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To: [Transportation Commission](#)
Cc: [Martinez-Rutherford, Dina Nina](#)
Subject: Milwaukee St: TWLTL for safety
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Dear Transportation Commission,

I urge you to reject the proposed 4 lane configuration of Milwaukee St. That configuration would induce demand by radically expanding capacity, it would encourage reckless speeding, and it would make pedestrian crossings to the planned cross streets exponentially more dangerous.

If we were to go forward with this, not only would we be creating more conditions where an RRFB is necessary, we would be forcing those to be multi-lane RRFBs, with a much worse track record of safety and compliance.

The speed study shows that Milwaukee St is still well within the volumes that a one-lane-each-way road can handle, and that there isn't sufficient congestion to halt speeders. And if we increase it to 4 lanes, our options for traffic calming become even more limited--no matter what, there will be 23 ft of road width to race down.

Expanding to four lanes would also just create problems further west, where there's a narrower right-of-way and no existing bike lanes at all.

Drivers who want a high-speed connection to E Wash should simply jog north to 30. We should not be turning Milwaukee St into yet another highway, in a neighborhood already snarled with them.

As shown in the presentation, a 4 lane configuration would be inconsistent with both the Comprehensive Plan and Complete Green Streets.

It's a shame that this 4 lane configuration is an "option" you're being presented with, because any update to Milwaukee St ought to be one that addresses the safety issues, rather than making them far worse, and I fully believe that there are possible alternatives that would do that.

For instance, instead of a continuous center turn lane, there could be a median with designated opportunities to turn. That would break up the undifferentiated expanse of pavement, and could create pedestrian refuges.

The four lane configuration of Cottage Grove Rd is a problem--particularly for pedestrian crossings--that residents of Eastmorland are looking forward to having addressed sooner or later.

It's really disappointing to see the city proposing to create those same problems on the other side of our neighborhood where they don't exist today. It suggests that some still don't get it.

Thank you,

Nick Davies
3717 Richard St

PS. I see a lot of value in an off-street path regardless. Even since the Eastmoreland bike boulevard was added, I often see cyclists riding the sidewalk on Milwaukee St, a clear signal that they don't trust the on-street bike lanes with their lives.