



## Traffic Engineering and Parking Divisions

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TO: Pedestrian/Bicycle/Motor Vehicle Commission

FROM: David C. Dryer, P.E., City Traffic Engineer & Parking Manager

RE: ID 05720 Resolution adopting the Monroe Street Commercial District Plan and the recommendations contained therein as a supplement to the City's Comprehensive Plan

Traffic Engineering staff has reviewed the Monroe Street Commercial District Plan and has the following recommendations:

Page 8: The Plan has a bulleted item to develop signage standards and requirements – this should be clarified to indicate private signage, not public street and traffic control signage (there is a standard for this already).

Page 27, Item 4, second paragraph: The comments should be corrected or include a source or reference.

Page 49, Off-Street Parking: The recommendation to locate small municipal lots in both business districts should be modified to say "Consider expanding public parking facilities in the Monroe Street area."

Pages 49, 55 and 56, Traffic and Pedestrians: The Plan needs to recognize that many of the desires/recommendations will have fiscal and budget implications for the recommendations to improve the corridor's pedestrian access, safety and environment. Pedestrian crossing treatments at three locations (Arbor, Sprague and Edgewood) are estimated to cost approximately \$15,000 apiece for a total of \$45,000. The Plan should also note that pedestrian islands need additional right-of-way to be installed; therefore, other treatments likely will need to be pursued.

Page 54, Signage: The Plan needs to include a fiscal note and/or budget for the recommendations to improve the corridor's ped/bike wayfinding signage. Treatments of the ones noted are estimated to cost approximately \$15,000.

Any recommendation for banners needs to be more fully studied and developed, including the potential for fiscal impacts to modify existing street light poles.

Page 56, Street Parking: The recommendation to add diagonal street parking to Harrison should note that this has already been done by the City.

Page 62, Item 16: The Plan needs to be more clear in the first sentence – this area has been studied and no further study or improvements are planned.

Page 62, Item 16: The term "traffic table" needs to be changed. The Plan use of traffic tables needs to be modified to a different term of something like aesthetic enhancements or paving treatments with special paving like Figure I-1 and Figure I-5. The term "table" needs to be replaced with paving treatment of no more than a 2% grade change along Monroe St. The term "gently sloped" should be amended to read "gently sloped raised area of no more than 2% along Monroe St." Figure I-6 should be modified or removed and replaced with a picture of an aesthetic enhancement or paving treatments, not a traffic table.

It is also interesting to note that the picture is clearly within a residential district unlike Monroe St. See also Appendix Page 15 for potential examples. The Plan should note that any traffic speed reduction devices will need to be reviewed by the MFD.

Page 62, Item 16: The Plan reference to pedestrian refuge islands needs to note that they require additional right-of-way to be installed; therefore, other treatments likely will need to be pursued.

Page 65, Item 31: The Plan should include a reference to past traffic signal studies aimed to improve traffic management and pedestrian needs, including potential traffic signals at Knickerbocker with a fiscal note of \$60,000 +.

Page 65, Item 31: The term "traffic table" needs to be changed. The Plan use of traffic tables needs to be modified to a different term, e.g., aesthetic enhancements or paving treatments with special paving like Figure I-1 and Figure I-5. A "table" or paving is reasonable as long as there is no more than a 2% grade change along Monroe St. The term "gently sloped" should be amended to read "gently sloped raised area of no more than 2% along Monroe St." Figure I-6 should be modified or removed and replaced with a picture of an aesthetic enhancement or paving treatments, not a traffic table. The Plan should note that any traffic speed reduction devices will need to be reviewed by the MFD.

Page 67, Item 37: The Plan needs to reference that the Glenway intersection has a traffic signal and the term "traffic table" needs to be changed for symbol 37. The Plan use of traffic tables needs to be modified to a different term, e.g., enhancements or paving treatments with special paving like Figure I-1 and Figure I-5. A "table" or paving is reasonable as long as there is no more than a 2% grade change along Monroe St. The term "gently sloped" should be amended to read "gently sloped raised area of no more than 2% along Monroe St." Figure I-6 should be modified or removed and replaced with a picture of an aesthetic enhancement or paving treatments, not a traffic table. The Plan should note that any traffic speed reduction devices will need to be reviewed by the MFD.

Page 92, Figure K-17: The note "Pedestrian Safe Crosswalk Intersection Improvements" is unclear, particularly if a traffic signal exists at Glenway. The Plan needs to clarify this note and include a recognized safety source for what it means by ped-safe.

Finally, the Plan should reference the City's street functional classification map and note the streets where traffic is preferred such as Monroe St., Glenway, Commonwealth, Edgewood, and Grant/Spooner, with an additional note that all streets are subject to traffic based on an open and connected street pattern and development intensities.

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