



Meeting Minutes - Approved CENTRAL PARK DESIGN AND IMPLEMENTATION TASK FORCE

Wednesday, May 13, 2009

8:00 AM

LL-110, Madison Municipal Bldg.
215 Martin Luther King, Jr. Blvd.

1 CALL TO ORDER / ROLL CALL

Staff Present: Mark Olinger, Bill Bauer, and Arthur Ross

Present: 7 -

Marsha A. Rummel; William W. Barker; Nancy T. Ragland; Bradley C. Mullins; Leslie C. Schroeder; Phyllis Wilhelm and Truly Remarkable Loon

Excused: 5 -

Joseph R. Clausius; Joe Sensenbrenner; M. Nan Cheney; Amy T. Overby and Susan M. Schmitz

2 APPROVAL OF MINUTES - February 2, 2009

**A motion was made by Mullins, seconded by Loon, to Approve the Minutes.
The motion passed by voice vote.**

3 PUBLIC COMMENT - None

4 [15005](#)

Discussion of Planned Bike Amenities for Central Park - Arthur Ross

Mr. Ross, City Ped/Bike Coordinator, displayed a map of the general park area and discussed the Capital City Path and how it uses old rail corridor. Mr. Ross talked about side paths and how they are not a recommended bicycle facility; they create a lot of problems at intersections and driveways. Proven to be significantly more dangerous than bicycling in the street. As planned existing route would continue coming into the street, entering Wilson, west of Ingersoll. Bike route would continue down Wilson in the street as it does presently. Plan would add a sidewalk and terrace to the north side of East Wilson, adjacent to Park. Improvements would maintain existing situation west of Ingersoll, potentially doing some bump outs on Ingersoll. Slight widening on west end of East Wilson, creating street width of 38' from Ingersoll just beyond cell tower. Extend right-of-way east of cell tower to 78', providing additional right-of-way for parking along the north side of the street as well as the sidewalk and terrace. Few Street intersection - would be bumped out on north and south sides, raised table on intersection for ease of pedestrian movement. East Wilson would widen to 44' from Few Street until its intersection with Baldwin. 1300 block of East Wilson would remain the same. Bicyclists would continue to use East Wilson Street. Does not make sense to mark bike lanes - not enough room. Shared use arrow or

“Sharrows” marked on pavement to indicate where bikes are supposed to be and sends a message to motorists to watch for bikes. Path from Baldwin to Few to access Park. Widen sidewalk along East Wilson from cell tower to Baldwin (8’) and terrace (9’). Plenty of space for trees and sidewalk. More space for pedestrians, people pushing baby carriages, etc. Higher ped/bike activity when Farmers Market area, as shown on Master Plan, is built.

Ms. Schroeder asked about parking along East Wilson. Parallel parking from Few Street to cell tower and still parking on one side from cell tower to Ingersoll.

Ms. Ragland asked if this is the same as “3”’s plan. Mr. Ross stated that there are some labeling issues, which may have confused some people at the April public meeting. There should be a visual difference between path from Baldwin to Few and plaza. Desire to get as much parking on both sides of the street as possible. Maintain sidewalk. Shared-use path will go through park from Few to Baldwin, but the bike route will exist, as now.

Mr. Loon: How about Wilson as one-way street and angled parking and if bike path would be moved off the street in such a situation? Mr. Ross said the street needs to remain two-way for bikes. Sidewalks are heavily used by pedestrians; close to homes. He would not recommend this. Examples of streets that are one-way for motor vehicles and two-way for bicycles include University Avenue, last block of Spaight Street, Henry Street between Dayton and State/Johnson.

Ald. Rummel asked about bike stations. Mr. Ross stated it’s a business. Need a business plan - how’s it going to operate, what’s it going to cost? Concern is who is going to use it. A bike station’s main purpose is long-term (all day) bicycle storage. Other uses could be bicycle repair service center, bicycle rental, office rental. In Chicago, the Police Bike Patrol has their office there, coffee shop, maybe a restaurant. Primary purpose is long-term bicycle parking. Who is going to ride their bike and park it there? Who is it serving? Needs to be thought out. What are the ancillary facilities there? Can it make it on other uses? Enclosed, indoor, restricted access bike parking. Typically you’re a member. Could be staffed or unstaffed. Smart card or keypad lets you in. Also some outside parking. Some have showers and lockers.

Ms. Schroeder mentioned that the station takes a different spin if commuter train stops there.

Mr. Olinger asked about the shared-use path concept for Few to Baldwin. How wide does it need to be for bikes and people? Mr. Ross answered that it should be at least 10’ wide; 12’ is sometimes used. That way a bicyclist can safely pass two pedestrians walking side-by-side. In front of Monona Terrace - essentially 17’ (6’ in each direction and separate 5-6’ for pedestrians).

Mr. Olinger said that the bike station not a Phase 1 project. Fundamentally a placeholder until other development happens in the area, particularly

Employment Center activity along East Washington Avenue.

Ms. Schroeder asked Mr. Ross how he felt about the "mile zero" marker at Park. Are there any other spots being lobbied for? Mr. Ross said he's not sure if this is the place.

Mr. Loon: What do you think about the railroad's desire to closing those additional streets? Mr. Ross: Personally, from a pedestrian-bicycle standpoint, it's bad. Very restricting and goes against all of our design concepts of maintaining an open grid. To the RR, it doesn't make much difference. Creates a cul-de-sac. Need turnarounds for people. By closing crossings, they can maintain higher speeds and don't have to use their whistles as much.

Ms. Schroeder asked about the diagonal/shared-use path through Park. Mr. Ross said that the City interested in connecting that to other bike paths. Thornton is closed right now almost to Williamson Street, cul-de-sac at State building. As that area is redeveloped, there will be a need for a street or drive from Baldwin to the path for property access. Need for a street there/car access since we've closed down Thornton.

