

**Public Meeting #1 – Written Comments  
May 19, 2015  
Planning and Streetscape for the Village in Wauwatosa**

**“A Successful Plan Will NOT Achieve”**

**Intersections:**

- Increased congestion for the sake of money.
- Better traffic flow.
- Measure success based on los (sp.) of autos.
- Safer bike/ped. crossing – if doesn't have, not successful.
- Reconfigure the Starbucks parking lot with one ingress and egress (that would be a nightmare!).

**Root Common & Pocket Parks:**

- Not a thru street on Harwood eliminating root common.
- Removal of too many trees which are beautiful background to the Village.
- Inability to activate the North Pocket Park (as it exists now).
- Reduction in park space, which is allocated to reconfigured roadways and intersections.
- Over programmed and “high design” parks...uncomfortable benches or Anytown USA.
- No thru street. Don't destroy this area.

**Streetscape**

- Faster traffic.
- More traffic. Faster traffic.
- It would not be good to have low activity and community street activation evenings and weekends (especially on Sundays).
- Auto oriented streets...not extend streets for cars or long wide cross walks.
- Continuation of automobile dominance.
- More parking.
- Parking is overrated. Village is for walking.
- Hollander has turned Tosa into Langville also known as Delafield.
- OVER CROWDING (line near foot bridge).
- Too hard to cross bridge near Hollander. Move them over.
- Lowered access for seniors or disabled citizens.
- Signage directions to parking.
- No neon!
- Making this a strip mall version of a downtown.
- If we turn our back to the railroad corridor, that would be missed opportunity. Instead, we should recognize it in creative ways.
- Safe and multiple egress locations from businesses and Hart Park.

- Don't take away the spaces that are currently open and needed by festivals like Tosa Fest and Root Common for example.
- Expansion of restaurants without sufficient parking and access.

## **"A Successful Plan Will Achieve"**

### **Intersections:**

- Vehicles avoidance of the Village.
- Harwood & State – only 1 ped crossing not 2 triggered by a button from the pedestrian.
- Allow space for light rail on State St. and thru Tosa Village and put top Parkway and to Medical Center.
- Safe routes for bikes from neighborhood to Oak Leaf Trail.
- Red flashing lights indicating a cross walk is occupied and a pedestrian wants to cross.
- Improve safety of crossing Wauwatosa Ave. at You Mama and Swan Interiors.
- Shorter crosswalks.
- Will promote a walkable city!
- Full ADA compliance: All driveway cross slopes; street walkable; et. al.
- Safety for pedestrians.
- Consistent traffic pattern and safe Ped/Bike crossing at all times of the day.
- Correct scary pedestrian crossing at Harmony Bridge and Harwood.
- Permeable surfaces for the environment and walkability – curbs cuts for accessibility.
- Me too^^.
- Highly visible crosswalks.
- Reduced traffic flow on State St.
- More greenscaping throughout the Village.
- Not taking away existing parking spaces.
- Currently, the access to the bank requires a left turn (when cars are going east) and that stops traffic at the intersection. State St. Station will need to look at their access.
- Eliminate or make narrow only for deliveries (sketch included on post it note.)
- Clean (and great looking!) way finding signage to businesses, parking and public spaces.
- Develop original train stations to function for future train station.
- All intersections need to be more pedestrian friendly. Open up Harwood and expand root park to 31 for community activities.
- Safer crossings for Pedestrians.
- Pedestrian friendly cross walks.
- Integrate and prepare for more density and traffic impact.
- Preserve the historic integrity and small Village feel, and yet allow for new business opportunities and change.
- Correct hazardous turn from Wauwatosa Ave. into parking area at Baskin Robbins.

