

Project:	Vilas Park Master Plan	Location:	Skype
MSA Project No.:	15885004	Date:	July 23, 2020
Meeting Purpose:	Final Concept Development	Time:	11:00 am – 12:30 pm
Meeting Organizer:	Dan Williams		

Attendees:

	Name	Affiliation
<input checked="" type="checkbox"/>	Kate Kane	Parks Div., City of Madison
<input checked="" type="checkbox"/>	Ann Freiwald	Parks Div., City of Madison
<input checked="" type="checkbox"/>	Julie Stroick	Planning, City of Madison
<input checked="" type="checkbox"/>	Sean Malloy	Traffic Eng., City of Madison
<input type="checkbox"/>	Joanna O'Brien	Engineering, City of Madison
<input checked="" type="checkbox"/>	Phil Gaebler	Engineering, City of Madison
<input checked="" type="checkbox"/>	Joseph Darcangelo	Dane Co. – Henry Vilas Zoo
<input checked="" type="checkbox"/>	Stephanie Peterson	UW Arboretum
<input checked="" type="checkbox"/>	Dan Williams	MSA
<input checked="" type="checkbox"/>	Dan Schmitt	MSA
Guest Attendees		
<input checked="" type="checkbox"/>	Tim Sobota	Metro Transit
<input type="checkbox"/>	TBD	Zoning, City of Madison
<input type="checkbox"/>	Lori Chalecki	Police Dept., City of Madison
<input checked="" type="checkbox"/>	Joshua Schmitt	Park Ranger, City of Madison
<input type="checkbox"/>	Che Stedman	Fire Dept., City of Madison

Action Items:
1. Update Project Scope and Schedule:

- a. Project Status:
 - i. wrapping up Phase II Design Development: Schematic Park Master Plan and Community Engagement
 - ii. Transitioning into Phase III – Draft and Final Master Plan Report

2. Open Items:

- a. None

3. **Discussion:** Preferred elements from concepts and Initial feedback from RRG and CPAG Meeting on 4/22, CIM 6/22, Youth Survey and Public Survey. The Youth and Public Surveys were open until 7/12, data was provided prior to the meeting.

Themes:

- a. Mobility and Safety
 - i. Surrounding neighborhoods generally favor closing Vilas Park Drive to through traffic
- b. Environment
 - i. Lagoons to be maintained in a way that allows for ice skating
- c. Community

- d. Connectivity
 - i. Connecting the pathway system to and though Vilas Zoo
 - ii. Connecting the pathway system to create a pedestrian connection around the N shore of Lake Wingra
 - iii. Discussed opportunity and challenges with making connection through Kubly & Friday Trust parcels
 - iv. Plan document to discuss possible easements for N lake shore connection
- e. A Park for Everyone

Plan Drivers: Areas of the park that are considered big ideas

- f. Vilas Park Drive
- g. Main Park Shelter
- h. Parking
- i. Open Space and Active Recreation
- j. Playgrounds
- k. Lagoon

4. Questions:

- a. **CoM Parks**
 - i. Serviceability of concepts options from a ranger/enforcement standpoint?
- b. **Metro Transit**
 - i. Possible shuttle service to park (south zoo entrance) from existing routes/stops, (future) BRT, Bowman Park, etc.
 - 1. Frequency of route
 - 2. Cost to City? Riders?
 - 3. Timeline for implementation if approved?
 - ii. Future stop at Drake/Randall or near south Zoo entrance.
 - 1. Do concepts provide adequate facilities?
 - 2. Process for approval?
 - 3. Timeline for implementation if approved?
 - iii. Bus drop off must accommodate bus passing. Buses prefer to not cross pedestrian travel areas.
 - iv. Shortest route possible needed to make route feasible.
 - v. Look at revising east lot for turn around.
 - vi. Consider routing of Erin -> Orchard -> Vilas Park Drive/Wingra Creek Drive.
 - vii. Drake and Grant as a possible bus route. Sidewalk on south side of Grant and Drake needed for wheelchair access.
- c. **Henry Vilas Zoo**
 - i. Can the updated zoo master plan be shared?
 - 1. Will zoo maintain two public entrances – North and South?
 - ii. Perceived impacts of the proposed north and south traffic and parking modifications?
 - 1. Zoo will consider further.
 - 2. Desires an emergency access to east onto Randall as shown in draft.
 - 3. 800,000 + visitors in 2019, parking is a necessity to manage congestion in neighborhoods.
 - 4. New main entry alignment (North) is consistent with master plan. Timeline for improvement within the next 5 years.
 - 5. Semi-deliveries to South-West parking lot.
 - 6. Zoo will likely maintain 2 public entrances for public safety and access control.

