public Safety Building.

As the Monroe Apartments are affecting the change of the Monroe Street Greenway it is a challenge to separate the two projects.

1. The combination of the Monroe Street Greenway and this location demand more to be considered. Several projects with numerous regulations from local, state, federal, and Railroad agencies. The overall impacts and traffic studies have not been done. The Hector Campbell neighborhood should get a written agreement defining what infrastructure will be provided.

2. Missing infrastructure needs to be guaranteed. For example the development that provided Off Site improvements along Lake Road. As the city engineer Steve Adams stated - the improvements were provided (\$\$\$) by the developer. (This was about May 24, 2019)

Off Site improvements:

a) R.F.B. Rapid Flashing Beacon lights at SE 37th Avenue and SE 42nd Avenue along SE Washington Street.

b) Install missing sidewalks along- . SE Washington Street, SE Garrett Drive and SE Home Avenue up to SE Monroe Street.

c) Detailed final drawings of the streets: SE Oak Street, SE Monroe Street, and SE 37th Avenue.

Give details of end design not explained in the submitted documents. What happens to the current bike path up SE Oak Street and SE Monroe Street? If the bike path is eliminated what is the end design and risk to the users?

d) Where will there be Off Site parking? (Per the developers submitted "offsite parking (TBD)")

3. **The Washington Street crossing creates a chaotic confluence of users.** The Monroe Apartment egress and ingress negates the lowered risk use on multi-use path and interaction of vehicles with users. Seems the Monroe Street Greenway **should stay** on SE Monroe Street. The Multi-use path beside the railroad tracks should only be an alternative route not the only route

4. As you stated last night "anybody can use any street". The only difference is the **designation of the Washington Street alignment as a "GREENWAY". Without improvements we are being handed a designated substandard project.**

The city of Milwaukie seems to be building this out with no money and not as originally presented to the public. My concern is the Multi-Use path along the railroad will go in and the "Sharrows" will be spray painted down. Then all the infrastructure will stop. Sold a new Buick and getting a used Yugo.

STATE of the CITY ADDRESS

2024 – Delivered by Mayor Lisa Batey

Delivered at (new) Milwaukie City Hall on June 7, 2024

SOTC 2024 – Page 4 of 5

But more housing brings more demand for services, more traffic and parking conflicts.

Challenges

- We're going into a very tight two-year budget, with net decreases for most departments ("hold the line"). A looming fiscal cliff, and we've got some tough conversations ahead about increasing revenue or else cutting services and staffing.
- Need to invest in our water system – to create enough capacity for growth, but also upgrading treatment for PFAS chemicals and federal mandates to eliminate lead pipes
- Parks – staying or going [MBP; also encourage people to take systems

plan survey]

- Parking – downtown and in some neighborhoods

Closing:

Before closing, I wanted to say a few words about public engagement in Milwaukie.

I sometimes see comments on social media that “they’ll do what they want to do anyway.” Distressful. Yes, sometimes state mandates tie our hands.

But Milwaukie history of listening – 29th Ave Greenway example

https://www.milwaukieoregon.gov/sites/default/files/fileattachments/city_council/page/124341/2024_state_of_the_city_-_mayor_batey.pdf

Vera Kolias

From: julie@sterling.net

Sent: Monday, June 24, 2019 10:46 PM

To: Vera Kolias

Subject: Neighborhood Traffic Management on Monroe Street apartment project

To whom it may concern,

As a former City of Milwaukie Traffic Safety Board member for over 9 years, I would suggest that the City do traffic counts

immediately on the streets that will be impacted by this apartment complex development on 37th Ave. and Monroe. This

proposed development will negatively impact neighborhood livability in a huge way with increased traffic. You need to have

these initial traffic counts as a baseline to determine the traffic impacts.

I know from experience that the developer will deny and minimize the traffic impacts to the neighborhood in order to get the

project approved. When Milwaukie Marketplace was developed, the developer said there would be no significant traffic impacts

to the surrounding neighborhood streets. We knew better than to believe it. We challenged the developers on this issue. After

the Marketplace was built, we used our factual traffic counts taken before the completion of Milwaukie Marketplace and

traffic counts taken after Milwaukie Marketplace opened for business, to prove the developers were wrong. There was a

huge increase in traffic into the surrounding neighborhood streets, especially 34th Ave.

