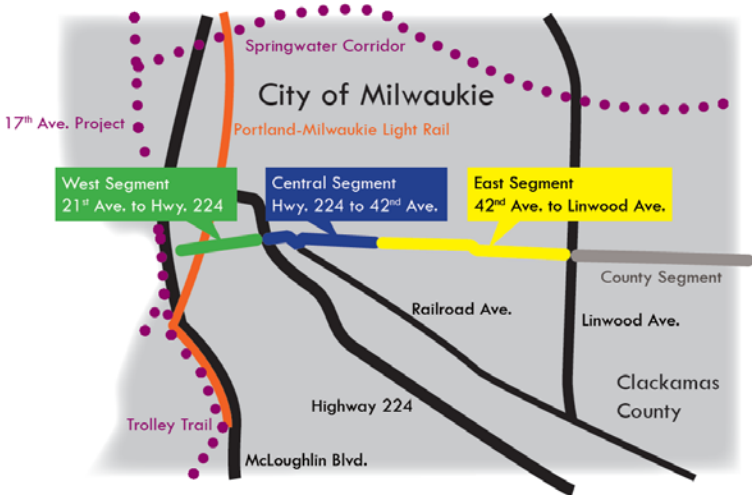




Monroe Street Neighborhood Greenway Concept Design Project

In association with Public Workshop #2 (March 18, 2015)



Survey Form

The Monroe Street corridor has several key areas where opportunities exist to improve safety for all users. There are choices involving trade-offs, and the City invites community members to share your opinions about these choices. For each of the key areas listed below, indicate your preference for one of the options as described.

Key Area	Option A	Option B
<p>OR 224 CROSSING Narrowing the crossing of OR 224 will improve safety for pedestrians and bicyclists by providing larger ped/bike refuges and reducing the crossing distance.</p> <p>Question: Should the southbound right-turn pocket on OR 224 be removed and replaced with a curb extension, to eliminate right turns onto Monroe St westbound?</p>	<p>Remove the southbound right-turn pocket on OR 224 and extend the curb to prohibit right turns onto Monroe St westbound.</p> <p><input type="checkbox"/> Check here if you prefer this option.</p>	<p>Preserve the southbound right-turn pocket to allow right turns from OR 224 onto Monroe St westbound.</p> <p><input type="checkbox"/> Check here if you prefer this option.</p>
<p>CAMPBELL ST CONNECTION The route detours onto Campbell St for a short distance near Oak St. This is a low-volume section involving a complicated crossing of the railroad tracks at Oak St.</p> <p>Question: On Campbell St, where should bicycles be?</p>	<p>Bicycles share the travel lanes with vehicles in each direction; pedestrians are on sidewalks on either side of Campbell St.</p>  <p><input type="checkbox"/> Check here if you prefer this option.</p>	<p>Bicycles and pedestrians share a multiuse path along the north side of Campbell St.</p>  <p><input type="checkbox"/> Check here if you prefer this option.</p>

Key Area	Option A	Option B
<p>37TH AVE INTERSECTION In order to reduce cut-through traffic on Monroe St to create a quieter, safer street, and to establish a safer route for bicycles in the eastern segment of the corridor, vehicle volumes must be reduced at 37th Ave or 42nd Ave.</p> <p>Question: Should vehicle through-traffic be diverted at 37th Ave, or should Washington St be used as the primary bike route between 37th Ave and Home Ave?</p>	<p>Divert through-traffic at 37th Ave, allowing only right-turn vehicle movements on and off of Monroe St, and no left-turn movements from 37th Ave onto Monroe St. Pedestrians and bicycles can go straight across 37th Ave.</p> <p><input type="checkbox"/> Check here if you prefer this option.</p>	<p>Establish a multiuse path across the triangular McFarland site (parallel to the UPRR tracks) between Oak St and 37th Ave, then route bikes on Washington St back to Monroe St by way of either Garrett Dr or Ada Ln/Home Ave.</p> <p><i>Note: This option depends on a path across the McFarland site and would most likely require a diverter at 42nd Ave instead of 37th Ave.</i></p> <p><input type="checkbox"/> Check here if you prefer this option.</p>
<p>LINWOOD AVE INTERSECTION In order to reduce cut-through traffic on Monroe St to create a quieter, safer street, and to establish a safer route for bicycles in the eastern segment of the corridor on both sides of Linwood Ave, vehicle volumes must be reduced at Linwood Ave.</p> <p>Question: At Linwood Ave, should vehicle turns be right-in and right-out only on Monroe St; or should there be no entry into Monroe St from any direction, with vehicles allowed to make left and right turns onto Linwood Ave from Monroe St?</p>	<p>Divert through-traffic at Linwood Ave so that vehicle turning movements on Monroe St are right-in and right-out only. No left turns by vehicles on Linwood Ave or Monroe St. Bikes and peds can go straight across Linwood Ave.</p> <div data-bbox="989 751 1178 946" data-label="Diagram"> <p>The diagram shows a vertical street labeled 'Linwood' and a horizontal street labeled 'Monroe'. Orange arrows indicate traffic flow: from the top of Monroe St turning right onto Linwood Ave, and from the bottom of Monroe St turning right onto Linwood Ave. There are also orange arrows showing traffic going straight across Linwood Ave.</p> </div> <p><input type="checkbox"/> Check here if you prefer this option.</p>	<p>Divert through-traffic at Linwood Ave so that vehicles on Monroe St can turn either left or right onto Linwood Ave, but no vehicles can enter Monroe St from any direction. Bikes and peds can go straight across Linwood Ave.</p> <div data-bbox="1577 751 1791 946" data-label="Diagram"> <p>The diagram shows a vertical street labeled 'Linwood' and a horizontal street labeled 'Monroe'. Purple arrows indicate traffic flow: from the top of Monroe St turning left onto Linwood Ave, and from the bottom of Monroe St turning right onto Linwood Ave. There are also purple arrows showing traffic going straight across Linwood Ave.</p> </div> <p><input type="checkbox"/> Check here if you prefer this option.</p>

Contact Information (optional)

Name: _____

Mailing Address: _____

E-mail Address: _____

Phone Number: _____

Which segment of Monroe Street do you live along?

West Segment (21st Ave to Hwy 224)

Central Segment (Hwy 224 to 42nd Ave)

East Segment (42nd Ave to Linwood Ave)

I don't live in the Monroe Street corridor.

Does your property have frontage on Monroe Street?

Yes No

How did you hear about this meeting? _____

