Monroe Street Reconstruction

Cross Section Workshop Notes
September 29, 2016, Wingra School

Total participants: 45+

Workshop Orientation, Technical and Functional Considerations:

The workshop began with a presentation summarizing community input to-date, including community priorities identified through feedback from the community survey, four public meetings over the summer, and additional comments received by phone and email. Project engineer Jim Wolfe then prepared participants for the cross section modeling exercise by explaining the technical parameters of Monroe Street and the engineering requirements for certain types of infrastructure.

Q&A during these presentations is summarized below:

- Participant: The list of community priorities listed on the Community Survey Results Briefing Sheet does not include the addition of a painted or protected bike lane to Monroe Street, even though respondents who would like to bike more noted that these strategies would encourage them to do so. This seems misleading.
    - Zia (Urban Assets): The community priorities represent ALL community input received for this project to-date, including from the survey and at public meetings. Thus, the community priority on bike infrastructure reads "Improve bicycle access by creating safe connections to adjacent paths and increasing bike parking," because this represents the majority of input received. Those who said they would be encouraged by the addition of a painted or protected bike lane on Monroe Street represent a portion of approximately one-third of the total survey respondents who selected biking as their preferred way of accessing Monroe Street, other than by car.
- Participant: Rather than list potential "pros and cons" associated with various cross section configurations, we should acknowledge that one person's "pro" may be another person's "con."
    - Jim: Yes, another way to describe these would be "tradeoffs," without a value judgement attached.
- Is it necessary to have turn lanes in both directions at the same time? Could there be an express lane that changes direction during the day, as seen on some highways?
    - Jim: A lane that changes directions during the course of the day is not feasible in this location.
- Will there be left turn lanes at every signalized intersection?
    - Jim: This is relatively flexible. Not every signalized intersection will necessarily need a turn lane. Some un-signalized intersections with high turn rates might need a turn lane.
- Would terraces located in the middle of the street have the same widths as those given for the curbside terraces?
    - Jim: For the purposes of this exercise, yes.
- Some of the example cross sections provided list buses stopping in the travel lane as a con, but the option of a pullout for buses was not presented.
    - Metro Transit would be opposed to buses stopping in a parking lane.

Cross Section Design Exercise:

Meeting participants worked in small groups to design a potential cross section using both the community priorities and the technical parameters provided by City staff (see "Design Exercise Cheat Sheet" on page 3). Photographs of these cross sections, along with the small group responses to worksheet questions and a description of the cross section created by Urban Assets, are included in the following pages.

NOTE: For voting, participants were each given 3 dot stickers. Participants could distribute their 3 votes among the cross sections as they wished.

Big Ideas:

Following the cross section design exercise, participants shared some of the "big ideas" that surfaced during their small group conversations as they worked to design the ideal cross section for Monroe Street:

- Bike lanes protected by terraces
- Signal prioritization for pedestrians and/or cyclists
- Pedestrian/bike tunnel or bridge running the length of Monroe Street
- Increase visibility at intersections for safety
- Mid-block pedestrian crossings, mid-block bus stops
- Different cross sections for the two different segments of the street (upper Monroe and lower Monroe)
- 2-way bike lane (that is less than 12 ft. wide?)
- Central terrace/pedestrian refuge in center of street

Monroe Street Cross Section Workshop
Design Exercise Cheat Sheet

Scale: 1" = 4 feet

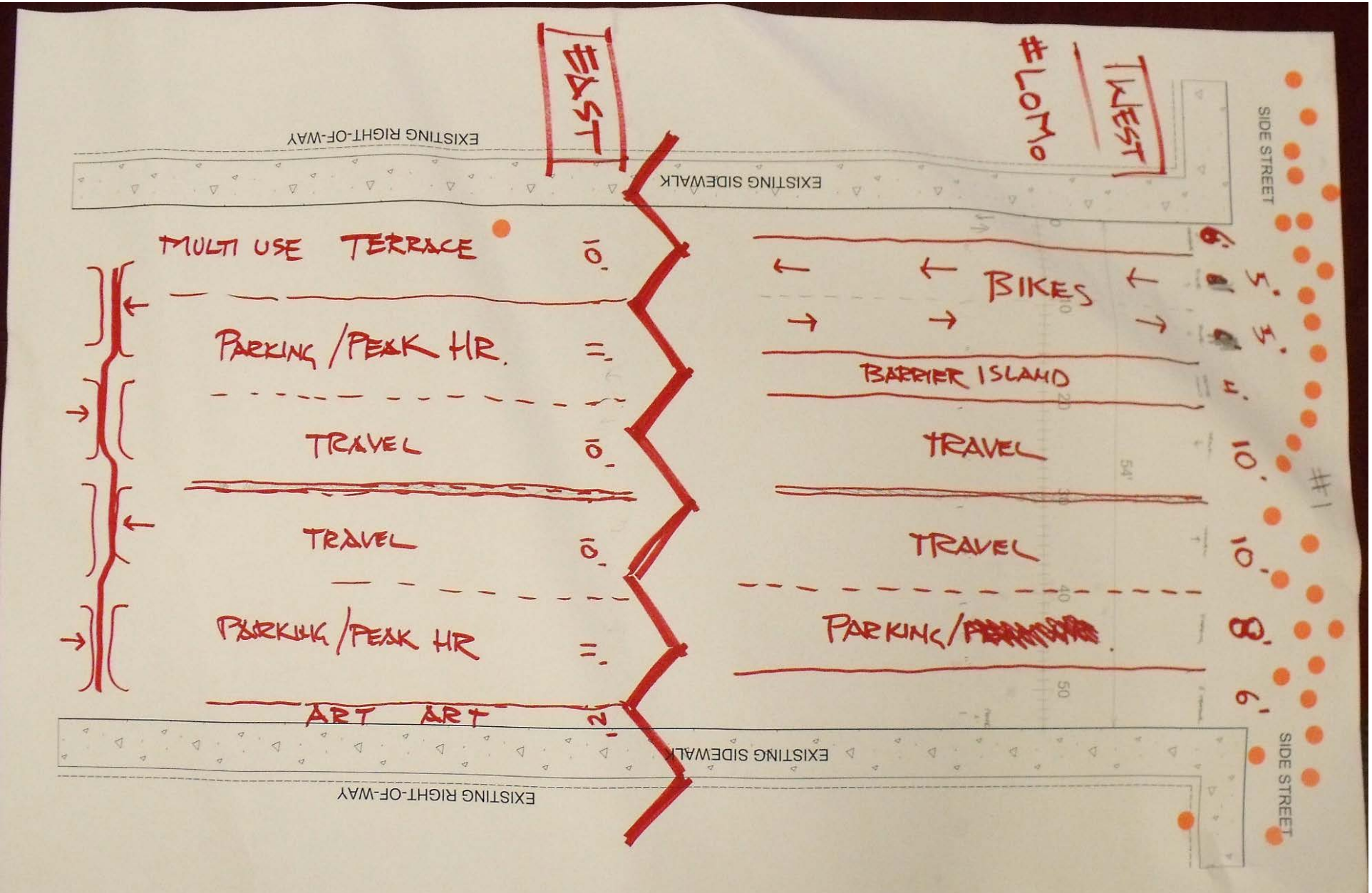
Monroe Street design constraints:

