Monroe Street Neighborhood Greenway Concept Plan

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

PROJECT ADVISORY COMMITTEE

MEETING #3

February 18, 2015
4:00pm to 6:00pm

Agenda Review

4:00pm Welcome
- Review of activity, recap of messages from December workshop, PAC reporting

4:20pm Presentation of Draft Concept Design
- Guiding principles for the design and overall corridor objectives
- Segment by segment presentation and discussion

5:50pm Wrap-Up & Next Steps
- Public Comments and Questions
- Public Workshop = March 18th
- Next PAC meeting

6:00pm Adjourn

NEIGHBORHOOD GREENWAY OVERVIEW

Catherine Ciarlo, CH2M HILL

What is a Neighborhood Greenway?

- *Streets with low motorized traffic volumes and speeds, designated and designed to give bicycle travel priority*
- Emphasis on shared space
- Minimize cut-through traffic

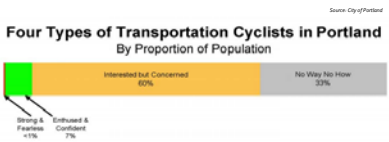
"Green" infrastructure helps manage stormwater and calm traffic

Key Features of Neighborhood Greenways

- Designed for motor vehicle volumes **under 1,500** vehicles per day (vpd), with up to 3,000 vpd allowed 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

Safe, Quieter Spaces

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



"Interested but Concerned"

Reducing Speeds

Reducing Volumes

MB1

Safe Crossings

Neighborhood Identity

Vision for Neighborhood Greenway Networks in Milwaukie

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

- Up to 1500 motor vehicles per day (max. 3000 in limited locations)
- Speeds at or under 25 mph (20 mph preferred)

DRAFT CONCEPT PLAN

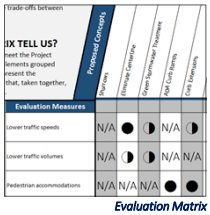
Catherine Ciarlo, CH2M HILL
Sharon Daleo, CH2M HILL

Guiding Principles

- Cut-through vehicle traffic should be diverted to arterial streets
- Narrow roadways help to reduce vehicle speeds
- On-street parking can help to narrow the roadway
- Most improvements fit within existing public right-of-way (ROW)
- Stormwater facilities should be integrated into improvements

Project Objectives + Evaluation Matrix

- Make Monroe Street safer by reducing volumes and speeds
- Provide separated facilities for pedestrians
- Bikes and autos share space in the street
- Make crossings safer for all users
- Create a unified character along Monroe Street
- Identify, prioritize and phase corridor improvements



Evaluation Matrix

SECTION A

21st Avenue to OR 224

On-Street Parking Modifications

- Provide adequate width for sidewalks and landscaping
- Minimized parking reductions
- Narrowed travelway lowers speeds

Example of Parking Configuration in Section A

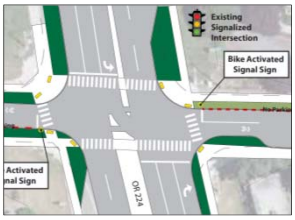
DISCUSSION

SECTION B

OR 224 to Monroe/Campbell Street

OR 224 Intersection Enhancements

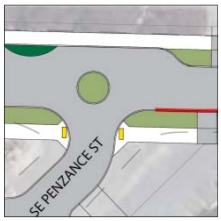
- Diverters restrict through traffic and allow westbound access for bicycles only
- Left turn access to medical offices is retained
- Reduced crossing distance for pedestrians
- Bicycle signal activation



Proposed OR 224 Intersection

Penzance Street Intersection Realignment

- New curb extension reduces the severity of angle at intersection
- Improves visibility for all modes
- Decreases the crossing distance for pedestrians



Proposed Penzance Street Intersection

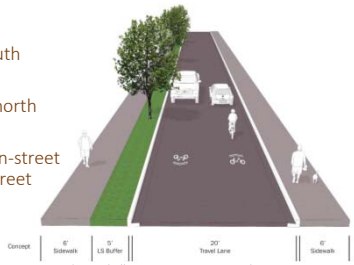
DISCUSSION

SECTIONS C + D

Monroe/Campbell Street to 42nd Avenue

Campbell Street Improvements

- Widen existing south sidewalk
- New sidewalk on north side of street
- Bikeway option: On-street greenway or off-street path



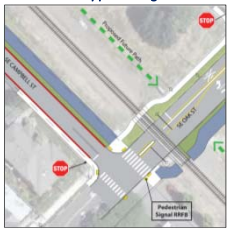
Proposed Campbell Street Cross Section with On-Street Greenway

Looking East

Oak/Campbell Street + Union Pacific Railroad Crossing

One-way path configuration

Two-way path configuration



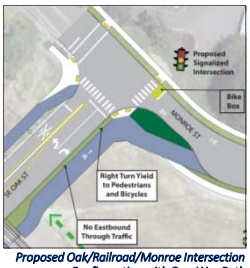
Proposed Oak/Campbell Intersection and UPRR Crossing

Oak/Campbell Street + Union Pacific Railroad Crossing

- Safe crossing of Oak Street
  - Rapid flash beacon
  - High visibility crosswalk markings
  - Signage
- Highest volumes along corridor (8000/vehicles per day)
- Widened sidewalks at UPRR crossing for comfortable route
  - 12-15 feet width
  - Options: Sidewalk improvements on one or both sides of Oak Street

