

**Design Workshop #1
Revised Design Goals Summary
June 11, 2015
Planning and Streetscape for the Village in Wauwatosa**

Design Workshop #1 participants including those at Public Meeting #1; stakeholder meetings with the Village BID Board, City planning and engineering staff, neighborhood association and bus transit representatives; the participants of the walking audits; and comments from Streetscape Steering Committee members provided our team with clear design direction goals for the project. To summarize, our design goals as determined through discussion with the various groups include the following principles and observations.

Root Common and Pocket Park:

- Root Common should be an active park; while Pocket Park may function better as a civic or green space.
- Explore terracing in both spaces to create safe space, defined and interesting edges.
- Root Common will be studied in its current form and in an alternate configuration that may include Harwood Avenue connecting through to Wauwatosa Avenue.
- Root Common characteristics should be safe, family friendly, have stuff for kids, art or water and a gateway feature for both north and south directions.
- Root Common program may include: flexible/plaza space, moveable chairs/outdoor dining, possible event space, shaded areas, defined seating edges with terracing, water element like a splash pad, fire pit for winter use.
- While Pocket Park is more of a passive space than Root Common, it could be a reflection of the forms (particularly through terracing or grade change solutions) of Root Common to create the visual effect that Wauwatosa Ave is traveling 'through' a unified park space. Both Pocket Park and Root Common can act as a Village gateway from the north.

Streetscape:

STATE STREET

Assumptions:

- We can move curb lines as needed to get the desired sections.
- We should consider a solution that prioritizes sidewalk space over in-lane dedicated bike facilities, at least in the Village core.
- We have four specific land development patterns: Village core (north and south sides of the street), north side transitional from Wauwatosa Avenue west to 70th, south side rail/Hart Park frontage, and suburban commercial from 70th to 68th Street.
- We don't have to have the SAME typical section everywhere.

Design Options:

Option 1 – seek a “Complete Streets” solution by maximizing sidewalks (15’ goal), bikes in sharrow lanes, on-street parking, with corner bump outs

Option 1A – include a flush condition shared space ‘table’ in the central Village core

Option 2 – incorporate bike lanes with less sidewalk space in optional arrangements including bikes in the street and/or bikes in a protected track

Additional Details – locate the south pathway next to curb and away from the tracks as much as possible, and install a fence ‘down the hill’ closer to the tracks.

HARWOOD AVENUE (NORTH OF THE RIVER)

Design Options:

Option 1 - one way roadway with vehicular flow in its current form, as is, with enhanced streetscape features

Option 2 – one way roadway that connects through to Wauwatosa Avenue with counter-flow bike lane

Option 3 - two way roadway with dual parallel parking or angled parking spaces on one side. Provide traffic calming and pedestrian-friendly design measures.

HARWOOD AVENUE (SOUTH OF THE RIVER)

Streetscape Issues/Options:

- Harwood Avenue road pavement north/east of the Harmonee intersection is 42 feet wide from front of curb to front of curb. Design options to consider could include:
 - Stripe in on-street parallel parking with bike lane.
 - angled parking on both sides of the street
 - Widened sidewalk
 - Provide gateway feature that promotes the entry to the Village at a reconfigured Harwood/Harmonee Avenues intersection per the Village Strategic Development Plan

WAUWATOSA AVENUE

Streetscape Issues/Options:

- Transition from four lanes to two near Root Common. Resolve commercial loading zone requirements in street. Provide an option with a center turn lane to transition at Harwood and the Root Common gateway.
- The issue of a roundabout at Harwood and Wauwatosa Avenues to resolve. Roundabouts were not recommended in the recently undertaken Updated Village Intersection Design Concepts or in the Village Strategic Development Plan.

- South of Harwood Avenue, get to two defined lanes with on street parking. Consider parallel parking on both sides of the street or angled parking on the west side of the street.
- Take the 'hump' out of the vertical profile at the Harwood Avenue intersection going down the hill.
- Maximize pedestrian safety at the Harwood Avenue/Root Common/Pocket Park intersection crossing by shortening the width (see Wauwatosa and Harwood Avenues Intersection Issues/Options below).

UNDERWOOD AVENUE

Observations:

- Keep as a one way street because of traffic volume, sight distances, and turning movement issues at Harmonee Avenue.
- Potential for travel lane size reduction to get wider sidewalks.

Intersections:

Intersection Issues/Options:

- State Street and Underwood and Harwood Avenues – possible at grade pedestrian table (see [STATE STREET](#) Option 1A above).
- Wauwatosa Avenue and State Street – eliminate the slip lanes and create a 90 degree intersection by deflecting Wauwatosa Ave. perpendicular to State Street. Recover the resulting edges as reclaimed pedestrian areas and shorten the crossing. Twenty five to thirty five foot corner radius desired.
- Wauwatosa and Harwood Avenues - we need to resolve Wauwatosa Ave. from four lanes to a two lane arrangement and shorten the crossing. Consider a crosswalk table in this location. It is important to shorten the crossing.
- Harwood and Harmonee Avenues - support the Village Strategic Development Plan objective of tightening the intersection by emphasizing the north/south movement and 'T'- ing Harwood into Harmonee. Use the recovered greenspace to make a significant southern gateway into the Village. Eliminate the slip lanes at this intersection.

Miscellaneous:

Observations:

- Street trees need sidewalk detailing to insure their success.
- Street trees need to be species that will attain at least 10' clear trunk (view to shop windows) and provide shade and urban form to the streets.
- Keep the materials simple and durable. Get proportions right, and add details of 'discovery' along the way.
- Celebrate the year round weather patterns and provide places for different events at Root Common. Root Common winter features could include fire pit, places for snowman

building contests, or ice skating. There is potential for expanded programming and events in all seasons.

- Celebrate the evening environment with creative use of specialty lighting, perhaps string lights over the road on Harwood Avenue or in Root Common.