

Monroe Street Neighborhood Greenway Concept Plan

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



Public Workshop #1

December 3, 2014

6:00pm to 8:00pm

(beginning of presentation by City staff)

Project Timeline

Public Input

- Dec 2014 - Public Workshop #1
- Feb/Mar 2015 - Public Workshop #2
- Feb/Mar 2015 - Draft Concept Plan Review & Comment

Policy Formation/Public Testimony

- March/April 2015 - Draft Concept Plan to City Council
- April/May 2015 - Prepare Final Concept Plan for Adoption
- May/June 2015 - Planning Commission & City Council Adoption

- Seek Funding for Design & Construction

Project Advisory Committee (PAC)

Community Representatives

Historic Milwaukie Neighborhood District
Association (NDA)

Ardenwald NDA

Hector Campbell NDA

Linwood NDA

Bike Milwaukie

Public Safety Advisory Committee

Clackamas Co. Ped/Bike Advisory Committee

Technical Advisors

Clackamas Co. Planning Department

Clackamas Fire District No. 1

City of Milwaukie Engineering

City of Milwaukie Public Works
(Streets & Stormwater)

Oregon Department of Transportation

Milwaukie City Council liaison

Agenda Review

6:00pm Welcome

- Project goals, timeline, input, PAC introductions

6:20pm The Monroe Street Neighborhood Greenway

- What is a neighborhood greenway?
- Available tools
- Existing conditions & potential improvements

6:45pm Question & Answer Period

7:00pm Breakout Session

- Look at the map tables—ask questions, make comments, and share ideas about proposed changes

7:45pm Reconvene to Summarize

8:00pm Adjourn



MONROE STREET NEIGHBORHOOD GREENWAY CONCEPT PLAN

Public Workshop #1

December 3, 2014

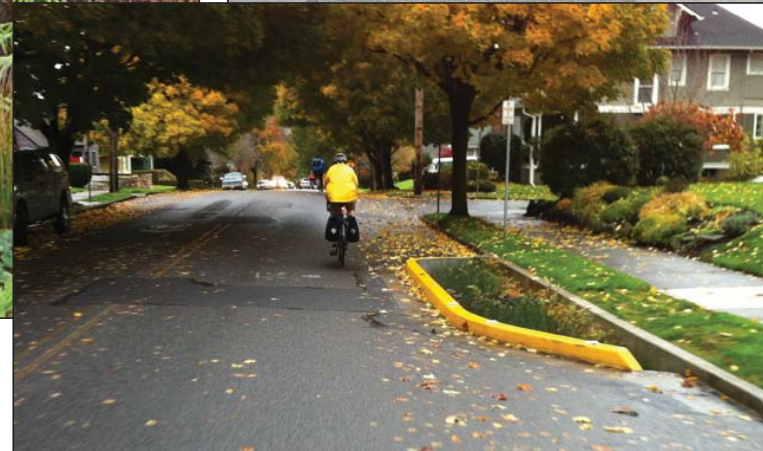
(beginning of presentation by Consultant team)

What is a Neighborhood Greenway?

- Streets with low traffic volumes and slow speeds, designed to be quiet, neighborhood-oriented streets that give pedestrians and bicyclists priority
- Emphasis on shared space
- Minimize cut-through traffic



“Green” infrastructure helps manage stormwater and calm traffic



Key Features of Neighborhood Greenways

- Designed for motor vehicle volumes under 1,500 vehicles per day, with up to 3,000 in limited sections
- Speeds at or under 25 mph; 20 mph preferred
- Help people cross busy streets
- Efficiently get people where they want to go

Four Types of Cyclists By Proportion of Population



Source: City of Portland

- Comfortable for new riders and families with children
- Complement routes on higher-traffic streets

“Interested but Concerned”



