

Neighborhood Meeting Winnebago Street Corridor Plan Concepts, Projects & Opportunities

7:00 – 9:00 p.m., Tuesday, May 9, 2006
Trinity Lutheran Church, 1902 Winnebago St.

PROJECT DESCRIPTIONS & CORRIDOR CONCEPTS

Based upon the area's Neighborhood Plans and Development Projects, the Winnebago Street Corridor Plan is presented with a series of potential concepts, projects, and opportunities for redesigning segments of Winnebago Street from the Yahara River to Sixth St and East Washington Ave. The concepts and projects come directly from the following sources:

- ❑ Schenk-Atwood Neighborhood Business District Master Plan;
- ❑ Schenk-Atwood-Starkweather-Worthington Park Neighborhood Plan;
- ❑ Union Corners Redevelopment Project.

The intent is to develop and implement a Corridor Master Plan that is consistent with these plans and projects in a unified and concerted way. The aim is to support the Neighborhood and Business goals. Some goals that may apply include the following:

- ❑ *"Schenk-Atwood-Starkweather-Worthington Park residents recognize the importance of maintaining a strong commercial base in the neighborhood. Attracting neighborhood-oriented businesses to the area, maintaining an attractive historic appearance, and promoting the business district as a shopping destination will enhance both the appearance and economic viability of the area."* **[Schenk-Atwood-Starkweather-Worthington Park Neighborhood Plan (p.34)]**
- ❑ *"The Schenk-Atwood Neighborhood Business Master Plan is a comprehensive planning and implementation process to guide the physical and economic revitalization of the Schenk-Atwood Neighborhood Business District. The planning process will build a partnership among business owners, property owners, residents, and the City to frame a long-term vision for the district and a coordinated strategy to achieve that vision."* **[Schenk-Atwood Neighborhood Business District Master Plan, p. 3]**

REDESIGN CONCEPTS, PROJECTS, OPPORTUNITIES **BY INTERSECTION / SEGMENT**

1. Union Corners & Union Corners Roundabout

- The head of the Winnebago Street Corridor is no longer connected directly to East Washington Ave. Winnebago is terminated at a new Sixth Street connection and roundabout providing access to East Washington Avenue via Sixth Street and entrance to the Union Corners development. A new traffic signal is planned at Sixth St and E. Washington Ave to support Union Corners.
- This design is approved with the Union Corners GDP and CSM. Construction is planned in 2005 and 2006 using TIF funds and E. Washington reconstruction funds.

2. Intersection of Winnebago, LaFollette Avenue, Division Street

- As part of Union Corners, Division St needs to be closed or realigned away from the new Sixth St intersection, and also make way for a potential redevelopment parcel between Sixth St and the Railroad. The proposal is to close Division St from LaFollette to Winnebago, and realign LaFollette at Winnebago for safety, and railroad gates. The realignment and RR gates is one of several RR Crossings needing gates to achieve a RR Quiet Zone. An island will divide the westbound and eastbound vehicles so no vehicles bypass the RR gates.
- This redesign is planned as a 2007 project pending neighborhood input, TIF funding, and RR Commissioner approval. LaFollette Ave could be a separate traffic calming project under the City's Neighborhood Traffic Calming Program.

3. Winnebago St from LaFollette Ave/Fifth St to Second St.

- The proposal is to narrow Winnebago from 48 ft wide to 40 ft wide. The street would still allow for on-street bicycle access and parking on both sides, but add 4 ft to the terrace on each side for more space for residents, landscaping and street trees. The existing street only leaves 4 ft of space for front yards and trees—this proposal would double that to 8 ft. Bumpouts are planned at several locations to narrow the street to 34 ft wide to calm traffic, provide an enhanced pedestrian crossings and more space for landscaping and street trees.
- Reconstruction is planned in the next 5 years pending neighborhood input and TIF funding. Traffic calming has been put on hold to integrate with the final design and street reconstruction.

Winnebago at Bashford Avenue

- Bump outs will narrow Winnebago Street to 34', which will calm traffic, provide an enhanced pedestrian crossing and more space for landscaping and street trees.

Winnebago at Fourth Street

- A traffic island will be installed just east of Fourth Street on Winnebago Street to calm traffic and provide an enhanced pedestrian crossing.

Winnebago at Linden Avenue

- Bump outs will narrow Winnebago Street to 34', which will calm traffic and provide an enhanced pedestrian crossing and more space for landscaping and street trees.

