



MONROE STREET LISTENING SESSION
Thursday, April 10, 2014
Group Comments

Groups A & B: Traffic and Parking

Group A:

Brainstorm:

Problems:

- Inadequate bus service
- Traffic density with increased population density
- Speed – relating to safety
- Running red lights
- Cyclist not obeying rules of road
- No bike lanes causes issues with safety
- Pedestrian crossings, more or better, safer
- Jay walking
- Street has many functions: residential, business, commuter – causes challenges
- Commuter parking
- Rush hour opening of additional lanes contributes to safety concerns
- Parking – more needed for businesses
- Neighborhood streets are over –parked

Solutions:

- More parking could be found by eliminating rush hour lanes – bikes could use that space with parked cars
- Permit parking
- Find a place for all-day parking
- Pedestrian signals at crosswalks
- Raised crosswalks

Values:

- Monroe Street as a destination & neighborhood, not a commuter artery
- Pedestrian & bike safety, crossings
- Allowing more users to coexist (bike lane, side angle parking, restaurant, business outdoor seating)

Most Important:

- Pedestrian crossings
- Traffic calming/speed
- Parking for businesses, but balanced with neighborhood residents needs
- Speeder radar signs (or don't they work?)
- More speed enforcement
- More bus service / park and ride shuttle for Edgewood

Top Three:

1. Pedestrian Safety
2. Calming by street design
3. Multi-modal friendly street

Map Notes:

- Switch over lanes going one way at certain times of day so that there are three lanes going with most traffic
- Chapman street pedestrian crossing during rush hour is a mess
- Add a stop light at Knickerbocker
- People run the red light at commonwealth all of the time
- School zone speedway at Edgewood
- Allow parking on both sides all day
- Make neighborhood parking 2- hour everywhere to eliminate the neighborhood as a commuter parking and ride (someone else didn't like this idea)
- Yellow lights at Monroe Harrison like the ones at Mineral Point and the Queen of Peace Church
- Make an official bike connection on Harrison between SW bike path and Wingra bike path
- Edgewood parking is a problem – they need a park and ride shuttle
- Flags give pedestrians a false sense of security
- Add stop light at Harrison (or at least an overhead pedestrian crossing sign like used on Willy)
- Slow down speed limit so everyone will be safe
- Need more parking for businesses without making it easier for commuters
- Traffic lights – cars often run red lights
- Not enough signals for pedestrians to cross – very short green on cross streets (i.e. Grant)
- What is the purpose of Monroe street: Residential? Commuter? Commercial?
- No parking on south side of street near arboretum

Group B

Brainstorming:

Problems:

- One driver stops for a pedestrian, driver in next lane or begins moves over and zips by the stopped car causes a very dangerous situation
- Parking around Glenway creates difficulty navigating Glenway/Monroe intersection
- Traffic will be diverted to side streets during construction
- Will businesses suffer if traffic is redirected?
- Safety and speed
- Where will parking be? Need to access businesses
- Football game parking is troublesome
- Bottleneck at Gates/Brovi
-]solve dangerous parking on east side of Monroe St near arboretum
- Will the end result be able to handle traffic growth?
- Crossings at Edgewood, Knickerbocker, Harrison and Regent

Solutions:

- Safety and visibility 330-3600 blocks
- Parking signage to be painted boldly
- Color code things like Regent and Monroe

- Better lighting on sidewalks and street (and bike path)
- Raise profile of pedestrian crossings (pavement color, signs, lighting etc)
- Education on pedestrian crossings in right-of-way – teach people how to be a good pedestrian
- Additional traffic calming on residential streets
- Reduce parking at Monroe and Glenway
- Keep one side open at all times during construction
- Make better use of Library parking lot for parking needs
- Remove some neighborhood parking restrictions during project (remove 2 hour limits)
- Sherman Avenue project seems to work well
- Business access equals success

Top three:

1. Safety: Slow down traffic, Pedestrian safety and education, Mindfulness of all users, Design for safety
2. Consider business needs in all three commercial areas
3. Parking: figure out ways for shared parking

Map Notes:

- Fix the Crazylegs triangle
- Find ways to share parking at Field House/ Camp Randall
- Prioritize pedestrians
- Change from 4 lanes to 3 lanes
- Fix commonwealth intersection
- Can the street be wider next to the arboretum?
- Fix Glenway intersection
- Fix islands at Odana Road
- Trim plantings at Odana Road

Groups C & D: Placemaking

Group C:

Brainstorming

Finding the places that are important to the Street

Improve/highlight Places that help tell the “story” of Monroe Street

Educational podcast interactive tours of arboretum etc

Wayfinding / interpretive sign opportunities

Connections to neighborhood treasures: parks, council ring, Wingra park, Glenwood children’s park etc

Top Three

1. Permanent kiosk/map/info to identify points of interest -Identifiable placemakers along the street – public art opportunity too
2. We don’t want to lose the local amenities (green space/ bike racks etc during construction
3. Make it easier to hold small scale placemaking events (lower/no fees to close off streets etc.)

