

Monroe Street Reconstruction

Preliminary Corridor Design Workshop Notes

7:00-8:00PM, July 7, 2017

Edgewood College Washburn Heritage Room

Total participants: 53+

City staff in attendance: Christy Bachmann (Engineering), Phil Gaebler (Engineering), Jim Wolfe (Engineering), Yang Tao (Traffic Engineering), Ben Zellers (Planning), Tim Sobota (Metro), Mick Rusch (Metro), Mike Miller (Office of Business Resources)

Discuss During Preliminary Corridor Design Presentation

What are the life spans of the proposed green infrastructure improvements, such as the Wingra Park screen structure and rock trenches? Do they tend to fill up with sediments?

- The rock trenches will have pre-treatment screens that require maintenance, hoping for a lifespan of 5 years. We will be installing them as a smaller scale pilot study here. There are functioning rain gardens in the city over 10 years old. They can last up to 20 years with appropriate maintenance and can then they can be replanted. The large screen structure in Wingra Park could last much longer – possibly 10, 15, 20 years. We expect this to be the most long-lasting.

What are the plans for street trees? Will the city mark the ones that are coming out?

- The City of Madison Forestry Department has modified their policies, especially concerning ash trees. They are doing a pre-survey now. Results from their observations will be available at the next (final) Monroe Street meeting. After reconstruction, the whole corridor will be reviewed by Forestry and they will try to plant trees wherever they can, including plant large canopy trees where sufficient terrace space and undergrounded utilities allow.

What are the plans for parking meters?

- The parking utility does not plan to expand metered areas unless businesses specifically request it. Existing meters will be replaced with multi-space electronic meters.

Will there be any additional signalized intersections?

- Not as currently planned. If you have specific locations in mind, let us know. We can put in underground conduits during construction to make it easier to add new signals in the future.

Could you explain the function of pedestrian islands?

- Yes, they increase the visibility of the crosswalk and help with traffic calming by adding a visual “barrier” in the street. They also provide a pedestrian refuge, allowing people to cross in two stages if needed. The pedestrian islands will be 4 feet wide.

Have there been studies done on average speeds before and after pedestrian islands are put in?

- Not in Madison.

Could you clarify what a continental crosswalk is?

- A continental crosswalk, or zebra-style crossing, has wider painted bars that run parallel with the street as opposed to a traditional crossing with two perpendicular bars. Think of the cover of Abbey Road.

Will the Laurel Tavern driveway be clearly marked? Will the reconstruction make the parking lot entrance not part of the intersection?

- The driveway will stay the same. When a driveway connects to a signaled intersection, you use a stop sign to let drivers know they should yield to traffic in the intersection.

Why does adding pedestrian islands require tree removal in some cases?

- To fit them in we have to bump the curb outward and the terrace space is reduced in those locations.

Will there still be bus stops at the Edgewood intersection?

- Yes, they will remain at their current location.

Will the bus stop be sheltered?

- We are waiting to hear about widths of sidewalk and terrace at that location.

I want to mention that dozens of kids cross at the Edgewood intersection and they need two crossing guards to get people across safely. This is evidence of a design flaw.

Is there a reason that the flashers were installed further away from businesses rather than closer? At Prospect, for example, everyone coming from businesses crosses immediately instead of going to the next street.

- We will take a look at relocating. The ped beacons were put there because of underground utility conflicts, but we will be redoing these as part of the reconstruction.

Will there be any provisions for bike traffic on Monroe?

- Lane markings will remain the same on the street, so there will not be dedicated accommodations for bikes on Monroe. We will add more wayfinding signage to and from the bike path.

There is a new major development going into the corner near the Crazylegs Triangle. Might this reduce flexibility for this space? Maybe for a new bus stop?

- The sidewalk will stay in the same spot. The development will not gain additional right of way.

Will this site be the Associated Bank?

- Yes, it was recently approved. The drive thru will be in the alley.

How were the locations of the flashing lights determined? Did any observational data go into this?

- Around this time last year, locations were chosen based on input from neighbors at public meetings, and based on City staff and neighborhood experience regarding which locations are most heavily used. We had to cut some of the locations that people proposed because we did not want so many flashing beacons on the street that drivers would begin to ignore them.

