

Monroe Street Neighborhood Greenway Concept Plan
Project Advisory Committee (PAC) Meeting #3-b

Wednesday, March 4, 2015

Community Meeting Room, Public Safety Building – 6:00pm to 8:00pm

Summary of Agreements on Draft Design

To sum up the evening's discussion about the draft design and suggested revisions, the voting members of the group (i.e., community representatives, not the technical advisors) did some straw polling to determine preferences for a few particular design issues. There were 9 of 12 voting members of the PAC present, 2 of which were the designated alternates from the Linwood Neighborhood District Association (NDA).

- **Washington St alternative route**

- The group determined (by a 7-2 vote) that the suggested alternative—a path through the McFarland site (parallel to the railroad tracks) and continuing across 37th Ave on Washington St, then connecting back to Monroe St on either Garrett Dr or Home Ave via Ada Ln—is the PAC's preferred option. This would eliminate the need for a diverter at 37th Ave but would likely require diversion at 42nd Ave and also still a diverter at Linwood Ave. There was clear agreement that pedestrian facilities should also be installed as proposed between 42nd Ave and Home Ave.

- **Hwy 224 diversion**

- The group agreed unanimously that the right-turn movement from Hwy 224 onto Monroe St westbound should be eliminated for safety reasons (i.e., concern for rear-end collisions without a right-turn deceleration lane).

- **Oak St crossing**

- The group agreed unanimously that the primary crossing of Oak St should be on the north/east side of the tracks (closer to the T-intersection), to align with the future proposed path that would run parallel to the railroad tracks. The group acknowledged that this crossing is a very complicated one and would need technical expertise to sort out specific details to make it safe. No decision was made about Campbell St itself as to a preference for Option 1 (sidewalk along east side of Campbell St, with bicycles sharing the travel lane in the street) or Option 2 (separated multiuse path along east side of Campbell St).

- **Linwood Ave diversion**

- The group discussed the two different types of diverters proposed for the intersection, both of which would include some sort of traffic signal. One option is the one proposed in the first draft, with a center median and allowing only right-in and right-out movements on Monroe St. The other option is a twin partial closure of each side of Monroe St, allowing Monroe St traffic to turn either left or right onto Linwood but no turns onto Monroe St from Linwood Ave from any direction.

The first option would include a signal that would be activated by pedestrians or cyclists to stop traffic on Linwood Ave (cars on Monroe St could always turn right whenever it was clear and wouldn't need a special light). The second option would include a full signal similar to the one in Portland at Cesar Chavez Blvd and Clinton St, where cars on Linwood Ave would get a red light so that pedestrians, bikes, and cars on Monroe St could make their allowed movements. The group did not choose one option over the other; instead, this was one of several questions that will be posed to participants for feedback at the March 18 workshop.