- The public right-of-way can be no wider than 66'
- Sidewalks remain in place on both sides and cannot be narrowed
- Total space to be considered for travel lanes and terraces (between the sidewalks) is 54 ft.
- At intersections, space must be provided for through-traffic in both directions PLUS a dedicated turn lane or a second driving lane in each direction to accommodate turning vehicles (this requires a minimum of 32 ft. of driving space)

Minimum widths:

- Sidewalks: 5 ft.
- Vehicle travel lane at centerline: 10 ft. (typically 11 ft.)
- Vehicle travel lane at curb line: 11 ft. (typically 12 ft.)
- Turn lane – 10 ft. (at intersections)
- Bike lane – 6 ft.
- Intersections – 32 ft. for vehicles (see note above under Design Constraints)
- Dedicated parking lane (no driving allowed) – 8 ft.
- Terrace width options:
    - Keep existing trees – 6 ft.
    - Remove existing trees, plant low-growing – 4 ft.
    - No trees in terraces < 4 ft.
    - Rain gardens – 10 ft. wide x 15 ft. long
- Curb bumpouts – 2 ft.
- Pedestrian refuge island – 4 ft.

Cross Section #3: 30 votes



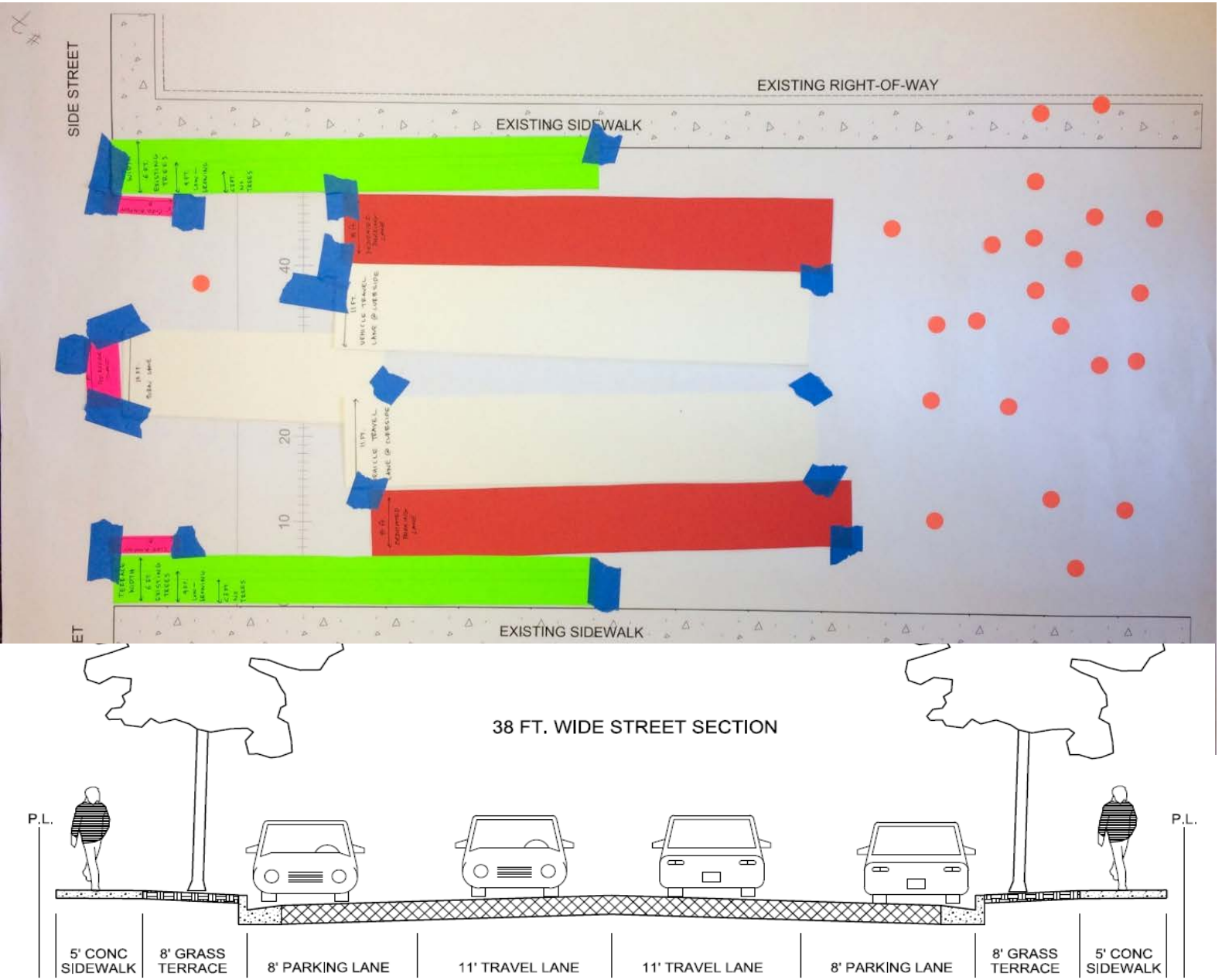
Eastern Monroe Street:
- 10 ft. wide multi-use terrace on one side
- 2 ft. wide space for art/placemaking infrastructure on opposite side
- 2 parking/peak hour travel lanes
- 2 vehicle travel lanes

Tradeoffs:
- No on-street bike accommodations
- No center left-turn lane

Western Monroe Street (LoMo):
- 6 ft. terraces on both sides
- 2 directional bike lane on one side
    - Bike lanes separated from travel lanes by 4 ft. wide barrier island (pedestrian refuge at intersections)
- 2 vehicle travel lanes
- Dedicated parking lane on one side

Tradeoffs:
- Parking reduced to one side of the street
- No rain gardens
- No center left-turn lane

Cross Section #7: 22 votes



- 6 ft. terrace on both sides
- Dedicated parking lane on both sides
- 2 vehicle travel lanes
- Center left-turn lane at intersections
- Center pedestrian refuge island at intersections (NOTE: not feasible with center left-turn lane)
- 2 ft. wide curb bumpouts at intersections

