

Win/Atwood Corridor planning - Schenk Corners meeting

Jan 11, 2015

Attendees: Brad Hinkfuss, Donna Magdalena, Anne Walker, Lou Host-Jablonski, Bill White, Meghan Blake-Horst, Catherine Stephens, Tim Anderson (Lead Planner on Schenk / Atwood / Business master plan), Rich Kedzior (Transportation planner), Steve Gaffield, Tom Lynch (Civil Engineer)

(Brad Hinkfuss, Anne Walker, Bill White - three chairs)

Review materials:

Win / Atwood Corridor Feedback

Brad's message - summarizing the community feedback and goals:

1. Improve Safety:

Reduction in vehicular speed, shortening of crosswalk distances, and providing more designated paths for pedestrians to cross Atwood and Winnebago.

2. Social Infrastructure:

Redesign space in ways that support social programming - ranging from outdoor dining areas, to natural play areas, to outdoor performance areas, to parklets, to ample seating that welcomes pedestrian rest & relaxation.

3. Triangle Integration:

The three spaces of public right of way that form the three points of the larger First/Schenks/ Division triangle are cut off and isolated from easy human interaction; integrate or bridge to these spaces to help activate them.

4. Green space and stormwater:

Greatly reduce the amount of paved area and transition that space to more pedestrian-friendly, stormwater-absorbing green/permeable space

5. Parking: Adequate parking should be preserved in the vicinity to support business customer demand

6. Complete Streets: The redesigned streets should incorporate clear, designated accommodations for automobiles, bikes and buses.

See web page - drawings posted here:

<http://sasyna.org/index.php/recent-activities/corridor-planning/sasyna-corridor-public-planning-meetings>

Email for ongoing feedback: winn.at.corridor@gmail.com

Today -- Brad Hinkfuss opens meeting

Up to now six public meetings along the Win Atwood Corridor.

Now focusing on Schenk's Corners - slated for reconstruction in near future.

- Have established an excellent relationship with City of Madison, City Engineering, Marsha Rummel. March of this year, City willing to meet again along with Traffic Engineering - start do planning this year for construction next year.
- Focus is on Schenk's Corners - not sure how far out from this starting point.
- Considering that design can and will be different -- in terms of streets -- City proposing nothing. Looking to community planning.
- This group needs to be able to come to the City with specific directions - then review what could work and not work.
- Individuals have drawn up different plans. Tim and Donna have proposed concept sketches / plans. (see web link above).
- We will determine when to meet with City - likely mid-end of March.
- From community input, we know what people Like and what people Don't like (have a lot of the don't like).
- For March - need to be ready to propose concepts.

Anne - work from the visuals and invite feedback. For March, come up with concepts - get some buy in from area businesses. Tim - type of visuals - simplified - colorized for March meeting.

Meghan -- Win Atwood Business Association communication over email list; group typically doesn't meet f2f. Can share updates over email. Group communicates by email -- need to share.

Tim Anderson -- some surgical work was done ... keep going from there.

Anne Walker -- *consider private use in public right of way. What is public right of way, with privatized type of feeling?*

Tim Anderson - can we treat Schenk's Corners in a very creative way. And what are those options? Many regulations that control the public right of way and what you can do.. In terms of process - we spent a year - looking at the 3 intersections. Lots of ideas. Do we continue to look at all of these ideas? or focus, drill down and consider what can work to move the process forward.

Bill White - Traffic is a huge issue. Consider condo owners would like two way streets.

Brad H. - Stakeholders / the City are looking for plans, more specific designs that reflect the neighborhood interests. Great relationship with the City. Three staff assigned from the City.

Tim Anderson -- need to set the curb line, and then a design process for what these creative spaces could become. Then, design the creative spaces.

Bill -- *is Schenk Corners in a TIFF district?* Yes, it is. Goes from "Brew and Grow" to almost to East Wash Stops at around Russell. Includes Schenk Corners
It starts at 2nd / Stop n Go. It does include Schenk Corners.

Brad H. -- remember, Winnebago from Schenk to Union Corners slated for 2017.
Anne - also think about First Street.

Budget for Schenk Corners in the City budget? In 2016 -- \$600-\$750,000. That's not much for what we hope to do. May need to ask City for amendment. Bill -- this process feeds right into it. Cap Budget starts around June.

Tim - we need to price options. Go to City, need to find the Money...

