

**MINUTES
WINN-AT NEIGHBORHOOD MEETING
MERMAID CAFÉ
AUGUST 14, 2013**

The first Winn-At Neighborhood meeting was held at Mermaid Café. The co-convenors were Brad Hinkfuss, Anne Walker and Bill White. City Staff was represented by Rebecca Cnare of the City Plan Department and Peggy Yessa and Matt Mikolajewski from the office of Economic Development. Approximately 50 attendees were there as reflected on the attached sign in sheet. The business of the meeting proceeded as follow:

1. Introductions of participants and review of the history and process of the Winn-At initiative was outlined by Brad Hinkfuss. Reference for “placemaking” was made to the website known as pps.org. Reference was made to placemats of the Schenk’s Corners Neighborhood so that attendees could write on the placemats for different traffic and pedestrian configurations.
2. Rebecca Cnare from the City Plan Department outlined the placemaking agenda referencing the Williamson Street reconstruction and that the goals of the placemaking initiative were “openess of population, aesthetics and social offerings” along with guidelines that all changes should be “lighter, quicker and cheaper.”
3. The ensuing conversation were ideas from members of the audience answering the following questions:
 - “What you like about Schenk’s Corners?
 - What don’t you like about Schenk’s Corners?
 - What changes would you like to see?”

In no particular order, the following suggestions were made:

1. Increase the green landscape with canopy trees and other shrubs and flowers;
2. Make the intersection more safe by slowing down traffic speeds;
3. Eastwood Drive should be a “relief valve” for traffic at different times of day and possibly using two-way transportation;
4. Install a trolley from Winnebago Street to Olbrich Gardens through Schenk’s Corners;
5. Use Locust Trees to enhance the streetscape;
6. Narrow the streets;
7. Create green space by the Chase Bank to make the building and interchange more human scale;
8. Remember that changing one aspect will also change others so that decreasing access to Schenk’s Corners may increase the use of Eastwood, for example;
9. Ensure that any changes do not adversely affect existing businesses in Schenk’s Corners;
10. Consider a cul-de-sac on 2nd Street;
11. Determine where delivery trucks can be housed;
12. Consider eliminating parking in front of the Ideal Bar and Green Owl Restaurant;

13. Parking should not be reduced to the point of hurting the existing businesses;
14. Two-way access and increased access to the Schenk's Corner should be a goal;
15. History plaque should be placed throughout the Winn-At corridor;
16. Sidewalk poetry should be incorporated;
17. Global warming issues should be considered;
18. Stormwater management for canopy trees along narrowed roads should be a goal;
19. Overhead telephone and power wires should be placed underground;
20. Street lighting should be stylistically integrated consisting of dark sky lighting;
21. A Transportation superstation should be in the neighborhood to allow for transportation up and down the corridor with bike parking readily available as well as "butt" parking;
22. Bike signs are currently backwards and should be arranged to maximize bike use;
23. Depository for trash and recyclables should be readily available throughout the neighborhood to decrease clutter;
24. The intersection at Winnebago Street and Second Street should have diagonal parking in the extra wide road space in front of Stop-N-Go;
25. Atwood Avenue should be closed to allow for the creation of a pedestrian mall;
26. Closing Atwood would cut off access to the bank and other businesses at Schenk's Corners;
27. The back road parallel to Winnebago Street should be improved to allow access other than from Atwood Avenue;
28. Create "link busses" to link Olbrich Gardens to Schenk's Corners and the shopping district on Atwood Avenue;
29. Once a week, possibly Thursday, all businesses should be open in the evening to create a sense of place at night;
30. Eliminate plywood signage and increase the use and aesthetics of the signage;
31. Create and use Tax Incremental District for purposes of funding the undergrounding of the power lines;
32. Increase access for the façade improvement programs and grants;
33. Create the "Atwood Prairie" between Corry Street and Ohio Street;
34. Create a media marketing opportunity for eating out on Atwood on Thursday evenings;
35. Create 2nd Street as the best entrance to Schenk's Corners;
36. Close Eastwood as being unnecessary; traffic should flow through Schenk's Corners on a slower basis;
37. Keep the business owners in the forefront for the Winn-At process; and
38. Create raised areas in the corridor for music and dance performances; and
39. Atwood Avenue should be two-way ease of First Street.
40. On the block of Atwood between Schenk's Corners and Atwood, the street is unnecessarily four lanes wide. Consider diagonal parking down one side of that block, or narrow that block--which will add greenspace--since only one

lane of traffic feeds into it and two driving lanes are unnecessary for the small amount of traffic there.

41. Consider closing car access through Schenk's Corners for the block of Atwood located between Schenk's Corners and First Street to allow for a much larger pedestrian plaza that can wrap around and use the Chase Bank garden area. That block of Atwood is redundant to that same block of Winnebago. The difference for westbound drivers is a an additional 50 feet or so of driving and a slightly sharper turn at First Street. No difference for eastbound drivers

Next Steps

The next meeting of the Winn-At Neighborhood Steering Committee will be held on September 11, 2013 at Sector 67 located 2100 Winnebago beginning at 6:30. Interested members of the Winn-At process should be reviewing place making objectives in other communities and reviewing the individuals on Monroe Street and Johnson Street who have gone through similar corridor planning processes.

Submitted by:

By

William F. White,

Temporary Acting Interim Recording Secretary