

## February 1st - Win/Atwood Corridor committee meeting

### Present:

Brad Hinkfuss - SASY

Anne Walker - Marquette NA

Bill White - attorney, land use and real estate, incoming Board chair for Olbrich, and on Barrymore board

Megan Blake-horst - neighborhood, now on the Board here, summer flea markets & Madison public market

Larry Jensen - SASY Transportation committee, Marquette traffic committee

Steve Gaffield - stormwater consultant

Lou Host-Jablonski - architect, Design Coalition on Atwood

Catherine Stephens - SASY and neighborhood resident + notetaker

Jeff Neterval - neighborhood

Tim Anderson - architect and urban planner, helped author SASY Business Plan

Web Link with drawings submitted:

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

### 1. Opening discussion

Reviewed Rich Kedzior's comments shared by email. Suggests reduce vehicle speeds, rather than street closures. Curbs can heavily influence traffic vehicle speed. Two way streets - also slower and safer for pedestrians. Medians should be applied generously.

Brad shared [goals for this committee](#) with a focus on process.

Catherine shared [goals out of Win/Atwood neighborhood meetings](#).

Lou - suggests focus on actual traffic corridor. Focus on where the curbs are, sidewalks are, where the storm water goes.

Brad - today our focus is Schenk Corners with the idea Schenk Corners can influence other parts of the Corridor.

Bill -- need to vet with business and property owners

Brad - need to vet our ideas with the City

Lou - let's whittle it down to 3 plans; let's weed out plans with out any hope.

Anne - very important to explain principles in meetings.

### 2. Review of drawings

1. Different opinions about 2-way, 1-way at Schenk Corners. (drawings 1 and 2)
2. add a cut through street between Trinity Lutheran and Monona Bank for pedestrians + cars (already a path in use). (drawing 2)
3. Keep Atwood running past Green Owl one way - and take away some of the parking (drawing 1 and 2)
3. Consider diagonal parking on Atwood (closer to church). (drawing no. 3)
4. See landscape boulevard to slow traffic down (drawing no. 4)
5. Introduce the curve (traffic calming) (drawing no. 5)

6. Check street width to 44 feet; adding in bike lanes to get wheels off the sidewalk. Could consider street width 42 feet (same as Monroe Street) - higher traffic count on Monroe. Note Willy Street is 42' east of Baldwin.
7. Think about afternoon shade - at cafe spaces.
8. Iconic architecture - Monona Bank - identity for the Schenk's Corners?
9. Achieves goal of shortest crossing distance (drawing no. 6)
10. irregularity of traffic curves slows traffic down (drawing no. 5)
11. See two way past Green owl (drawing 5)
12. Streets narrowed and shorter to cross for pedestrians; parking in front of StopnGo (Donna drawing)
13. Open up Atwood from Monty's to Winnebago - pedestrian plaza - close to motor vehicles and Eastwood is 2 way traffic (Donna drawing)
14. Winnebago has room for bike lanes. Otherwise, can we connect bike paths to streets with new bike streets (consider no bike lanes on Atwood but do have bike lanes on Winnebago).

*More comments..*

1. consider bump outs for pedestrian crossings
2. Eastwood - open for traffic during peak times, otherwise create place for parking
3. Green space - bigger the better to keep from drying out. For example, expand the sidewalk to large plaza space / cafe space / raised crosswalks in front of Green Owl. (see drawing no. 1)
4. Consider smokers on the corner.
5. Consider morning sun - and afternoon shade.
6. Design welcomes people to stay -- have lunch, stroll, etc.
7. Bike Lanes - missing from drawings so far.
8. Trolley bus in the thinking as well.
9. Stormwater management - options? Let's create a demonstration area of permeable surfaces.
10. Can we push salt-free zone here (for green spaces).
11. Plans potentially increase traffic volume - but slow volume.

### 3. Next steps

Focus in on what we agree on and come up with (3) new drawings and bring in bike lanes coming in from bike path.

Better connect the bike lanes to the streets. Consider using side streets at bikeable streets like Amoth Court.

Consolidate plans - 1-2, 5 and 7 and bring in bike lanes. Then meet again with new drawings.

Tim Anderson - agreed to redraft the designs; do overlays for storm water management, and bikes

Tim - have to think about how to add bike lane to street without taking away from sidewalk.

Megann - City planning a neighborhood meeting with businesses in mid-March. We could unveil plans then.

Lou - we can call a neighborhood meeting with stakeholders.

*Next meeting: meet again in 2 weeks February 15 and review new drawings. Then, 2 weeks after - plan to invite businesses.*