7. South entrance is only closed during current COVID-19 pandemic.

d. **CoM Stormwater**

- i. Type and sizing of stormwater facilities needed for the proposed parking areas?
- ii. What are allowable treatment types – detention basins, catch basins, subsurface treatment, etc.?
- iii. https://www.cityofmadison.com/engineering/documents/MGO37_changes_2-10.pdf
- iv. Target improvements at 80% TMDL reduction (as if it were all new development) 60% required for redevelopment.
- v. Treatment/Bio-retention will be required – plan will not show specific treatment options other than approximate areas dedicated to surface treatment. Recreational facilities (basketball courts, park shelters etc) count towards the added impervious, but since they have such low TSS loading, it usually only makes sense to treat the parking lot
- vi. Other thoughts to consider closer to the actual implementation of the master plan:
 1. A creative way to help reach TSS goals could be Delaware skimmer and sediment traps.
 2. Depending on construction phasing: if dredging the lagoons is part of the project, then plan to use lagoons as a treatment area. If no dredging, then plans should identify space to control erosion and encourage protect the lagoons as a separate system.

e. **CoM Police and Fire/EMS**

- i. Emergency access requirements for shelter, playground, and other features?

f. **CoM Traffic**

- i. Feasibility of relocating entry on Drake St. at Campbell St.?
 1. Not part of original scope but as a conceptual operational analysis desired?
 2. Signage to keep traffic from going north on Campbell?
 3. Width of Drake should allow for appropriate turn lane and possible central median.
 4. 5 point intersection increases congestion as it is not efficient for traffic movement.
 5. Drake is not at design capacity. Could allow for bike lanes.
 6. Impact of traffic on Grant is of more concern than Drake. CoM Traffic engineering can analyze earlier tube counts vs. known neighborhood streets data and estimate impacts if VPD were to be closed.
- ii. Actual feasibility of closing Vilas Park Drive to through traffic?
 1. If desired, what is the process and timeframe for an actual closure – ie. Study, review, approvals?
 2. Additional public input required?
 3. Main concern is about emergency access – EMS/PD has confirmed Vilas Park drive is NOT a necessary access route.
 4. Volume (trip count) on Vilas Park Drive is limited, diverting traffic should have a limited effect on surrounding road network.
 5. From a Parks standpoint, either terminating through-traffic condition or improved section of VPD would both mitigate traffic-pedestrian conflicts.

g. **DNR and ACOE** (questions presented to DNR, DNR staff not present at meeting)

- i. Development setbacks and allowable location(s) for shelter
- ii. In-lake fill - how much and where would it be allowable if needed/desired?
- iii. Flood Storage Fill – allowable impact?
- iv. Who will own the maintenance of shoreline wetlands/habitat?
- v. Runoff and treatment requirements other than City of Madison Chapter 37?
- vi. Required permits and approvals?

5. Next Steps:

- a. Draft Master Plan Review - IAS, Agencies, Focus Group Meetings – Late August
- b. Draft Master Plan Review - RRG, CPAG and DAT – September
- c. Draft Master Plan Report – September/October
- d. Final Maser Plan Review - RRG, CPAG and CIM – November
- e. Final Master Plan Report at BPC - December