

A stylized, abstract illustration of a flower or plant. It features a large, light-colored, wavy petal-like shape on the left, with several small white dots along its inner edge. This shape is set against a dark brown background, which is further accented by a bright green triangular shape. The entire graphic is enclosed within a white circular border.

# Update: Monroe Street Neighborhood Greenway

Public Safety Advisory Committee  
June 27, 2019

Presentation by  
Brett Kelter, Associate Planner  
Stephen McWilliams, Associate Engineer  
Steve Adams, City Engineer

# What is a Neighborhood Greenway?

- Low-volume, low-speed street
- Safe & comfortable route for pedestrians and bicyclists of all skill levels
- Ideal volume = 1,500 vehicles per day
- Use a variety of design features:
  - Signage
  - Pavement markings
  - Intersection Treatment
  - Traffic Calming
  - Traffic Diversion



# Monroe Street route



# Project Background



- **2007 & 2013** = Neighborhood greenway routes identified in Transportation System Plan (TSP) updates
- **2013** = ODOT grant to develop Concept Plan for Monroe Street Neighborhood Greenway
- **Dec 2015** = City Council adopted Concept Plan by resolution, with request for additional traffic data
- **March/June 2018** = Presentation of traffic analysis report to Council, followed by resolution to move forward with modifications



# Concept Plan (Process)

- Project Advisory Committee (PAC)
  - NDAs (Historic Milwaukie, Ardenwald, Hector Campbell, Linwood)
  - Bike Milwaukie
  - PSAC
  - Clackamas County Ped/Bike Advisory Committee
  - Clackamas County Dept. of Transportation
  - Clackamas Fire District #1
  - City Departments (Engineering, Planning)
- Workshops & Open Houses



# PAC Discussions

- Tour of Route
- Review of Needs & Opportunities memo
- Map exercise with greenway tools
- Washington Street alternative route
- Traffic diversion
- Review Concept Plan drafts
- Preparation for public workshops

## 6 Meetings

- ❖ Sept 2014
- ❖ Oct 2014
- ❖ Feb 2015
- ❖ March 2015 (2x)
- ❖ May 2015



# Public Workshops

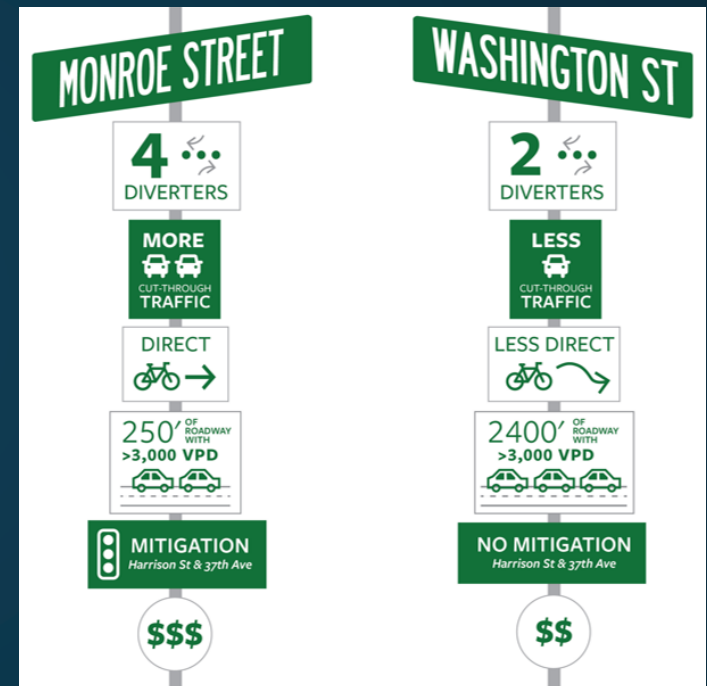


- **Dec 2014** = Project introduction w/ breakout session on potential improvements
- **March 2015** = Review Draft Design document
- **June 2015** = Open House to get comments on draft
- **July 2015** = Explanation of Washington St bikeway proposal and timeline for Concept Plan adoption

# Council Direction

- **Dec 2015** = Adoption of Concept Plan, with direction to obtain more traffic data (for decisions about diverters and Washington St alternative)
- **June 2018** = Resolution to proceed with project, using Washington St route and eliminating diverters at 37<sup>th</sup> Ave and 42<sup>nd</sup> Ave

