

Monroe Street Engagement Resource Team Meeting Notes

Date: September 14, 2016	Time: 5:00-6:30pm
Location: Barriques, Monroe Street	Recorder: Katie Fadelli
Attendees: Mary Campbell, Ben Yahr, Adrienne Marvin, Peter Armstrong, Zia Brucaya, John Imes, Shannon McDonough	

Agenda Item	Discussion	Follow-up
<p>Mayor's Budget</p>	<ul style="list-style-type: none"> - Zia shared what we know so far about the Monroe Street project's place in the Mayor's budget. Alder Eskrich will be introducing an amendment to get the project back in the budget, and we will find out the council decisions in November. Sara's original resolution for the project was passed unanimously and she has good standing with her peers so good support for the amendment is expected. It will be helpful for as many people as possible to write in to the other councilors to support her amendment (email below). - A new fire station, updates to the Madison Municipal building, and the public market could likely be the projects that the Monroe Street reconstruction is competing with for space in the budget. - Peter wondered if the ERT should somehow come out in support of the amendment. All the time and commitment put into this process recently has created a lot of momentum that would make it worth fighting for if success is feasible. The group decided that this would be a good idea, if done right. - Ben asked whether the Council would be looking at negotiating/reducing the budget. This is not clear. If the project budget is negotiated, some of the important placemaking aspects may be sacrificed in favor of a basic reconstruction. - Zia recommended that the ERT (Peter?) contact Alder Eskrich for guidance on specific points that may be helpful to raise in a message of support. Also work to get Monroe Street neighborhood community groups and individuals to show support with an email to allalders@cityofmadison.com. 	<p>Peter will organize input to the Council from DMNA and/or the ERT.</p>
<p>Green Infrastructure World Café Debrief</p>	<ul style="list-style-type: none"> - The Green Infrastructure World Café had over 30 participants with a very informative presentation from Phil Gaebler from City Engineering. Some of the main points on the community's definition of a green street included emphasis on plant life in general, stormwater treatment, other sustainable features such as LED lights and recycling, encouraging vibrant use and education and awareness. When the group brainstormed benefits of green infrastructure, most comments were related to enjoyment of the street, safety, walkability, business enhancements, and environmental benefits to air and water from improving walkability and encouraging alternate modes of transport. - John felt that the presentation could have spoken more to specific green opportunities for the street from the resolution. It's a really progressive document and we should be planning and budgeting on those terms. 	

	<ul style="list-style-type: none"> - Zia noted that Phil emphasized stormwater management because that is his specialization and is also what we've heard from the community relative to the Wingra Watershed plan. Though there are few opportunities on Monroe for stormwater management using plants if the cross section stays the same, there are other possibilities that exist to green the street that will be decided later in the process, after the cross section is set. - Ben noted that the presentation emphasized adaptive management too much, while the meeting attendants focused more on "complete" streets as "green" streets, which ties back to the resolution. He acknowledged that there is not much room at the street level for green infrastructure projects, but there could be potential for subsurface infrastructure/ water holding. The street is complex and needs to be designed from start to finish, not simply in one cross section. - Zia noted that the aim of the cross section workshop is to try to settle on a most basic cross section and allocation of space, i.e. bike lanes versus travel lanes, parking versus driving lanes. More specific designs that differ from block to block and include fine-grained details like locations for plantings, seating, crossings, etc. will happen in 2017. - The group agreed that the high-level nature of the cross section should be emphasized at the upcoming cross section workshop so that people stay focused on the space allocation rather than smaller design details. 	
<p>Upcoming Meetings</p>	<p>Cross Section Workshop, 9/29:</p> <ul style="list-style-type: none"> - Zia began with an overview of the plan for the cross section workshop. This meeting is expected to have a much higher attendance so likely with people who have not been to previous meetings. Therefore, we will be sharing the survey results and priorities from the process so far, aided by a briefing sheet that will be passed out to participants. - The group then reviewed a draft of the list of community priorities on the briefing sheet. It was agreed that pedestrian friendliness is a clear top priority, especially at intersections. Reducing traffic speeds and maintaining or improving parking are also clear priorities. - Mary noted that top priorities that she has heard from her constituents/Wingra School also include bus routes, bike access, and an emphasis on education. Zia noted we could change the priority from "ensure predictability in transit travel times" to "ensure predictability in Metro service" to imply both travel times and routes - There were some questions about the notes on where people identified where they live. The group thought it might be good to lump together those who said they live on Monroe and within 3 blocks of Monroe to show that a lot of people who will be effected had participated. ERT should send any more comments on the briefing sheet to Katie or Zia. - After the overview and input summary, City staff member Jim Wolf will give an orientation to the workshop activity portion and explain the cross section-building pieces that people will be working with. Participants will have a reference guide with the minimum width of street components so that the cross sections they create will be feasible, but groups can make things larger if they wish. They will have 30 minutes in groups to discuss and create a cross section. - The group then discussed how/if participants should be divided based on their special interests or whether different groups should focus on different parts of Monroe. We are preparing for up to 100 people, which could mean 12 groups and 12 cross sections. We want to ensure that the groups could work effectively together but also ensure that there is 	

	<p>lively discussion about tradeoffs and benefits to get people working together and thinking like a city. The group discussed having multiple rounds of voting, how to ensure that those who want to create a cross section on their own would be involved in the voting process, and how to make sure people are coming to their own conclusions, and are not fed the possibilities. Urban Assets will continue to work on the structure of the meeting and cross section building with input from city staff.</p> <ul style="list-style-type: none"> - Depending on how voting goes on the cross sections that rise to the top, 2 or 3 will be modeled by the City. <p>Cross Section Open House, 10/27</p> <ul style="list-style-type: none"> - Adrienne suggested publicizing the open house on Metro buses, so that people who took the survey would have a chance to see what resulted. 	
<p>Additional Items</p>	<ul style="list-style-type: none"> - The Monroe Street Fest is coming up on Saturday, 9/24. 	
<p>Wrap Up</p>	<ul style="list-style-type: none"> - The next ERT meeting will be rescheduled because it falls just one day before the Cross Section Open House on 10/27. We will be sending out a Doodle poll soon to pick a date. 	