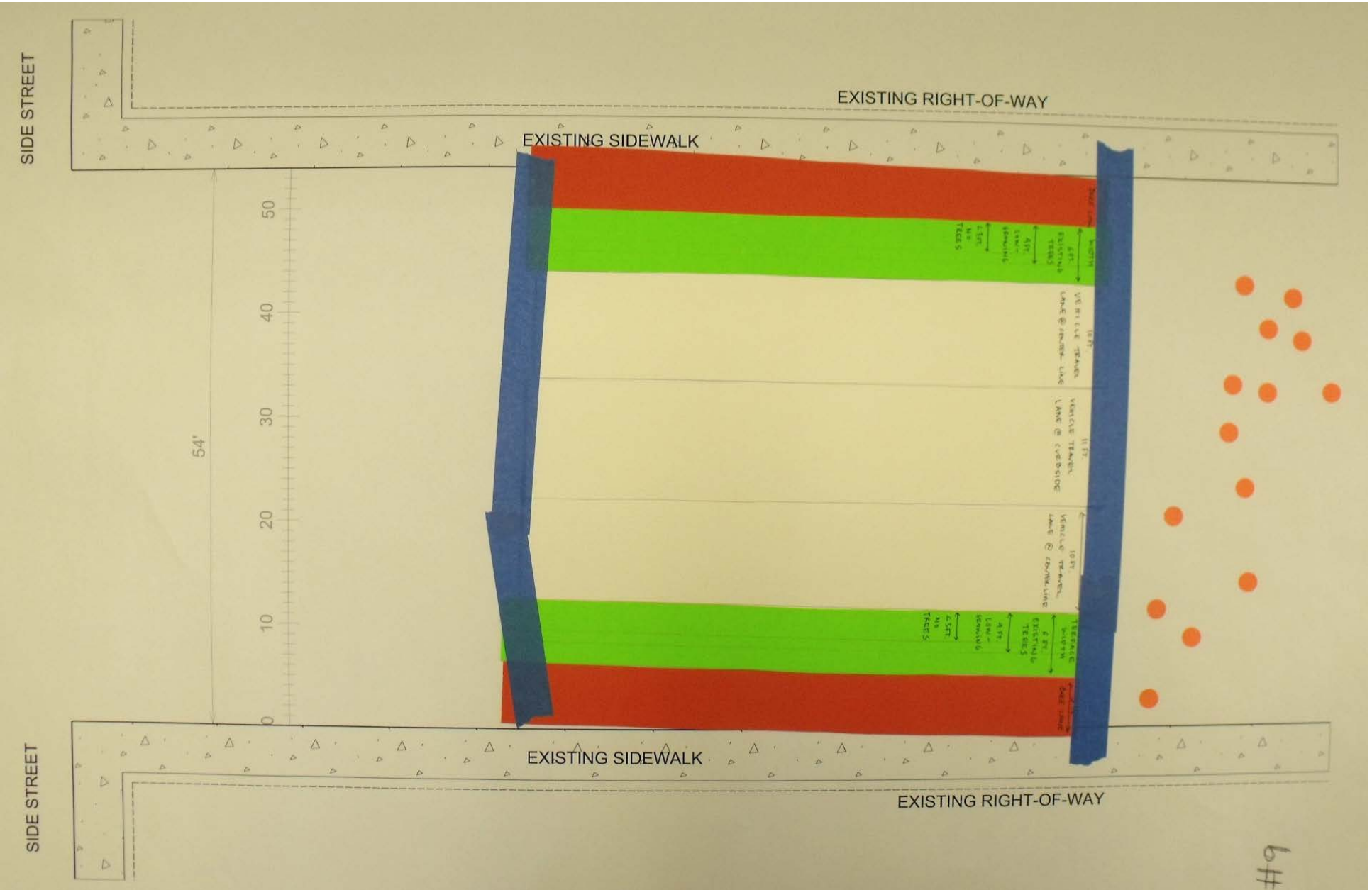
Tradeoffs:
- No on-street bike accommodations
- No rain gardens

What benefits does your group envision with this design? How does it meet out community priorities?
- Keeps 6 ft. terraces to keep larger trees
- Protected left-turn lanes at intersections is important to many in this group
- Dedicated parking lanes (no through traffic in these lanes at all) and pedestrian bumpouts at intersections help with pedestrian safety

What trade-offs does your group accept with this design?
- Fitting rain gardens in within the right-of-way seems impossible

Are there any big ideas from your group that we don't want to lose?
- Can the cross section design vary along the length of the street as the street changes? Some areas need
parking along both sides of the street, but others do not.

Cross Section #9: 14 votes



- Protected bike lanes on both sides
- In-street terraces between bike lanes and vehicle travel lanes
- 2 vehicle travel lanes
- Center left-turn lane?