Winnebago at Southerland Court

- Bump outs will narrow Winnebago Street to 34', which will calm traffic and provide an enhanced pedestrian crossing and more space for landscaping and street trees.

4. Schenk's Corners – Intersection of Winnebago and Atwood Ave

- A redesign charette is needed to find the best long-term design for this important intersection. Several options are shown in the Schenk-Atwood Neighborhood Business District Master Plan, such as a town square, plaza, or even a roundabout. No major redesign is presented as no major reconstruction is planned.
- Short-term improvements are planned to redesign and install new pedestrian ramps, pedestrian crossings and enhance the traffic signals to possibly include countdown timers.
- These short-term improvements are also planned to reclaim some pavement for safer pedestrian crossings. Several corners near Second St would be bumped out with the Winnebago St reconstruction to provide greatly enhanced pedestrian access with shorter crossing distances and improved traffic and pedestrian crossing signals to all areas of Schenk's Corners. The bump outs will also calm traffic through the intersection. Winnebago Street would be narrowed east of Second Street to create a more conventional and defined intersection with Second Street. Atwood would be narrowed slightly to add bumpouts and improve pedestrian access and provide more green space.

5. Winnebago – 1900 Block -- Midblock Pedestrian Island and Crosswalk (west of Atwood Avenue to First Street)

- A midblock traffic island and pedestrian crossing is proposed to be added along with improved pedestrian crossing pavement markings and signing which will both calm traffic and improve pedestrian access. Some parking on the south will need to be removed to accommodate the island.
- This pedestrian refuge island could be constructed at anytime, in 2006 or 2007 using funds from the City's Pedestrian Arterial Program.

6. First Street – north of Winnebago to Johnson St

- The City redesigned this section of First St to add marked bike lanes on each side as part of the E. Washington Ave reconstruction project. Pedestrian refuge islands were also added to calm traffic and support peds and bikes crossing the street. The removal of the free-flow right turn lane at Atwood and First was also part of this redesign to make the corner more pedestrian-friendly.
- This section of First St is being reconstructed in 2006 as part of the E. Washington Ave reconstruction project.

7. First Street – 1-Way-south of Winnebago to Eastwood--Option 1

- Consistent with the Schenk-Atwood Neighborhood Business District Master Plan, First Street south of Winnebago is proposed to be one-way southbound. The redesign includes a contra-flow bike lane along the east side, which is separated from the southbound traffic by a raised curb median.

- This option would narrow First St from 4 traffic lanes to 1 traffic lane plus bike lane and 1 contra flow bike lane. This option helps calm traffic, provide a shorter pedestrian crossing and substantially more space for landscaping and street trees.
- Alternative access is also provided via an improved Amoth Court, allowing for street connectivity, and redirection and distribution of traffic to Eastwood Drive and traffic away from Winnebago.
- As noted in the above Master Plan, changing First St to one-way southbound would only be done if Winnebago at Williamson St was made two-way to create better access to the Schenk's Corner, businesses and the neighborhood.
- It is hoped that a decision can be made on the redesign of this section of First St so its reconstruction can be completed with the rest of First St in 2006.

8. First Street –2-Way --south of Winnebago to Eastwood—Option 2

- An alternate design is also shown which would provide for two-way traffic on this section of S. First Street, in the event the community did not support the Master Plan of making Winnebago two-way at Williamson St.
- This alternate design would require taking park space to reconstruct 3 lanes of traffic with bike lanes for 2-way traffic. This redesign would be narrower than the existing 4 lanes but not as narrow as the 1 lane one-way option.

9. Isthmus Bike Path and First St – south of Winnebago to Eastwood

- In either option, City Traffic Engineering is planning to connect First St with the Isthmus Bike Path by installing a new ped-bike connection and crosswalk across Eastwood on the east side of First St. Traffic signals would be re-installed to support the new ped-bike crossing. The existing median on Eastwood Drive would be removed so that both traffic lanes on Eastwood would stop at the traffic signal on a new west side "advance" stop bar.

