



North Monroe Corridor Project

Status Update:
April 24th, 2017

North Monroe Corridor Project

We are all in this together

- Advisory Board Results
- Public Input regarding project elements
- Survey Results
 - Neighborhoods
 - Businesses
 - Property Owners
- Decision Matrix
- Recommendation and Next Steps

N. Monroe Project Advisory Board

Position 1

N. Monroe Business Owner
Legacy

Ed Ardiss

Position 2

N. Monroe Business Owner
New/Emerging

Brianna Musser

Position 3

N. Monroe Property Owner

Dale Westhaver

Position 4

Emerson/Garfield
Neighborhood

E.J. Ianelli

Position 5

Neighborhood Resident

Megan Kennedy

Position 6

North Hill Neighborhood

Michael Trautman

Position 7

At Large

Chris Bornhoft

Position 8

West Central Rep

Mike Wallace

Position 9

Business Owner From
Riverside

Jill Leonetti

(resigned 11/16)

City Council District 3

Council Member

Karen Stratton

City Council District 3

Council Member

Candace Mumm

Advisory Board Role

Assist in finalizing the scope within project parameters by engaging broader community and soliciting input.

Informing

- Kick-off Meeting and Project Background
- Project Context (Comp Plan & Centers & Corridors)
- Stormwater, Landscaping, Parking
- Traffic & Street Operations
- Transit

Focus Areas



Involving

- Placement of elements
- Placement of islands
- Concentration of elements
- ID important elements such as maximize parking

Focus Areas

Public Outreach

Visuals for Public Outreach



Public Input Received

Project Elements

- Focus Area
- Pedestrian Lights
- Other Project Elements
- Bus Stops

Focus Areas

A majority supported the two focus areas

1. Mansfield to Carlisle
2. Chelan to Fairview



Pedestrian Lights

Majority supported the “traditional style” pedestrian lighting



Traditional Series
Monroe/Lincoln corridor south of the Viaduct



Traditional Pedestrian Light
Monroe/Lincoln corridor south of the Viaduct

Bike Racks and Benches

Larger support for bike racks and benches (which would be coordinated closely with businesses/property owners) before final locations are determined.



Trash Cans, Flower Baskets, Banners

There was also support for trash cans, flower baskets and banners ...

HOWEVER these elements will not be pursued unless there is a viable business association to provide the long term maintenance of those elements.



Enhanced Crossings

Enhanced crossings with rectangular rapid flashing beacons will be placed at bus stop locations.



Existing Flash Beacon
N Hamiton St. & E Desmet Ave Intersection

Bus Stops

Design will have to work with property owners to place bus stop out of the travel lane

- Locations where it makes sense-no adjacent buildings
- May require acquisition of needed ROW.



Montgomery Bus Stop

Bus Stops

At the transition from one to two lanes

- May require acquisition of needed ROW.



Dalton Bus Stop

Advisory Board Results

General Recommendations:

- Parking is a priority
- Limit greenspace
- Bus service is essential
- Make 2 focus areas:
 1. Mansfield to Carlisle
 2. Chelan to Fairview

Compromises:

- Modifying 2 Northbound bus stops to be out of the travel lane
- Substituting center raised medians for Flashing Beacons (RRFB)
- Limits impacts by reducing major disruption to one construction season

The question asked in the Public Survey:

- Would you agree that the project will achieve a strong balance?
- 65% yes- 35% no

The question we asked the Property and Business Owners:

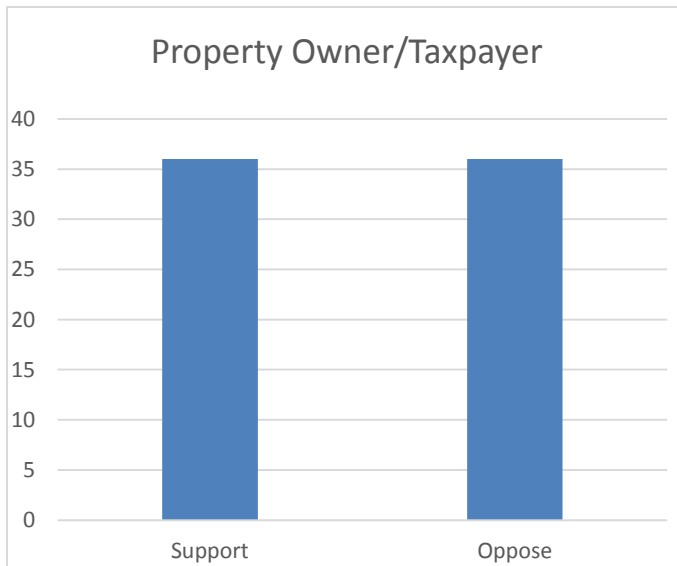
- Do you support the project?