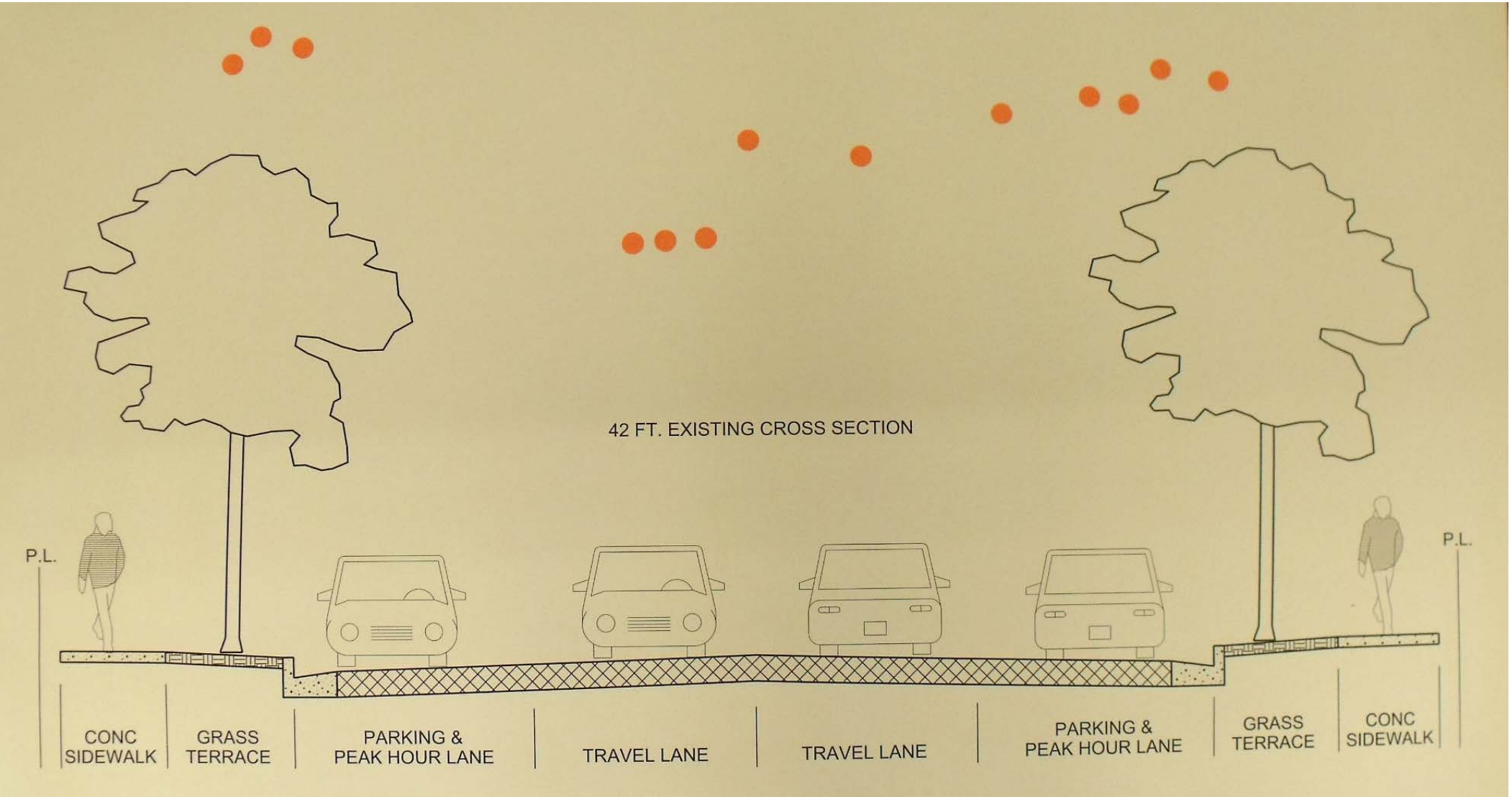
Tradeoffs:
- No dedicated parking lanes
- Current terraces would be replaced

What benefits does your group envision with this design? How does it meet out community priorities?
- Protected bike access
- Wide terraces
- No rush hour travel lanes reduces speed and collisions
- Shortened pedestrian crossings improves pedestrian safety

What trade-offs does your group accept with this design?
- No car parking

Are there any big ideas from your group that we don't want to lose?
- Bike lane could be 5 or even 4 ft. in constrained areas
- Terraces could be 5 ft. wide

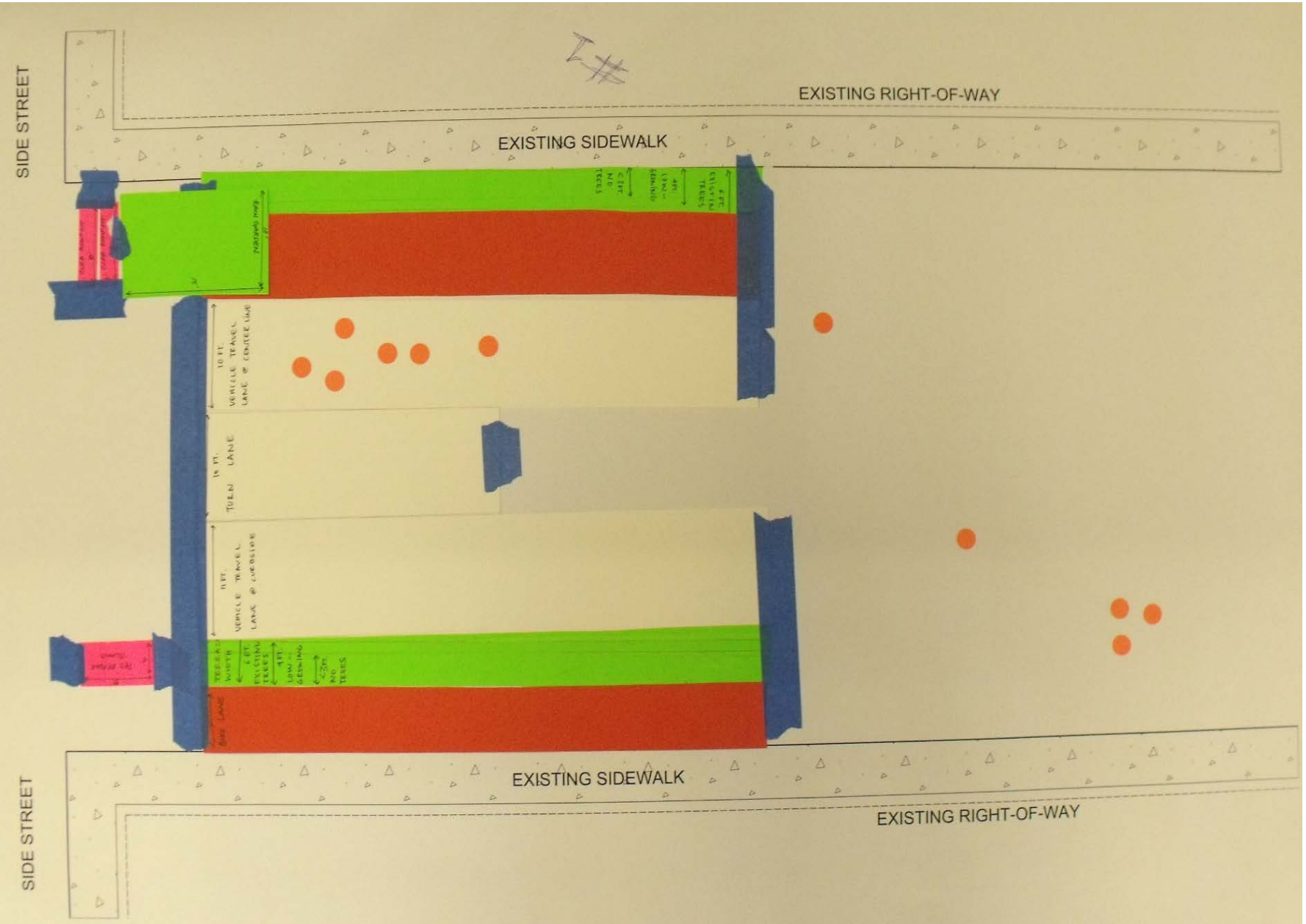
(City Staff example) Existing Cross Section: 13 votes



