

Crazylegs Triangle & Wingra Park Entrance Design Alternatives Workshop

Discussion Notes

Wingra School, 6:00-7:30PM, September 14, 2017

Total Participants: 30+

City of Madison staff and project team in attendance: Ben Zellers (Planning), Tim Sobota (Metro), Phil Gaebler (Engineering), Janet Schmidt (Parks), Mike Duhr (Traffic Engineering), Ken Saiki and Julia Schilling (Saiki Design), Zia Brucaya and Katie Fadelli (Urban Assets), Marcia Yapp (public artist)

Purpose

This workshop was used to collect public input on design alternatives presented by Saiki Design for the future Crazylegs Plaza and Wingra Park entrance. A presentation of design options for both sites was followed by location-specific breakout group discussions. Participants had the opportunity to comment on designs for both locations.

Crazylegs Plaza Comments

- How does the total amount of green space in the two options for Crazylegs Plaza compare?
 - Both options have about the same amount of impervious surface, which is slightly less than currently exists.
- Are there plans to convert Oakland Avenue to a two-way street?
 - No, but there is a contra-flow bike lane on the street already.
- Add something to commemorate Elroy “Crazylegs” Hirsch, for whom the plaza will be named. Let people know who he was and why he was important.

Comments regarding Option #1:

- The straight option makes the location of the sculpture safer for those interacting with it or gathering at the center. It’s also nice to have the rain garden at the edge, rather than in the center where people might want to pass through it. I like the symmetry of the triangle with a central art installation.
- From these designs it looks there are more trees in Option 1. I would prefer more trees!

Comments regarding Option #2:

- I love the curve. It will encourage the bikes to slow down and will make it more of a destination.
- I like the curved shaped of the retention wall and plantings.
- People do not gather at the top corner of Regent and Breeze. I like Option #1, but the location of the gathering space in the bottom corner of Option #2 makes better sense. It’s closer to restaurants and would be closer to existing adjacent businesses.

Additional comments:

- Both options are great and would work! The location of the plaza area in Option 1 is closer to campus and might be better connected to all year vending. The location in Option 2 might better serve the restaurants. Is there an option that would better complement future UW redevelopment?
 - Ken Saiki: I think both are reasonable locations. Note that the depicted corner of Regent and Breeze doesn't exist yet.
- It's interesting that both designs maintain connections for bike travel down to Oakland. What percentage of bikes through the triangle go that way?
 - Ken Saiki: We don't have data on the specific use of Oakland, but we have seen very few when observing the space. Even so, we still want to provide a connection to the contra flow bike lane on Oakland.
- If more cars will now be going down Breeze with Crazylegs lane closed, they might start to back up on that street and block the bike path.
- Important to preserve the (pedestrian) connection from Oakland up to Breeze, especially on game days. People walk straight through the triangle on this route, on volleyball game days etc.
- I ride my bike in this area and often come up Oakland to the triangle, and then want to head toward Breeze. It looks like both options would direct me towards Breeze via the path through the center? It should feel natural to get up to Breeze terrace. Many bikers and pedestrians use Breeze north of Regent Street.
 - Ken Saiki: Yes. Maybe we could incorporate a larger sidewalk/bike path along the Northern portion of Breeze Terrace adjacent to the triangle to help make this connection.
- Some bike amenities, especially parking should be included. Monroe Street in front of New Orleans Take Out and Mickie's Dairy Bar does not have bike parking. All of those businesses need bike parking. A bike repair station/pump would be helpful as well.
- Bicyclists use the pedestrian crosswalk across Monroe if the bike traffic signal isn't in their favor. Maybe there is a visual way to prevent this from happening.
- Rain garden plantings can get messy. What is the plan to get water to the rain garden?
 - Ken Saiki: A rain garden location in the center of the site, as in Option 2, would collect runoff from all the hard surfaces, as it is located at the low point of the site. Some manipulation would have to be done in order to locate it in the SW corner, as in Option 1. A rain garden at this location could deal with a ratio of hard surface to rain garden of 10:1.
- I volunteered in the garden on the triangle and it was always hard to water the plants there. Consider including water access on the triangle if plantings that require it will be included.
 - Ken Saiki: Water connections will be brought to the site for the drinking fountain so that could likely serve as the connection for hoses as well. The specific plantings to be

included have not yet been decided, but the community was clear about including grassy space and trees.