We formed the 34th Ave. Task Force to protect our street. We knew before construction began, that 34th Ave. was going to get

the most traffic from the development. Consequently, the Milwaukie Traffic Safety Board, working closely with the City of

Portland Traffic Engineers, wrote The Milwaukie Neighborhood Traffic Management Program in the 1990's. This document

should still be on public record in the City of Milwaukie. It specifically outlines traffic calming procedures for neighborhood

streets.

The City Council budgeted a certain amount of money each year for traffic calming projects on problematic streets that met

specific criteria.

Long story short, 34th Ave. got its livability back with traffic calming, devices, speed bumps and traffic circles following criteria

within the Milwaukie Neighborhood Traffic Management Program.

Like many previous developments in the region, developers finish their project and then leave the area without installing

adequate traffic calming methods to protect surrounding neighborhoods. Increased traffic in the neighborhoods decreases

livability, bike and pedestrian safety, and our property values.

Traffic calming costs money. The developer needs to be proactive and pay for the traffic calming on the streets that will be

impacted as part of the approval process. Also check to see if the City of Milwaukie still has a line item budget for traffic calming

and check the amount. The City of Milwaukie and Developers need to be responsible for the negative traffic impacts

these developments create in our neighborhoods.

Sincerely,

Julie Wisner

3325 SE Wister St

Given the location of the proposed site plan to provide parking for 294 vehicles, and a single driveway located at the intersection at 37th Ave and Washington Street, the proposed project actually increases the impact to surrounding properties by routing a significant amount of vehicle traffic directly into the intersection which is also the preferred Greenway alignment

adopted by Milwaukie City Council in 2016.

Monroe Street Greenway Washington Street Alignment.

In fact, the Monroe Street Greenway Washington Street Alignment is the most important public amenity, contributes the most vibrancy to the project, yet is severely impacted by the design.

To the extent that the Monroe Street Greenway Washington Street Alignment constitutes a transition to adjacent neighborhoods, and to the extent that the location of a single driveway at

37th Ave and Washington Street impacts that transition, has applicant guaranteed that transition is sure, certain, and safe?

Given the lack ensuring adequate transitions to adjacent neighborhoods, I ask the Planning Commission has the height variance approval criteria #4 been fully considered and how is it satisfied by the applicant?

The decision the Planning Commission faces tonight may rest on the interpretation of words like exceptional, ensure, and transition. However the Building Height Variance Criteria is very specific with regard to ensuring adequate transitions to adjacent neighborhoods. And it further states that any impacts from the proposed project will be mitigated to the extent practicable.

Does the location of the single driveway at 37th and Washington Ave provide ensure adequate transitions to adjacent neighborhoods? And to what extent is it practicable to relocate the driveway? Based on my meetings with senior planners, I would argue that at this stage in the development process it is practicable to move the driveway, based on the definition of the word in the building code below.

According to the applicant's statement:

Practicable is defined by section 19.201 as "capable of being realized after considering cost, existing technology, logistics, and other relevant considerations; such as ecological functions, scenic views, natural features, existing infrastructure, and/or adjacent uses."

Members of the Planning Commission, is the Monroe Street Greenway Washington Alignment

adopted by Council in 2015 considered an adjacent use? If so, to what extent is it capable of avoid or minimize impacts to the Greenway at the intersection of Washington St. and 37th Ave

after realizing costs associated with costs, technology, logistics and relevant considerations?

Given that the current proposed site plan degrades the safety and quality of the adopted Monroe Street Greenway Washington St. alignment, and given that the site plan and does little

Members of the Planning Commission, is the Monroe Street Greenway Washington Alignment

adopted by Council in 2015 considered an adjacent use? If so, to what extent is it capable of avoid or minimize impacts to the Greenway at the intersection of Washington St. and 37th Ave

after realizing costs associated with costs, technology, logistics and relevant considerations?

Given that the current proposed site plan degrades the safety and quality of the adopted Monroe Street Greenway Washington St. alignment, and given that the site plan and does little

to improve public amenities or increase vibrancy with the surrounding area, and in fact degrades

the Greenway transition to the adjacent neighborhoods at Washington St. and 37th Ave,

In most construction agreements when changes are made all parties are included and agree on the changes, monies, and improvements. This has been disregarded.

Bernie Stout