10. Winnebago Two-Way at Williamson St—Option 1

- Consistent with the Schenk-Atwood Neighborhood Business District Master Plan, Winnebago is proposed to be redesigned as two-way at Williamson St to allow direct access into the business district while maintaining a choice to bypass the business district on Eastwood Drive. Figure 15 of the Master Plan illustrates the proposal. As noted above, this proposal would also eliminate the need for two-way traffic on First Street south of Winnebago.
- In addition to de-isolating the business district and providing better, more direct access and way-finding, the proposal would directly support the Neighborhood and Master Plan goals of revitalizing and promoting strong neighborhood centers and businesses. The Master Plan recommends this redesign so that the historic traffic patterns and the relationship of Schenk's Corners to the arterial street system be re-established while continuing to allow commuters to bypass the district on Eastwood Drive.
- The two-way connection is tempered with several traffic calming measures at Buell St and Merry St.
- The proposal would also provide more direct access for bicyclists on the Isthmus Bike Path at Riverside. The redesign would allow bicyclists to leave the traffic signal at Williamson and Riverside and take Winnebago directly eastbound toward First St.,

the business district and Union Corners. Currently the route is circuitous or non-existent to go eastbound from Riverside.

- The two-way option of Winnebago will maintain the same number of parking stalls on Winnebago between Williamson and First St.

Buell Street

- A traffic island will enhance pedestrian access and require turning maneuvers, which will calm northbound traffic on Winnebago Street. Narrowed lanes on Winnebago Street will shorten crossing distances and calm traffic.

Merry Street

- A widened traffic island will enhance pedestrian access and require turning maneuvers that will calm eastbound traffic on Winnebago Street. Narrowed lanes on Winnebago Street will shorten crossing distances and calm traffic.

Williamson St at Merry St/Winnebago

- The inside, eastbound traffic lane of Williamson St, west of Merry Street, will have the option of deflecting left past a widened traffic island at Merry St. to continue eastbound on Winnebago Street or continuing straight onto Eastwood Drive. The deflection of this lane is intended to calm and slow traffic entering the eastbound lane of Winnebago Street. Overhead lane use signs will be provided in advance of this decision point on Williamson Street.

11. Winnebago One-Way at Williamson St—Option 2

- An alternate design is also shown which would retain existing conditions at Winnebago and Williamson, thus keeping Winnebago as is, one-way, in the event the community did not support the Master Plan of making Winnebago two-way at Williamson St.
- As noted in the above Master Plan, changing First St to one-way southbound would only be done if Winnebago at Williamson St was made two-way to create better access to the Schenk's Corner, businesses and the neighborhood.
- The option to maintain one-way traffic on Winnebago between Williamson and First St will require reconstructing S. First St as two-way, which necessitates taking a portion of the park. The street would need to be 3 lanes of traffic with bike lanes for 2-way traffic. This redesign would be narrower than the existing 4 lanes but not as narrow as the 1 lane one-way option.
- A decision on Winnebago two-way is needed to allow a decision on the redesign of First St from Winnebago to Eastwood Drive.

