

Monroe Street Neighborhood Greenway Concept Plan

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



PUBLIC WORKSHOP #2

March 18, 2015
6:00pm to 8:00pm

Agenda

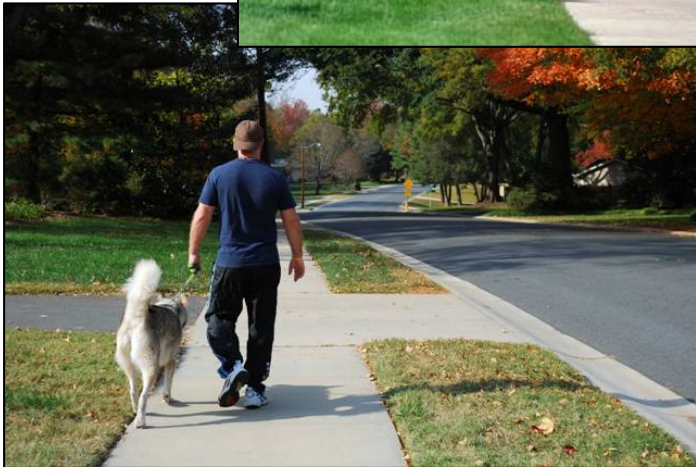
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| 6:00pm | Welcome, Meeting Purpose |
| 6:15pm | Overview of Design Development |
| 6:30pm | Breakout Session – Public Review of Draft Design |
| 7:15pm | Reconvene for Discussion |
| 7:50pm | Wrap Up & Next Steps |
| 8:00pm | Adjourn |

Where we are in the process



Purpose of the Monroe Street Neighborhood Greenway Project

- Make conditions safer for all users on Monroe – pedestrians, bicyclists and residents who live on the street
- Change the character of Monroe Street to a quieter, safer neighborhood street



What we've heard

- Everyone likes the idea of a street that's safer for walking, biking and families
- Safe places to walk in the eastern section are a high priority for the community
- Some residents have concerns about diversion making it less convenient for cars to get around
- Residents don't want to lose parking

How we've responded so far:

- Made changes to the Draft Concept Design based on what we heard
 - Scaled back “green” elements
 - Reincorporated parking back into the design
 - Adjusted some of the diverters
 - Added a Washington Street bicycle route

Washington Street Alternative



Why does the concept still include diverters?

- Reducing cut-through traffic is the best way to create quieter, calmer streets where families can walk and bicycle safely
- Tonight is an opportunity for the public to consider the trade-offs
- i.e. convenience and direct access v. safety and quietness of the street

Traffic Impact Analysis results

Alternative 1 – Monroe Only

- Diverters at 224, 37th and Linwood

Alternative 2 – Washington St Alternative

- Bicycles use new path through McFarland site
- Diverters at 224, 42nd and Linwood)

Traffic Impact Analysis results

- No significant impacts on Highway 224
- Majority of cut-through traffic shifts to Harrison/King
- Diverter at 37th has a greater impact on local parallel and cross streets, and creates problems on Harrison at 37th and 42nd
- Diverter at 42nd has less impact on the local system and on Harrison
 - Not as effective at diverting westbound trips off of Monroe
 - Recommend installation of a signal at 42nd and Harrison (per TSP)
 - Analysis does doesn't show major impacts on local streets
- Diverter at Linwood is important to keep traffic from shifting back from Harrison/King to cross Linwood at Monroe

Thinking about the trade-offs

- Time to see the design, look at the sections and think about the trade-offs
- Give us your comments and feedback

Next Steps

1. Meet with the PAC to review tonight's input
2. Finalize the design to best meet a wide range of community needs
3. Present the final design at Public Workshop #3 in April
 - Discuss phasing, testing, and monitoring



DISCUSSION
