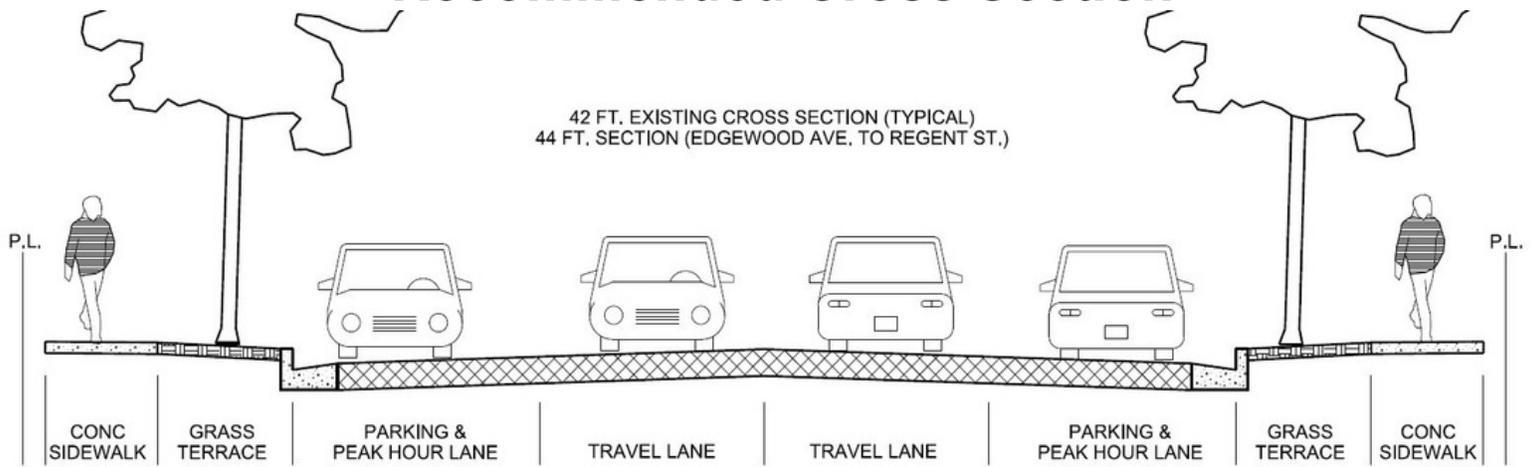


Monroe Street Reconstruction Recommended Cross Section



Alignment with Community Priorities

Pedestrian safety and walkability has been identified as the **number one community priority** for the Monroe Street Reconstruction. The recommended cross section proposes to add numerous pedestrian design enhancements to meet this community priority, with particular emphasis at intersections where pedestrians are most vulnerable. These enhancements will improve pedestrian visibility, reduce crossing distances, and slow traffic speeds by adding visual “obstacles” to the roadway.

For the **first time on a major street in Madison**, fully raised intersections will be installed at three major intersections along Monroe Street to create pedestrian-oriented spaces that physically elevate pedestrians and slow vehicle speeds. Additional new enhancements will include pedestrian countdown timers at signalized intersections, pedestrian crossing islands in high traffic areas, rectangular rapid flashing beacons (RRFBs), and colored crosswalks. Existing pedestrian-friendly features will be retained, including street parking on both sides and narrow vehicle travel lanes.

Together, these enhancements and features will improve walkability and identify Monroe Street as a place for pedestrians. They will **also allow the City to meet other community priorities** that include maintaining a high level of public transit service, retaining existing street parking, enhancing business district vibrancy, creating a destination street that is convenient and safe for all modes of transportation, and providing access and connectivity to other areas throughout Madison. The new traffic calming features will help to slow speeds during peak periods such as after school, after work, and during major events held at the UW-Madison, Edgewood College, and downtown Madison, while maintaining even traffic flow during these times.

Proposed Enhancements

- 
 - 3 raised intersections at Harrison, Knickerbocker, and Glenway
 - Flashing beacons at key intersections
 - Pedestrian countdown timers at signals
 - Colored crossings at key intersections
 - Pedestrian islands at key intersections
 - Pedestrian-leading signals
- 
 - Bike connections from the Southwest Commuter path
 - Bike path connecting through Wingra Park
 - Wayfinding signs for bikes
 - Side street bike parking
- 
 - Expanded terraces from Edgewood to Regent
 - Opportunities for terrace rain gardens on side streets
 - LED lights throughout street
- 
 - Bus stops at far side of intersections to increase pedestrian safety and visibility

