



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

What new thinking are you taking away from this evening?

- Thinking about opportunities for shared public/private parking for more efficient use of available space.
- Thinking about Monroe Street in a holistic way. Seeing many people with similar experiences and expectations.
- The level of importance Monroe Street is to the community.
- Lots of great ideas, many facets to consider.
- Not much.
- What successful planning and facilitating can do to make a meeting work well! (I guess I knew that, but this was great).
- People who live in the neighborhood value Monroe Street and its merchants, but don't understand that at least 50% of the business conducted is by people who don't live in the immediate area and need to drive/park to use businesses.
- The idea of becoming a 3-lane road.
- Reassuring that a broad group has similar concerns as my family, strong sense of community, want to support businesses but not be drowned by parking in neighborhood.
- Communities and strong themes were evident and should be aggressively pursued by the City.
- Integrated planning approach, green infrastructure, physically separated bike lanes from traffic lanes with parked cars a curb step, etc.
- Many diverse opinions, yet a lot of similar opinions.
- New ideas of handling run-off, etc.
- I was impressed that attendees were searching for creative solutions to safety rather than relying on punitive measures (i.e. police).
- The City is more receptive than I thought to new ideas.
- Better sensitivity to parking needs of businesses.
- Surprised by how "car centric" my neighbors wanted to keep neighborhood.

- I am impressed with the amount of positive energy.
- I will take away the thought of considering different perspectives.
- Happy that this meeting was planned, thanks! Looking forward to follow-through.
- I learned a ton of history about Monroe Street.
- Making Monroe Street area an enjoyable place to walk and bike. We all want safer pedestrian crossings; we all want better accessibility for bike users both along Monroe and crossing to connect paths.

What additional ideas, comments and suggestions about the Monroe Street project do you want to share with us?

- My primary concern is with pedestrian safety. It is very difficult to cross Monroe at the Edgewood Avenue intersection at all but the quietest times of day. The cars move very fast between the stretch from the stop lights in front of Edgewood High School to the Grant Street intersection. This stretch is a combination of residential neighborhood and main artery to downtown/UW Campus. I think that more stop lights are needed. Those of us, and our children, to the south of Monroe Street need to cross this busy stretch multiple times per day. Our children head over to the elementary and high school for practices or to meet friends at times when there is no crossing guard at Monroe Street. Cars do not pay any attention to people waving flags as they cross. Many times I have witnessed one car stopping for a pedestrian but then cars in the other 3 lanes do not. It is such a dangerous situation.
- It's a rare opportunity to improve safety and stormwater infiltration via smart, forward-thinking design. Think long-term. Prioritize people and pedestrians/bikes over cars for better placemaking. Design a 25 MPH street for real. Fred Kent said it well..."If you design for cars and traffic, you get cars and traffic. If you design for people and places, you get people and places."
- Please think pedestrian safety first. Monroe Street as a destination not an artery.
- Minimize construction duration by opening work area up to contractors to construct Monroe Street as quickly and efficiently as possible. Width seems to be tight for 4 lanes of traffic, widening needed or reduced to only 2 lanes of traffic with turn lanes and bike lanes.
- Dudgeon Monroe Neighborhood Association will lend assistance in scheduling and sponsoring meetings. We can also send out announcements via our DMNA news email list.
- Need electronic speed signs on entrances to Monroe Street area to emphasize the 25 MPH limit.
- Install LEDs in crosswalks which can be activated in Champaign, IL (example).
- Put electric utilities underground.