12. Bike Map—Near Est Side

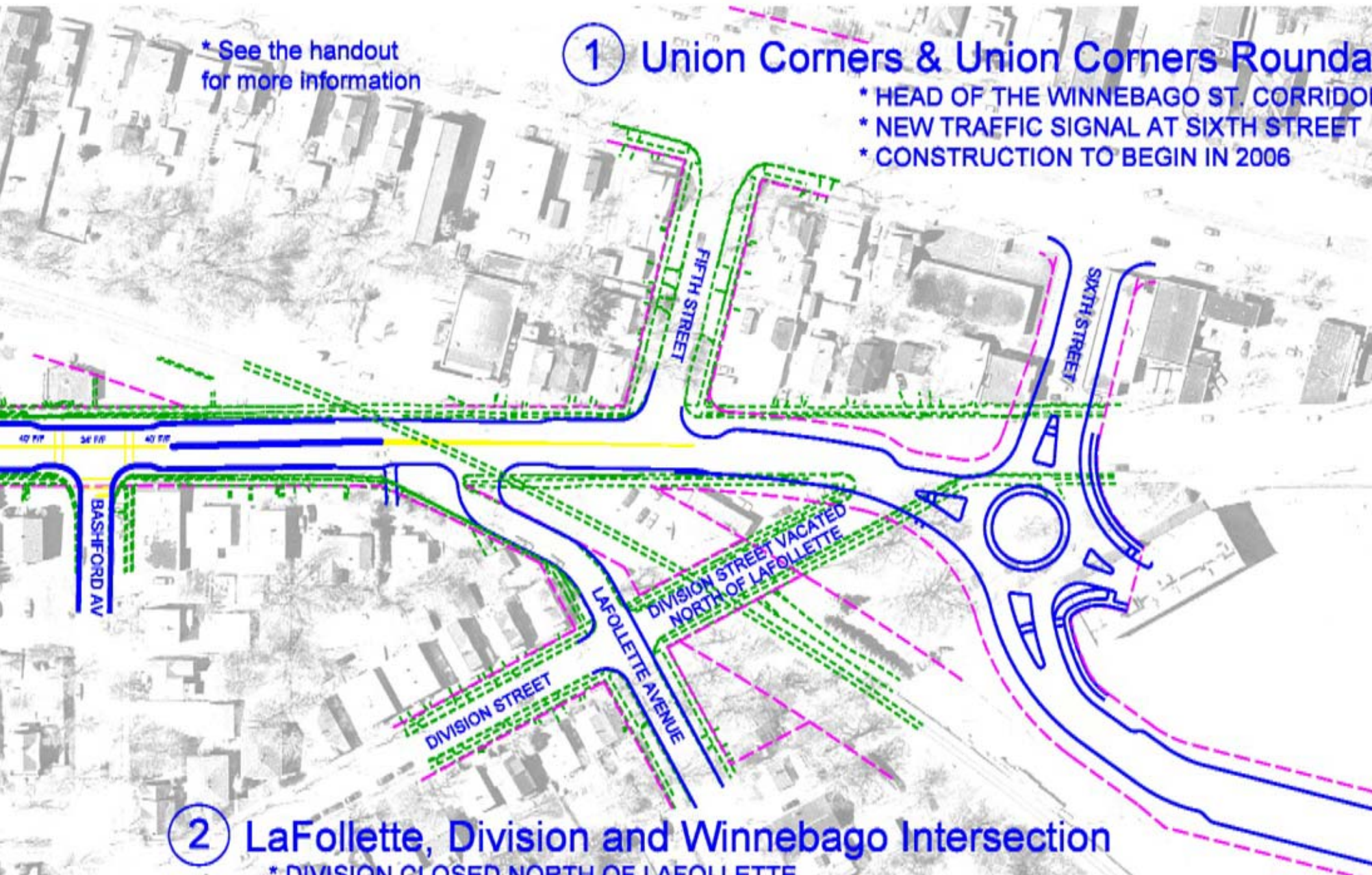
- A map of bicycle facilities on the Isthmus is shown from the Capitol to Milwaukee St. The map shows existing, proposed, and possible facilities and opportunities to promote bicycling and connections throughout the area and the City at-large. There are a number of new opportunities from Union Corners to First St; East Washington Ave bike lanes and bridges; to the Isthmus Bike Path and Yahara Parkway.



