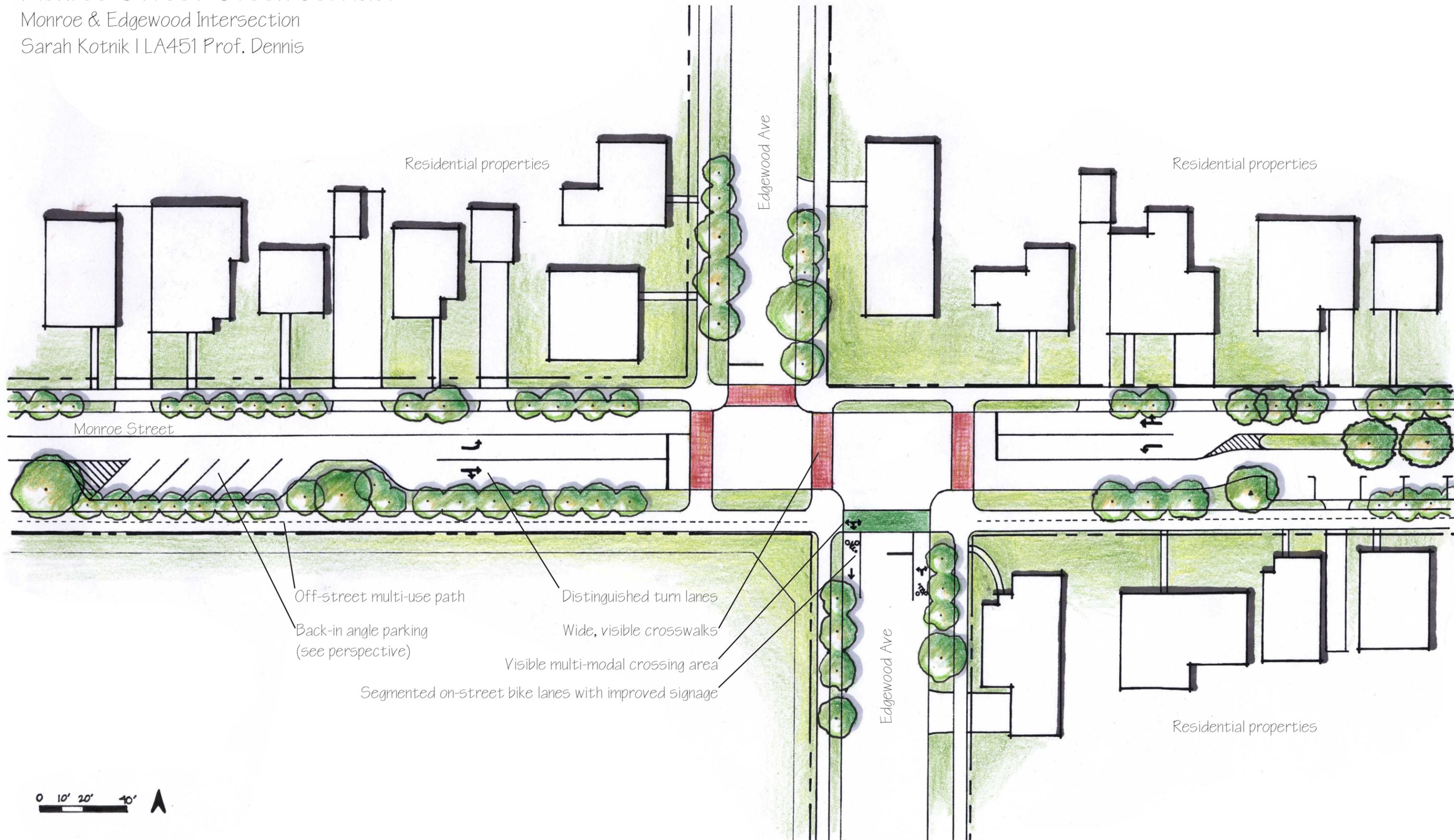


# Monroe Street Green Corridor

Monroe & Edgewood Intersection

Sarah Kotnik | LA451 Prof. Dennis



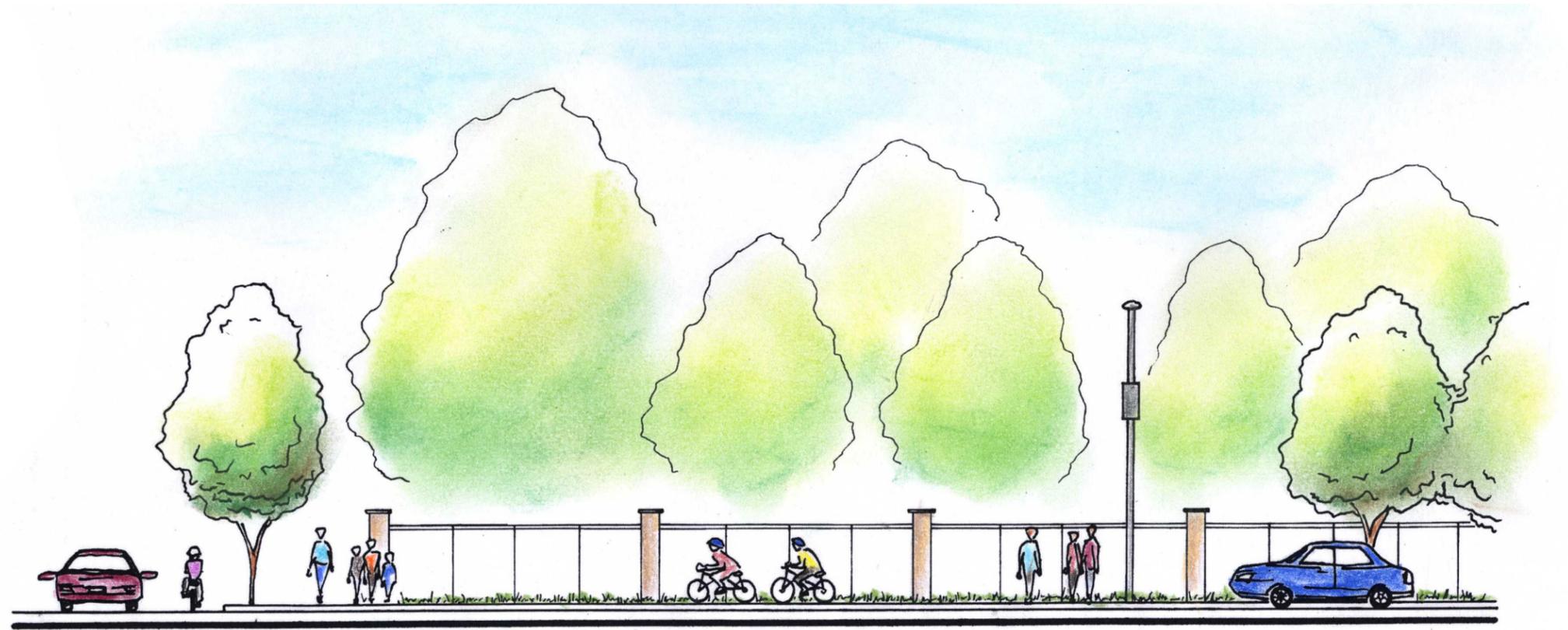
# Monroe Street Green Corridor

Monroe & Edgewood Intersection

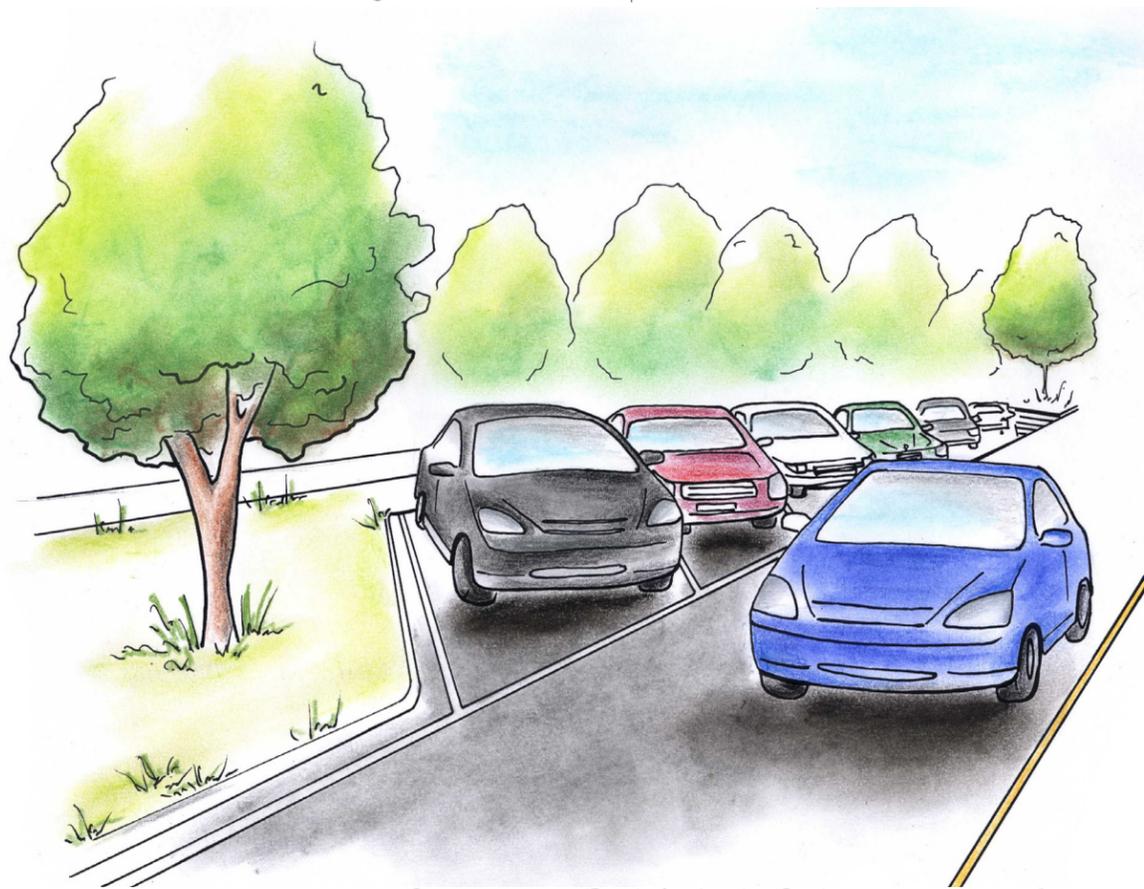
Sarah Kotnik | LA451 Prof. Dennis

## GOALS:

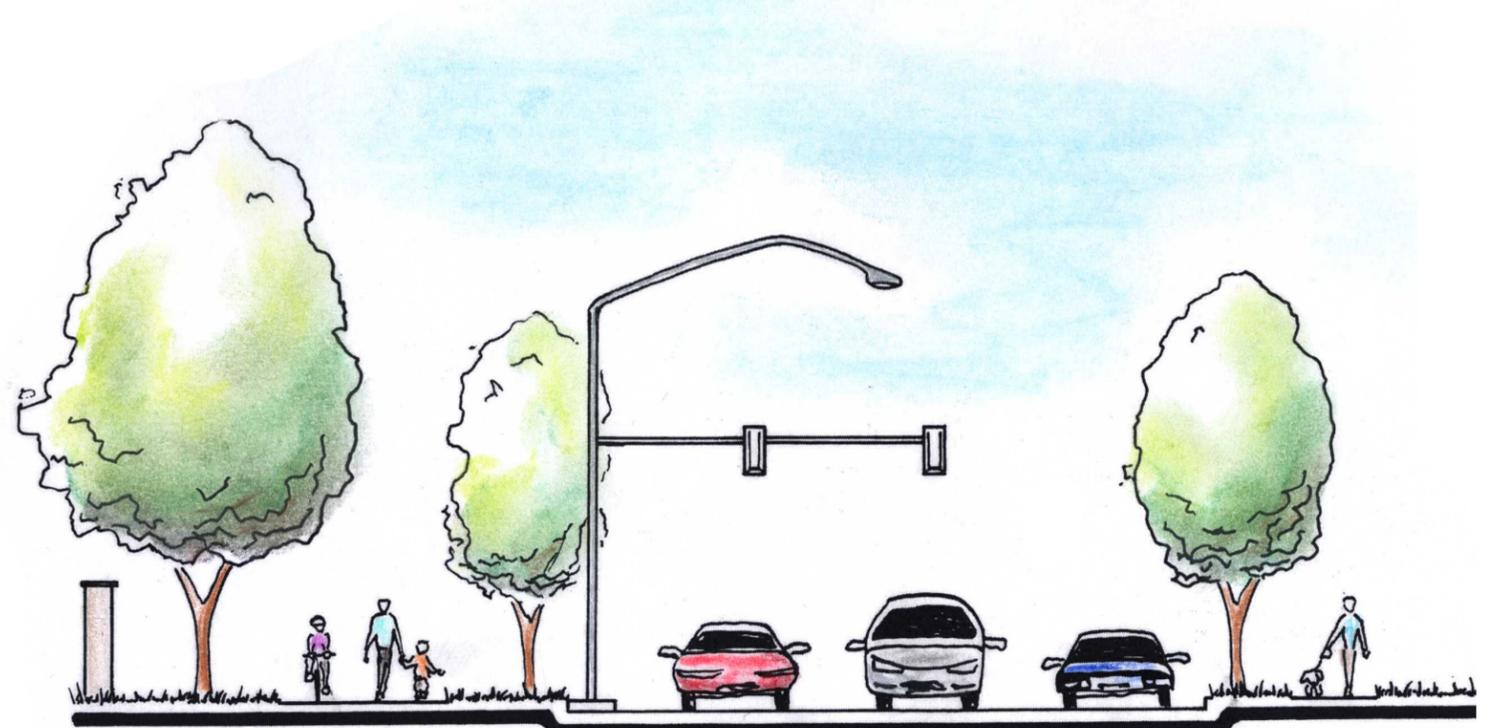
- Create safe, well-defined crosswalks for pedestrians
- Install traffic lights, programmed with red light “all cross” signal for pedestrians and bicyclists
- Induce traffic calming with narrower, 2-lane street
- Create back-in angle street parking to provide motorists with better vision of pedestrians, bicyclists, and vehicles
- Separate different modes of transit with distinct lanes
- Provide missing link in bike path between Monroe Street commercial nodes and Wingra Creek Bike Path
- Improve aesthetic appeal and manage stormwater with increased planting/greenspace along Monroe Street
- Improve traffic flow by rerouting SW-bound 3 and 58 buses a block north and relocating NE-bound bus stop