- Incorporate some of those ideas for safety now. Don't wait. Use paint and lots of it. Put blinkers at Edgewood/Monroe that stops traffic for pedestrians (like at Struck Street and Schroeder Road) – a solution is needed now! Don't wait. It's been scary crossing all 44 years I've been using it.
- If street parking is reduced after construction the businesses will not survive. Residential streets closest to business districts need to reconsider the parking restrictions they currently impose. It sounds good to have bed/bike/car friendly street but the bike path is very close from 1500-2700 blocks and then the arboretum area has bike path-enough already. Keep parking on street and keep 4 lanes of car traffic and parking.
- Slow or stop further condo/apartment development on the street-corridor until the traffic is solved.
- Thoughts or talks of reducing 4 lanes across to 3 or 2 lanes with bike lanes will cause the business area to fail. On-street parking for businesses in the 1500-2000 blocks is critical. Parking further down the street is a mix of on-street and “back lots.” But increased apartments and condos, Knickerbocker Street, etc. is going to lead to density issues with people vs. traffic. City parking lots should be signed better (think Evergreen lot). Wingra lot needs “advertising” and awareness. City should consider public/private partnerships for parking. After hours Trader Joe's lot (not Evergreen-Trader's) is not used because Trader's doesn't want liability. City could “control/use lot” after hours and assume liability as they do for Evergreen lot already. Same with Associated Bank, currently no parking after hours, but City could control/use and assume liability. City gets parking without having expense of building it.
- I'm concerned that reality may prune out the change needed.
- The use of Monroe Street as a major commuter artery is in many ways in opposition to business and residential interests. Making alternative commuter routes more attractive would be beneficial and probably necessary given the long-term construction also occurring at the Beltline/Verona Road.
- Keep focus on neighborhood, residents, quality of life – don't let it devolve into a fast-paced commuter artery or the surrounding streets a parking lot! Better, safer links between bike routes are critical – e.g. designate Harrison as an official bike link between Vilas Park path and Southwest path (with better crossing at Monroe). Also better bike access to Wingra Park without having to ride in Monroe traffic or on sidewalk.
- Please slow the process down, allowing more time for stakeholder engagement.
- Do entire street in 2016 to allow more planning, public engagement, and to reduce length of time that businesses and neighborhoods are impacted.
- Keep engaging the public to get input and buy-in.
- Impact of development projects at:
 - 3414 Monroe Street
 - 2620 Monroe Street
 - 2530 Monroe Street
 - 2628 Arbor Drive

- During construction provide a shuttle bus along Monroe Street, to and from designated parking lots. Shuttle would make frequent stops along Monroe Street. Could be a pilot project to a post-construction public transit system to supplement Madison Metro.
- There should be a place throughout the project (and after) where citizens can come write ideas on a map, perhaps at the library or other central location.
- I am concerned about lead during construction. Will any soil testing occur prior to construction and what remediation will occur for areas with high soil lead levels? Exhaust fans from the time of leaded gasoline can leave high levels of lead in surface soil. Dust from disturbed soils can cause lead poisoning. The EPA recommends testing soil before even ornamental gardening on busy streets. Lead poisoning has occurred from just exposure to the resulting dust. It should be a consideration during construction on this residential street as many large numbers of children live in the neighborhood. Thank you!
- Emphasis on green planning as a model for others and other City projects in older neighborhoods. Monroe Street neighbors are concerned that our “character” gets overrun by developers and our assets – the lake and the arboretum – aren’t valued.
- Car traffic corridors be opened through the zoo (1-way → 2-way) and /or the Arboretum to relieve traffic pressures during construction. The #3 and #58 buses arrive at almost the same times. Can they be staggered better?
- Would love to see variations along the stretch. Variations on parking, bike access, space making. Keep crosswalks/pedestrian paths consistent.
- Great evening! Keep the information coming. Post the draft RFPs so we can comment on language for compliance and monitoring during construction.
- If there is any additional information concerning this area please contact me! As a project in landscape architecture, I am working on revitalization efforts around the Knickerbocker Place and any information is useful!
- Remember the importance of vital neighborhood business districts that are safe, enjoyable places to live and visit.
- Consider removing Crazy Legs Lane and making Breese/Regent/Monroe “triangle” green/public space.
- More pedestrian islands (with plantings). Textured/colored crosswalks. Limit traffic to one lane each way (road diet idea) allowing for bike lane. Increase parking on Monroe – maybe having diagonal parking at commercial centers. Bike lane on Monroe. Beacon at Harrison and Monroe – this is where bikes come off/go on from Southwest Path and connect with Wingra down at Vilas.