

Monroe Street Pavement Improvement Project

Community Meeting Notes (January 23, 2014)

Background

In the summer of 2014 Monroe Street from the south side of West 1st Avenue to the north side of Blair Boulevard will be resurfaced. This project will occur with two other pavement projects: a) West 1st Avenue from the west side of Van Buren Street to the west side of Washington Street; and, b) Madison Street from the south side of West 1st Avenue to West 8th Avenue. The meeting was to discuss bicycle and pedestrian improvements to Monroe Street as identified in the city's transportation system plan (TransPlan) and the Pedestrian and Bicycle Master Plan (PBMP). Both plans call for bicycle improvements. In addition, development of an enhanced crossing of West 1st Avenue on Monroe Street has been funded in 2014.

The City of Eugene Public Works project on Monroe Street includes removing and replacing broken concrete pavement panels, failed asphalt pavement, and base rock. The project will also reconstruct sidewalk access ramps in several locations.

Meeting Venue and Attendees

The meeting was held on Thursday, January 23rd at 6pm at the Eugene Public Library. There were 17 names recorded on the sign-in sheet. The meeting was originally scheduled for December 9th but was cancelled due to snow.

Meeting Notice

Postcards were sent to adjacent property owners and tenants throughout the project corridor the week of January 6th. The meeting was also noticed in the city's InMotion Newsletter, in the city's Public Meeting's Calendar, and distributed via the Whiteaker Community Council's electronic listserv.

Meeting Format

The meeting began with a formal presentation to explain the purpose of the project and present a slideshow of the project area and present possible improvement options to Monroe. Because sidewalk access ramps will be replaced on Monroe, Madison, and W 1st Avenue, two locations on W 1st Avenue (Adams and Jackson) were also discussed.

Construction Schedule

A number of attendees were business owners on Monroe, Madison, or W 1st Avenue who wanted more details about the construction schedule and phasing. This information was not available for the meeting. Public Works will be distributing handbills and contact information door-to-door the week of January 27th to property owners in the project area. The project manager may schedule a construction phasing meeting with property owners based on response to the door-to-door effort.

General Comments

General comments conveyed during the meeting are listed below.

- A speed study was conducted on Monroe Street in February 2013 (85% speed was about 25mph). People wanted to know the location of the cross streets.
- What were the traffic volumes on Monroe?
- Comment: Monroe is too narrow; it makes it hard for trucks to navigate
- Why doesn't Jefferson work better as a bike route?

- As a bicyclist, people will take the most direct route
- I'm excited about traffic calming, some drivers are impatient; it will be more needed when road is smoother
- Need to make Monroe the family friendly bike street: it connects the river path, 15th, Fern Ridge Path, etc...
- Where would you put traffic calming device? Railroad tracks are already a calming device.
- Someone who lives on street and bikes: I agree that this should be a traffic calmed street.
- Business owner: suppliers use large trucks; there are businesses on both sides of street; it's zoned for mixed use -- will be more intensive use in future.
 - Is there another street that is better designed for truck traffic; I don't see a lot of trucks on Monroe
- Traffic Calming
 - Like speed hump
 - Traffic circles like on W 15th Avenue: I have driven through traffic circle with 40-foot semi and it's not a problem to get through
 - The street already has low speeds; what are we trying to do here?
 - We're trying to get to interested but concerned people; make them feel more comfortable
 - Horizontal deflection, like on 15th is comfortable; ride with 4 ½ year old daughter on 15th
- Traffic signals at 6th and 7th are not responsive
 - New loop detectors on Blair don't seem to work all the time (for bikes)
 - Conflicts with drivers when walking across 6th and 7th; green light is too short for bikes; bring up the pedestrian phase with each cycle
 - San Jose uses cameras that can detect cars or bikes and give more green to bikes
- Shared Lane Markings (SLMs, also called "sharrows")
 - Use sharrows and train people to ride outside of door zone; put up "bicycles may use full lane" sign when SLMs are installed
 - Seems like there are too many different markings; use a smaller group of bike symbols and markings
 - Likes wayfinding signs; old bike symbols are too small
 - directional arrows are confusing
 - use a sign to reinforce sharrow that explains what it is
 - Consider temporary signs to convey message of sharrows
- Traffic Diversion
 - Like diversion; doesn't know if it's necessary
 - wants to see what happens after pavement is smoother; hard to know if diversion is needed without having traffic volumes; if diversion is installed, people driving will have other choices
 - company vehicles go both ways on Monroe; most important access is off First; street is inherently calm because it is so narrow; works as a one way (queuing) street
 - look at 6th and 7th - these are most important -- look at what can be done here
- Should anything be changed on Madison Street?
 - Madison doesn't connect southbound effectively; not as many businesses on street; it should have sharrows but it's not the main bike route
 - likes using Madison so he doesn't have to wait for light at 7th; cut through between 12th and 13th; he can see downsides too
 - Every parking space on Monroe and Madison between 1st and 5th is needed

- business demand is drawing more people later in day and Madison is packed with cars in evening; so is 2nd
- Several intersections have fences and other things that block site lines -- 4th and Madison was given as an example
- First and Monroe (there is money reserved for a rectangular rapid flashing beacon at this intersection)
 - remove island on west side for trucks going to 4j admin headquarters
 - don't take either island off; people don't cross the side street and back again; really need the RRFB
 - it's hard to turn off First; traffic backs up behind buses and people pass bus in opposing driving lane; however, east side makes more sense for enhanced crossing
 - consider enhancing crossing at Madison or Jefferson
 - If you widen bike lanes on 1st where is increased bike lane width going to come from?
 - pedestrian crossing islands haven't improved safety at all
 - prefers no island -- it makes it hard to turn off of 1st
 - put flashing crossing on east side
 - the island gives you protection when you're on a bike; not tied to idea of keeping islands
- 5th At Monroe (do we need an enhanced crossing here?)
 - feels more comfortable than crossing at 1st Avenue
 - high pedestrian traffic crossing 5th - improve crosswalk; consider stop sign on 5th; signage to get cars to yield to people walking and biking
 - do something to enhance crossing - mark crosswalk
- 1st Avenue Crossings (narrow the throat of Adams and Jackson on the north side of West 1st Avenue)
 - like the proposal
 - two turn lanes on Adams doesn't make sense; people turn fast off of 1st
 - square intersection up with 1st more
 - I'd rather you improve the sidewalks -- condition of sidewalks in area is a big problem

Next Steps

City staff will meet to review the notes from this meeting and any additional information provided by the public and area businesses. Based on these data a recommended design will be developed. A second community meeting will be scheduled to discuss the city's recommendation. This meeting was held in the downtown library and attendees would prefer a venue in the project area. The 4j property (200 N Monroe Street) was offered as a possible venue for the next meeting.