Map Notes

- Lighting, tree replacement outdoor seating
- Lighting at transit stops – at both benches and shelters
- Art as a traffic calming measure
- Benches offer respite
- Sidewalk space for outdoor activities in commercial areas – also the space between businesses and the sidewalk
- Opportunities for better interaction with arboretum – it currently is not welcoming and acts as a wall to the neighborhood and street
- Bury wires
- Invite people into Wheeler Council ring (administrative issues with arboretum restoration/management)
- Empty plaza next to Trader Joes at Spooner is start and needs some life
- Benches along streets/sidewalks
- Increase tree canopy distance between front of businesses and the street – use placemaking to buffer pedestrians from the road
- Bike racks could incorporate stories about the neighborhoods

Group D:

Top Three:

1. Preserve the mixed-use nature of Monroe Street and prevent transition to commuter arterial top downtown
2. Improve traffic: volume down, safety up to facilitate placemaking
3. Allow for continued input and assessment from local community

Map notes:

- Dungeon School Park is city owned land and a placemaking opportunity
- High volume pedestrian crossing area between Commonwealth across the street to Wingra Park
- Crazylegs triangle as a placemaking opportunity
- Particularly bad driving behavior at Edgewood Ave - drivers don’t even pay attention to crossing guard
- Opportunities:
 - Max use of underutilized public spaces: Wingra School and park

- Bike path or stopping area at Regent St and Breese Terrace – vendors, tree plantings
- ID places that people go that can leverage additional synergies/opportunities
- Public garden spaces
- Close off street once in a while for festivals etc
- Need strategies to help motorists feel like they need to slow down
- More access to arboretum
- Challenges:
 - Don't lose good places that exist
 - Not all one homogeneous place
 - Avoid separation & encourage mobility, flow and access
 - Apace constraints in some areas to do much
 - Narrow right-of-way and confined pedestrian spaces
 - Traffic congestion and speed prevents safe crossings
 - Need more walkability and bike friendly access to visit businesses and natural amenities
 - Question: what kind of street are we designing in terms of intended use? Pedestrian Street? Arterial Street?
 - Vehicle- pedestrian conflicts due to speed poor visibility and side street entry onto Monroe Street
- Values:
 - Green spaces
 - Multi-transportation (walk, bike bus)
 - Vibrancy of Business districts
 - Is Monroe Street for commuters or a mixed neighborhood street?
- Priorities for City Staff:
 - Preserve mixed-use nature of Monroe street and prevent it from becoming a commuter artery
 - Preserve access to businesses during construction
 - Incorporate public spaces into construction project
 - Improve traffic volume, regulation, safety to facilitate placemaking
 - Allow continued input assessment by community

Groups E & F: Business

Group E:

Brainstorming

During Construction:

- Keep open access, parking
- Valet parking
- Temporary curb cuts from side streets?
- Communicate with customers
- Keep construction window short – finish for football, festival
- Side street parking plan needed
- Deliveries – communicate with UPS, Fed Ex etc
- Emergency artery
- Concern for neighbors, especially with any traffic rerouting

After Construction:

- Street amenities
- Pedestrian safety
- Bike access, racks, no biking on sidewalk
- Bus stops
- Welcome signage/ banners
- Parking (less towing)
- Solve night parking issues 1800-1900 blocks
- Add more trees and planters
- Signage board on bike/ped path pointing to library, businesses
- Turn arrow at Spooner/Monroe sts
- Monroe as a destination, not artery
- Bike lanes, bump outs with outdoor seating and diagonal parking

Top Three

1. Keep access to Businesses during construction
2. Pedestrian safety during and after
 - a. Better visibility of pedestrians, not just flags
 - b. Slower traffic
 - c. Black pedestrian lamp posts at west end, benches, trees, banners, crossings need lights at Knickerbocker etc
3. Minimize time of construction

Map Notes:

- 2600-2700-2800 blocks – street base has failed; we need to get it right this time
- Long term plan needed for maintenance of new trees and plants
- Reconstruct all in one year?
- Use Crazylegs triangle better, added welcome sign
- Bike racks with welcome message
- Street identification signs/ banners
- Bus stop benches/shelters need to be more attractive
- Can we widen sidewalks and keep street parking
- Trees needed on sidewalks
- Street lights – “old lamp style”
- Capitalize on space at Spooner and Trader Joes
- Turn arrows at Spooner
- Signage is important (Gates and Brovi is a good example of parking signage – we need more of this in the 1600-2000 blocks)
- How many lanes will be open during construction?
- School crossing for kids
- Bus stop/bench at Van Buren Street

- Continuous sidewalks in front of arboretum
- How long is this going to take? Will it be done by football season/ Monroe St Festival?
- Map notes project challenges include:
 - Keeping businesses alive,
 - access parking during and after,
 - less towing,
 - improve pedestrian safety
 - Balance between parking and pedestrian experience & flow
 - Leaning from Williamson Street and Monona drive
 - Creating positive outcomes from this
 - Widen sidewalk
 - Beautify area
 - Parking valet system?

