

# Monroe Street Engagement Resource Team Meeting Notes

Date: October 14, 2016	Time: 3:00-4:00pm
Location: Barriques, Monroe Street	Recorder: Katie Fadelli
Attendees: Zia Brucaya, Aaron Williams, Ben Yahr, Peter Armstrong, Susan VanderSanden, Christy Bachmann, Sara Eskrich, Robbie Webber	

Agenda Item	Discussion	Follow-up
<p><b>Cross Section Workshop Debrief</b></p>	<ul style="list-style-type: none"> <li>- Zia reviewed the top cross section designs that came out of the workshop. The two-part design created by Aaron's group received the most votes, suggesting that the open house should address the two different characters of the street.               <ul style="list-style-type: none"> <li>o Aaron noted that having two such distinct parts might not be feasible, but that the design ended up like that to ensure that the part of the street furthest from the bike path had bike lanes and to keep as much of the four lanes as possible near Camp Randall (which will be the UW's position).</li> </ul> </li> <li>- Christy explained how the City will go forward modeling these cross sections. City engineers will focus on 3 cross sections to model: (1) the existing cross section, (2) a three lane option (TWLTL), (3) an option with extended left turn lanes (which will likely model similarly to a TWLTL). Christy also noted that the modeling will look at traffic flow and queuing distances and will not include specific details of the created designs, such as a terrace on one side versus the other. A two-way bike path on one side of the road would have to be protected, but will not be recommended on a street with so many driveways such as Monroe. Inputs to the model include volume of vehicles and distance between signals. They will also look into analyzing level of service for pedestrians and will be sharing strategies to slow vehicles and improve crossings.</li> <li>- The group clarified that the details, tradeoffs, and results of all three cross sections modeled by the city will be shared at the Cross Section Open House, and the City will present one as their recommendation for Monroe based on these results. The group agreed that this should be made clear to meeting attendants.</li> </ul>	
<p><b>Cross Section Open House</b></p>	<ul style="list-style-type: none"> <li>- Zia reviewed the plan for the upcoming Cross Section Open House. The evening will start with presentations for 45 min. to an hour, followed by open house-style viewing of presentations and talk with city staff.</li> <li>- Robbie was concerned that this meeting format might not provide enough Q&amp;A time. It can be important for the whole group to hear the answers to a few people's questions. She also shared her observation that some neighbors feel like there will not be true options presented at the open house, but rather the one recommendation from the City.</li> <li>- Sara clarified that tradeoffs (not "pros and cons") for each of the three options will be shared and that people can speak to which tradeoffs they think should be made based on their perspectives and opinions.</li> </ul>	

- Peter emphasized that the results of this process, and how they specifically influence the plans for this reconstruction, need to be clearly addressed. It should be explained how each community priority and unmet need for Monroe Street is being addressed, showing how the recommendation has been informed by all the input collected so far. People will be disappointed just to see business as usual.
- Peter wondered if the ERT will be able to review the modeling results prior to the open house. Christy explained that results will be shared for the first time at the Open House, as this is a tight turnaround between meetings for traffic engineering. Sara added that is not actually the role of the ERT to review the results before the rest of the community, which differentiates it from a steering committee. The role of the ERT is to make sure the community engagement process is effective, to aid in the structuring of meetings, and to get people to attend the meetings.
- Zia explained that the presentation will be very information dense depicting each option, including the City's recommendation. Urban Assets is holding extra work sessions with city staff to prepare. Sara asked that participants be provided with a one-pager detailing the options and tradeoffs for each.
- Aaron suggested including as many contextual, street-view pictures as possible to help people visualize the different options. Christy agreed and noted that the City will also be bring additional ideas to improve the bike and pedestrian experience on the street beyond the cross section, such as bike connections, while other specific design details will be tackled in spring workshops.
- Peter shared that he has been hearing neighborhood concerns about parking, and that the results of parking studies should be shared with the cross sections to be presented. Data driven analysis could help minimize opposition from any pro-parking groups by helping them to understand the benefits of those cross sections that show reduced parking, especially the 3-lane option. Christy noted that the City has some info on that already and are currently observing some parking trends on and around Monroe.
- Peter wondered if this info will be ready by the cross section open house and included in the decision making process, as typical road reconstructions do not warrant a parking study. Sara noted that they pushed for a parking study because of the special characteristics of Monroe Street. The goal is for it to be completed and presentable by the Cross Section Open House. Parking in this area is critical information, so the data gathered will inform the tradeoffs presented on the 3 potential cross sections. They could not commit to fully completing it by the open house but it will be definitely be done by the adoption process. This study will be useful to the neighborhood beyond the reconstruction, such as to inform future development.
- Some concern was expressed over the timing of this study. If the parking study comes out after the proposed cross section is adopted, and says the street could do with half as much parking as portrayed in the proposed cross section, could these changes be made? Zia assured the group that even if the full study is not completed by the open house, traffic engineers will have a good idea of the results and will make sure that informs their recommendation and the tradeoffs presented for each option. It will need to be done by the time the proposal goes to the council and commissions.