- Parking/peak hour travel lane on each side
- 2 vehicle travel lanes
- 6 ft. terraces on both sides

Tradeoffs:
- No on-street bike accommodations
- No central left-turn lane
- No bumpouts
- No rain gardens

Cross Section #1: 11 votes



- One-way bike lane on North side of street for West-bound bike traffic (no bike lane on opposite side)
    - Bike lane separated from travel lanes by 4 ft. terrace
- 2 vehicle travel lanes
- Center left-turn lane
- Dedicated parking lane on South side of street
- 5 ft. terrace
- Rain gardens as bus bump out at intersections (would result in loss of approx. 2 parking spaces)

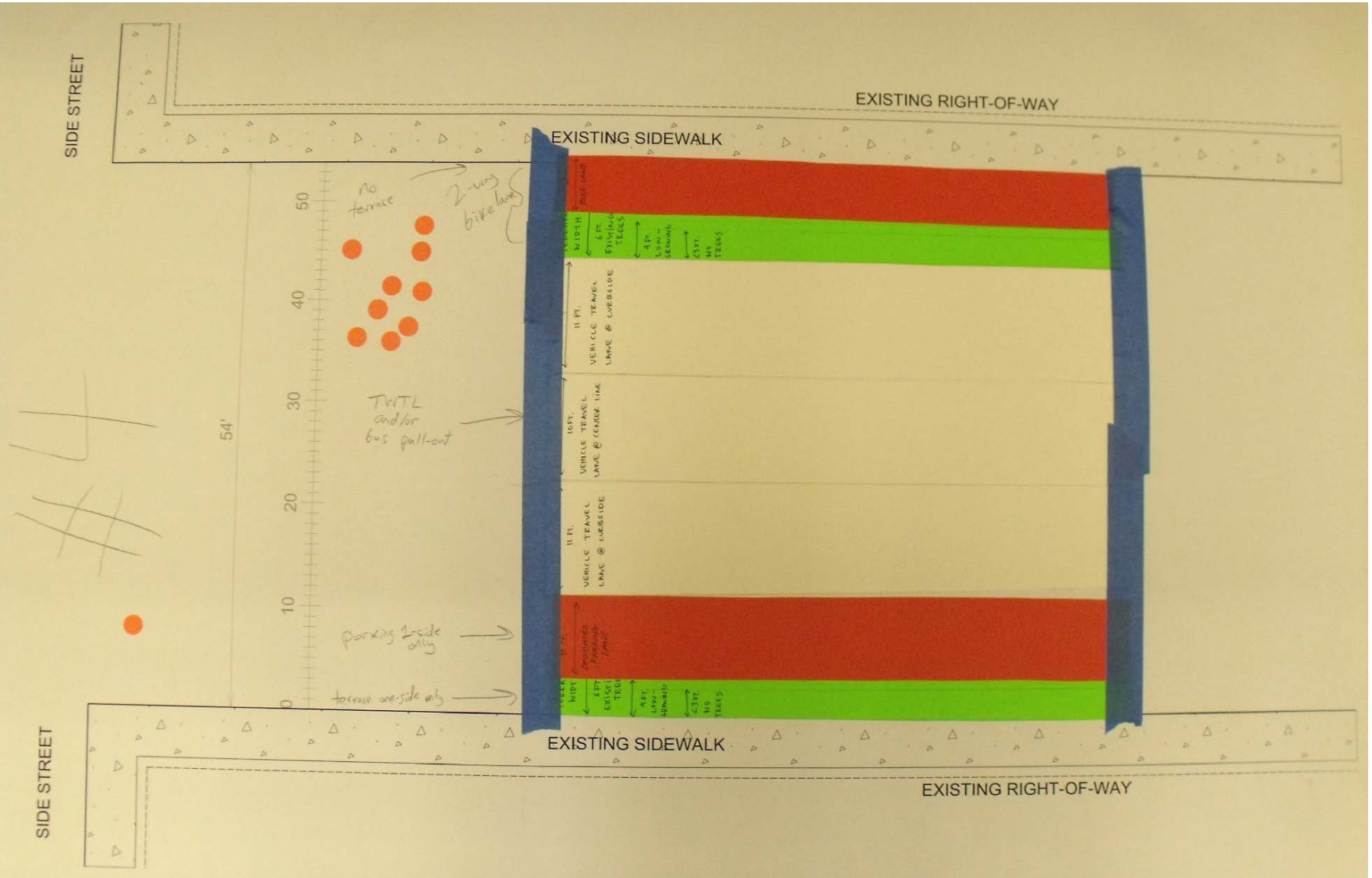
Tradeoffs:
- Reduced parking
- Current terrace on one side would be replaced

What benefits does your group envision with this design? How does it meet out community priorities?
- Turn lanes help traffic move more easily
- Bike lane protected by terrace improves safety with shorter pedestrian crossings

What trade-offs does your group accept with this design?
- No car parking might put more cars into surrounding neighborhoods
- Trees currently in terrace would be lost on one side

Are there any big ideas from your group that we don't want to lose?
- Bus stops mid-block
- Improve visibility
- Connect bike lane going East (but off Monroe)

Cross Section #4: 10 votes



- 2-way bike lane on one side
- 2 vehicle travel lanes
- Center left-turn lane
- Dedicated parking lane on one side
- Terrace on one side

