

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.

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

Meeting notes compiled by Urban Assets.

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