- Arrive at a logical solution to the intersection design at Wauwatosa Ave. and Harwood (the “upper” area of the Village). Strive to eliminate redundant intersections and streets in that locale.
- Stop cars out of Baskin Robbin’s lot from driving illegally to Harwood (don’t want to take 1-way to State)
- Ability for 74<sup>th</sup> Street to access State Street.
- Pavement treatment at key intersections – material/visual change from road pavement.
- Eliminate all slip/acceleration lanes, reduce turning radii.
- Wauwatosa Ave and State. Safer Pedestrian Crossing. Right turns – hazard.
- More walking area with better crossing ability – continued traffic around the area – not thru and down Harwood.
- Love the pedestrians. Create a pragmatic and fun access to business.
- Successful ability to cross.
- Vehicles around on the perimeter, pedestrians through and in.
- Traffic calming.
- The Village needs better landscaping decorative fencing; non-thriving trees should be replaced.
- 72<sup>nd</sup> & State major crossing/entrance to Hart Park safer.
- Change Harwood traffic flow to be away from State.

### **Root Common & Pocket Parks:**

- Increased usage of the pocket park.
- An information kiosk or some signage for happening and visitors information.
- Something for kids to climb around on to want to come and have fun and exercise.
- Pocket park & Root Commons are important giving green space relief to concrete, asphalt and brick and glass. In spring thru late fall people gather and eat ice cream.
- More open space at Pocket Park. Beautification of parking lots to incorporate more green space.
- Make it feel and look like a park or give it a new use.
- Runoff reduction usable space.
- Both Root Common and Pocket Park need to come up with a way to have someone handle upkeep. Shrubs flower, etc., on a regular schedule.
- More seating structural or place making element. Remember the old fountain?
- Room for families to sit and visit or picnic.
- Pave drain pavers.
- Seating space on Harwood.
- Business friendly and pedestrian friendly traffic on Harwood.
- A place that people can relax in which is also charming to see.
- Better identification Pocket Park as public space.

- Root Com. and Pocket Park under used now. Perhaps parking and streets can be reconfigured to create more useful space.
- More park like setting.
- Level the Root Common grass area (minimize the slope) to make a more useful and appealing green space.
- Car and truck access for my business.
- More seating on Harwood less driving/street.
- Redesign Pocket Park – improve landscaping. Maintain Root Commons – no thru road. Design patio or gathering space for music, other presentations.
- Keeping Pocket Park green while maintaining safety (now is too secluded – invites crime.)
- Space that still allows for younger kids to move about and play. This is the one thing that is consistently positive in Root Common currently.
- Safety for large # of children in park.
- More pedestrian usability for Root Common Park and Pocket Park.
- Root Common – Provide some barrier – natural, fencing, etc., so children can't go into traffic easily.
- Safety – which walking through the parks. Some areas too secluded.
- "Level" Root Common so people don't feel they're going downhill.
- More seating in the parks.
- No direct access from Wauwatosa Ave. to Harwood.
- Room for performance on artistic endeavors.
- Safe crossing from one park to the other.

## **Streetscape**

- Access that is manageable for seniors and disabled residents.
- Increase pedestrian access to Hart Park, Bridgetown across RR and River.
- Enjoy able walking spaces.
- A more welcoming Village. There is no room with the current layout.
- Priority of: 1. Pedestrians 2. Bikes 3. Transit 4. Autos
- Electrical access to accommodate special events (e.g. vendor booths, food trucks, etc.)
- Increased sidewalk space to encourage more businesses to offer amenities outside.
- Walkable add parking.
- Integrated pedestrian space with on-street parking.
- Park lets and increase pedestrian realm... (patio dining and outdoor social spaces.)
- Improved interaction of pedestrian with traffic – crosswalks around 30' wide.
- Traffic calming usable space community engagement.
- More green space, wider sidewalks, colorful landscaping.
- More green space, more outdoor retail space. Uniformity along the entire area. Better bike access.