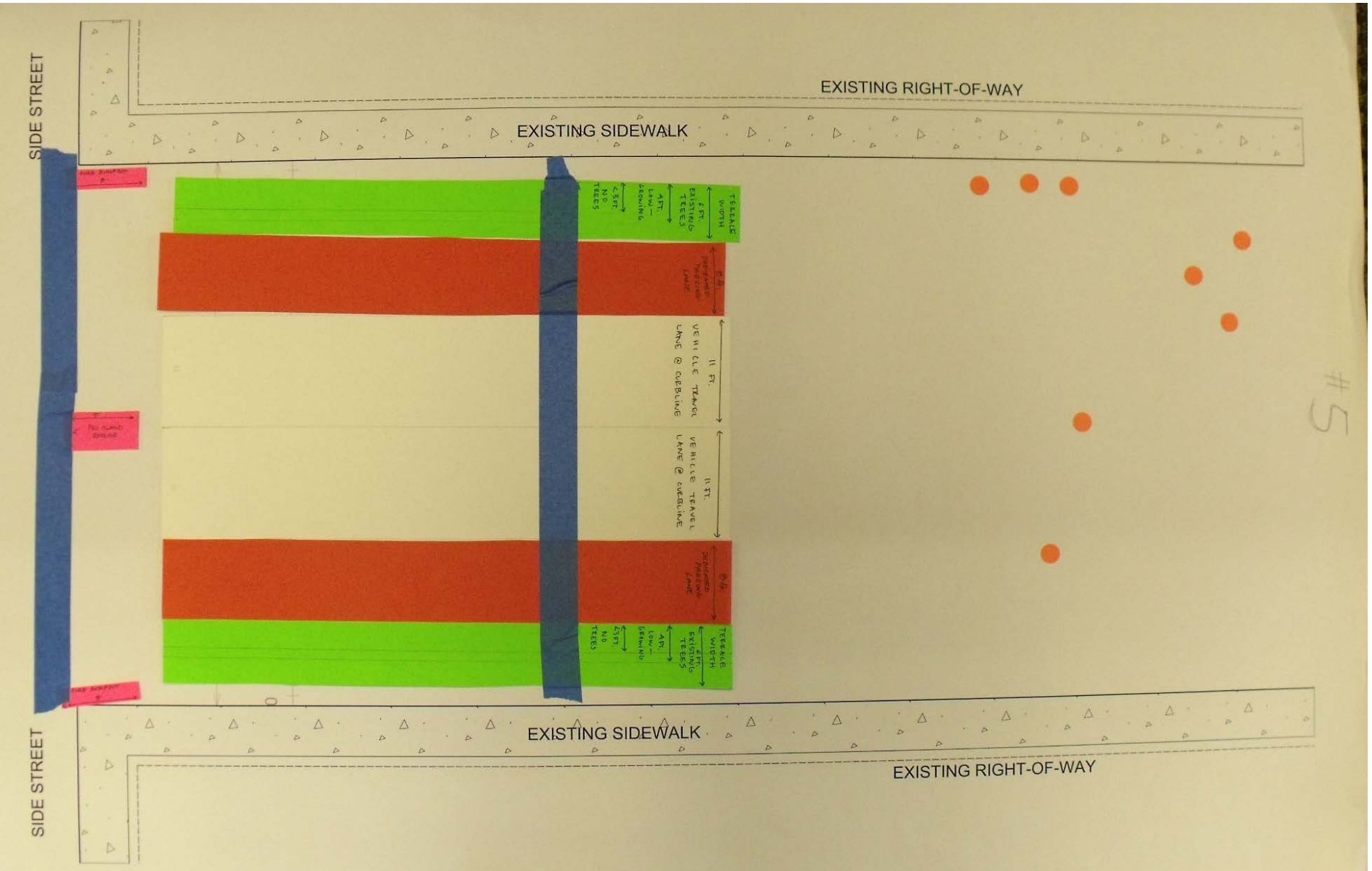
Tradeoffs:
- Reduced parking
- Current terrace on one side would be replaced

What benefits does your group envision with this design? How does it meet out community priorities?
- Protected bike lane
- Easier left turns
- Slower traffic speeds

What trade-offs does your group accept with this design?
- Terrace space reduced to one side of street
- Less space for green infrastructure
- Reduced, but not eliminated parking

Are there any big ideas from your group that we don't want to lose?
- Group members all willing to have reduced traffic volume
- Is there an option to have bus controlled traffic lights?
- Optional bike plan: finish connection from Wingra Park to Edgewood, and no bikes on Monroe Street
- Single rain garden-width bike lane down the middle

Cross Section #5: 8 votes (current w/ ped island, bumpouts)



- Dedicated parking lane on both sides
- 2 vehicle travel lanes
- 6 ft. terraces on both sides
- Pedestrian refuge island at intersections
- Bumpouts at intersections

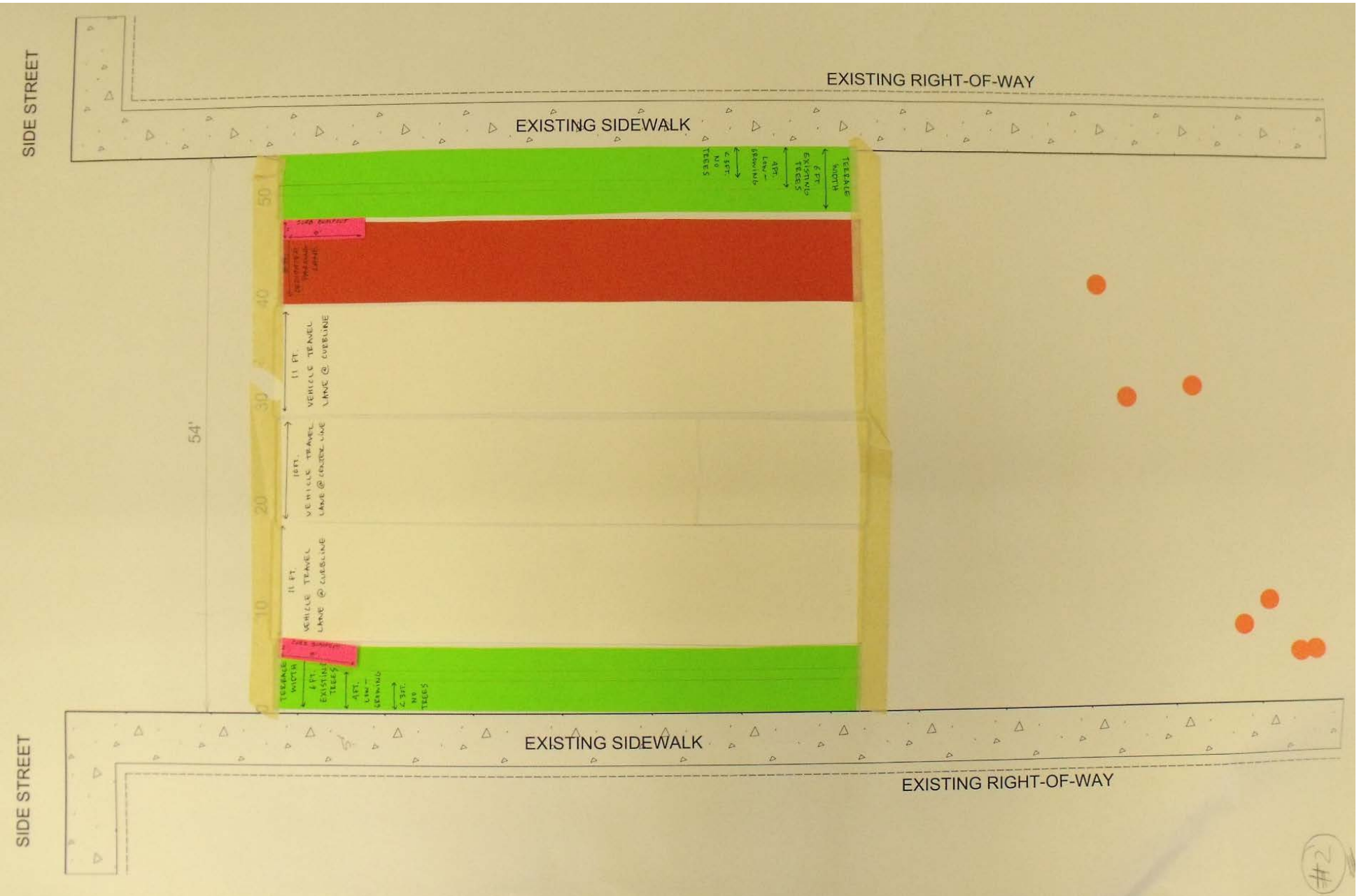
Tradeoffs:
- No on-street bike accommodations
- No center left-turn lane