Oak/Railroad/Monroe Intersection

- Realign main flow of traffic to Oak and Railroad
  - Potential new traffic signal
- Install curb extensions
  - Discourage right turns from Oak to Monroe
  - Decrease pedestrian crossing distance
- Transition ramps from off-street path to on-street greenway east of intersection



Proposed Oak/Railroad/Monroe Intersection Configuration with One-Way Path

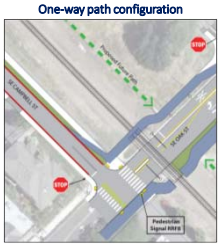
37th Avenue Intersection Modifications

- Diversion is critical to reduce cut-through traffic and lower traffic volumes
- Design would only allow right turns at 37th Avenue
- Likely increase in traffic at 32nd and Harrison signal
- No increase in traffic expected at 37th and Harrison intersection

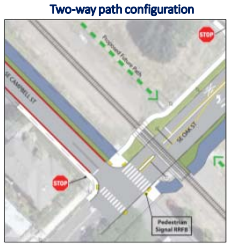
Proposed 37th Avenue Intersection Configuration with On-Street Greenway Option

Oak/Campbell Street + Union Pacific Railroad Crossing

One-way path configuration



Two-way path configuration



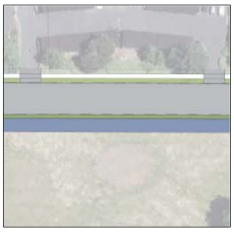
Proposed Oak/Campbell Intersection and UPRR Crossing

Safe Bicycle/Pedestrian Accommodation

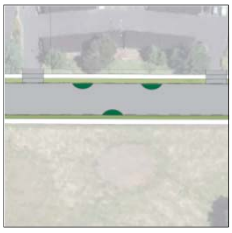
- Section between Oak Street and 37th Avenue
  - Options: On-street greenway or off-street path
- Parking considerations
- Potential conflicts with future development and access

Options for Safe Bicycle Accommodation

Shared-use path option

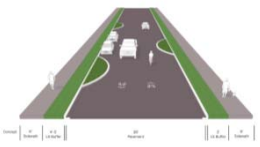


On-street greenway option



Proposed Monroe Street Configurations Between Oak Street and 37th Avenue

Safe Bike/Pedestrian Accommodation



On-street greenway option

Off-street path option

Proposed Monroe Street Configurations Between Oak Street and 37th Avenue

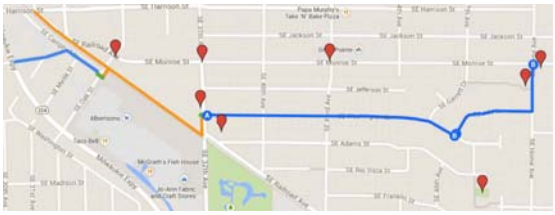
Looking East

Street Modifications between 37th and 42nd Avenues

- Provide adequate width for sidewalks and landscaping
- Narrowed travelway lowers speeds
- Addition of parking on south side currently used by bike lane
- Removal of some parking on north side

Proposed Monroe Street Cross Section Between 37th Avenue and 42nd Avenue

Alternative Route Map



- Multiuse path next to UPRR tracks between Oak St and 37th Ave
- Washington St between 37th Ave and Home Ave, via Ada Ln
- Home Ave back to Monroe St

DISCUSSION

SECTION E

42nd Avenue to Linwood Avenue

Green Street Pilot Project
Shoreline, WA

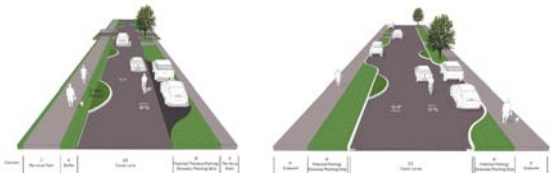
Green Street Treatment Benefits

- Traffic calming
- Improved stormwater drainage
- Enhancements at Home Avenue and other intersections
- Maintain neighborhood character

Pedestrian Accommodations

- Permeable pavement
- 7 feet on north side of Monroe
- 3 feet on south side
- Minimal property impact compared to full build out scenario with full sidewalk and curbs

Pedestrian Accommodations



Green Street Treatment

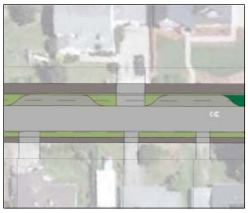
Full Buildout Scenario

Proposed Monroe Street Configurations in Section E

Looking East

On-Street Parking Modifications

- Existing parking is "informal": along gravel shoulders
- Supply is rearranged and somewhat reduced
- Parking is formalized with delineated on-street spaces



Example of Parking Configuration in Section E

Linwood Avenue Intersection Modifications

- Median diverter would only allow right turns at Linwood Avenue
- No left turns allowed onto Monroe Street
- Discourages cut-through traffic
- Crossing improvements
  - Curb extensions
  - High-visibility crosswalk markings
  - Hybrid beacon
  - Parking restrictions on Linwood Ave

Proposed Linwood Avenue Intersection

DISCUSSION

Additional Comments?

- Submit to Brett by Friday, February 27 at KelverB@milwaukieoregon.gov