I was surprised to see flashing lights installed at Western, where there are no residences on the other side. Meanwhile crossing at Chapman can be very difficult.

- Let us know about specific locations where you would like to see changes made. We will review.

Has there been any discussion of putting Oakland back?

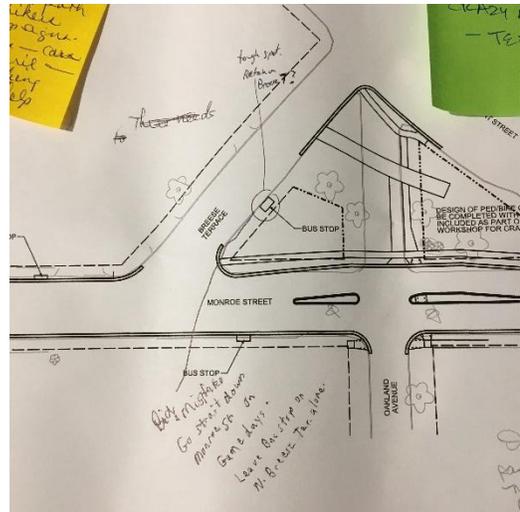
- No, I don't believe so. It wouldn't be part of this project but you could suggest it.

Written Comments and Notes on Corridor Plans

Key: [green dot] = like/positive/agree
[red dot] = dislike/issue/disagree

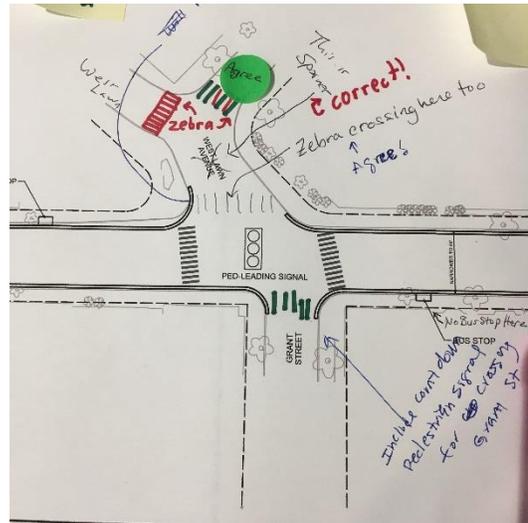
Monroe and Breese Terrace (Crazylegs Triangle):

- Include bike repair area and drinking fountain
- Need both islands? Maybe one side with bikes and pedestrian crossing
- Install RRFB here [at proposed pedestrian island closer to Regent Street]
- Good! [proposed pedestrian islands]
- Eliminating Crazylegs – terrific!
- Agree ^
- On East Johnson Street, past Few, the road narrows on right. I always change into the left lane because I feel parked cars are too wide. Same on West Washington approaching the square. I want to feel room to move, not trapped.
- Not keen on these [pedestrian islands on Monroe where Oakland Ave hits]. On football days I end up walking in street 25' out to get around over flow. I usually walk opposite game participants. This overflow starts between Garfield and Grant through Regent
- [Bus stops on south side of Monroe and on triangle adjacent to Breese Terrace] Big mistake. Go straight down Monroe Street on game days. Leave bus stop on N. Breese Terrace alone [see image]
- Bike path: we need flashing lights for bikers at the bike path here – bikers ignore stop signs. Pedestrians, all are in peril. Maybe flashing lights will help
- Eliminate 'Little Street' moniker, it's rather confusing
- My hope for this triangle include: dog water station, concessions, public restrooms
- Looking forward to this new green space at former Crazylegs
- Don't eliminate Crazylegs Lane
- Challenging spot for bike/cars (neither yield) [where bike path hits Breese Terrace]



Monroe and West Lawn/Spooner and Grant:

- Install count down pedestrian signal for crossing Grant Street
- No bus stop here for safety reasons
- No bus stop here, library is perfect
- Keep bus stop at library
- [Zebra crossing where Grant hits Monroe, south side of Monroe]
- Agree ^
- Recommend a countdown pedestrian signal for crossing West Lawn
- [Zebra crossing where West Lawn/Spooner hits Monroe, north side of Monroe]
- [Zebra crossings where West Lawn and Spooner merge]
- Zebra crossings at all intersections here
- Agree ^
- Stairs from Spooner bridge to bike path
- Leave bus stop by library. Coming around corner from Grant would be a disaster and tough on business
- Agree ^ green dot ^
- Put continental crosswalks on all 4 crossings
- Have sections of ridged concrete prior to intersections to alert drivers of potential for pedestrians
- Get rid of small slope in front of 1915 Monroe street [Lyschel Bersch lyschel@candlecocoon]
- 11' travel lane in uphill direction from Regent to Spooner would provide key bike access when parking is allowed
- [West side of intersection where grant hits Monroe] No bus stop here please – ask crossing guard
- [West side of intersection where grant hits Monroe] I'm concerned about this bus stop because high bike traffic, loss of parking, pedestrian safety with cars turning onto Monroe (east) from Grant
- Agree ^
- Please consider left turn arrows at Grant to Monroe and West Lawn to Monroe
- Turn signals R&H please!
- Would like to see improved traffic signals here. Arrow for westbound Monroe from Grant CANNOT see pedestrians in evening light
- Monroe & Grant St: Recommend left turn arrows all directions, lots of backups northbound Grant, awkward merge/storage for cars from Spooner and W. Grant

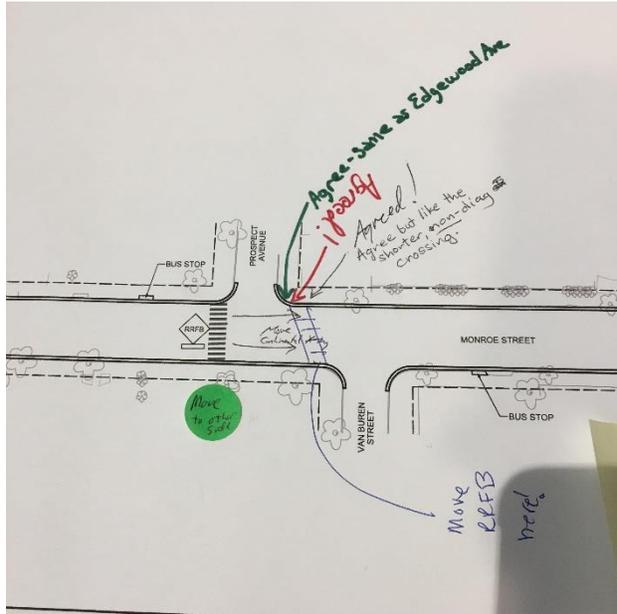


Monroe and Harrison:

- Love the RRFB here!
- Agree ^
- [green dot]

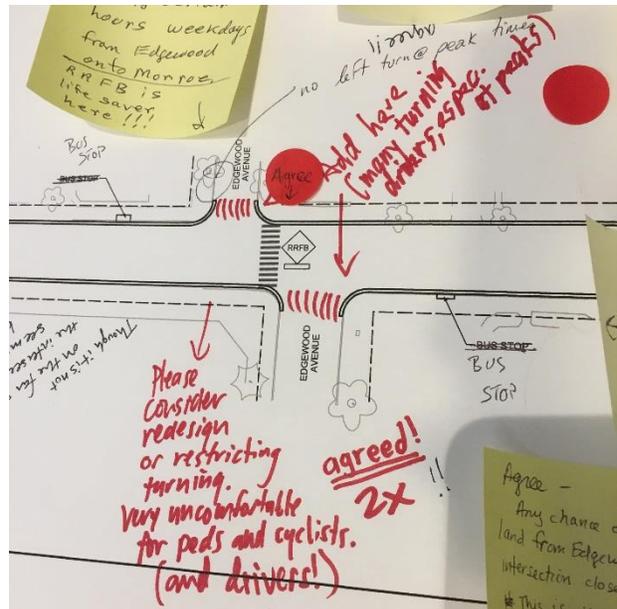
Monroe and Van Buren/Prospect:

- Seating needed at all bus stops, or many elderly can't use
- Move continental crosswalk across the intersection [connecting east corner of Prospect intersection to west corner of Van Buren intersection]
- Agree ^
- Agree^
- Agree, same as Edgewood Ave
- Agree, but like the shorter non-diagonal crossing
- Move RRFB here [to west corner of Van Buren]
- [relocate] Continental crosswalk [connecting east corner of prospect intersection to west corner of Van Buren intersection]
- Move the crosswalk location^. Great idea!
- Agree ^



Monroe and Edgewood Avenue:

- Seating here is necessary if we lose the shelter
- Re: RRFB blinking lights for pedestrian crossings. Can tiny light facing crossing person be more visible? Longer?
- Add zebra crossings here (many turning drivers, especially at peaks) [where Edgewood hits Monroe on north AND south side of the street]
- Agree ^
- Consider no left turns during certain hours weekdays from Edgewood onto Monroe [from north] RRFB is a lifesaver here!