**Engineering Department** has taken on the project for design and construction.





# Washington Street Alignment Treatment Matrix

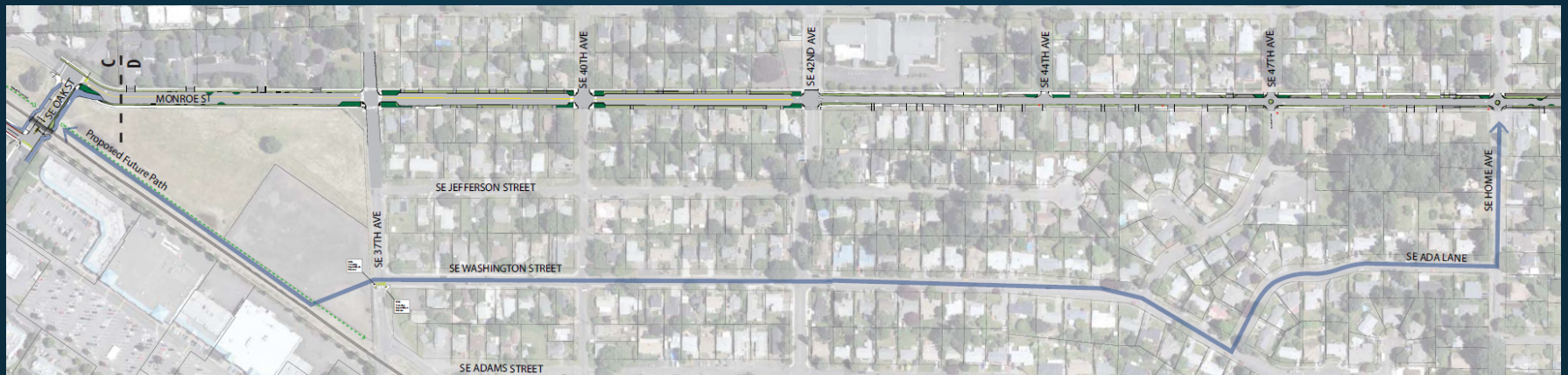
**Table 3. Matrix of Scenario Components – Washington Street Alignment**

	Refinement 1	Monroe St Alignment	Washington St Alignment
<b>Traffic Calming Location</b>			
Monroe St - west of Campbell St	x	x	x
Monroe St - between Oak St and 42 <sup>nd</sup> Ave	x	x	
Washington St - between 37 <sup>th</sup> Ave and 42 <sup>nd</sup> Ave			x
Monroe St - between 42 <sup>nd</sup> Ave and Linwood Ave	x	x	x
Monroe St/Thompson Rd - east of Linwood Ave	x	x	x
<b>Monroe St Diverter Location</b>			
OR 224	x	x	x
37 <sup>th</sup> Ave		x	
42 <sup>nd</sup> Ave		x	
Linwood Ave	x	x	x
<b>New Traffic Signal Location</b>			
Harrison St/42 <sup>nd</sup> Ave	x	x	x
Oak St/Monroe St/Railroad Ave	x	x	x
37 <sup>th</sup> Ave/Harrison St		x*	
<b>New Pedestrian Signal Location</b>			
Monroe St/Linwood Ave	x	x	x
<b>Monroe St Gap</b>			
Open to pedestrians and cyclists (shared use path)	x	x	x
Open to vehicle traffic			

\* The traffic signal was identified as a potential solution based on traffic performance results from the scenario modeling.