	<ul style="list-style-type: none"> <li>- Peter was encouraged by parking model that the city is using (Park+) and the parking structure study at the UW, presented by Kimley Horn, which showed how changes in parking affect multiple modes of transportation.</li> </ul>	
<p><b>Cross Section Resolution Meeting Schedule</b></p>	<ul style="list-style-type: none"> <li>- The upcoming Cross Section Open House will be the last meeting organized by Urban Assets in 2016. Sara explained that the goal for this process is to get cross section approved by the end of the year. It will be introduced to the Common Council, then to specific committees for them to provide their recommendations. The Board of Public Works and the Ped/Bike/Motor Vehicle Committee will recommend approving, denying, or changing and approving the cross section.</li> <li>- Robbie reminded the group that the Ped/Bike/Motor Vehicle Committee oversees metered as well as unmetered parking, i.e. all street parking.</li> <li>- Public Works is the lead committee for this project, meaning Council will generally follow their recommendation. Should we be concerned that Common Council will be meeting before they can hear any comments from Ped/Bike/Motor Vehicle? The group agreed it would be best to bring the proposed cross section to the January council meeting after the December Board of Public Works meeting (relevant meetings would then include the December 14<sup>th</sup> UDC meeting, December 14<sup>th</sup> Board of Public Works, and the January 3<sup>rd</sup> Common Council meeting). Christy will send an email with the updated meeting schedule.</li> <li>- Aaron noted that UW Planning and Athletics are planning to submit a letter in support of the 4 lane option due to the number of large events held on campus, approximately one 6,000+ event per week. They will wait until after the City presents its recommendations, but are looking to support a cross section similar to what is existing, tweaked to enhance safety for pedestrians.</li> <li>- Susan noted that the Edgewood Campuses are especially concerned with maintaining traffic flow. They are currently supporting a 4-lane option but would look into other if they would accommodate campus needs.</li> </ul>	<p>Christy: send updated city meeting schedule (Ped/Bike/Motor Vehicle Committee, Board of Public Works, UDC, and Common Council)</p>
<p><b>Wrap Up &amp; Upcoming ERT meetings</b></p>	<ul style="list-style-type: none"> <li>- Robbie shared with the group that Madison Bikes and the City of Madison are hosting a webinar on safe intersection design for pedestrians and bikes on Wed, Oct 19, 2-4 pm in Rm LL-110 of the Madison Municipal Bldg (RSVP on Facebook here: <a href="https://www.facebook.com/events/995678340561394/?ti=cl">https://www.facebook.com/events/995678340561394/?ti=cl</a>)</li> <li>- Next ERT meeting will be on November 16<sup>th</sup> @ 5 PM (since the Board of Public Works will no longer be on that date)</li> <li>- Urban Assets will send out a Doodle poll to set a date for a December meeting (sometime during the first two weeks of December)</li> </ul>	