- Could the drinking fountain connect to the rain garden rather than the sewer? Could it have a spigot to fill dog water bowls?
- What is the vision for the mosaics to be included?
 - Ken Saiki: You can see examples of Marcia Yapp’s work on the beltline overpass over Verona road and newly unveiled at Bayview. Marcia will host a separate engagement process to collect input on the design.
- Is the idea of a fountain or water feature off the table?
 - Ken Saiki: Yes, the idea is mostly out. This isn’t a park, so there would not be Parks Division staff available for maintenance. Engineering would be able to manage a drinking fountain, which is not considered a water feature.
- UW Game day vendors currently park their personal or food supply vehicles at this location. Will there be less parking as a result of this redesign? Will we still be able to get our concession trailers onto the site?
 - Ken Saiki: Vendors currently park on Oakland during games, which usually makes that street unsafe for biking. After the reconstruction, there should be space for 5 or 6 parked cars. Access onto the site should be maintained if not improved. Vendors might have to do a practice run once the plaza is completed to figure out how to best get their vehicles in with the new layout.
- Vendors currently have electrical outlets on the triangle. These should still be available after the reconstruction as they reduce the amount of generators they need. Less noise would be better pleasant for consumers and neighbors. They would also be good for events phone charging.

Wingra Park Entrance Comments

Likes:

- Big, open space
- Preserving the woods
- Shape of wall & garden, fits with lake
- Lily pad sculpture is unobtrusive
- Seat wall
- The lily sculpture is an attention-getter. Like that it “floats.” The anchor and lily both tie in with Lake Wingra, the boats and the flora.
- Preference for sculpture over mosaic walls
- Mixed feelings on the mosaic walls

Dislikes:

- Concrete blocks for seats
- Make entrance something other than *gray* concrete

- View to NE is currently worst and this design will make it even harder (this design enhances the view that's already best). Possible to integrate bus shelter better into the design (angle it or use a different shelter design)?
- Consider not covering the bus shelter and providing shade elsewhere nearby.
- Arc the joins where the entrance path meets the sidewalk in the opposite way to create a "funnel" into the park.
- The mosaic panels look like tombstones
- The large mosaic walls look like they would create view issues
- Not sure about the lily. It draws the eye upward rather than toward the lake.
- Mosaic walls detract from the natural feel. Too much going on.
- Too many separate parts happening— walls, seats, sculpture. The art is competing. Maybe lower the walls?
- The tallest wall seems too close to the sidewalk.
- Don't want blank back of the wall tilted toward the sidewalk.
- Prefer permeable pavers or differently textured concrete vs. scored concrete for the path.

Ideas/Opportunities

- Use natural materials like limestone instead of concrete.
- Look at the direction of the sun, if there is a hot spot in summer? More trees possible in that area?
- Add pedestrian path west of bus shelter (between shelter and Zander's). People use this cutoff a lot already.
- Soften the pedestrian offshoot by the mosaic walls so that bikes are funneled to the main entry. Possible to make the path out of stepping stones?
- Include mosaics in bus stop area to tie the space together.
- Integrate historic markers (old Ho-Chunk camp, former ice house).
- Maintain curved shapes throughout the path—soften all of the edges.
- Possible to trim trees further in to open up the view?
- Make sure we don't block the view of the orchard garden that's further in.
- Emphasize nature, do not detract. This is not a natural place for the walls.
- Possible to break up the surface of mosaic?
- Install way-finding signage for the bike path that is similar to the b-cycle signs around town (e.g., multiple signs on one post indicating destinations and distance, such as "lake, 0.5 miles→," "←Edgewood, 0.2 miles," etc.)
- Possible to widen sidewalk along Monroe in front of the park to the property lines on both sides?
- Integrate unobtrusive lighting to enhance the space.
- Make sure the rain garden can be well-maintained for its size.
- Design the path with winter snow plowing in mind.

Feedback on Comment Sheets:

What I like most about the plans for Crazylegs Plaza:

- Badger Statue in the middle of Option 1
- Rain gardens in both options
- Option 2 curved path slows bike traffic, improves pedestrian safety
- Option 2 makes great use of the topography for collecting water
- Option 2 vending/plaza area at Monroe and Breeze is more pleasant
- Road removal and bike realignment in Option 2
- Green space
- Materials

What I would change about the plans for Crazylegs Plaza:

- Need bike repair station and drinking fountains. In Option 1, best in NW corner.
- Need pedestrian connection from Oakland to Breeze/Regent corner
- Ensure you keep visibility on the bike path if you intend to attract people there and allow 12 mph speeds.
- Opportunities to include any wood or stone?
- Opportunities to include permeable surfaces for the large open space?

What I like most about the Wingra Park entrance plans:

- The Anchorlily sculpture as a vertical element marking the entrance
- The rain garden is great. Perhaps include a limited plant palette to reduce concern over maintenance and messiness.

What I would change about the Wingra Park entrance plans:

- Mosaics not necessary. Use budget elsewhere.
- Move the art wall to the east side of rain garden as a retaining wall, at a height that integrates all elements of the design
- More materials! Permeable cement or more stone
- Could the mosaic panels look less like tombstones (from a distance)?
- Settle issues with plowing and city garbage trucks that go down the new/old pathways and grass
- Bus stop with transparent covering for safety and visibility?