# Washington Street alignment

- Intended as flatter and lower-volume route for bicycles
- Utilizes off-street path across McFarland site (Oak St to 37<sup>th</sup> Ave)
- Eliminates need for traffic diversion at 37<sup>th</sup> Ave and 42<sup>nd</sup> Ave
- Pedestrian facilities still needed on Monroe (42<sup>nd</sup> Ave to Home Ave)



# Washington Street alignment

## Pros

- Monroe St east of 42<sup>nd</sup> Ave less than 1,500 vehicles per day (vpd)
- Washington St between 37<sup>th</sup> & 42<sup>nd</sup> Ave less than 500 vpd
- Intersections would operate within mobility standards
- No significant expected cut-through traffic compared to Monroe St alignment

## Cons

- Greenway route is less direct and intuitive for new users
- Monroe St west of 42<sup>nd</sup> Ave exceeds 4,000 vpd
- Conditions likely to worsen at already congested intersections
- Neighborhood cut-through traffic may occur on 25<sup>th</sup> Ave, Stanley Ave, Montgomery Dr, Queen Rd, and 74<sup>th</sup> Ave

# Monroe Street Greenway Timeline

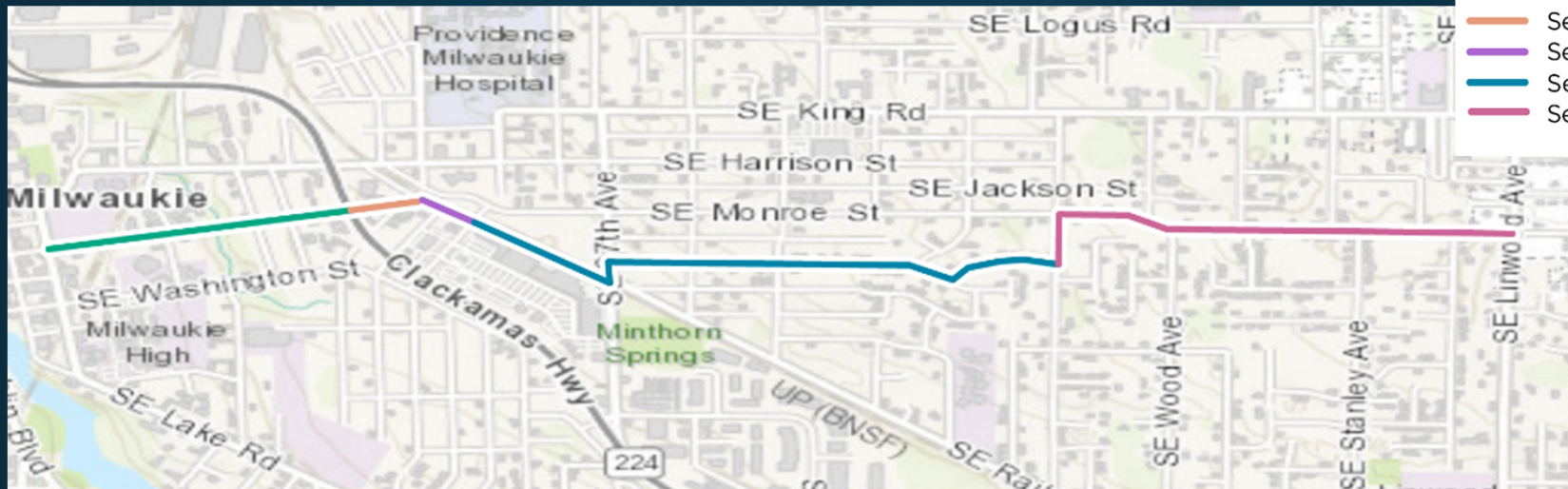
- **June 2019** = Applied for Metro Active Transportation Regional Flexible Fund Allocation (RFFA Grant)
- **December 2019** = Notification of Receiving Grant
- **In case we do not receive RFFA Grant funding:** Construct segments A thru C
  - Segment A - 21<sup>st</sup> Ave to OR-224
  - Segment B - OR-224 to Campbell St
  - Segment C - Campbell St to Oak St
  - Segment D - Washington Street Bike Route (Oak St to Home Ave)
  - Segment E - Home Ave to Linwood Ave

# Design Development / Construction Timeline

Task	Segments	Schedule	Funding
Preliminary Design (30%)	A-E	2020-2021	CIP
Final Design (100%)	A-E	2021-2022	ODOT STIP
Construction	A-C	2022-2024	ODOT STIP
Construction	D-E	2022-2024	RFFA

## Segments

- Segment A
- Segment B
- Segment C
- Segment D
- Segment E





**Questions?**

A stylized graphic of a flower, possibly a tulip, in shades of white, grey, and brown, set against a green and brown background. The flower is positioned on the left side of the slide, partially overlapping the dark blue background.

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