



Monroe Street Neighborhood Greenway Concept Plan

PLANNING DEPARTMENT - PROJECT MANAGER BRETT KELVER - 503-786-7657

Public Meeting

Washington Street Bikeway Route for Monroe Street Neighborhood Greenway

On **Monday, July 27, 2015**, the City of Milwaukie will host a **public meeting** to discuss the **bikeway route** that is being proposed along a section of **Washington Street**, as part of the larger **Monroe Street Neighborhood Greenway**. The meeting will start at **6 p.m.** at **GracePointe Church** (10750 SE 42nd Avenue, at the NE corner of 42nd Ave and Monroe St).

As part of the effort to determine what improvements will make Monroe Street a safer route for bicycles, pedestrians, and vehicles between downtown Milwaukie and the city boundary at Linwood Avenue, a proposal has been made to direct bicycles onto Washington Street at 37th Avenue, following either Garrett Drive or Home Avenue (via Ada Lane) back to the primary route on Monroe Street. (See illustration below, where the Washington Street bikeway is shown in pink.)



Red line is Monroe only alignment; pink line shows possible options for the Monroe-Washington route

Previously, the City sent out general materials about the Monroe Street Neighborhood Greenway, and now City staff wants to be clear that the Washington Street bikeway route is part of the concept. The purpose of the July 27 meeting is to present the information in a setting where people can ask questions and have discussion with City staff and members of the project team to learn more about how traffic patterns in your neighborhood may be affected.

Safety Improvements on Monroe Street

Monroe Street is an important east-west route across Milwaukie, connecting several Neighborhoods and Downtown Milwaukie. In September 2014, the City began developing a Concept Plan for Monroe Street as a Neighborhood Greenway—a low-traffic, low-speed route that provides a safe, quiet route for motorists, pedestrians, and bicycles. Neighborhood greenways usually include improvements that reduce vehicle speeds (for example, curb extensions or mini traffic circles), to make them safer and more inviting for neighbors, walkers, and bikers.

(over for more information)

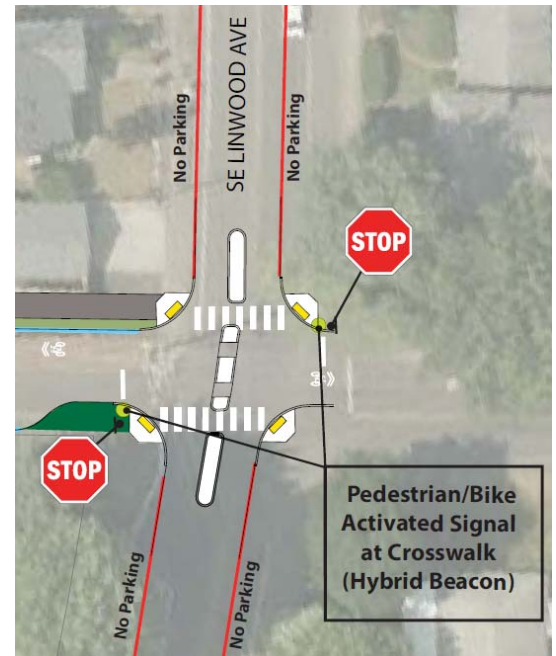
The Monroe Street route presents a number of challenges. There are dangerous crossings at Highway 224, the Union Pacific Railroad line, and Linwood Avenue. The eastern section, between 42nd Avenue and Linwood Avenue, has almost no sidewalk or safe pedestrian facilities. And traffic volumes between Oak Street and 37th Avenue in particular are much higher than those recommended to create a neighborhood greenway that feels safe for all users. **At certain key intersections, measures are being proposed that would limit vehicle access by diverting traffic** onto other streets designed to handle higher volumes.

In the current draft of the Concept Plan, diverters are proposed at three key intersections on Monroe Street:

- ❖ Highway 224
- ❖ 42nd Avenue
- ❖ Linwood Avenue

In all three cases, the diverters would effectively make Monroe Street a “right-in/right-out only” facility for all or part of the intersection. An example of the diverter proposed for Monroe Street at Linwood Avenue is shown in the adjacent illustration.

By eliminating left turns and preventing vehicles from going straight through the intersection, diverters like the one shown at the right would certainly be inconvenient for some vehicle trips, and some residents would have to adjust their usual routes. But there are trade-offs to be gained as well, in reducing cut-through trips, improving intersection safety, and shortening the unprotected crossing distance for pedestrians and bicycles. Overall, neighborhood greenway improvements like these proposed diverters would make Monroe Street a quieter, safer street for the people who live and travel on it.



The Washington Street Bikeway Idea

Early in the planning process, community stakeholders representing the affected neighborhoods on the Project Advisory Committee (PAC) expressed concerns that a diverter originally proposed for the intersection at 37th Avenue would have significant negative impacts on local traffic. The PAC identified an alternative: construct a multiuse path across the triangular McFarland site next to the railroad tracks, connecting Oak Street to 37th Avenue at Washington Street. From there, bicycles would be directed to proceed on Washington Street until rejoining Monroe Street at either Garrett Drive or Home Avenue via Ada Lane.

The PAC identified several benefits to using the Washington Street alignment as the “bikeway” portion of the larger Monroe Street Neighborhood Greenway between 37th Avenue and Home Avenue:

- **Low-volume, low-speed streets**
Bicycles can already travel safely along the Washington Street route without the need for more substantial traffic calming improvements as on the same section of Monroe Street.
- **More gentle grade**
The slope of the hill on Washington Street between 37th Avenue and 40th Avenue is less steep than on Monroe Street, which means increased safety for bicycles going uphill.
- **Simple improvements will help**
A few relatively inexpensive improvements, such as a crossing signal at 37th Avenue and Washington Street and stop signs at Washington Street on 40th Avenue, Garrett Drive, and Ada Lane will make the bikeway safer for riders of all abilities.