- Interesting spaces for sitting and visiting.
- More pedestrian walkways thru the Village.
- Bike share stations for "bubl'r" bikes; plus bike corals (sp.).
- More street parking.
- Ease of getting out of uncontrolled parking lots.
- More effective signage for parking. Without adding more parking.
- Put sidewalk & bike path on west side of Harmony Bridge.
- Surprise elements such as small gathering areas; water features; art incorporated into street, sidewalk or structures; viewfinders; historical markers; opportunities to change elevations???
- Traffic lights with handicapped street cuts! Strollers, wheel chairs, canes and walkers!
- Businesses/BID needs to deal with employee parking so they aren't taking prime customer parking.
- Alleviate parking issues along State Street.
- Ample parking for cars (and bikes).
- More options for street parking and public parking for non-residents and visitors to come and walk around Village.
- Enough parking that people stop sneaking into the Chancery lot.
- Traffic calming.
- Calming the influence of Dominant Businesses to allow for a tasteful cross cut of boutique type shops (Greenfield Village style).
- Basketball court and other recreation space.
- Public restrooms.
- Pave Drain pavers.
- Maintain (and extend) Historic character.
- Flow...to explore the area.
- Consistent branding.
- Expanding State Street to 4 lanes to reduce rush hour congestion.
- A reduction in automobile speed thru the Village.
- Safe on street biking conditions.
- Safe and convenient crossing from the north side of State Street to the amenities on the south (stadium, bike path, river, senior???)
- More sidewalk dining and retailing. Narrowing of streets and allocation of parking to existing LARGE parking lots on perimeter. Enhanced especially parking lots (visually, safety)
- Consistency safe crossing and lighting.
- Good sight lines down State Street – more cohesive and appealing look from 60 – Village.
- Way finding signs: Directional Signs. Pedestrian kiosks. Village gateway elements. Street pole banners.

- Recycling containers in addition to garbage collection.
- Extend business to curbside (small sketch included)
- Hard to see.
- High quality "European style" street scape elements.
- "Dead-ending" Martha Washington Blvd. S. at Martin Dr.; just West, before 62<sup>nd</sup> and the Reef.
- 1. No pass thru 2. Cement Community space in. 3. Create a sense of place within the space – historical and contemporary.
- Easier setup for festivals. Outlets please!
- Please consider providing electricity along State Street. Will support TosaFest; music stages; food booths; festive lighting.

## **"My Vision Includes"**

### **Intersections:**

- Not enough parking in the Village. Diagonal parking is too close to exit the car safely.
- Keep Harwood one way.
- Harwood as a pedestrian mall.
- Intersections could be more people inviting – saw simple design for intersections in Columbus, Indiana – seatings, trash containers, plantings.
- They should put in stoplights on State Street by Leff's Lucky Town.
- Stoplight at intersection by Hart Park and Leff's Lucky Town or a stop sign.
- A space universally accessible for people with and without disability and people who are elderly.
- Raised intersections/speed table.
- 72<sup>nd</sup> and State SAFER!!! Pedestrian crossing needs flashing lights similar to 90<sup>th</sup> and North.
- Stoplights at intersection State Street by Leff's/Bank.
- Sidewalk crowded with outdoor seating. Bartalotta Pizza Picola especially for people with wheelchairs and disabilities.
- Increased and enhanced ped. space at intersections (become more valued civic spaces).
- 74<sup>th</sup> Street State Street crossing with a light.
- Green initiatives.
- Crosswalks are even dangerous if you are a person with a disability – such as wheelchairs and people who are blind.
- 72<sup>nd</sup> and State needs a light, or something.
- Bike paths that are wide enough for people who use canes, wheelchairs and walker. And safe enough so you are safe from cars and also paths wider than sidewalk for safety. Constructed with environmentally appropriate materials for people with disabilities, scooters especially wheelchairs and walkers.

- Calmer Village less restaurant intrusion on sidewalks.
- Traffic calming devices speed bumps, etc.
- Bike boxes dedicated bike lanes or high visibility green paved bike lanes (e.g. Locust & Humboldt, 68<sup>th</sup> and North.)
- Ped/Bike controlled crosswalks (think Fort Collins, CO.)
- 72<sup>nd</sup> and State. NE corner needs some no parking can not safely turn east (too much fast traffic).
- Green infrastructure/Curb bumpouts.