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Property Owner/Taxpayer

Total Number	94
Total Collected *	72
% Response	76.60%
Support	36 (50%)
Oppose	36 (50%)

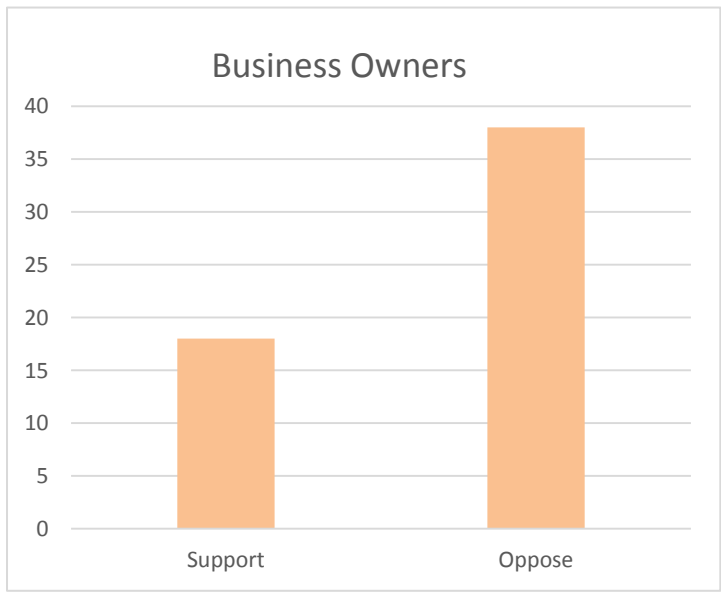
1 survey was marked "neutral" and is not included in totals



Business Owners

Total Number	83
Total Collected	56
% Response	67.47%
Support	18 (<u>32.1%</u>)
Oppose	38 (<u>67.9%</u>)

2 surveys were marked "neutral" and are not included in totals



Decision Matrix Layout

	Weight of decision				
	Percent YES	Percent NO		Weighted YES	Weighted NO
Planning Documents			42		
Comp Plan			32	0	0
Subarea/Neighborhood Plan			10	0	0
Feedback- Public Input			42		
Neighborhood Resident within the Neighborhood adj to project- i.e. the Prime Neighborhood			15	0	0
Property owners			7	0	0
Businesses			8	0	0
Neighborhood Resident in neighborhoods surrounding the Prime Neighborhood			8	0	0
Rest of City Neighborhoods			4	0	0
Levy Matrix: Existing Conditions			10	0	0
Other Considerations:			6	0	0
			100	0	0

Looking for at least a 60% or more weighted “Yes” to move forward



Decision Matrix Layout

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Levy Matrix: Existing Conditions			10	0	0
Other Considerations:			0	0	0
			94	0	0

Looking for at least a 60% of 94 of the weighted to be “Yes” to move forward...56.4



Decision Matrix Layout

	Weight of decision				
	Percent YES	Percent NO		Weighted YES	Weighted NO
Planning Documents			42		
Comp Plan	88.3%	11.7%	32	28.3	3.7
Subarea/Neighborhood Plan	78.0%	22.0%	10	7.8	2.2
	subtotal			36.1	5.9
Feedback- Public Input			42		
Prime Neighborhood: Emerson/Garfield	76.1%	23.9%	15	11.4	3.6
Property owners	50.0%	50.0%	7	3.5	3.5
Businesses	32.1%	67.9%	8	2.6	5.4
Surrounding Neighborhoods: Northhill, West Central, Audubon/Downriver	67.3%	32.7%	8	5.4	2.6
Rest of City Neighborhoods	64.9%	35.1%	4	2.6	1.4
	subtotal			25.5	16.5
Levy Matrix: Existing Conditions	95.8%	4.2%	10	9.6	0.4
Other Considerations:			0	0	0
			94	71.2	22.8

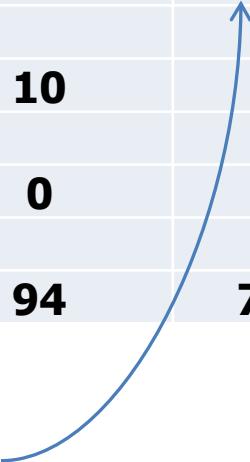
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Current Public “yes” feedback is 61%
of total weight for this category.



Recommendation and Next Steps

Based on:

- Public input and
- consistency with the City's Comprehensive Plan,

ICM staff will be moving this project to Design

- Final Design will begin in 2017 with
- a target for construction in 2018.