Group F:

Brainstorm:

- Business Parking and accessibility during and after construction
- Pass-through traffic
- Perception of Monroe Street being closed during construction
- Visibility of businesses
- Traffic control during special events (i.e. Football Saturdays)
- Timeline for construction?
- Traffic flow – one way concerns
- Side street accessibility
- Construction mess (dust)
- Delivery access
- Emergency vehicle access
- Pedestrian stoplights
- 4 lanes idea: parking –traffic-traffic- bike?
- Consistent speed limit
- Stoplights at Knickerbocker and Harrison
- Side street open for parking during construction
- Vision for angled parking/outdoor seating?
- Maintain or increase ornamental lighting
- Landscaping opportunities
- Signage during and after – what will the city provide?
- Important: efficient construction effort – please don't dig same hole 10x
- Principles: How will this affect businesses? Positively: future changes. Negatively – during construction. & new businesses that are more fragile?
- Schedule events – activities and attractions during construction to encourage people to come
- Clean-up during construction – not so attractive
- Timing alternatives? Shorter and more painful or longer with more access?
- Communication to public of access and parking opportunities
- Remove some parking restrictions during construction?

Top Three:

1. Access to businesses and parking during construction – remove parking restrictions, temporary parking areas and alternative access
2. Communication and signage for both public and businesses

3. Timeline and phasing – efficient
4. Safer road crossings

Map Notes:

- More stop lights
- Staggered parking/diagonal parking/outdoor seating at business areas
- Clear signage directing people to Wingra park and other amenities

Group G & H: Pedestrians, Bikes and Transit

Group G:

Brainstorming

Challenges:

- Pedestrian Safety
- Bike safety
- Accommodate traffic
- Missing flags
- Pedestrian visibility
- Narrow footprint of street
- Connectivity to bike path
- Project definition: Street/vehicle project not a civic project
- Accommodate all modes of parking
- Underground parking at trader Joes
- Edgewood traffic
- Parking impedes other uses

Solutions:

- Speed limit enforcement
- Pedestrian visibility
- More traffic lights
- Restricting parking near corners
- Bike boxes
- Regional transportation
- Traffic calming
- More frequent busses
- Smaller busses
- Physically separated bike track
- Neck down / bump out
- Increased lighting
- Dedicated Monroe street bus
- Street car
- Crossing guards for adults
- Overhead pedestrian signs
- Redesigned to slow traffic
- Revised from 4 lanes to 3 lanes
- Park and ride
- Time restrictions on left turns

Top Three

1. Inviting spaces for pedestrian/bike use
 - a. Importance of deemphasizing auto use
 - b. Many neighbors would prefer no restrictions on parking to blanket restrictions over a large area
2. Safety
3. Slow it down

Map Notes:

- Edgewood main entrance: reinforce importance/safety of this pedestrian connection across Monroe Street despite lights, resident observation living on Leonard St of how important this small greenspace is as a pedestrian nexus
- DMNA willing to help with cost of bus benches
- Left turn restrictions out of neighborhood
- 25 MPH from end to end
- Throw the rule book out in order to make real change
- Make unique cross access pedestrian crossing at Edgewood avenue
- Enhanced pedestrian crossings: Different colored pavement
- Bus stops after intersections to allow cars to make right turns behinds stopped busses
- Rectangular rapid flashing beacons, Overhead yield to pedestrian signs
- Additional signage at intersections where crossing guards are standing
- Protected bike lanes/buffer strips

Group H:

Brainstorm

- Pedestrian crossing safety
- Bicycles have difficulty getting to destination ON Monroe Street
- Maps should include SW bike path and pedestrian crossings
- Improve Harrison bike path crossing and connect SW bike path with Wingra Bike Path
- Sheldon St needs to become a bicycle boulevard
- Arbor Dr needs to be marked with sharrows
- More yield to pedestrian signs and pedestrian beacons at major crossings
- Road diet
- Improve pedestrian and bike crossings
- Raised/textured/colored crosswalks
- Branding of Monroe street
 - Beautiful cross walks, like Monona drive but better, banners
- Pedestrian island beautification and creation at intersections
- Connecting and managing bike paths & better signage
- More bike parking in commercial areas
- more bus service – weekends too
- Increase non-auto transportation
- Pedestrian and bike safety
- Sustainability, social, environmental & economic
- Mindfulness of all users
- Three lane road diet: TWLTL plus bike lanes and diagonal parking
- Bike lanes on Monroe Street
- Diagonal parking in commercial areas
- Add Monroe street to BRT routes
- Plan for managing traffic on side streets during construction
- Bump outs
- Left turn signal at Glenway and Monroe Street
- No left turn at Edgewood Ave/Monroe at certain times of day
- Problem intersection at Spooner/ Grand, also Van Buren/South Prospect (left turns onto Monroe street problematic everywhere)
- Pedestrian/ bike beacon at Harrison/Monroe
- Light at Knickerbocker
- 25 MPH for all of Monroe Street
- Electronic bus schedule signs like on the square
- Speed radar : turn all street lights to red if there is one speeder
- Busses are slow because they can't get back into traffic – this discourages people using transit

Higher priority notes:

- Pedestrian and Bike safety / consideration for their needs
- Public transit user needs – more routes on weekends too
- Remember – neighborhood residential street too
- Get it right!
- Holistic approach
- Consider and accommodate businesses, parking, but discourage commuter parking
- Allow pedestrians and bikes to move throughout safely, easily
- Maintain/ improve cohesion of both sides of the street (access to businesses)

Top Three: *Get it right

1. Road Diet and Compete Streets, consider all users
2. Pedestrian/Bike crossings at intersections
3. More frequent bus routes, especially weekends

Map Notes:

- Ideal if bikes could go from Vilas Park to Wingra park without having to ride on Monroe or its sidewalk (though Edgewood and Woodrow Street?)
- Safety needed at Chapman Street/Arbor Dr intersection – commuter traffic moves very fast through here
- Try to reduce traffic by increasing regular bus services
- Consider park and ride shuttles for Edgewood students/faculty
- More Epic busses/shuttles to cut down on reverse commute flow too
- Difficult crossing for pedestrians at Commonwealth Ave
- Make raised crosswalks with colorful patterns as placemaking opportunities for Monroe street
- Consider something like on Old University Ave
- Bikes go on the sidewalks because the street is too busy and cars are too fast
- People don't obey school zones, even if kids are on the sidewalk

Groups I & J: Stormwater and Utilities

Group I:

Brainstorming:

- Can we turn Edgewood college lawn into a stormwater wetland at low point of run-off
- Homeowners impact on old homes – home owner responsibility?
- Bury wires, tree impact?
- Permeable paving
- Edible landscape – apple and fruit trees
- Increased tree biodiversity – native trees
- Value our natural springs – we really mean it!
- Can rain gardens be built in the terraces to receive runoff from the sidewalks and not the dirty streets?
- Will strong erosion control be observed during construction? Will erosion control plan be rigorously followed?
- Can a very long swale with a chain of rain gardens be built along the east side of Woodrow street
- Protect the aquifer when you dig! Remember what happened at Parham's!
- Sediment trays for stormwater pipe system
- Rain gardens where possible
- Use Sylva cells
- Wingra school parking area stormwater inlet clogs and overflows sending water to Monroe street – create a rain garden on terrace to absorb
- Increase tree canopy by burying overhead utilities

Top Three:

1. Teachable moment? Aspiration goal of Zero runoff
2. Green infrastructure aesthetic – multi purpose
3. Adjacent properties: reduce their runoff

Map notes:

Wetland biodiversity in Edgewood lawn

Street lights should meet dark sky standards

Rain garden in Wingra park

Chain of rain gardens next to track along Woodrow Street

Work with arboretum to add more infiltration areas within arboretum

Group J:

Top Three:

1. Infiltration
 - a. Wherever possible
 - b. Permeable pavement
 - c. Rain gardens/native gardens
2. Improved storm water infrastructure
3. Underground utilities

Map Notes

- Capture runoff north of railroad right-of-way

- Large box culverts for rain event storage with overflow if necessary in areas prone to flooding
- Eliminate pipes that flow directly to water bodies: Riprap ditches or other alternatives to pipes with direct flow
- Stage construction to construct storm sewer from outlet end towards the inlet
- Green street infiltration ideas
- Silva cells for street trees/storm water management
- Increase infiltration into aquifer
- On street planters
- Will there be underground utilities?
- Erosion control during construction
- Pedestrian crossings with different pavement
- Bump outs vs parking? Bump outs slow traffic, ped/bike friendly, placemaking, green spaces, benches, bike racks
- Porous concrete incentives? Partner/coop with city/businesses
- Aesthetics safety
- Moratorium on development until watershed plan/storm water infiltration is improved
- Small scale infiltration along entire street – especially near lake
- Edgewood College/Nakoma area: Rain gardens in sidewalk boulevard strip
- Deep rooted native plantings for storm water infiltration
- Curb use of salt on streets in winter