

# Monroe Street Engagement Resource Team Meeting Notes

Date: August 24, 2016	Time: 5:00-6:30pm
Location: Barriques, Monroe Street	Recorder: Katie Fadelli
Attendees: Christy Bachmann, Mary Campbell, Ben Yahr, Peter Armstrong, Zia Brucaya, John Imes, Susan VanderSanden, Alder Sara Eskrich, Aaron Williams	

Agenda Item	Discussion	Follow-up
<p><b>Ped, Bike, Transit World Café debrief</b></p>	<ul style="list-style-type: none"> <li>- Zia reviewed notes from the Ped, Bike, Transit Infrastructure World Café. Main takeaways from the meeting were that the community wants to learn more about the option of implementing a TWLTL and of removing the rush hour lanes. Also, despite the presence of a lot of bike advocates at the meeting, most notes on bike infrastructure emphasized focusing on making connections to the existing bike path.</li> <li>- Ben noted that he felt a lot of frustration from the meeting participants that staff were not providing necessary details and information. Participants felt they had voiced concerns and did not see them reflected in the presentations by city staff. He thought we might be close to losing our community engagement because it still feels unclear whether this will end up being just a re-pavement of the street or if it will truly improve placemaking and pedestrian safety. He felt that the meeting discussions seemed like they were setting up the community with expectations that might not be met. People want to hear specific design criteria or see a decision matrix that the city will be using for the street.</li> <li>- Christy noted that the city will address street design criteria at the cross section workshop, but most of the analysis about vehicle flow through the corridor will happen after seeing what cross sections are preferred at the workshop.</li> </ul>	<p>UA/Christy: Look at ways to incorporate design criteria, technical parameters and decision trees into future meetings.</p>
<p><b>Upcoming Meetings</b></p>	<p><b>9/29 Cross Section Workshop:</b></p> <ul style="list-style-type: none"> <li>- Peter wondered what measurements/analysis would be used on the cross sections created at the workshop. Will they measure level of service (LOS) for pedestrians and bicycles as well as for vehicles? We know from discussions so far that pedestrian safety is a priority, so we need to see how the street currently ranks and how the proposed cross sections would rank, as there will be tradeoffs. Peter suggested talking to Arthur Ross re: how to measure ped and bike LOS. Comparing different mode rankings for the cross section options with the existing cross section would be helpful to think about the tradeoffs (e.g., maybe we would be okay going down a letter-grade for cars if it improves by two letter-grades for pedestrians).</li> <li>- Christy predicted that from the cross section workshop will come a version with bike lanes, a 3-lane TWLTL version, and a version with alternating parking. What rises to the top at the workshop, as well as a version of what exists today, will be analyzed by the city. She will pass on ways to measure ped/bike LOS from Peter.</li> <li>- The group discussed the use of TWLTL's in Madison, as seen on Sherman Avenue.</li> </ul>	<p>Christy: share ped/bike LOS measurement resources from Peter with City engineering</p>