* See the handout
for more information

① Union Corners & Union Corners Roundabout

- * HEAD OF THE WINNEBAGO ST. CORRIDOR
- * NEW TRAFFIC SIGNAL AT SIXTH STREET
- * CONSTRUCTION TO BEGIN IN 2006



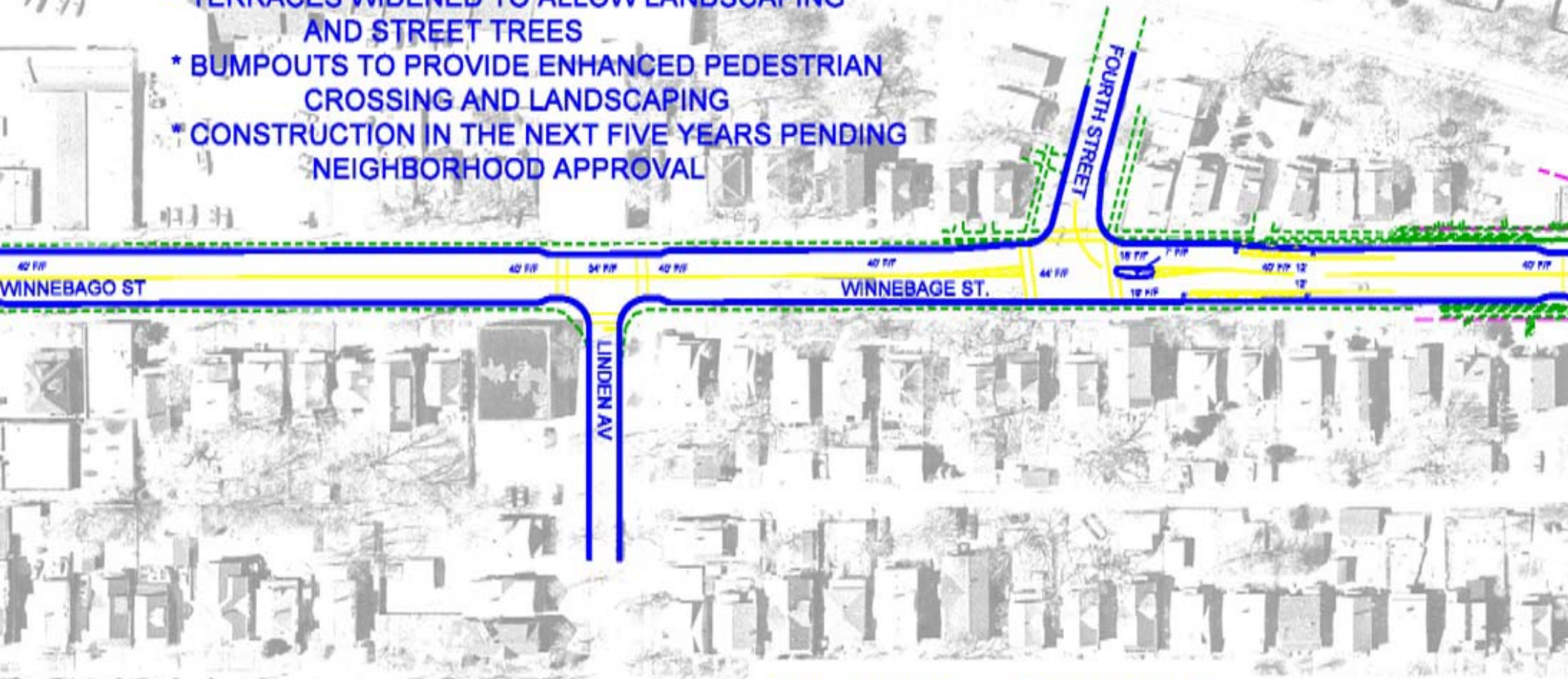
② LaFollette, Division and Winnebago Intersection

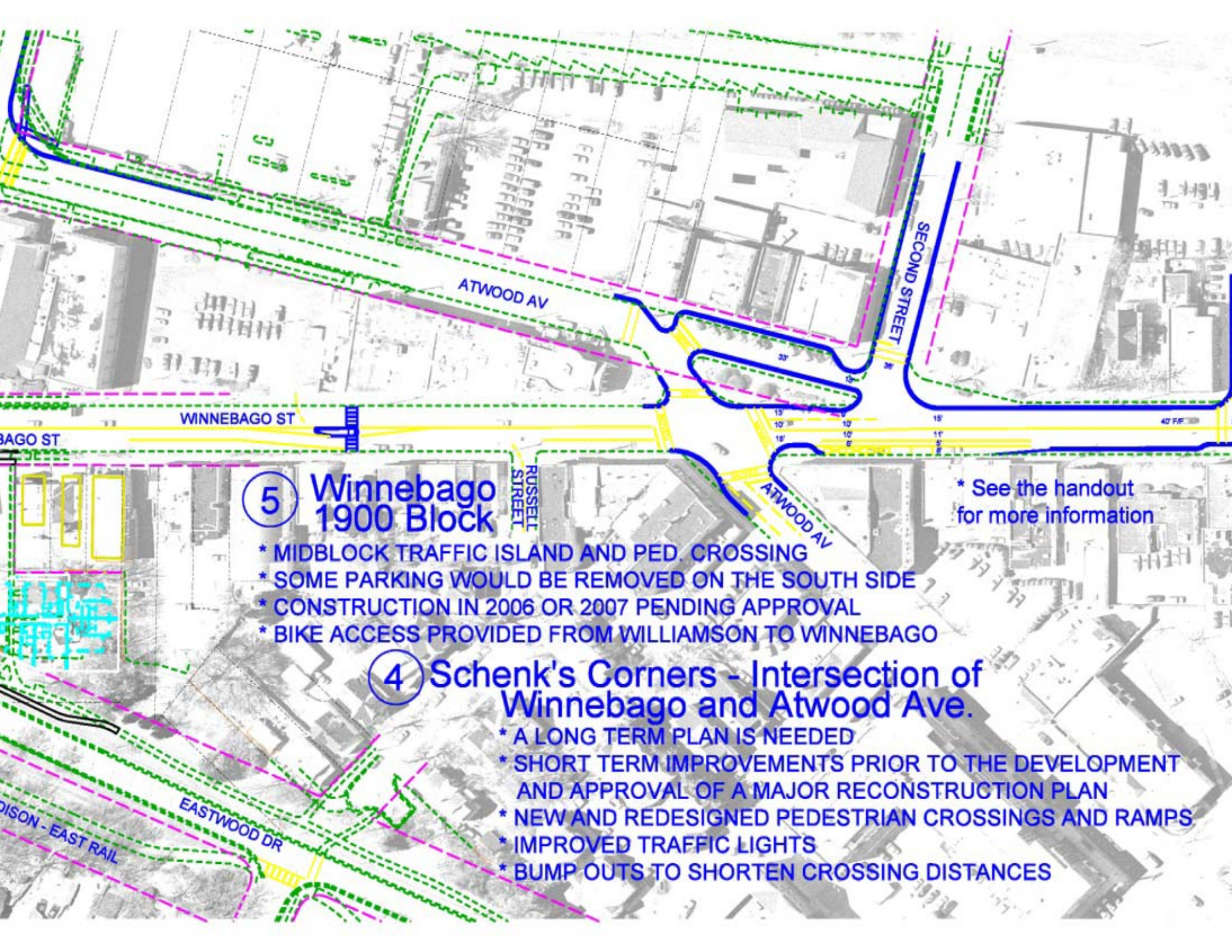
- * DIVISION CLOSED NORTH OF LAFOLLETTE
- * LAFOLLETTE REALIGNED FOR SAFETY AND RR CROSSING GATES
(TO ALLOW FUTURE QUITE ZONE)
- * CONSTRUCTION IN 2007 PENDING NEIGHBORHOOD AND RR APPROVAL AND TIF FUNDING