Elevation: Multi-Use Path at Edgewood Ave & Monroe Street



Perspective: Back-In Angle Parking on Monroe Street



Section: Multi-Use Path & Monroe Street with Traffic Light

# MONROE STREET REDESIGN

## Goal:

Create a greener and more pedestrian-friendly streetscape by narrowing Monroe Street to two lanes, and converting existing outer lanes to green "bump-outs" and angled parking.

The narrowed street and increased green space will reduce car traffic while giving pedestrians more reason to come and stay in the streetscape, increasing opportunities for local businesses to attract customers.

## PLANTED "BUMP-OUTS"

Dense, native plantings will soften the streetscape and give it a uniqueness to match that of the local businesses, while also being ecologically responsible.

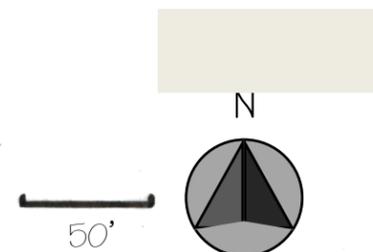
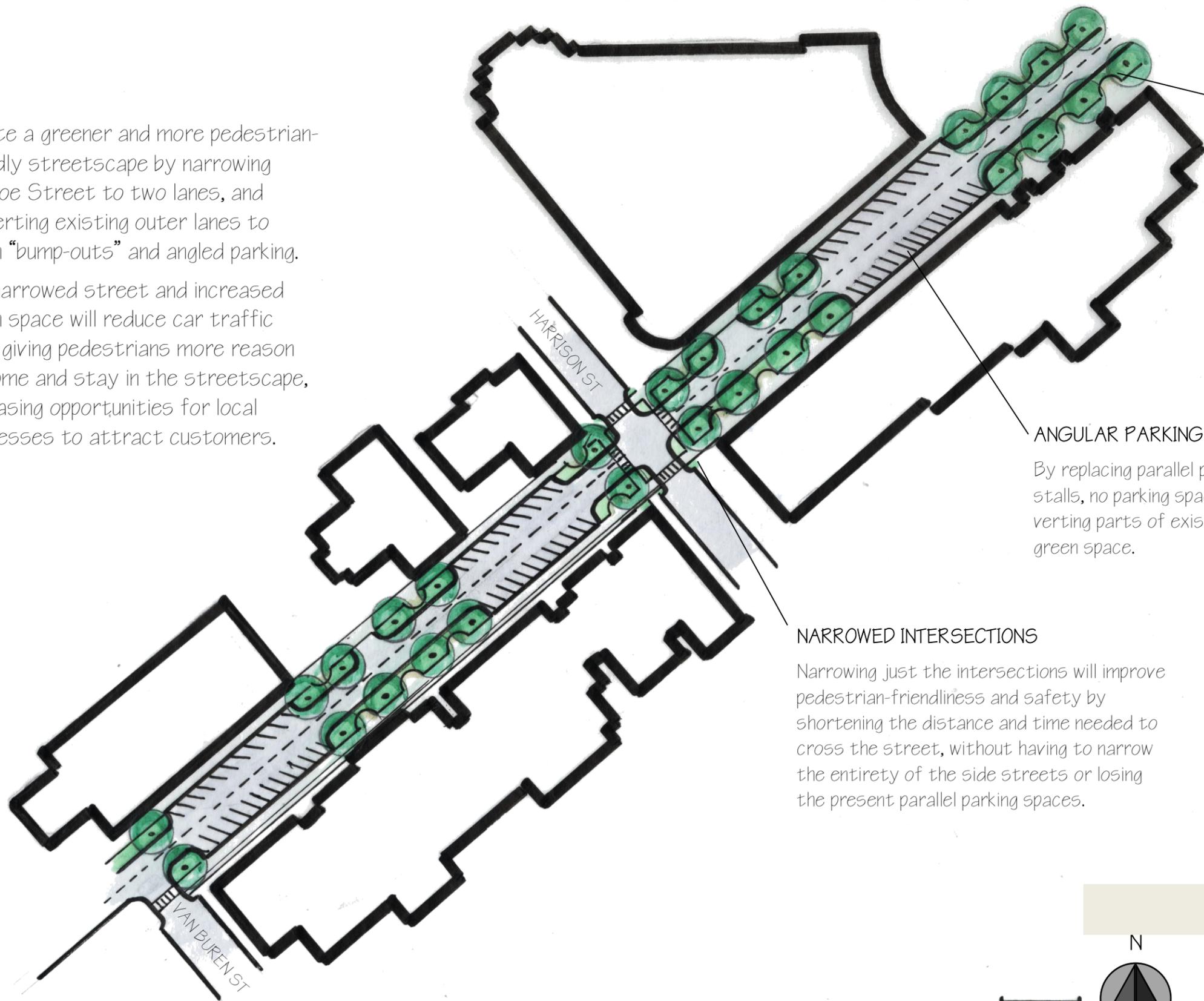
Circular seating areas within the bump-outs will address the lack of outdoor seating in the area, and will encourage pedestrians to stay in the area.