Brad - *There is public right of way. If we can propose a compelling plan.*

Catherine - a multimodal transpo hub.

Rich -- suggest first draft some GOALS.. Circulation / Bike accommodations / Pedestrian / Safety and comfort / width of exposure to vehicles.

Then, deal with traffic engineering. Consider "design speed" on Atwood Ave. Often 5 mph over the posted speed limit.

Then, turn to some metrics and traffic modeling.

Catherine - feedback concerning Schenk's Corners --- these are our stated goals (see Brad's message above).

Tom Lynch - during the peak hour - need two lanes in both directions.

Tim Anderson -- consider traffic patterns coming this direction, that will end up with here.
Good that we studied all three triangle corners.

It's a Network / a Hub.

Lou - asks questions about SASY Transportation, and how SASY feels about Win/Atwood corridor?

Brad H. - there is a dissatisfaction with how traffic flows right now. Un-friendly to pedestrians. Most of what's on the ground now reflects very auto-centric view of things.

Bill White - tension between immediate neighbors who want things to slow down, and businesses who want traffic.

Rich --- *the Volume of cars and the Speed of cars.* Make that distinction.
Does volume of cars affect businesses - the correlation is not that strong.
Slow down traffic good for business.

Tom Lynch - *East Side Traffic and behavior patterns, different times of the day.*

Donna - proposes the idea to close Atwood Ave from Winnebago to Monty's. Tex Tubb's likes this idea. Example -- Even if lot is full from an event, people will walk.

Megan Retail vs. Food and when/how customers arrive. It's different.

Brad H. We face a much more uphill design battle if we say we want to reduce traffic volume. *Instead, suggest we work on controlling the volume.*

Let's do some creative things with what we have. Reduce speed. Put in curves. Maybe Eastwood becomes additional parking. We could close Eastwood at certain times. Reduce the lane width to slow down the traffic.

Megan - public market - nearby public parking imagine coming soon. Consider adding bus ? to move people from here to then.

Or propose - add a trolley from there to Schenk's Corners.

Lou - Volume vs. Speed - How much push back do you think we will get from the City?
If lane widths could change?

Anne -- Eastwood is wide and has a green light all the time. Willy Street width would have been less, but Businesses didn't like it.

Rich -- Design speed -- *25 mph* -- *seems reasonable to enhance the pedestrian environment.*

Suggest - go for it at your first submission to the City.

Don't think City will fight you on a pedestrian island.

Big intersection coming up is John Nolen and reduce the crash rate there.

Monroe Street reconstruct / design. Businesses want it all done at the same time.

From First Street to Winnebago -- needs to be discussed. Union Corners - traffic incoming - what do to with this. Bypass ? or divert ?

Anne -- consider missing voices. For example those who remove snow.

How do we draw up plans - works for plows. Four seasons thinking / plow blades that curve and go vertical.

Portland - water management - cool.

Donna -- Flexible space bump outs for different times of the year ?

Megan - can have more conversations about how the Market connects to Schenk Corners. Can gather more input this summer.

Tim - any work that we do should have *Two Scales Immediate project scale and the District Scale.*

Catherine -- it's multi-modal and traffic flows to/from all directions.

Bill White - Monona State Bank is a big supporter of this design process.

Planning from here

This group - each take a few minutes on the computer. Go to drawings on the web site.
Look and ask thoughtful questions.
We need one or two proposals.
Good to be ready with more than one.

Catherine - next meeting, bring printed copies of proposals.

Tom -- Apply cost and traffic modeling.

Anne -- Trees -- Canopy Trees at 20% in Madison and now hit with Ash bore. How to balance this. Underground for wires, or keep the wires away from the trees.

Tom and Bill -- TIFF won't pay for underground electrical. City policy (but it's not law).
Get the conduit in now. Did this along Willy Street.

Next:

Share notes from today's meeting. Review drawings posted online, and printed copies shared today.

Meet in two Weeks Jan 25 (changed to Feb 1) -- early afternoon. at Goodman Center.
Reserve room.

Late February / early March - meet again. Invite Business owners to the conversation.
Meghan - Feb 26 -- Mayoral Forum ? at the Brink ?
Meghan - send summary of today on to Business Owners.

Review materials. Send feedback and comments: winn.at.corridor@gmail.com

Tim Anderson -- Would help to have us explain each visual. Take images, and put together, and add a narrative.
Donna and Tim - do this if possible.

Next meeting - come and be ready to share input/feedback about concept sketches.