What benefits does your group envision with this design? How does it meet out community priorities?
- Primary priority is pedestrian safety, including for older people and families with children

What trade-offs does your group accept with this design?
- No bike lanes. Bikes should use the bike path.

Are there any big ideas from your group that we don't want to lose?
- Can pedestrian countdown timers be longer at intersections?
- Our proposal leaves 4 extra feet for possible rain gardens

Cross Section #2: 7 votes



- Dedicated parking lane on one side
- 2 vehicle travel lanes
- Center left-turn lane
- 6 ft. terraces on both sides
- Bumpouts at intersections

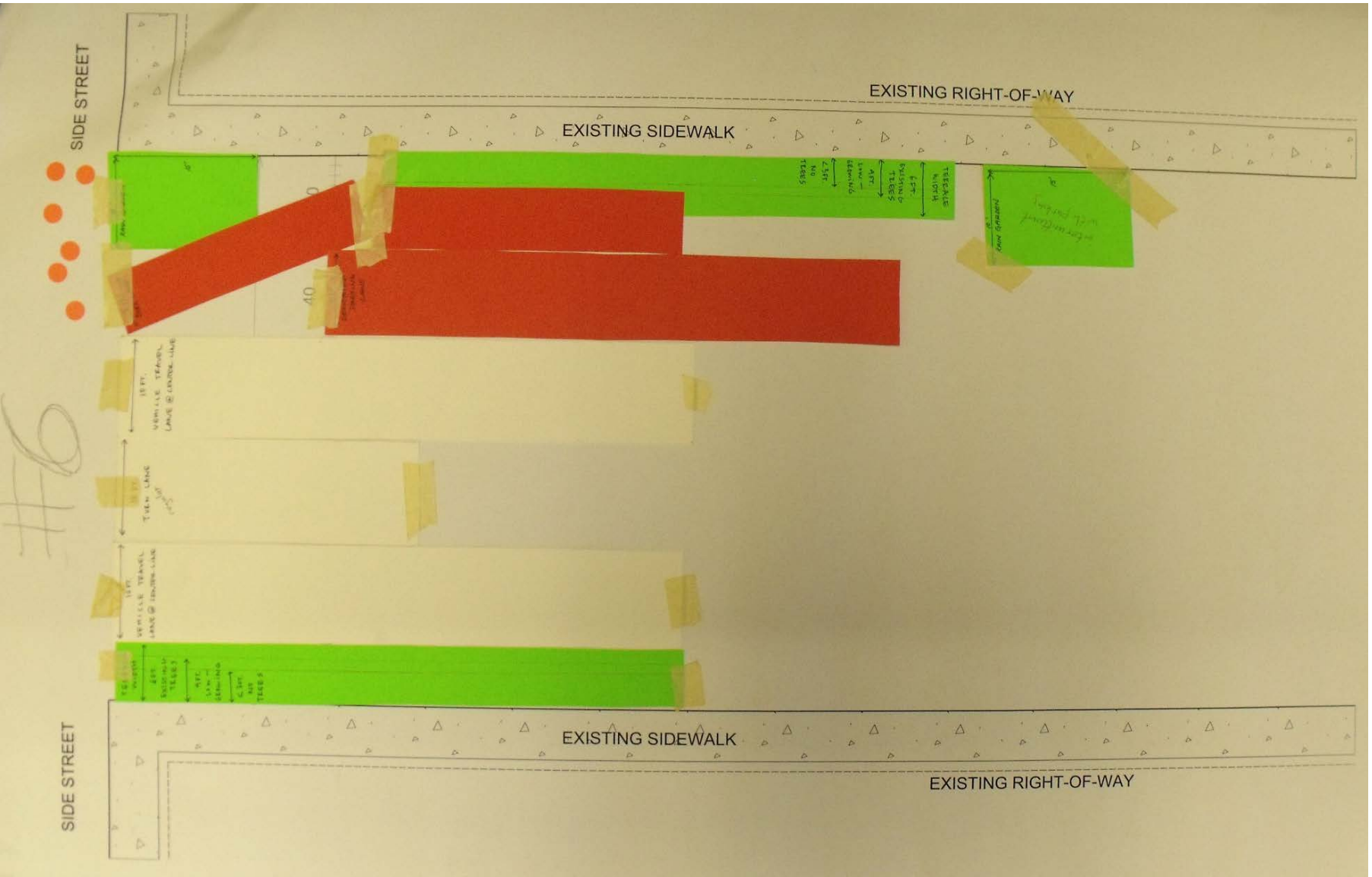
Tradeoffs:
- No on-street bike accommodations
- Reduced parking
- No rain gardens

What benefits does your group envision with this design? How does it meet out community priorities?

What trade-offs does your group accept with this design?

Are there any big ideas from your group that we don't want to lose?

Cross Section #6: 6 votes



- Dedicated parking lane on one side
- One-way protected bike lane on one side
- 2 vehicle travel lanes
- Center left-turn lane
- Terraces on both sides
- Rain gardens on one side at intersections