## ANGULAR PARKING STALLS

By replacing parallel parking with angled stalls, no parking space will be lost by converting parts of existing parking lane into green space.

## NARROWED INTERSECTIONS

Narrowing just the intersections will improve pedestrian-friendliness and safety by shortening the distance and time needed to cross the street, without having to narrow the entirety of the side streets or losing the present parallel parking spaces.



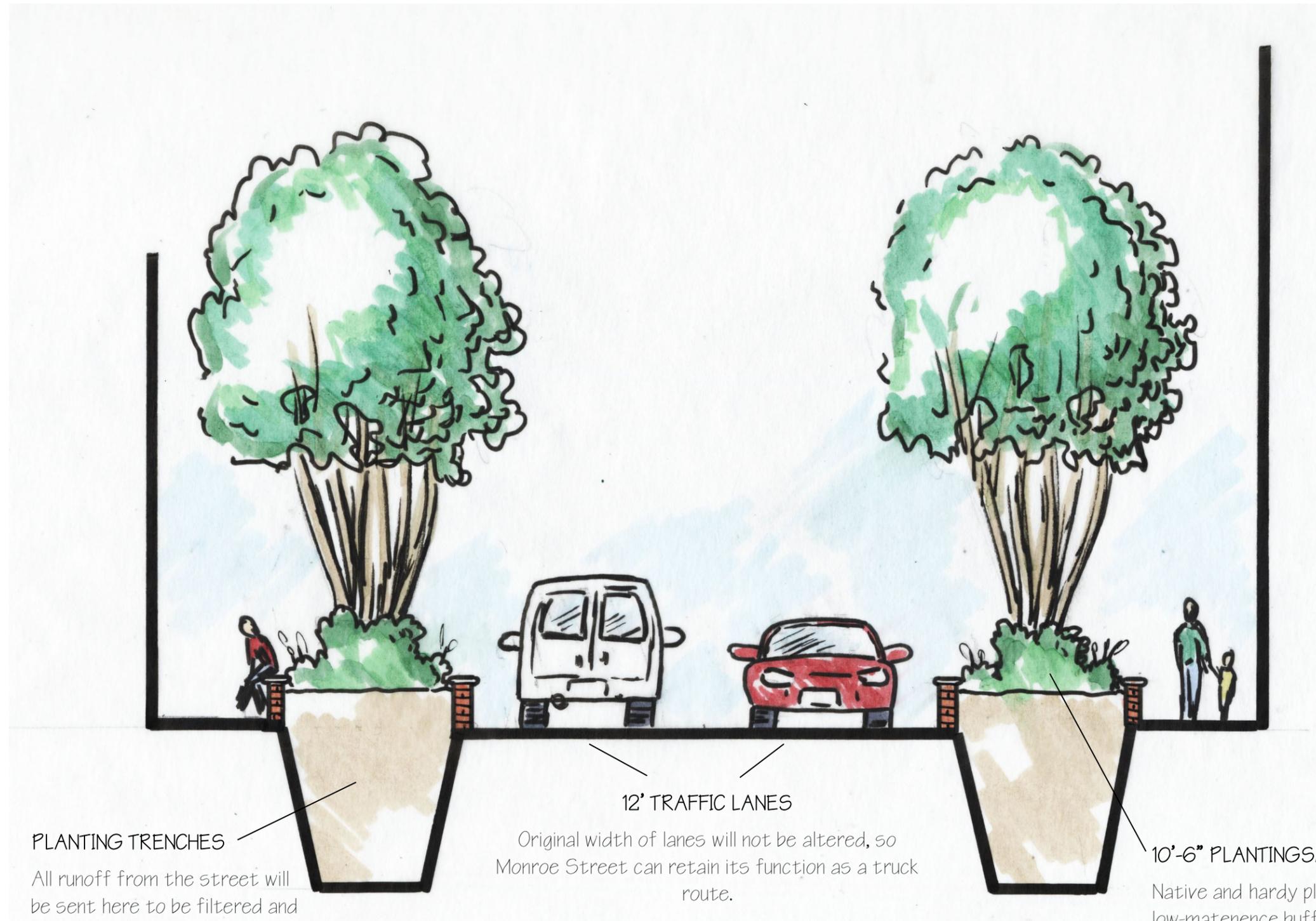
SEAN MCMILLION  
FEB 11, 2015

MONROE STREET PERSPECTIVE  
1800 BLOCK LOOKING SW



SEAN MCMILLION  
FEB 11, 2015

MONROE STREET SECTION  