Ms. Ragland stated that Kevin Briski, Parks Superintendent, seemed very supportive of the Park. They have the expertise to take care of a lawn. Tom Dunbar, Center for Resilient Cities, kept emphasizing if the standards could be met. Mr. Barker: Representation has always been the park would be developed, presented as a gift to the City, would not be a drain on the existing City Parks Department. Brad: East Rail Corridor Committee - plan adopted by the Council - also strongly felt that this can't be a burden on Parks. It's Center for Resilient Cities that was to raise funds to build; that's what was approved by Council.

Ms. Wilhelm stated that the Park is now different than what was originally designed.

Mr. Barker said that amenities that are good for the City, then the City should contribute to their success at some level. This is beyond what the Parks Commission envisioned, but perhaps the Commission may view things in a different light

Ms. Schroeder asked if the "Friends of Central Park" would be from specific interest groups. Ms. Ragland said that the Botanical Society is from Olbrich staff.

Mr. Loon asked if the CRC committed to raising money.

Ald. Rummel answered that we need to make sure where we're at.

Ms. Ragland said that fundraising for the "quality: of the park would be private. "Public" aspect coming in for the maintenance from Parks Division. Ms. Wilhelm: They were going to raise money for the construction and the maintenance. Mr. Mullins: No public costs except for RR. Mr. Barker: Parks

will do maintenance, but will be paid for from the endowment.

Ms. Schroeder: What would happen to commuter rail stop? Partnership?

Mr. Olinger: Would have to talk to Rail about that. High-speed rail: 6 round trips a day to Milwaukee/Madison line. Talk has been that initially any inter-city rail would go to the airport. At some point there may be a Madison to the Twin Cities leg, perhaps 10 trips a day. At that point perhaps trains would come downtown. There has been no work done on any environmental studies to see what the effects that would have on the Corridor. If something did occur, the entire area would be fenced off. At that point, we would need to rethink relocating the Park tracks and filling in that middle section.

5 Review of Public Meeting on April 14, 2009

Ms. Schroeder was glad that people were there supporting community gardens.

Mr. Loon - Generally liked plan, even though there were some in attendance that had issues with particular parts of plan, overall the questions/discussion were good.

Ms. Wilhelm thought the attendees had constructive questions, not criticism.

Mr. Barker thanked the Task Force for coming to the meeting. Important for Task Force to be present at events such as this.

Mr. Olinger stated that Gary from Wil-Mar talked to him the following morning and asked if we would consider making a presentation at the Fete de Marquette breakfast on Sunday morning, July 11.

6 MOU Subcommittee Report

7 Update and Discussion on Proposed Railroad Crossing Closings

Mr. Olinger stated WI & Southern Railroad has proposed closing Blount, Livingston & Brearly. The City has correspondence from the Office of the Commissioner of Rails (OCR) wanting to have a meeting prior to actual hearing. City doesn't know whether they're proposing a fence or anything else beyond the closings. The City is beginning its due diligence now. Mr. Loon asked if there is a record of accidents. Mr. Olinger said that is one of the issues we're exploring. The City Attorney will talk to their attorney. From our perspective, the Task Force should continue to wrap up its affairs. If the plan is adopted, the City will request

Ms. Wilhelm asked what the timeline is on the crossings and whether there will be a public hearing on closings. Mr. Olinger stated that he is not aware of the timeline at this point, but will let Task Force know of any future developments.

Mr. Barker said he was concerned that the Task Force will be forwarding a plan to the Council that the OCR has the power to veto.

Ald. Rummel asked that we include the Fire Department's use of those streets. Mr. Olinger said he would contact Fire Chief about this issue.

8 Preparation of Final Report to Council

Mr. Mullin asked about the final report to Council and when might the Task Force see the MOU Report.

Mr. Olinger distributed preliminary report form last May 14, 2008. What do we want "3" to give to us? The Task Force has not taken action on "3"'s plan yet and we should do that at next meeting. It was suggested that final report only show the preferred option. Ms. Schroeder also said that she would like to have the Task Force vote on adding Mr. Ross's East Wilson plan as part of the final plan.

Mr. Olinger stated that the goal will be to have the final report introduced for referral and action - Parks Commission, Ped/Bike Motor Vehicle, Plan Commission, and Board of Estimates.

Ms. Schroeder noted that a group has formed the East Side Gardens Committee. Enthusiastic about community gardens. She noted that the Atwood Community Gardens built one raised bed and it's never been used. What is their demographic desire? Accessible raised bed gardens could be gardened by anyone.

Mr. Olinger: Report done by end of June, get it out to referral bodies. Introduced to Council in July with potential adoption at Council's first meeting in September.

9 Acknowledgement of Services Performed by "3"

Mr. Barker acknowledged generosity of MG&E. Acknowledged generosity of "3" donating half of their fees and stated that they did a very good job, mastering the body of information that existed.

10 Next Steps

Mr. Olinger said that the Task Force may need to have a couple more meetings: one around June 10th to look at the final "draft" document from "3". We also need final recommendations from the MOU Subcommittee to have as well. Will go back and flush out draft of report. Final meeting around end of June.

Mr. Barker stated the "mile zero," perhaps a theme for Few Street Crossing using the solar system as a model.

11 Next Meeting

Wednesday, June 17, 2009 - 8:00 a.m., Room LL-110, Madison Municipal Building

12 ADJOURNMENT

A motion was made by Mullins, seconded by Loon, to Adjourn. The motion passed by voice vote. The meeting adjourned at 9:22 a.m.