### **Root Common & Pocket Parks:**

- Public tables/seating. Shade trees.
- Add a parking structure at the Wauwatosia/Blanchard St. Lot to provide additional parking for the Village.
- Try for a bird habitat?!?!
- More nature – bushes, flower scapes and potted plants and seating space.
- Especially a ramp up to the ice cream store and Starbucks.
- Root Commons needs more seating and landscaping.
- St. Bernard Church does not easily use the parks because of fencing separating parking lot and stairways from park. But that could change.
- DISC GOLF! A real course.
- RIVER Access! for paddling.
- Places for parents to sit and supervise children.
- Good parking but walkable Harwood.
- LED light bulbs or solar power.
- Green infrastructure practices.
- Gathering space hang with friends, eat FOYO???
- Large fire pit.
- Expand grassy and remove more concrete – make it a park. It does have a name – Root and Pocket Park (St. Bernard's).
- Parks need to be updated with lighting, water access, benches to support community involvement and pedestrian friendly.
- Water feature (fountain) in Root Common park.
- Turn Harwood Ave. into something similar to 3<sup>rd</sup> Ward street planning.
- Accessible no stairs – ramps so all can enjoy – people with or without disabilities.
- Flexible space - \*moveable chairs, \*truck trucks, \*movie nights.
- Lights, camera, action! (people – space)
- Kids playgrounds and family zones - \*interactive fountains, \*interactive public out, \*music, chairs, tic tac toe, etc.
- More trees separate garbage and recycling cans.

- More trees. More color. More nature. Use of permeable pavers. Ability to sit and enjoy.
- Improved benches and good landscaping with trees and bushes along the brick wall in front of the church.
- Banners need to more colorful; black is no good (see Village of Brookfield).

## Streetscape

- Keep the Old World Charm! European style.
- Need Parking options (not in neighborhoods).
- \*Street trees, \*planters, \*year-round seasonal nature on streets.
- Food vendors, not just restaurants.
- A unified streetscape treatment throughout the study area.
- Parking during Farmer's Market Saturdays on Harwood maybe confined to city lots.
- Signage, kiosks, seating, beautiful spaces – flowers, (like 50<sup>th</sup> & France, Edina, MN. Michigan St. in Chicago).
- Keeping the small town charm! More pedestrian traffic, less motor vehicle traffic!
- Better streetscaping that allows for a safe environment for both pedestrians and cyclists.
- Boblr Station, more bikes. Biking destination.
- Wider sidewalks by the Chancery & Bartolottas to accommodate more outdoor seating.
- More pedestrian friendly space. Also accessible and safe for persons with disabilities.
- Shared streets with Harwood Ave. and Underwood.
- Eco-green surface on parking lots.
- Let's not duplicate the North Avenue model for bike/car shared spaces. Can we have bike/ped paths like in Hart Park?
- Ability to shut down State in the Village on weekend so there could be vendors in kiosks and other activities weekly in the Summer.
- Arts or cultura elements that would help promote the unique destination and be a tourist attraction.
- Increased green space.
- Enforce safe pedestrian access Café Hollandar and Café Bavaria – taking up too much public space.
- Car free pedestrian zones.
- Electrical outlets to accommodate holiday lighting and the street festivals.
- Well-designed sign boards and maps.
- Turn State Street into a pedestrian mall from Waterstone Bank to Underwood similar to Pasadena, CA.
- Identify as a dining destination more Mulh medal (sp.) transit options connecting the Village to neighborhoods without causing parking shortages.
- Keep Root Commons as a gathering place for Village activities.



- Old fashioned lighting to match the historical buildings.
- Improve access from Hart Park to Village so the park can handle overflow parking.
- Consider stacked parking in munic. lots at Wauwatosa Ave. and Blanchard Street.
- More bike paths. More walkable Village. To have all park-like areas tied together.
- Bike: Access, Parking, Rental?
- Bike Racks.
- Bike Parking. (twice/two post-it note comments)
- Bikability! Routes for bikes to get from neighborhood to trails/parks.
- Bike storage lockers, artfully designed, covered bike parking. Place making increase bicycle facilities.