Pedestrian Accommodations



Reducing Speeds



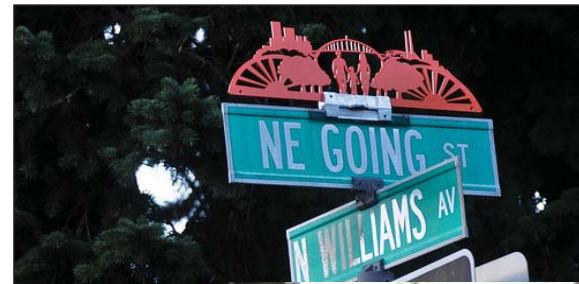
Reducing Volumes



Safe Crossings



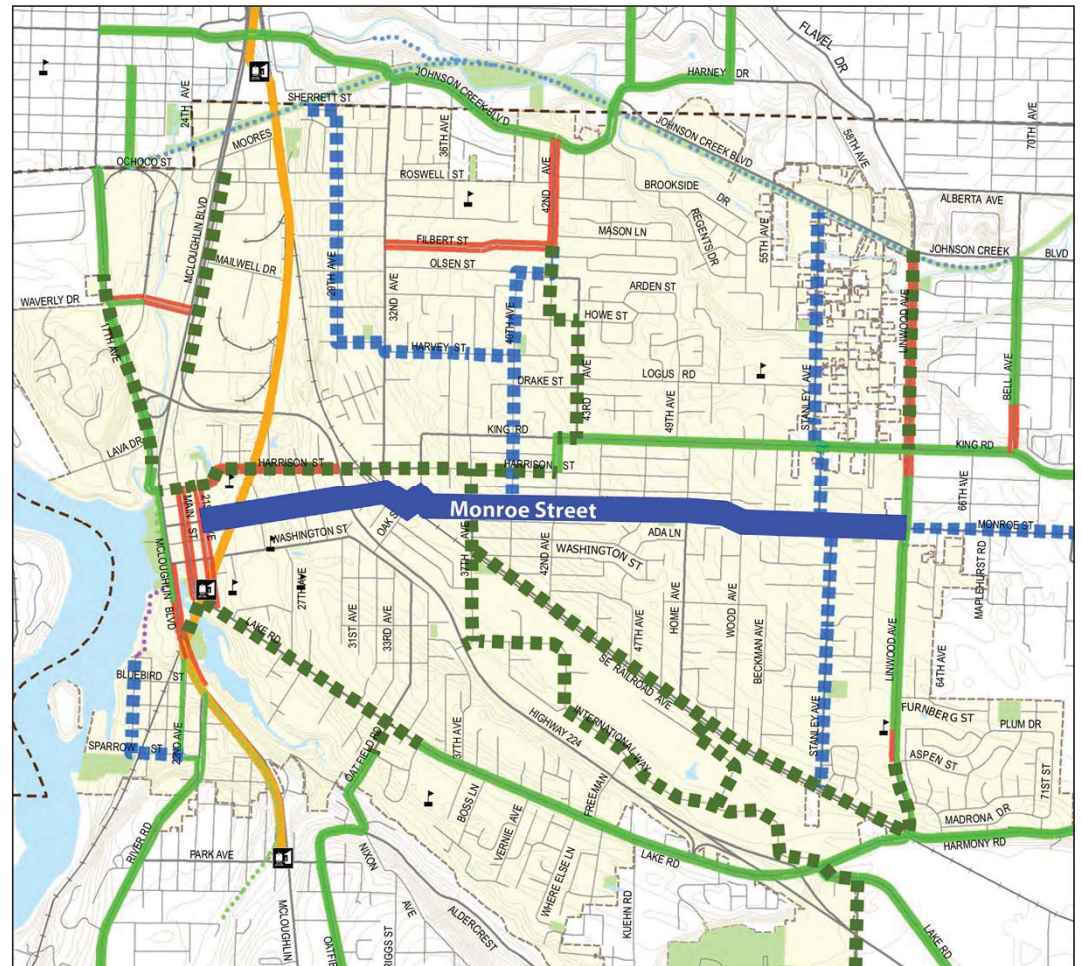
Neighborhood Identity



© Jonathan M. ... Portland



Monroe Street: Linchpin of the Future Neighborhood Greenway Network



Why Monroe Street?

- Continuous east-west route through Milwaukie
- Connects downtown to neighborhoods, schools and parks
- Parallel to busier routes with separated bike lanes
- Residential character
- Community support

Low Speed + Low Volume
= Shared Space

Moving Toward the Concept Plan

- Today
 - Question and answer period
 - Breakout by sections
- Draft Conceptual Design at PAC Meeting #3 (Jan/Feb)
- Public Workshop #2 – Spring 2015
- Draft Concept Plan – Spring 2015
- Final Concept Plan – June 2015

Corridor-Wide Issues

Recommended/Preferred Neighborhood Greenway Speeds <25 mph/<20 mph
 Recommended/Preferred Volumes < 3000 vpd/<1500 vpd

Table 2. Observed Weekday Speeds and Volumes by Section			
	Observation Location	Volume	Speed
Section A: 21st Avenue to OR 224	25th Avenue	1,800 to 2,000	23 (westbound)
Section B: OR 224 to Oak Street	Penzance Street	1,000 to 1,500	N/A ^a
Section C: UPRR Crossing		7,500 to 8,000	N/A ^a
Section D: Railroad Avenue to 42nd Avenue	35th Avenue	5,000 to 5,500	31 (westbound)
	40th Avenue	3,500 to 4,000	30 (eastbound)
Section E: 42nd Avenue to Linwood Avenue	44th Avenue	2,500 to 3,000	25 (eastbound)
	58th Avenue	4,000 to 4,500	28 (eastbound)

^a Volume data was not collected at this location.

