

MINUTES
WINN-AT NEIGHBORHOOD MEETING
Olbrich Botanical Gardens
January 8, 2014

The sixth and final Winn-At meeting was held at Olbrich Botanical Gardens at 6:40. The co-convenors were Brad Hinkfuss, Anne Walker and Bill White. City Staff was represented by Rebecca Cnare of the City Plan Department, Matt Mikolajewski and Peggy Yessa from the office of Economic Development, and Christy Bachmann from City Engineering. Alder Marsha Rummel was also in attendance. Approximately 40 attendees were present. The business of the meeting proceeded as follows:

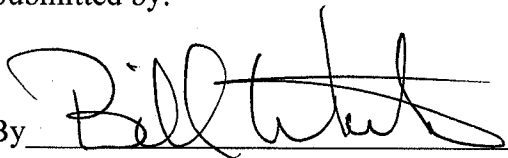
1. Alder Rummel welcomed the group.
2. Brad Hinkfuss outlined the process and indicated that there were drawings to assist in understanding the options for redesigning several of the interchanges. Comments can also be posted on the SASYNA website at www.sasyna.org.
3. Ann Waidelich made a presentation on the history of the area indicating that the primary business at the turn of the last century was the harvesting and sale of ice from Lake Monona for transportation and by rail to the City of Chicago. This area was in the Village of Fair Oaks and the Lowell School building is a potentially historic structure. The Plymouth United Church of Christ was the first church built east of the Yahara River. The entire Olbrich Botanical Garden was the brainchild of Attorney Michael Olbrich who devised the plan and purchased the lands. She suggested that history plaques be interspersed throughout the Winnebago-Atwood Transportation Corridor providing contexts for the history of the area.
4. Rebecca Cnare of the City's Plan Staff conducted a placemaking review and indicated on January 23 at 6:30 pm the Charles Marohn will be speaking at the Fitchburg Public Library.
5. Feedback and ideas for ultimate inclusion in the Winnebago/Atwood Transportation Master Plan included the following:
 1. Atwood Avenue from Lowell School to Olbrich Gardens needs a better transition from Commercial to Residential.
 2. Bike connectivity needs improvement from the neighborhood to the Capitol City Bike Trail.
 3. It was suggested that a lakeshore path from Olbrich Gardens to Hudson Beach be created along with a "woonerf" which would greatly reduce automobile traffic on Lakeland Avenue, increase biking connectivity and slow the erosion of the lands toward Lake Monona.
 4. Streets should be viewed as hidden assets within the community that can be used for multiple purposes other than automobile traffic.
 5. The streets should be designed for large street trees.
 6. Automobile traffic can be slowed down by increasing pedestrian traffic including redesigning the pedestrian crossings at Schenk's Corners and Lowell School.
 7. Parking on Atwood Avenue needs better pedestrian safety and pedestrian cross walks to enhance connectivity between commercial structures.

8. Olbrich Garden needs to be better connected and integrated into the neighborhood through consistent aesthetic and lighting features.
 9. Bike facilities along the bike path would increase the access to the businesses which are positioned along the bike path.
 10. Atwood Avenue should have a dedicated bike lane on each side.
 11. The natural divide for the neighborhood occurs at Walter Street and increased creation of pedestrian crossings from Olbrich Gardens to Olbrich Park should be implemented north of Walter Street.
 12. Street noise interferes with the appreciation of Olbrich Gardens and sound barriers should be created.
 13. An arch should be created for diversion of automobiles between Olbrich Park and Olbrich Gardens which would allow pedestrian access from the Gardens to the Park and reduce street noise.
 14. Permeable pavement should be included in reconstruction.
 15. Phyto-Cleaning and Phyto Remediation should be included in the stormwater management features.
 16. Water should be cooled before getting to Lake Monona to reduce algae blooms.
 17. Speed limits on Eastwood Dr. and Atwood Ave. should be reduced and enforced.
 18. Atwood Avenue should be re-created like Sherman Avenue with one lane each way, a twiddle in the middle, and a bike lane each way.
 19. The turn lane from First Street to Eastwood Drive should be eliminated.
6. There followed a brief presentation on stormwater management and an outline of principles governing design.

NEXT STEPS

It is anticipated that the Steering Committee will meet the City Staff to formulate general principles which will be rolled out for additional listening session probably in February, 2014. In addition, the SASYNA Transportation Committee will be conducting a public meeting on transportation issues for interior streets on February 26, 2014 beginning at 6:30, held at Trinity Lutheran Church. The next meeting of the Winn-At Neighborhood Placemaking Committee will be announced once the materials have been prepared for the next steps.

Submitted by:

By 

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