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File No. ZDO-259  
Proposed Active Transportation Plan Amendments  
Draft Date 9/1/16

(P5) Monroe Neighborhood Street

***Route Summary***

Extent:	Highway 99E to I-205 Multi-Use Path
Total Length:	4.1 miles
Environment:	Suburban
Proposed Facility Type(s):	Neighborhood Greenway, Multi-Use Path, Bike Lanes, Sidewalks
Expected Pedestrian Use:	Utilitarian and recreational pedestrians
Expected Bicycle User Group:	Utilitarian and recreational bicyclists

***Route Description***

Located in northern Clackamas County, Monroe Street has long been envisioned as a primary east-west active transportation route connecting the Clackamas Town Center with Downtown Milwaukie. Monroe Street provides connections to the MAX Orange Line, the MAX Green Line, the I-205 Multi-Use Path, and a number of parks and schools. Many streets in this area lack dedicated pedestrian facilities. The lack of sidewalks force residents and visitors to walk in the street to access their homes. Likewise, bicycle infrastructure is discontinuous throughout the Monroe Street corridor. Due to the lack of bicycle facilities on Monroe Street or 72<sup>nd</sup> Avenue cyclists must share the road with fast moving vehicles, creating an unsafe environment for all transportation modes.

***Proposed Facility Type***

The existing street cross-sections and overall character of Monroe Street vary throughout the corridor. Existing streets include both low-traffic, local residential streets and busier collector roadways. Due to the variable conditions, the recommended bicycle and pedestrian facilities types vary throughout study area. Major design elements include a grade-separated multi-use path; bike lanes; cycle track; traffic calming elements; sidewalks and sharrow pavement markings in places where traffic speeds and volumes are low.



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## ***Project Segments***

The Monroe Street route stretches from Downtown Milwaukie to the I-205 Multi-Use Path. For planning purposes, the Monroe Street route has been divided into the 10 segments described below. From 2015-2016 the County engaged in an effort to develop a conceptual plan for the bicycle and pedestrian improvements that will make Monroe Street a safe, functional active transportation route. The resulting *Monroe Neighborhood Street Design Plan* (Design Plan) includes design details for the various street segments as well as information on the planning process and public participation. The Design Plan provides a vision and general design framework for the Monroe Principal Active Transportation Route; design details and refinement will need to be finalized as the plan moves into the surveying and engineering phase.

- **(5.01) SE Monroe Street – Highway 99 to SE Linwood Ave:** In 2014-15 the City conducted a public process to develop a concept plan for a neighborhood greenway for the section of Monroe Street within the city limits. The resulting Monroe Street Neighborhood Greenway Plan outlines the improvements to make the street safer for pedestrians, bicyclists, vehicles and neighborhood residents.
  
- **(5.02) SE Monroe Street – SE Linwood Ave to 72<sup>nd</sup> Avenue:** There are no existing sidewalk or bicycle facilities between Linwood Avenue and 72<sup>nd</sup> Avenue. The recommended design for this segment is a 12' shared-use path on the north side of Monroe Street. The path includes intermittent vegetated buffers to provide increased physical separation between active transportation users and motorists, traffic calming benefits and parking spaces within buffer inlets and stormwater management benefits.
  
- **(5.03) SE Monroe Street – 72<sup>nd</sup> Avenue to 77<sup>th</sup> Avenue:** The Design Plan recommends a mini-roundabout at the intersection of Monroe Street and 72<sup>nd</sup> Avenue and a 10 foot path between 72<sup>nd</sup> Avenue and 77<sup>th</sup> Avenue. Raised crossings are included at each of the three legs of the mini-roundabout, which is intended to be negotiated at speeds of 15-20 mph. It is also designed with a mountable curb, and is not landscaped so that larger vehicles and emergency vehicles can still negotiate the intersection. Sharrow pavement markings are included for bicyclists since traffic speeds and volumes are low. On-street parking is maintained on the south side of Monroe between 72<sup>nd</sup> and 74<sup>th</sup> Ave.
  
- **(5.04) SE Monroe Street – 77<sup>th</sup> Avenue to Fuller Road:** Between 77<sup>th</sup> Avenue and Fuller Road the Design Plan calls for the unimproved roadway at 78<sup>th</sup> Avenue be improved for bicycle and pedestrian access only. East of the gap, sidewalks and sharrow pavement markings are proposed on the north and south side of Monroe Street. Approximately 200 feet from Fuller Road, the recommended design along Monroe Street transitions from shared space sharrow markings and parking on both sides to bike lanes and no parking on both sides. This will allow a seamless transition to the cycle track improvements planned as part of the Boyer Drive extension.