STREET AND "BUMP-OUT" PLANTERS (TYPICAL)



PLANTING TRENCHES

All runoff from the street will be sent here to be filtered and slowly infiltrate into the ground, as well as watering the planting beds.

12' TRAFFIC LANES

Original width of lanes will not be altered, so Monroe Street can retain its function as a truck route.

10'-6" PLANTINGS/ANGLED PARKING

Native and hardy plants will create a lush but low-maintenance buffer between traffic and pedestrians.

20'

SEAN MCMILLION

FEB 11, 2015

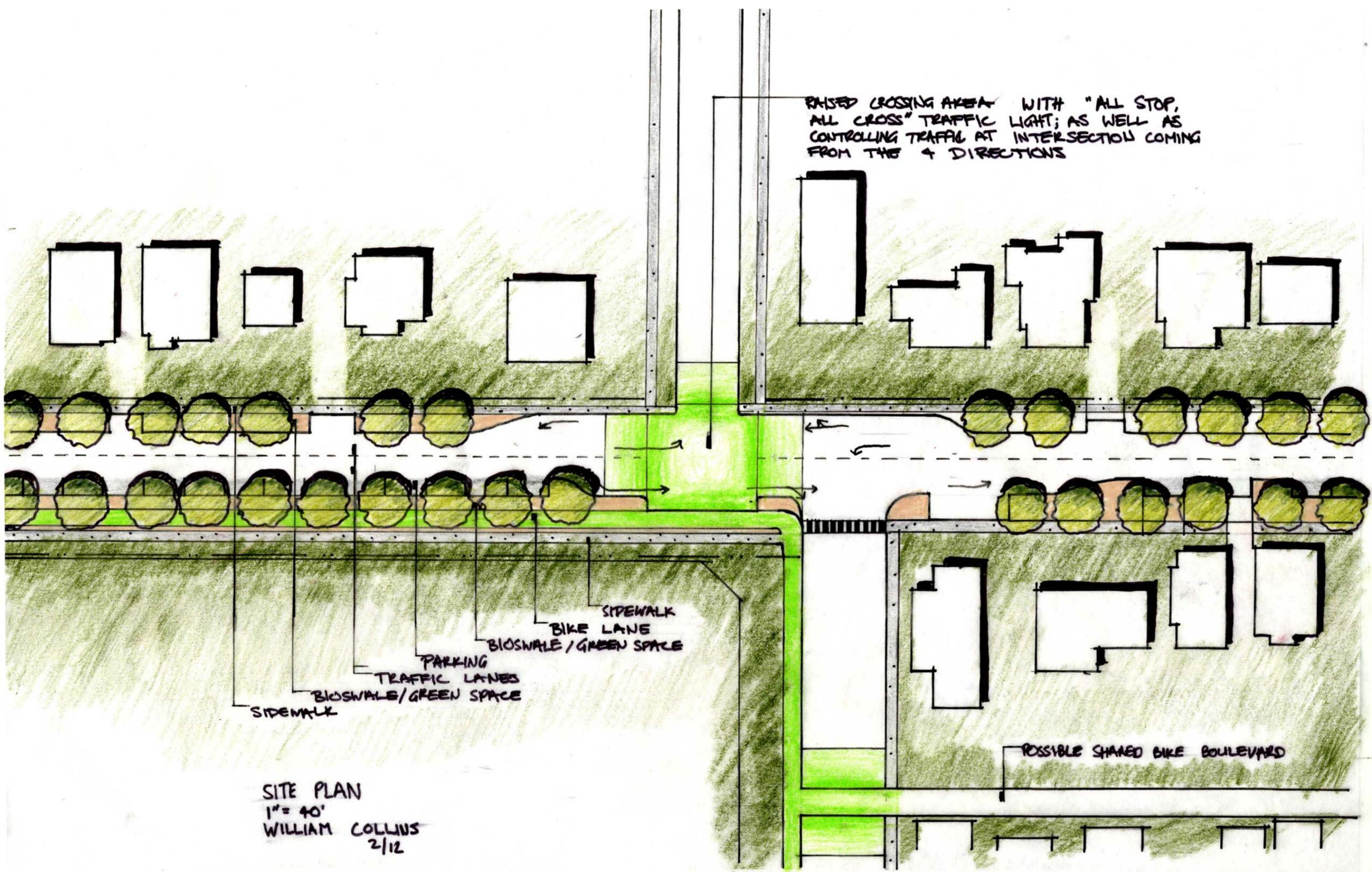
MONROE STREET ELEVATION  
PLANTER AND PARKING IN FRONT OF TRADER JOE'S



20'