	<ul style="list-style-type: none"> <li>- Zia shared the format of the cross section workshop: participants will work with infrastructure “puzzle pieces” in like-minded groups to come up with a preferred cross section using provided design parameters, and share their cross section with the larger group. The designs will then be voted on with stickers by the whole group. Zia also suggested that a discussion on the type of modeling/analysis that will be done on these cross sections may be built into the presentation.</li> <li>- Mary suggested that the top priorities for the street should be collected from past meetings and the survey, and city staff could speak to how each would be affected in the top designs.</li> <li>- Susan wondered how the changes to the bike paths/connections will be depicted in the cross sections as these do not generally fall on Monroe Street itself.</li> <li>- Zia noted that at the workshop, before working in table groups, there will be a presentation on the technical and functional infrastructure parameters, and staff will speak to the opportunities to improve bike connections to adjacent paths. This will remind participants that bikes will not be forgotten, even if they choose not to include bike lanes on their cross section design.</li> <li>- Christy noted that the City will bring aerial photos and cross section views to help participants visualize the different options. The group agreed that this would be very helpful for everyone to make more informed design decisions.</li> <li>- Mary said she heard from some world café attendees that they keep getting asked what they want to see, but then it feels like what they share isn’t included.</li> <li>- Zia noted that the reason we continue to ask what people want to see is that we need to build a community voice around every issue. We cannot just ask once. There are still a lot of unknowns with the project design, meaning there are real opportunities for the community voice to be reflected, but it takes time.</li> <li>- Peter wondered how many different cross sections there might be for the different sections of the street with different needs and different topography. He wanted to ensure that the nice features don’t end up just in the business areas and that the connections between the sections are especially strong, since we have data that people want to bike and walk more within the neighborhood.</li> <li>- Christy was not sure if staff will have time to fully develop a detailed corridor-length view from that perspective, but they will be able to discuss ways to address the differences between the long and short blocks and spaces between the business nodes as the design progresses. This will be important.</li> <li>- John suggested distributing materials before the meeting that would help prepare participants to come in with more information. The group decided it would be beneficial to share a Streetmix link to let people play with design ideas before the workshop. Christy will work on language to include with the link re: basic project info and design parameters.</li> </ul> <p><b>9/1 Green Infrastructure World Café:</b></p> <ul style="list-style-type: none"> <li>- Mary confirmed that the Wingra School elevator and an accessible entrance are available for the meeting.</li> <li>- Zia suggested having a group discussion before Phil’s presentation, to help people define their view of “green infrastructure” before hearing how city staff frames it. Are people prioritizing plants and stormwater, or the comprehensive picture of sustainable design? Groups would list their top 2-3 items of what “green infrastructure” means to them, then share them with the whole group. After discussion, Phil would have an interactive presentation with Q&amp;A. He will share specific examples of what can be done with the existing cross section; if the rush hour lane were removed;</li> </ul>	<p>UA: Create Streetmix link to send with cross section workshop invite. Include language re: “things to consider” from Christy.</p> <p>Christy: Develop language to send with Streetmix link.</p>
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	<p>and what can be done outside the corridor. Participants will then be asked about ideas they prefer, and opportunities they see for community involvement.</p> <ul style="list-style-type: none"> <li>- Christy mentioned that the City will be using their new Envision program during the design process and the group agreed that a link to this would be helpful to share before the meeting (as with Streetmix for the cross section). UA will send out that link with the meeting invite to forward to contact lists.</li> <li>- Aaron noted that it might be hard for people to think about all of these new design ideas in relation to car traffic. The group agreed it will be important to bring these new ideas back to the larger conversation and present these design options as another layer of the final design.</li> <li>- The group discussed how Madison ranks highly in stormwater treatment in relation to other cities and how we might incorporate case studies from other cities as examples.</li> <li>- John mentioned that there are many opportunities for implementing green infrastructure/sustainable projects outside of the Monroe Street corridor itself that could really set the area apart, such as opening up the storm sewer line in the park into a creek. Christy thought the green infrastructure workshop would be a good place to collect such ideas from community members.</li> <li>- Sara noted that a green infrastructure project on Monroe would be a good opportunity for public-private partnerships, for example to fund unique bus stops. She also suggested inviting people from Madison sewage, water utility, water and storm to attend the meeting as participants.</li> </ul> <p><b>Cross Section Open House:</b></p> <ul style="list-style-type: none"> <li>- Open house scheduled for October 27<sup>th</sup> at Edgewood. There will be stations about the different topics discussed in the project so far and cross section concepts at various locations along Monroe, as well as a presentation to share the final cross section that staff will recommend.</li> </ul>	<p>UA: send out Envision link with invite to Green Infrastructure workshop</p> <p>Sara: invite Madison Metropolitan Sewage District and other relevant groups to next meeting</p>
<p><b>Additional Items</b></p>	<ul style="list-style-type: none"> <li>- Monroe Street Festival will be September 24<sup>th</sup> 10 AM-5 PM</li> <li>- John shared that the Edgewood sustainability leadership class and Friends of Lake Wingra will be involved. The 10 Greening of Monroe Street stations last year really helped moved the reconstruction process forward. There will only be ~3 stations this year, and he hopes they can inform the community or contribute to this process in some way.</li> <li>- Sara noted that this would be a good opportunity to employ tactical urbanism to get people ready for the cross section workshop (one week later). Photographs of the event will be very helpful.</li> <li>- Peter noted that Tyler will attend the Green Infrastructure meeting in his place.</li> <li>- The group noted that the Council adoption of the Wingra Watershed plan is coming up in September.</li> </ul>	<p>John and Ben: Share photographs of Monroe Street festival stations as resource for the cross section workshop.</p>
<p><b>Wrap Up</b></p>	<ul style="list-style-type: none"> <li>- The next ERT meeting is currently scheduled for Wednesday, September 28<sup>th</sup>, just one day before the cross section workshop. Zia suggested rescheduling it in order to have more time to incorporate ideas from the group. The group agreed that the week of September 12<sup>th</sup> would work best.</li> </ul>	<p>UA: Share doodle poll to schedule next ERT meeting.</p>