* See the handout for more information

3 Winnebago St. from LaFollette Ave./5th St. to Second St.

- * WINNEBAGO NARROWED FROM 48 TO 40 FT.
- * TERRACES WIDENED TO ALLOW LANDSCAPING AND STREET TREES
- * BUMPOUTS TO PROVIDE ENHANCED PEDESTRIAN CROSSING AND LANDSCAPING
- * CONSTRUCTION IN THE NEXT FIVE YEARS PENDING NEIGHBORHOOD APPROVAL





5 Winnebago 1900 Block

- * MIDBLOCK TRAFFIC ISLAND AND PED. CROSSING
- * SOME PARKING WOULD BE REMOVED ON THE SOUTH SIDE
- * CONSTRUCTION IN 2006 OR 2007 PENDING APPROVAL
- * BIKE ACCESS PROVIDED FROM WILLIAMSON TO WINNEBAGO

* See the handout for more information

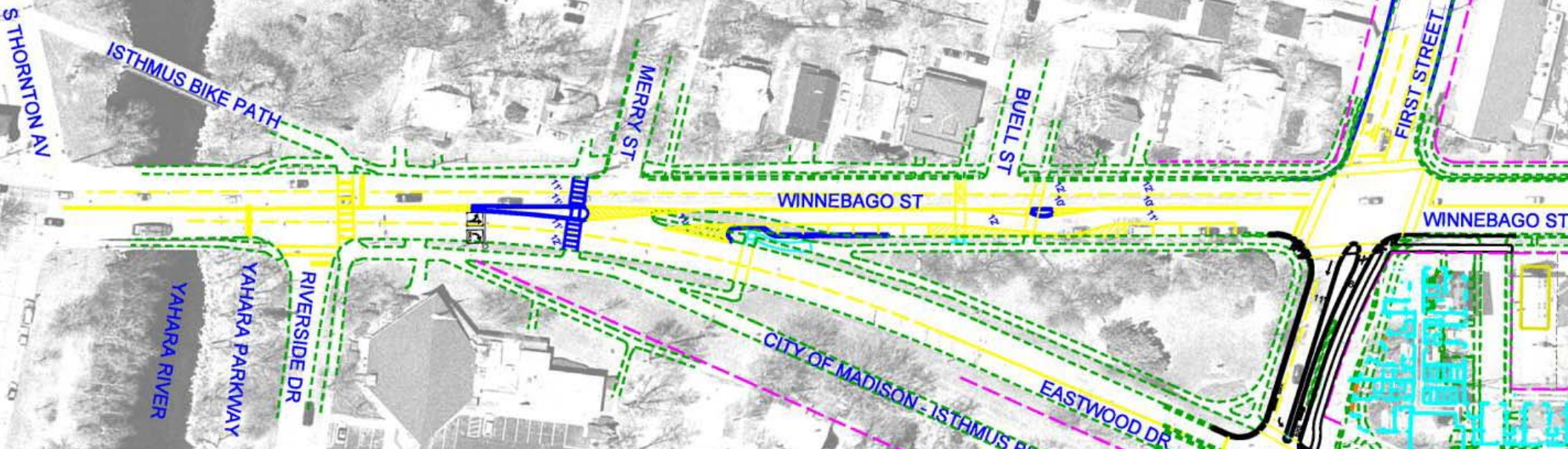
4 Schenk's Corners - Intersection of Winnebago and Atwood Ave.