SEAN MCMILLION  
FEB 11, 2015

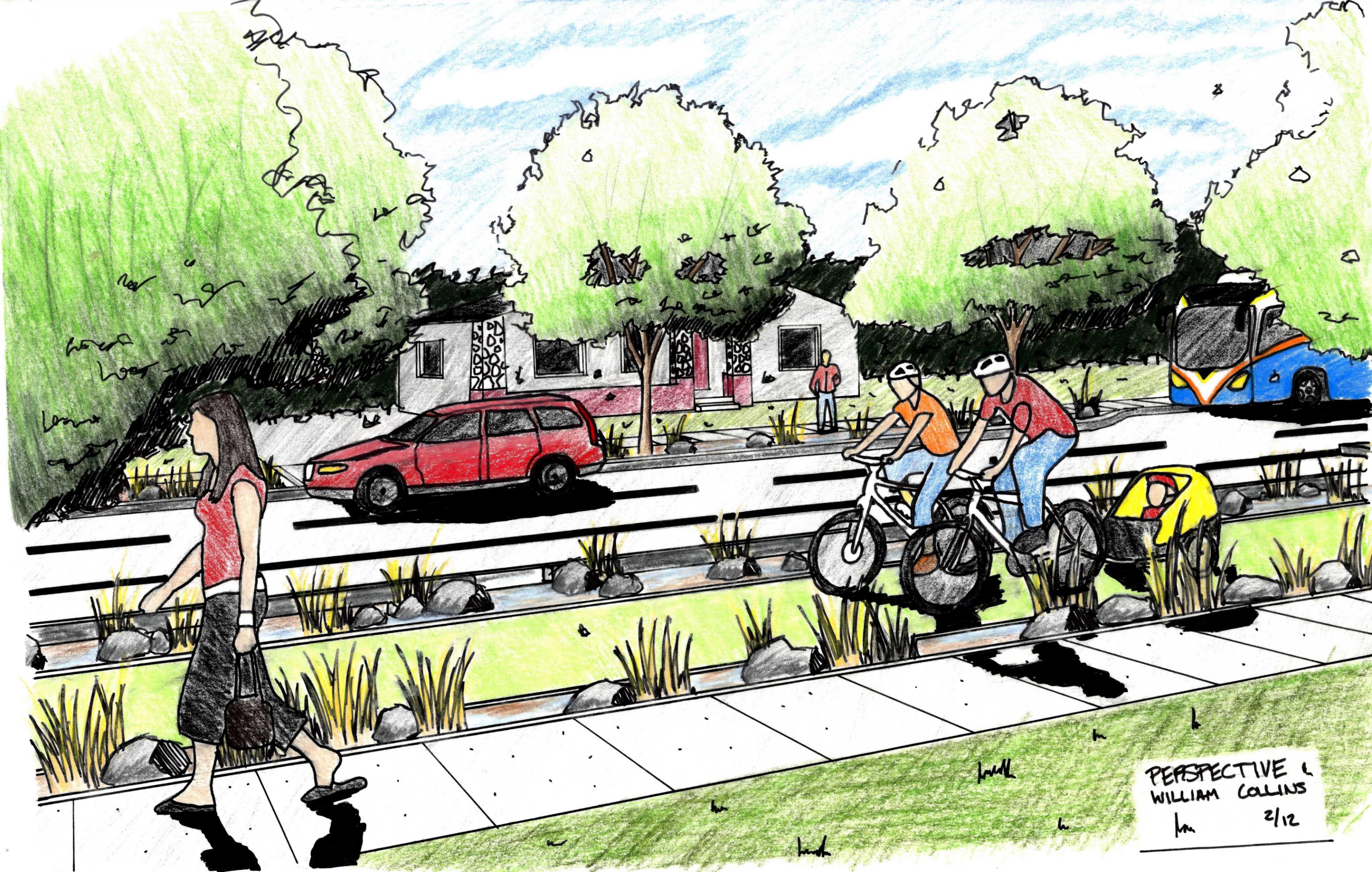
RAISED CROSSING AREA WITH "ALL STOP, ALL CROSS" TRAFFIC LIGHT; AS WELL AS CONTROLLING TRAFFIC AT INTERSECTION COMING FROM THE 4 DIRECTIONS