Corridor-Wide Tools

*Centerline
Removal*



Sharrows



*Speed
Cushions*



*Curb
Extensions*



*Reduce
Speeds and
Volumes*



Connection to Downtown and MAX



Sidewalk Concerns



Potential Tools

Improve Pedestrian Connectivity

*ADA-
Compliant
Curb Ramps*



*Sidewalk
Widening or
Construction*



*Sidewalk
Repair*



OR 224 Intersection



Potential Tools

*Median
Refuge
Island*



*Bicycle
Detection*



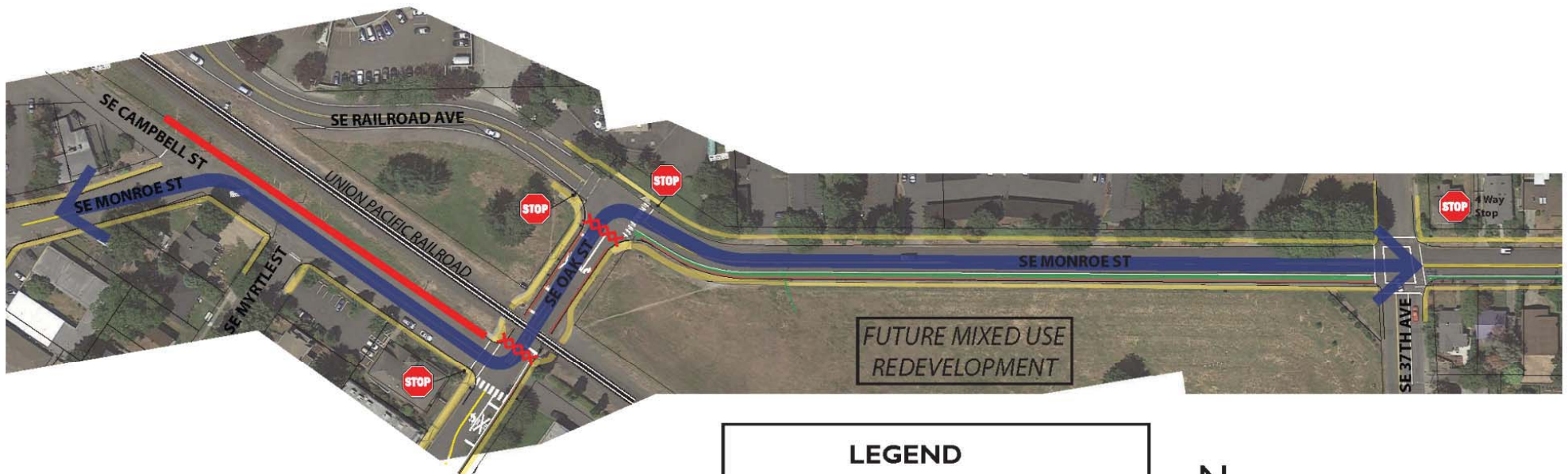
Bicycle Box



*Median
Diverter*



Union Pacific Railroad Main Line Crossing



0 500 Feet

LEGEND

- Greenway Route
- No Sidewalk
- Existing Stop Sign
- Missing Crosswalk



Potential Tools

Sharrows



*Wayfinding
Signage*



*Crosswalk
Devices*



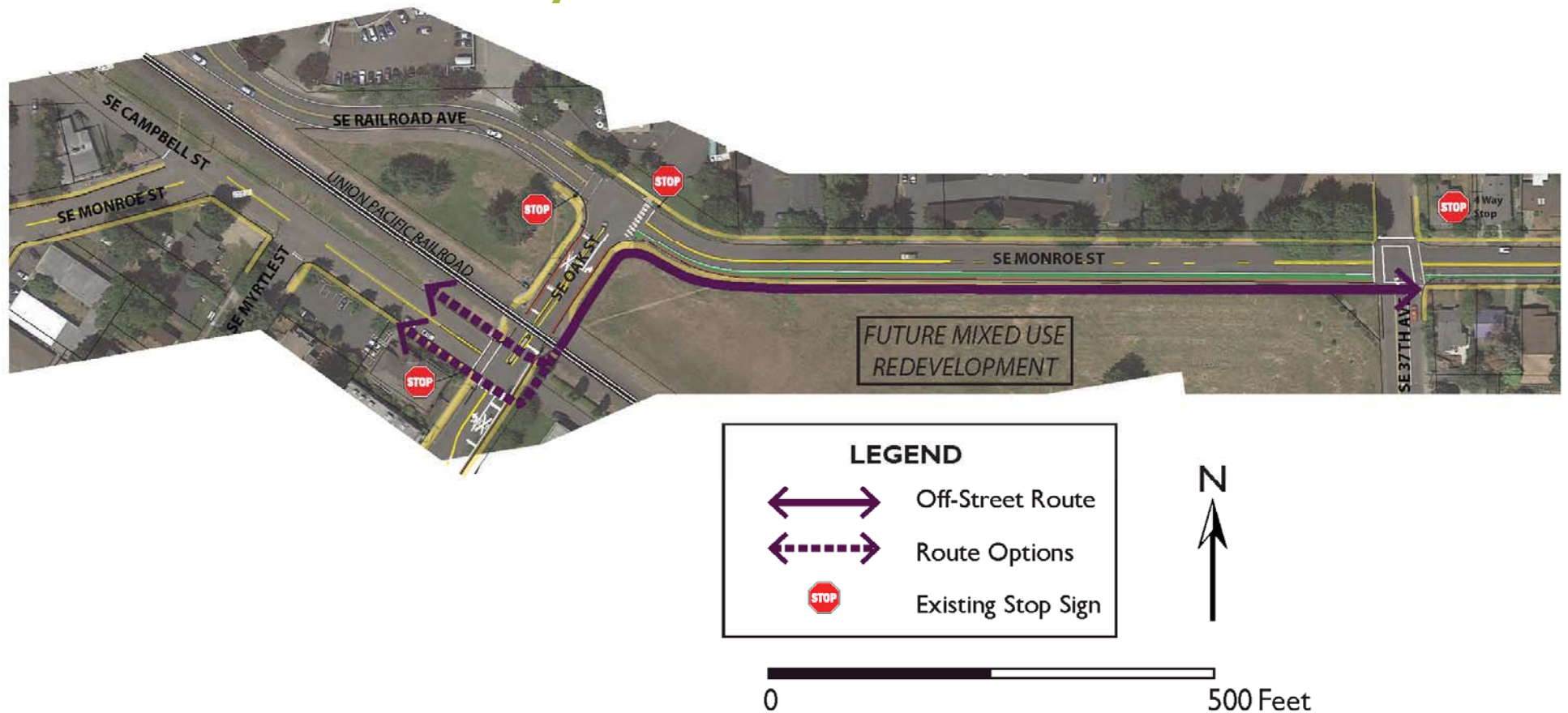
*Shared Use
Paths*



*Roundabout or