- No left turn at peak times [where Edgewood Ave hits Monroe on the north side of the street]
- Agree ^
- Please consider redesign or restricting turning. Very uncomfortable for pedestrians and cyclists (and drivers!)
- Agree ^
- Though it's not on the far side of the intersection, this seems like a safer bus stop location with use in school trips [?] Also the covered stop is appreciated [west side of intersection]
- Stairs from Edgewood bridge to bike path
- Realign
- Realign
- Agree ^
- Uncomfortable for pedestrians [proposed continental crosswalk across Monroe]

Monroe and Leonard Street/Edgewood College:

- [green dot]

Monroe and Woodrow:

- Continental crosswalk, one or two [across Monroe street, where Woodrow hits]
- Many Edgewood staff and students park on this side of Monroe [north side] and access the campus down Woodrow

Monroe and Terry Place/West Lawn Ave:

- [Pedestrian island] - Needed?
- ^Yes needed! Kids and families from west lawn use this crossing to get to Wingra Park. Kids especially will cross here rather than take extra time at the stoplight. Cars go very fast here!
- No island!
- Continental crosswalk and/or RRFB [connecting west corner of Terry Place to east corner of Westlawn Avenue]
- Agree ^
- Have a continental crosswalk at Terry Place- lots of crossing to back of Wingra Park
- Agree ^ agree^

Monroe and Commonwealth:

- Need better entrance to bike path!
- 2 green dots^
- Sidewalk is also bike path here [south side of Monroe] Commonwealth to Terry, consider making wider
- Yes agree^
- Include continental crosswalk here too [where commonwealth hits Monroe]
- Agree^
- Close off Laurel Tavern's extra driveway that fed into this intersection

- [proposed continental crosswalks] Thanks!
- Agree^
- [add continental crosswalk where Commonwealth hits Monroe, north side on Monroe]

Monroe and Sprague:

- Remove parking here [on north side of Monroe, east corner of Sprague] for greater visibility of pedestrians
- Agree ^
- Keep trees!
- Suggest a study to find out if more pedestrians are/will cross at Sprague street or at Knickerbocker
- ^Many people cross at both, no study needed here
- Could you move RRFB [at Knickerbocker] to Sprague to reduce tree removal and not install island? Then you have traffic calming at both intersections and trees!
- ^Agree
- Need crossing assistance at Sprague- lots of pedestrians. Flags work fine if can't...
- [move RRFB from Knickerbocker to Sprague and removed proposed pedestrian island]
- Must have RRFB! High volume of pedestrians
- RRFB at Sprague with many crossings at Colectivo and Michaels. This is very dangerous. Also consider removing a parking place to improve visibility.
- Plan for a bicycle boulevard? [on Sprague approaching intersection with Monroe]
- Agree^

Monroe and Knickerbocker:

- A traffic light would be great for traffic coming out of Wingra Park, always takes so long to turn west!
- Agree ^
- Also, safe for families and others going to and from the park by foot, bike, wheelchair
- Raised intersections- how much of a problem for buses (and riders)? How much of a problem for emergency vehicles and snow plows?
- Good idea to have raised intersection and RRFB at Knickerbocker
- Include infrastructure for traffic lights
- No left turn from lot? [south side of Monroe, lot at corner of Knickerbocker and Monroe]

Monroe and Pickford:

- [Zebra crossing across Monroe at west side of intersection, through proposed pedestrian island]

Monroe and Chapman:

- This intersection seems to have a lot more pedestrians than Gilmore or Western
- Agreed^
- Agreed^

- Chapman and Monroe NEEDS pedestrian protection; flashers, signage, island, anything!