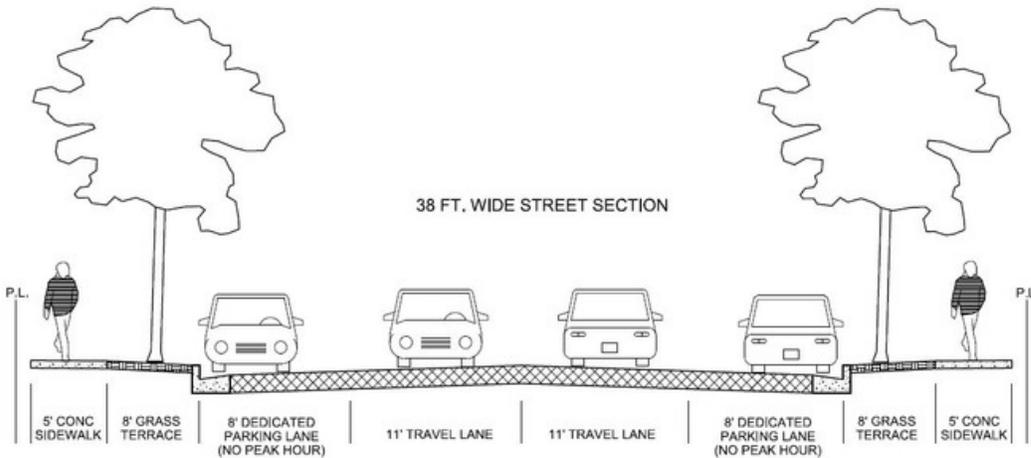
Recommended Cross Section

- Maintain 2 travel lanes
- Maintain parking/rush hour lanes (3 hours/day)
- Expand terrace by 1 ft. on each side from Harrison to Regent
- Reduce street width by 2 ft. from Harrison to Regent
- 6 ft. terraces (5 ft. from Harrison to Regent)
- Add pedestrian design enhancements (see left)

Monroe Street Existing Conditions

- Commercial, residential, and institutional with heavy pedestrian and parking use
- Operates as a two lane street for the majority of the day
- 351 on-street parking spaces
- One 6,000+ person event on UW campus per week
- Traffic volume up to 23,000 vehicles per day
- 766 Metro bus trips per week
- 2,435 Metro boardings per week

Alternative Cross Sections Analyzed

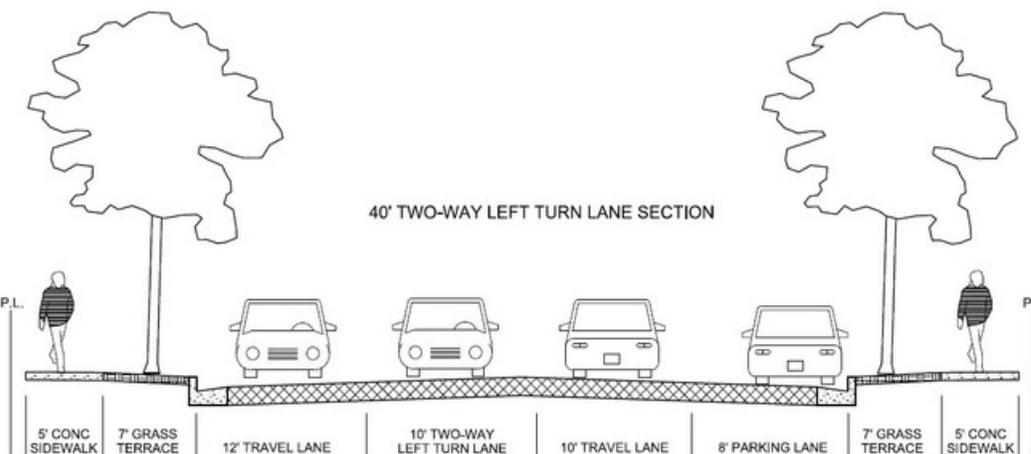


Features

- Two travel lanes
- Two dedicated parking lanes (24 hours/day)
- 8 ft. terraces

Tradeoffs

- Extensive queuing at intersections during rush hour
- Diversion to neighborhood streets
- Potential increase in rear end collisions
- Extreme congestion during high volume events (e.g. UW game days)



Features

- Two travel lanes
- One dedicated parking lane (24 hours/day)
- Center two-way left turn lane along length of street
- 7 ft. terraces

Tradeoffs

- Expands capacity outside of rush hour times (street functions as three lanes instead of two)
- Center turn lane does not allow space for pedestrian crossing islands
- Loss of approximately half of street parking stalls
- Potential speed increases due to loss of street parking
- Loss of pedestrian buffer from street parking on one side

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