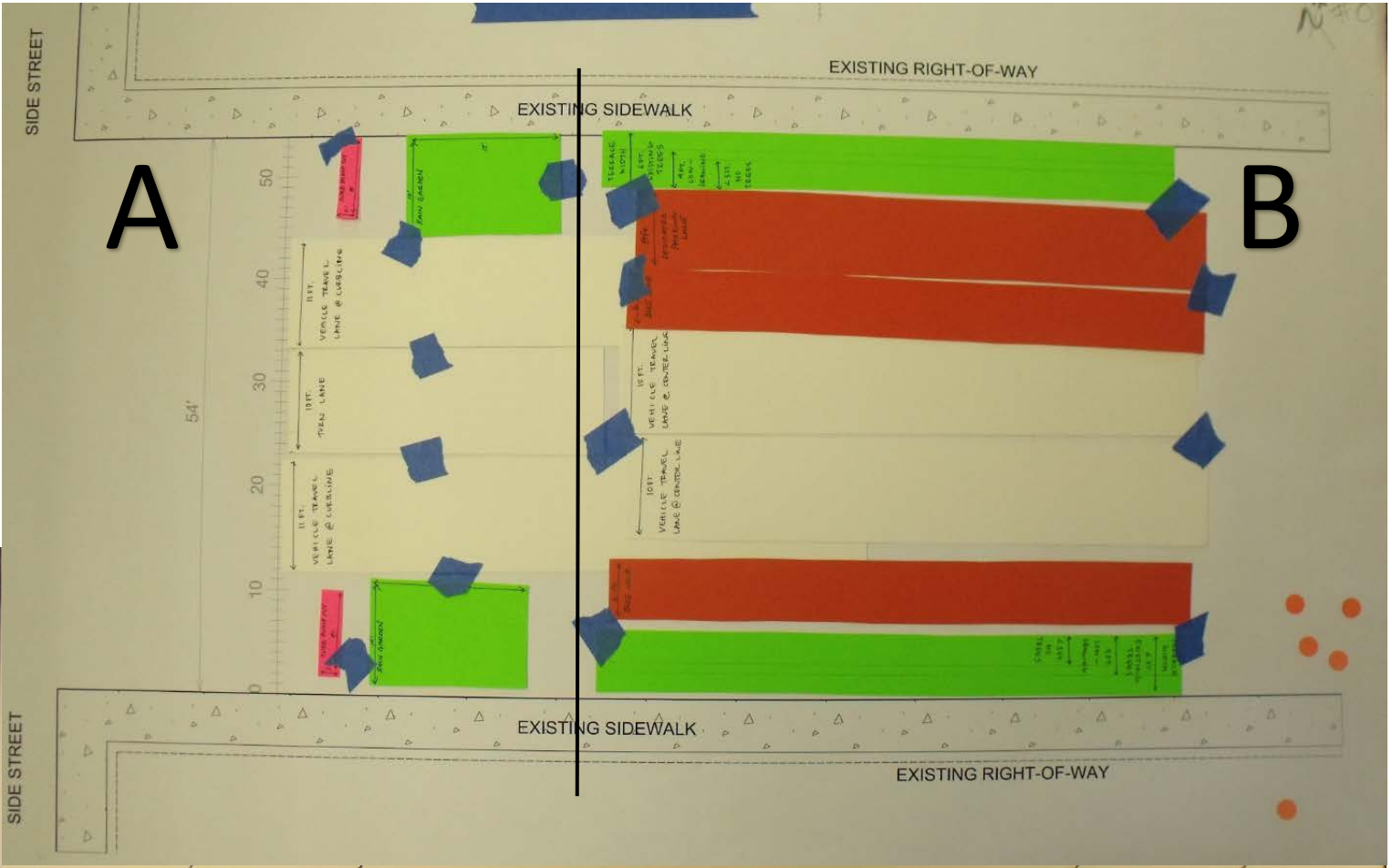
Tradeoffs:
- On-street bike accommodations on one side of the street
- Reduced parking to one side of the street

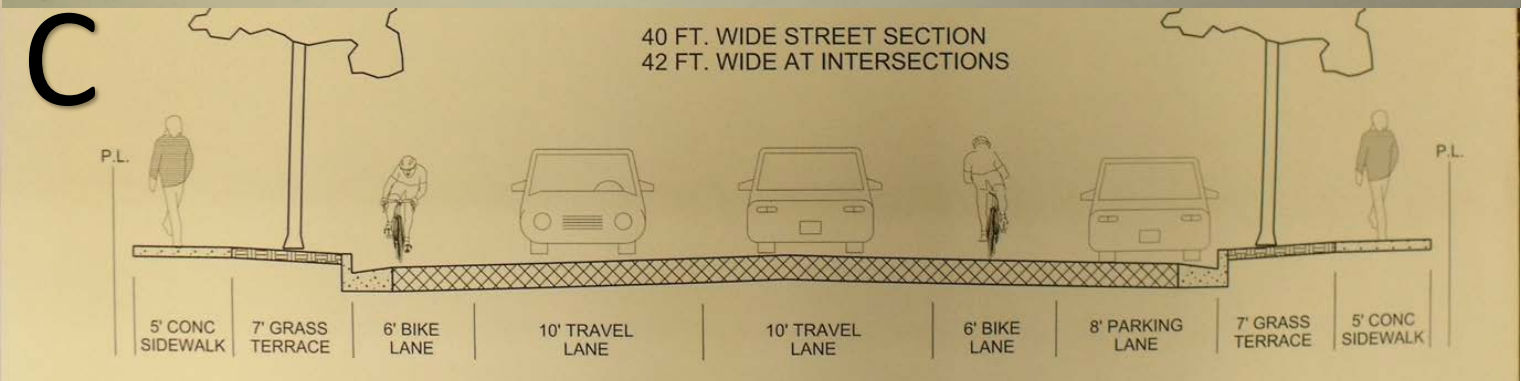
What benefits does your group envision with this design? How does it meet out community priorities?
- Increases pedestrian safety
- Decreases vehicle speeds
- Improves bikeability slightly
- Addition of rain gardens to the street

What trade-offs does your group accept with this design?
- Reduces car parking
- Possible loss of terrace in some locations
- Bike lane in only one direction

Are there any big ideas from your group that we don't want to lose?
- Dedicated bike lane along South side of Monroe Street with eastbound bike traffic. Widen sidewlaks to allow both bikes and pedestrians. Arbor Dr. becomes a bike boulevard, then take connection from Wingra Park to Pleasure Drive
- Two-way bike lane?

Cross Section #8A: 0 votes #8B: 8 votes





A:
- 2 vehicle travel lanes
- Center left-turn lane
- 10 ft + terraces on both sides
- Curb bumpouts

B (same as City staff example C, votes combined):
- Dedicated parking lane on one side
- Bike lanes
- Two vehicle travel lanes
- 6 ft. terraces on both sides

Tradeoffs:
- No center left-turn lane
- Reduced parking to one side of the street
- No rain gardens

What trade-offs does your group accept with this design?
- Loss of parking to accommodate bike lanes (no consensus)

Are there any big ideas from your group that we don't want to lose?
- Major and minor intersections may have very different designs (i.e. bus stops at minor intersections and turn lanes at major intersections)
- Make ability to cross and access Monroe for bikes and pedestrians a priority.
- Make Madison Street a bike highway like Kendall
- Recognize that Monroe is an arterial