- * A LONG TERM PLAN IS NEEDED
- * SHORT TERM IMPROVEMENTS PRIOR TO THE DEVELOPMENT AND APPROVAL OF A MAJOR RECONSTRUCTION PLAN
- * NEW AND REDESIGNED PEDESTRIAN CROSSINGS AND RAMPS
- * IMPROVED TRAFFIC LIGHTS
- * BUMP OUTS TO SHORTEN CROSSING DISTANCES

See the handout
for more information

6 First Street - North of Winnebago

- * MARKED BIKE LANES EACH SIDE
- * REMOVAL OF FREE-FLOW RIGHT TURN AT ATWOOD AND FIRST ST.
- * PEDESTRIAN REFUGE ISLANDS
- * 2006 CONSTRUCTION (PART OF E. WASHINGTON PROJECT)



Winnebago Two-Way at Williamson St. - Option 1

TRAFFIC CALMING AT BUELL ST. AND MERRY ST. INCLUDING TRAFFIC ISLANDS, NARROWED LANES AND TURNING MANUEVERS. PARKING ON THE SOUTH SIDE WILL NOT BE REDUCED. CONSISTENT WITH SCHENK-ATWOOD BUSINESS DISTRICT MASTER PLAN

7 First Street - Winnebago to Eastwood - Option 1

- * FIRST ST. NARROWED TO ONE LANE, ONE-WAY SOUTH
- * BIKE LANE NORTHBOUND SEPARATED BY MEDIAN

8) Isthmus Bike Path and First St. - Winnebago St. to Eastwood Dr.

ISTHMUS BIKE PATH WILL BE CONNECTED TO FIRST STREET (APPLIES TO ALL OPTIONS)
NEW ENHANCED PED-BIKE CROSSING
TRAFFIC SIGNALS WILL BE RE-INSTALLED TO FACILITATE PED-BIKE CROSSING OF EASTWOOD DR.

* See the handout
for more information



9) Winnebago One-Way at Williamson St - Option 2

MAINTAINS EXISTING CONDITIONS ON WINNEBAGO ST. - WILLAMSON ST. TO FIRST ST.
THIS OPTION REQUIRES THE TAKING OF PARK SPACE TO PROVIDE THREE LANES
OF TRAFFIC WITH BIKE LANES IN BOTH DIRECTIONS

8) First St. - South of Winnebago - Option 2

- * TWO-WAY TRAFFIC WHICH IS NECESSARY IF WINNEBAGO REMAINS ONE-WAY
- * THIS OPTION REQUIRES THE TAKING OF PARK SPACE TO PROVIDE THREE LANES OF TRAFFIC WITH BIKE LANES IN BOTH DIRECTIONS

12

BIKE MAP - NEAR EAST SIDE

See the handout for more information



NEW PED-BIKE PATH UNDERPASS

PROPOSED MIFFLIN ST. LINK

FUTURE BIKE PATH

PROPOSED MIFFLIN ST. LINK

PROPOSED FUTURE LINK FROM ISTHMUS BIKE PATH TO JOHNSON ST. ON FIRST ST.

NEW PED-BIKE PATH UNDERPASS

FUTURE BIKE PATH

FUTURE PED. PATH

POSSIBLE FUTURE BIKE PATH IN RAIL CORRIDOR

UNION CORNERS

PROPOSED LINK FROM THE ISTHMUS BIKE PATH TO JOHNSON STREET ON FIRST STREET

- - - - - EXISTING MARKED BIKE LANE
- ===== EXISTING BIKE PATH
- EXISTING BIKE ROUTE
- PROPOSED BIKE PATH
- - - - - PROPOSED MARKED BIKE LANE