Monroe and Gilmore:

- [green dot]

Monroe and Western:

- Move RRFB to Chapman. Mostly crosses here. Nothing to cross to on this side.
- Agreed ^

Monroe and Glenway:

- Traffic backs up to Wingra with the parking in front of this building. Is this really how best to calm traffic (increase idling?)
- Agree ^

Monroe and Odana Road:

- Remove these two big bushes [on north side of Monroe where it hits Odana]
- Need home owners and city to see that all intersections have good visibility when at stop lines.

Other/General Comments:

- If we are going to put in islands, do before-and-after speed and crossing studies so people will know if they work.
- Islands- how much of a problem for snow plows?
- Islands- how safe? Up to what speed? When 3 of 4 lanes are in use?
- The safety of pedestrians should be a higher priority than the speed and convenience of commuters!
- Agree^ Agree^ Agree^
- Need performance measures for the road: % of drivers that yield to pedestrians crossing, speed during peak hours/parking restrictions, neighborhood satisfaction surveys. We need to set performance measures, and if we don't meet them- e.g. speeds still above posted limit or people don't yield- then more needs to be done to improve street
- Paint all crosswalks along Monroe Street in RED paint, not white
- ^Does this work for color blind? I don't know but it works for those used to stopping for stop signs and lights.
- Use color brick for crosswalks +design +safety
- Like it ^
- I have lived in this community all my life. I see nothing a matter with the proposal, maybe the changes will enhance the services. I do not want the service to be discontinued.
- Pedestrian islands get snowed under and make pedestrian travel hard and more tortuous in addition to narrowing the road.
- Recommend a pedestrian survey for entire corridor to verify crossing types and RRFB locations
- Include radar speed displays (like @ Nakoma School) esp. at Westlawn to Commonwealth downhill and uphill, Westlawn to Regent downhill.
- Wherever there is an island, consider a more visible continental crossing.

- The proposed std. cross-section for hi-Mo is 44' from face to face (2' gutter, 4x10' lanes, 2' gutter). From Regent to Spooner provide an extra foot in uphill direction for cyclists. This will allow extra comfort when parking lane is used as parking. This will provide bicyclists better access to key business area and access to Spooner and West Lawn. Right now you have 48' from face to face. Proposed cross section: downhill 2' gutter, 2x10' lanes, uphill 10' lane, 11' lane (extra foot suggested), 2' gutter
- Include continental style x-walk marking even where there are colored raised intersections. Colored crosswalks look pretty but are not nearly as visible. Studies support this. Ask city bike/ped coordinator.
- It would be great if Edgewood College would donate land to line up the Edgewood Avenue intersection.
- Like the idea of having a median between Crazylegs Plaza and Oakland Avenue, in part to establish a gateway feel as people move from the university/Regent Street into the Monroe Street corridor. Make sure that it is wide enough to serve as a good ped and bike refuge.
- There is a business concern that the bus stop on Breese at Crazylegs will eliminate parking.
- General business comment that the number of street parking stalls should not be reduced as part of this project.

City Staff Workshop Takeaways

- **Phil Gaebler, Water Resources Engineer:** Get more of your fellow Monroe street neighbors and businesses to sign up for rain gardens on corner lots!
- **Jim Wolfe, Project Engineer:** I heard several comments about relocating the RRFB to Sprague since there is a proposed raised intersection for Knickerbocker. This could save some trees.
- **Yang Tao, Traffic Engineer:** I heard most comments about the Grant/Monroe intersection—we will look into comments about reducing how it is skewed. I heard suggestions for left turn signals at Grant and West Lawn. We decided against this in the past, but will look into it again. There were also ideas for additional locations for RRFBs and new crosswalks, and requests for more continental style markings. However, if we do these everywhere they lose effectiveness. There were asks for a wider sidewalk along the Edgewood campus. Someone said that Edgewood is open to the idea of widening the sidewalk from 5 to 8 feet onto their property. I heard an idea of making Madison Street a bicycle connector. We also heard requests to perform a study after the project is completed to see how these traffic calming measures work.
- **Next steps:**
 - The Transit and Parking Commission will meet at Central Library on July 12th to review and discuss the proposed future bus stop locations.
 - The final corridor design presentation scheduled for July 20th may be rescheduled to give city staff time to incorporate comments from this evening; please look out for updates. The final meeting will include the final design presentation, along with opportunities to discuss assessments and the upcoming construction process.