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- **(5.05) 72<sup>nd</sup> Avenue – Monroe Street to Thompson Road:** 72nd Avenue between Monroe Street and Thompson Road serves as a transition between the recommended Monroe Street shared-use path and pedestrian facilities along Thompson Road. The Design Plan recommends continuation of the shared-use path on the west side of 72<sup>nd</sup> Avenue and sidewalks and conventional bike lanes along the east side to accommodate users traveling west and north.
  - **(5.06) Thompson Road – 72<sup>nd</sup> Avenue to 74<sup>th</sup> Avenue:** In order to provide a safe connection to Whitcomb Elementary School, a shared-use path on the south side of the street is the recommended design for Thompson Road between 72nd Avenue and 74th Avenue. To facilitate safe student crossings, a raised crosswalk and pedestrian activated rectangular rapid-flashing beacon are recommended at the intersection of 74<sup>th</sup> Avenue and Thompson Road.
  - **(5.07) Thompson Road – 74<sup>th</sup> Avenue to Fuller Road:** The recommended design for Thompson Road between 77th Avenue and Fuller Road is fairly uniform, with consistent sidewalks and bicycle lanes on both sides of the street. Speed bumps are proposed at key locations throughout this segment to reduce speeding in the vicinity of Whitcomb Elementary School. The recommended bicycle lane on the south side of Thompson Road is additionally protected from vehicle traffic by a 5-foot vegetated buffer that will eliminate the possibility of vehicles stopping or parking in the bicycle lane.
  - **(5.08) Boyer Drive – Fuller Road to 82<sup>nd</sup> Avenue:** To improve connectivity for residents going to and coming from the Town Center area, Clackamas County is planning an extension of Boyer Drive from 82nd Avenue to Fuller Road. Improvements will include a new two-lane road with sidewalks, cycle track, landscaping, lighting, storm drainage facilities and a new signal at the Fuller/82nd intersection. The Boyer Drive extension will also include a “bike box” at the intersection of Boyer Drive and 82<sup>nd</sup> Avenue. Bike boxes are designed to increase safety of riders crossing high-traffic signalized intersections and are intended to minimize the potential of “right-hook” crashes.
  - **(5.09) Boyer Drive – 82<sup>nd</sup> Avenue to 85<sup>th</sup> Avenue:** The segment of Boyer Drive between 82<sup>nd</sup> and 85<sup>th</sup> Avenues is an important transition between the improvements planned as part of the Boyer Extension project and the Monroe Neighborhood Street Design Plan. The plan for this segment recommends continuous bike lanes and sidewalks along both sides of the Boyer Drive to improve connections to area businesses destinations for pedestrians and bicyclists.
  - **(5.10) Spencer Drive – 85<sup>th</sup> Avenue to I-205 Multi-Use Path:** The easternmost portion of the Monroe Street corridor travels along Spencer Drive, a low-speed, low-volume residential street. Few changes are needed to provide safe pedestrian and bicycle accommodations, but sharrow pavement markings are proposed throughout this segment to encourage safe shared use.

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**Table 1: Monroe Neighborhood Street (P5) Project List**

Segment Number	Street Segment	Extent	Length (Miles)	Existing AT Facility	Proposed Facility	Existing ROW	Planning Considerations
5.01	Monroe Street	Hwy. 99E to Linwood	2.25	Short sections of bike lanes-sidewalks on east end	Neighborhood Greenway	Variable	See Monroe Street Neighborhood Greenway Concept Plan for design details
5.02	Monroe Street	Linwood to 72 <sup>nd</sup> Ave	0.47	None	Multi-Use Path	40 feet	Plan recommends path on north side. South side path may also be feasible.
5.03	Monroe Street	SE 72 <sup>nd</sup> Ave to 77 <sup>th</sup> Ave	0.22	Short sidewalk segment on north side	Pedestrian Path / Sharrows	60 feet	Section is not a county-maintained road; county will need to assume maintenance following improvements.
5.04	Monroe Street	77 <sup>th</sup> Ave. to SE Fuller Road	0.21	North side sidewalks between Gap and Fuller.	West of Gap: Pedestrian Path/Sharrows East of Gap: Sidewalks/Sharrows	60-65 feet	Section is not a county-maintained road; county will need to assume maintenance following improvements.
5.05	72 <sup>nd</sup> Avenue	Monroe Street to Thompson Road	0.08	None	Multi-Use Path on west side. Sidewalk and bike lanes on east side.	40 feet	Due to ROW constraints and to minimize potential conflicts between active transportation users and motorists, parking is eliminated in this section.
5.06	Thompson Road	72 <sup>nd</sup> Ave to 74 <sup>th</sup> Ave	0.12	Sidewalks on north side	South Side: Multi-Use Path. North Side: Sidewalks-Bike lanes	40-50 feet	Parking is maintained in front of Whitcomb School to accommodate student pick-up and drop-off.
5.07	Thompson Road	74 <sup>th</sup> Ave to Fuller Rd	0.30	Sidewalks on north side	Sidewalks / Bike Lanes	45-50 feet	High speeds are a primary concern along this section of the corridor. Speed bumps are proposed at key locations to reduce speeding near the Whitcomb Elementary.
5.08	Boyer Drive	Fuller Road to 82 <sup>nd</sup> Ave	0.06	None	Sidewalks /cycle track	65 feet	To minimize right-hook collisions, a bike box is proposed at the intersection of Boyer and 82 <sup>nd</sup> Ave.
5.09	Boyer Drive	82 <sup>nd</sup> Ave to 85 <sup>th</sup> Ave	0.09	Sidewalks	Bike lanes	65-80 feet	Section of road is built-out with three travel lanes and sidewalks. The Design Plan recommends re-stripping from 82 <sup>nd</sup> Ave. to 85 <sup>th</sup> Ave.

Segment Number	Street Segment	Extent	Length (Miles)	Existing AT Facility	Proposed Facility	Existing ROW	Planning Considerations
5.10	Spencer Drive	85 <sup>th</sup> Ave to I-205 Path	0.30	None	Sharrows/wayfinding signage	50 feet	The Design Plan recommends consideration for signage and or a gateway treatment at the intersection of Spencer Drive and the I-205 Path.