

From: [Nicholas Davies](#)
To: [Transportation Commission](#)
Cc: [Martinez-Rutherford, Dina Nina](#)
Subject: Yes to Milwaukee St redesign w/ one note (94298)
Date: Sunday, August 9, 2026 12:20:26 PM
Attachments: [image.png](#)

Caution: This email was sent from an external source. Avoid unknown links and attachments.

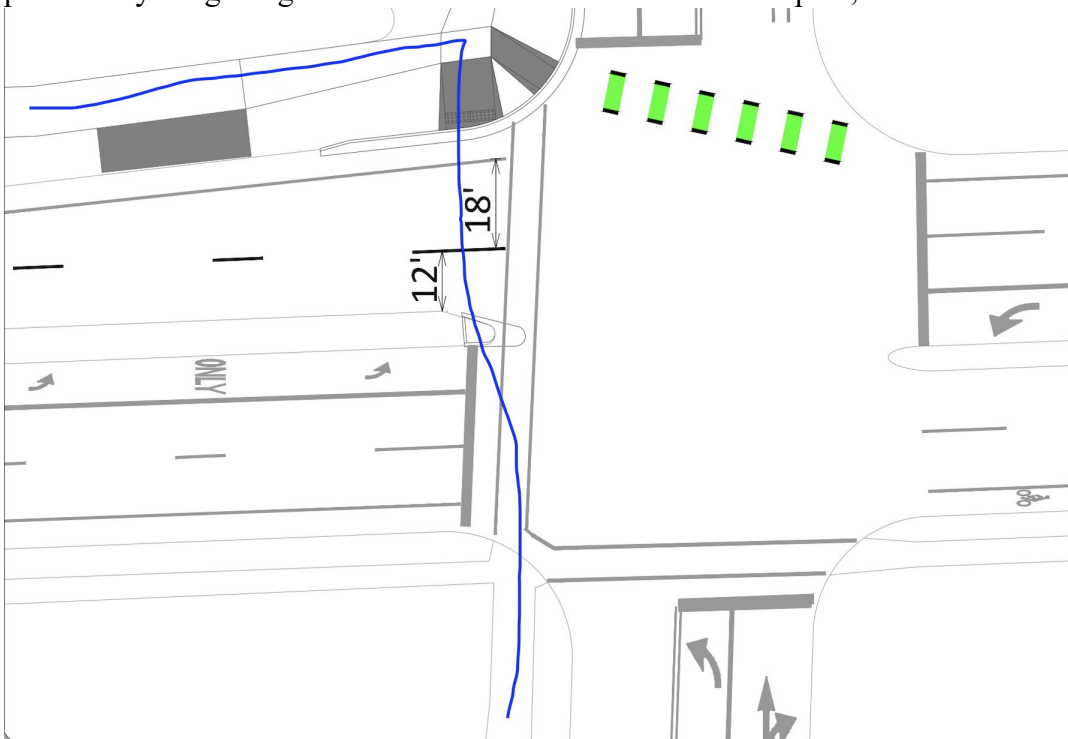
Dear Transportation Commission,

This portion of Milwaukee St is in my neighborhood; I was very impressed by what I saw at the neighborhood meeting, and the current designs have improved from there. I especially like the ramps from on-street bike lanes to path level, like the connection to the Garver Path. I didn't think to ask for it, but it is indeed a tight turn to make today from the unbuffered bike lane at a "pinch point" created by the median refuge.

I appreciate how staff have addressed the speeding and passing-on-the-right issues by narrowing the roadway and eliminating the on-street parking on the south side of the street. Getting drivers on Milwaukee Street to actually go 25 mph has been a long-standing challenge, but with this project I have some hope that we'll finally get there.

Thanks to staff for doing the parking study. The fact that it empties out by 7pm every day suggests that the parking is used by a couple people who work nearby (either at Amazon, or at the construction site). Given that low volume, and the fact that these drivers are probably parking a block or two from their destination anyway, that minimal parking demand could easily shift to side streets.

One note though: at the intersection with Corporate, the path alignment looks a bit awkward, particularly for getting from the Eastmorland Path to the new path, and vice versa.



This shows an acute-angle corner, and the curb cut on one end of the crosswalk does not appear to be aligned with the crosswalk itself.

This is an important crossing to get right, given its priority for pedestrian movements in this area. Woodmans is just to the southeast of this intersection, and the transit stop is to the northwest, and the eastern side of this intersection has no crosswalk because there's no sidewalk to receive people in the northeast quadrant. (If more of this intersection was in scope, I'd love to see crosswalks on all four sides of it, since that's often how people use it today.)

Thank you,

Nick Davies
3717 Richard St