Traffic Circle*



Potential Path System



Oak Street to 42nd Avenue



Potential Tools

Semi-Diverter



Street Narrowing



Curb Extensions



Enhanced Bicycle Lanes



42nd Avenue to Linwood Avenue



Potential Tools

*Street
Narrowing*



*Sidepath w/
Stormwater
Treatments*



*Sidewalks
w/ Curbs*



*Intersection
Repair*

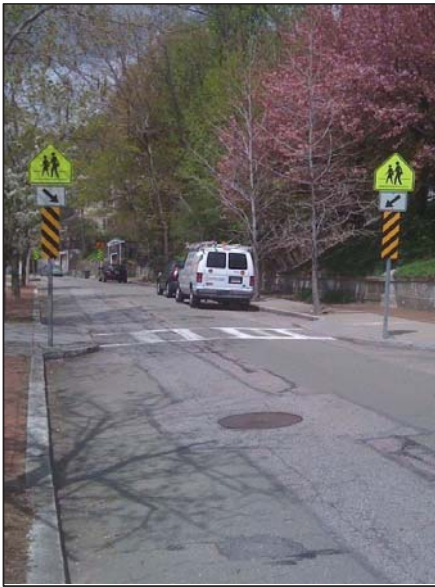


Linwood Avenue

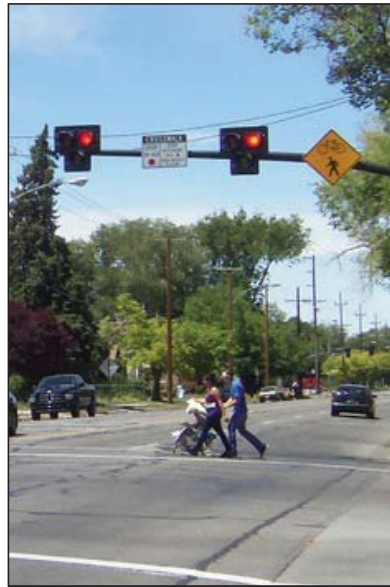


Potential Tools

*Crossing
Improvements*



*Hybrid
Beacons*



Semi-Diverter



Thank You!

Photos courtesy of: Portland Bureau of Transportation, NACTO, Calm Streets Boston, BikePortland.org, Walkable & Livable Communities Institute, FHWA, Wikimedia, Of Paramount Importance, City of Boulder, City of San Francisco and Greg Raisman

Questions and Discussion