Pedestrians would still be directed to use Monroe Street east of 37th Avenue, and a simple diverter at 42nd Avenue would reduce cut-through trips between 42nd Avenue and Linwood Avenue (*see illustration to the right*). Eventually, the sidewalk network along the Washington Street bikeway should be filled in to improve pedestrian safety, just as gaps in the citywide sidewalk network should be addressed as funds become available. But the focus of the Washington Street bikeway is to provide a safer route for bicycles along the Monroe Street corridor without having a bigger impact on vehicle traffic at the intersection with 37th Avenue.

If you have questions about the Washington Street bikeway idea and how it fits into the overall Monroe Street route, please mark your calendar and plan to attend the July 27 public meeting.

You can learn more about the overall effort to develop a Concept Plan for the Monroe Street Neighborhood Greenway at the project website:

<http://www.milwaukieoregon.gov/planning/monroe-street-neighborhood-greenway-concept-plan>

Diverter at 42nd Avenue and Monroe



Public Meeting

Date: Monday, July 27, 2015

Time: 6 p.m. to 8 p.m.

Location: GracePointe Church
10750 SE 42nd Ave
(NE corner of 42nd Ave & Monroe St)

If you have any **questions** about the July 27 meeting or the overall project, please **contact the project manager** in the Planning Department. Associate Planner **Brett Kolver** can be reached by phone at (503) 786-7657 or via e-mail at kolverb@milwaukieoregon.gov.

Frequently Asked Questions (FAQs)

Below are a few **Frequently Asked Questions** about the Washington Street bikeway:

Question (Q): Will Washington Street be made into a one-way street for auto vehicles, with bike lanes?

Answer (A): No. All of the streets along this proposed bikeway alignment (Washington Street, Garrett Drive, Ada Lane/Home Avenue) would remain open to two-way traffic. There would be no bike lanes along this alignment—bicycles would share the travel lane with auto vehicles.

Q: What changes would occur on Washington Street as a result of the bikeway route?

A: A new crosswalk and flashing signal would be installed at 37th Avenue and Washington Street, shared-lane pavement markings (“sharrows”) would be painted on the street, and stop signs would potentially be placed (or changed) at several intersections along this bikeway route.

Q: Won't the other greenway improvements on Monroe Street push more vehicle trips onto Washington Street?

A: The traffic analysis conducted as part of the Concept Plan development concluded that relatively few vehicle trips will be diverted from Monroe Street onto local side streets like Washington Street. Within a block or two of the proposed diverters on Monroe Street, some vehicles with neighborhood destinations would likely detour onto side streets to get around a diverter that does not allow the needed turning movements. But cut-through trips will most likely redirect themselves to those nearby streets that are

designed to handle higher volumes and take people across town (e.g., Harrison Street, King Road, and Railroad Avenue). The Monroe Street corridor will become far less attractive to cut-through trips, especially after other traffic calming measures are installed on Monroe.

Q: Why aren't sidewalks on Washington Street and Garrett/Ada/Home included in this plan?

A: The focus of the Washington Street alignment is on bicycles traveling along the Monroe Street Neighborhood Greenway. Monroe Street itself will be the primary route for pedestrians traveling along the greenway corridor. Monroe Street already has sidewalks between 37th Avenue and 42nd Avenue, and a pedestrian path is proposed on the north side of Monroe Street between 42nd Avenue and Linwood Avenue. Sidewalks are important for pedestrian safety throughout the city, and filling in sidewalk gaps along the Washington Street bikeway is an eventual goal, but it is not as high a priority for making the greenway safe as it is to install pedestrian facilities along other parts of Monroe Street.

Q: If the Washington Street bikeway is implemented, what improvements will be made on Monroe Street within that same segment?

A: Although Monroe Street already has sidewalks between 37th Avenue and 42nd Avenue, the Concept Plan calls for them to be widened to meet current City standards and to incorporate wider landscaping strips and curb extensions at the intersections with 40th Avenue and 42nd Avenue. Between 42nd Avenue and Linwood Avenue, where there are no pedestrian facilities east of the GracePointe Church property, a pedestrian path is proposed on the north side of Monroe Street. Even if the Washington Street alignment is established for bicycles, it is still critical to provide pedestrian facilities on Monroe Street, and the accompanying traffic calming measures will benefit all users, especially east of Garrett Drive or Home Avenue, wherever the Washington Street bikeway route rejoins Monroe Street.

Q: Will any of the improvements affect response times for emergency vehicles?

A: The current design has been developed with input from the Clackamas Fire District and does not impact emergency response. The proposed diverters would be constructed in such a way that fire trucks and emergency vehicles can roll over them, and the speed humps proposed near 52nd Avenue would be built with wide-set grooves to allow fire engines and other emergency vehicles to pass through them relatively unimpeded.

Q: Will I have to pay anything for this neighborhood greenway project?

A: At this point, no new costs to property owners are anticipated as a result of the Monroe Street Neighborhood Greenway project. The City will look for outside funding sources to build the recommended improvements.

Q: When will this project get built?

A: The City of Milwaukie will begin looking for funding for the first phase of improvements as soon as a final Concept Plan is adopted by City Council, probably later this year. Final design and construction will take place as funding becomes available.

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