Monroe Street Neighborhood Greenway Concept Plan

Design Concept								Se	ection	Α	Section B				Section C						Section D				Section E										
Evaluation Matrix WHAT IS THIS MATRIX? The matrix is a tool to help show the trade-offs between		Corridor-Wide			21st Avenue to OR 224				OR 224 to Monroe/Campbell Street			Monroe/Campbell Street to Railroad Avenue/Oak Street					Railroad Avenue/Oak Street to 42nd Avenue				42nd Avenue to Linwood Avenue														
		ncepts		1)		\ \frac{1}{100}	ing features		5	Refines	se Islands ion	2				VCampbell ewalks (Carri	(Vcampbell	or 2-Way)	Swalks	-, olghage	\s\\ \s\\\ \s\\\\ \s\\\ \s\\\\ \s\\\\ \s\\\\ \s\\\\ \s\\\\ \s\\\ \s\\\\ \s\\\\ \s\\\\ \s\\\\ \s\\\\ \s\\\\ \s\\\\ \s\\\\ \s\\\\\ \s\\\\ \s\\\\ \s\\\\ \s\\\\ \s\\\\ \s\\\\ \s\\\\ \s\\\\ \s\\\\\\			37th tion)	37th			nd sho	r avement				SSWalle	Signage Signage
WHAT DOES THE MATRIX dividually, some design elements med tter than others. The elements group rious sections represent the recomm provements that, taken together, will jectives.		Sharrows	Eliminate Centerline	Green Stormwater Treat	ADA Curb Ramps	Curb Extensions	Narrowed Travel Way vie	Chicanes Throughout	Traffic Islands Throughout	Widen/Improve Sidewall Throughout	Semi-Diverters, Median I	Bicycle Detection/Actuat	Widen/Improve Sidewall	Traffic Islands Throughout	Chicanes Throughout	Shared-Use Path (Option	On-Street Greenway/Sid	Median Refuge Islands	Shared-Use Path (1-way	Rapid Flash Beacon, Cros	Wayfinding Signage Throughout	Widen/Improve Sidewall	Traffic Signal (Option)	Shared-Use Path (Option	On-Street Greenway (Op	Median Diverter Monroe @ 3714	Chicanes Throughout	Wayfinding Signage	Dual Walking Paths - Por	Traffic Islands Throughout	Chicanes Throughout	Traffic Circles Locations TBD	Speed Cushions Home to 55th	Hybrid Beacon, New Cro	Median Diverter and Ref
Project Objectives Create a corridor design that will encourage and support bicycle and pedestrian transportation modes	Evaluation Measures Lower traffic speeds	N/A			N/A		•		•		•	N/A	•	•	•		•	•		•	N/A	N/A	•		•	•	•	N/A	0			•	•		
and reduce reliance on the automobile. Also, provide better bicycle and pedestrian links	Lower traffic volumes	N/A		•	N/A	N/A		•	•	•	•	N/A	N/A	•	•	•	•	N/A	N/A	N/A	N/A	N/A	•	N/A	•	•	0	N/A	0		•	•	•	N/A	•
central and eastern neighborhoods and significant destinations such as local commercial areas, schools,	Pedestrian accommodations	N/A	N/A	N/A	•		•	N/A	N/A			N/A	•	N/A	N/A		N/A	•	•	•		•	•	•	N/A	N/A	N/A	•	•	N/A	N/A	N/A	•		•
and parks. Using design features as necessary ensure that vehicle volumes and speeds are conducive to sharedlane bicycle use.	Bicycle accommodations		•	N/A	N/A	•	•	•	•	N/A	•		N/A	•	•			•							•		•	•	N/A	•	N/A	•			•
	Neighborhood greenway identity and placemaking	•		•		•		•				N/A						•		•			N/A					•				•		0	•
	ADA compliance	N/A	N/A		•		N/A	N/A	N/A			N/A	•	N/A	N/A		N/A	•	•	•	N/A	•	•	•	N/A	N/A	N/A	N/A	•	N/A	N/A	N/A	N/A		•
Address the potential need for additional right-of-way, identify associated property impacts and address acquisition and mitigation	Right-of-way/ encroachment impacts	•	•		•	•	•		•		•	N/A	•			•		•	•		N/A	•	N/A	•	•	•	•	N/A	•						•
address acquisition and mitigation strategies.	Motorized traffic system impacts	•	•	•	N/A		1	0	1	0				•	•	•	•	•		•	N/A		•	•	1		0	N/A		0	•	•		0	
	Neighborhood livability impacts	•		•		•		•						•				•		•			•					•				•			•
	Parking impacts	•	•		•	•	1		•	•	•	N/A	•	•	\bigcirc	\bigcirc	•	N/A	N/A	N/A	N/A	•	N/A	•	•	•	0	N/A	1	1	\bigcirc	•	•	N/A	•
Identify options to address stormwater runoff from impervious surface in the right-of-way, considering green street treatments as well as more conventional measures.	Potential for green street treatments	N/A	N/A	•	•	•	N/A		•	0	•	N/A	•	•	•	•	•	•	•	N/A	N/A	•	N/A	•	•	•	•	N/A	•	•	•	•	N/A	N/A	•
Identify project phasing and potential funding sources for improvements.	Phasing Ability	•	•	•	•		N/A		•				•		•	•	•	\bigcirc	•	\bigcirc	•		\bigcirc	•	•		•		•		•		\bigcirc		
Phasing	Capital Cost* (To be determined)	\$	\$	\$\$\$	\$\$	\$\$	N/A	\$\$	\$\$	\$\$\$	\$\$	\$\$	\$\$\$	\$\$	\$\$	\$\$\$	\$\$\$	\$\$	\$\$\$	\$\$\$	\$	\$\$\$	\$\$\$	\$\$\$	\$\$\$	\$\$	\$\$	\$	\$\$\$	\$\$	\$\$	\$\$	\$\$	\$\$\$	\$\$
potential funding sources for improvements.	Operational Cost (Ongoing)	•			•	•	N/A		1		1						\bigcirc			•				•							1	•			

^{*} Cost estimates are derived from Appendix F of the Needs and Opportunities Memorandum

Cost		
\$ Low	\$\$ Medium	\$\$\$ High

Sc	ore	
	Perforn	ning best with respect to th
	evaluat	ion measure