SITE PLAN  
1" = 40'  
WILLIAM COLLINS  
2/12

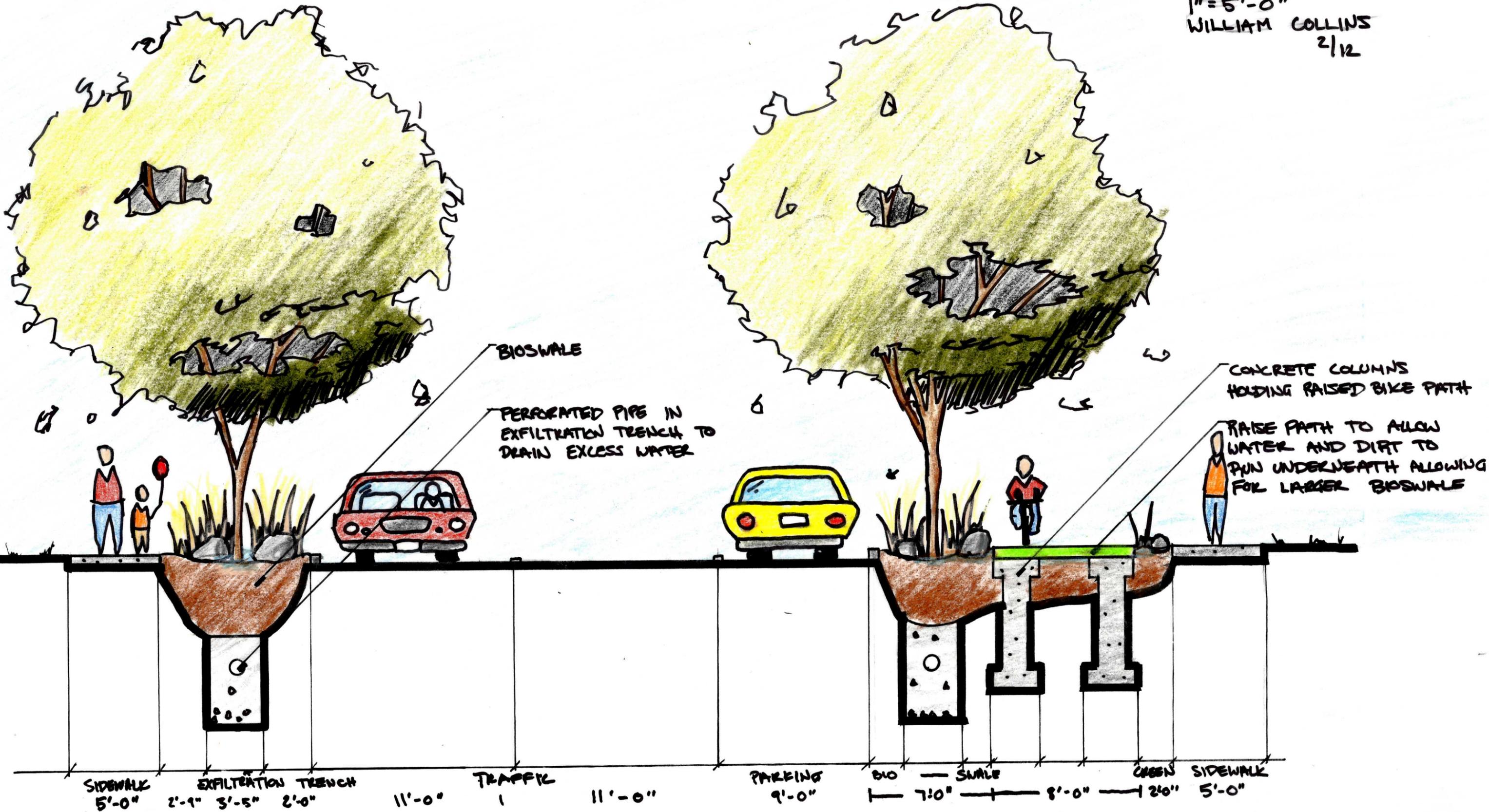
SIDEWALK  
BIOSWALE / GREEN SPACE  
PARKING  
TRAFFIC LANES  
BIOSWALE / GREEN SPACE  
BIKE LANE  
SIDEWALK

POSSIBLE SHARED BIKE BOULEVARD



PERPECTIVE 4  
WILLIAM COLLINS  
Jan 2/12

STREET SECTION  
 1" = 5'-0"  
 WILLIAM COLLINS  
 2/12



ELEVATION  
OF CROSSING AT INTERSECTION  
1" = 10'-0"  
WILLIAM COLLINS  
2/12



TRAFFIC LIGHT  
DISCUSSED ON PLAN

RAISED CROSSWALK  
DISCUSSED ON PLAN