



# City of Madison

City of Madison  
Madison, WI 53703  
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## Meeting Minutes - Draft BOARD OF PARK COMMISSIONERS

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Wednesday, April 14, 2010

6:30 PM 1625 Northport Dr. # (Warner Park Community Recreation Center)

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The regular meeting of the Madison Board of Park Commissioners was held on Wednesday, April 14, 2010 at Warner Park Community Recreation Center, 1625 Northport Avenue. President Barker called the meeting to order at 6:31 p.m. A quorum was present and the meeting was properly noticed.

### I. CALL TO ORDER / ROLL CALL

**Present:** 5 -

Joseph R. Clausius; Paul E. Skidmore; William W. Barker; Betty Chewing and Janet Parker

**Excused:** 2 -

David L. Wallner and Emanuel Scarbrough

**Parks staff present:** Superintendent Kevin Briski, Steve Doniger, Eric Knepp, Kay Rutledge, Jim Weinstock, Bill Bauer, Russ Hefty, LaVonne LaFave.

**City Staff Present:** Mark Olinger, Christy Bachmann

**Alders Present:** Ald. Satya Rhodes-Conway

### II. EMPLOYEE OF THE MONTH

Superintendent Briski announced that the April employee of the month is Nancy Castillo, who was not present. She is the Administrative Clerk for the Forestry Section. She is a Cubs fan who is also very enthusiastic about her work.

### III. APPROVAL OF MINUTES

A motion was made by Chewing/Skidmore to approve the Minutes of the Regular Meeting of February 10, 2010 of the Park Commission. **MOTION CARRIED UNANIMOUSLY.**

### IV. PUBLIC COMMENT

**Registered Speaker:**

Trish O'Kane – update on Warner Park environmental education initiative

**A motion was made by Chewning/Clausius to take items VI. A, B, C, H, N, and VII. A, B, C, D out of order. MOTION CARRIED with Skidmore opposing.**

[17568](#)

Accepting the Final Report of the Central Park Design and Implementation Task Force as a supplement to the City of Madison Comprehensive Plan to guide future Park development options; and to extend the work of the Central Park Design and Implementation Task Force to support additional Phase 1 planning and implementation efforts through 2010; and authorizing the Mayor and Clerk to enter into a Memorandum of Understanding with the Center for Resilient Cities, Inc., and Central Park Skate, LLC, to provide for the terms of City operation of lands presently owned by those organizations and creation of a non-profit organization to support the future Central Park.

**Following the introduction of this item, President Barker turned the gavel over to Past President Chewning to allow him to speak on this issue. As Chair of the Central Park Committee, he reported they have worked on developing a comprehensive plan for a park on the Isthmus for more than two years, following a directive from the Common Council. This draft report has been presented to various city committees and has been well received.**

**Mark Olinger of the Department of Planning & Development then presented the final draft of the Plan.**

Approximately a year and a half ago the committee reached a conundrum regarding the railroad tracks. The earlier plans had shown the tracks were going to be moved, but this was no longer going to be done. How could they develop a park when the rail was going to remain? The plan went from 40 acres as envisioned 10 years ago, to what is now 7 acres. The master plan being presented here follows many, many meetings and two public hearings. It covers the properties owned by the Center for Resilient Cities, (formerly known as the Urban Open Space Foundation), as well as what the city owns. The plan provides four large program areas, including a Great Lawn on which three large events a year, comparable to Fête de Marquette, are possible. There will also be a skate park, a playground for neighborhood children and an area for community gardens, possibly with raised bed gardens for the disabled.

The primary concern has been how to get people across the railroad tracks to reach the different areas and activities in the park. The city owns a portion of the Few Street right-of-way that crosses the tracks and the city has petitioned the Commissioner of Railroads to permit a crossing to reach the Great Lawn. The hearing on that request is scheduled for June 29 with a public hearing on June 30.

Congresswoman Tammy Baldwin was able to earmark \$3.5 million for bicycle and pedestrian facilities and improvements in the vicinity of this parcel. Much of what will occur during the first phase of development will be eligible for those funds. That, coupled with city funds, will allow the construction of the crossing at Few Street, if approved by the RR Commissioner, and the completion of one phase of the project. The first phase is the crossing and the development of the Great Lawn plus the rough grading for the skate park.

The Report also discusses opportunities for growth in the park. In previous plans it was always laid out as an “all” or “nothing” proposition; if the tracks don’t move the park can’t be built; if we don’t have 40 acres we can’t build the park. The genius of this Plan is it will get something started and finished. Then, if opportunities present themselves, the park can grow in the future so that whatever emerges over time will fully meet the needs of residents and businesses. Two acquisitions are mentioned: the garden piece currently owned by MG&E and used as a parking lot, and also the Sands property. At some point the city needs to determine how acquisitions will be accomplished because they would also serve two other purposes. If we get commuter rail, the Baldwin location has been identified as a possible location for it. Also it could create a bike center for the neighborhood. As the east corridor develops, it might be an opportunity for small retail on Baldwin and Wilson streets. This isn’t needed for phase one but it would be nice to pursue in the future.

The Report lays out the supporting documentation that the Task Force has gathered. The Memo from Janet Dailey of the Engineering Division contains the language from WisDOT on the phase one improvements. Olinger would like to incorporate that language into the Report.

None of the cross streets between Williamson and East Washington will be closed as a result of Central Park. An earlier plan had identified closing Brearly to most motorized traffic and only having it available to pedestrians, bikes and delivery service. The Task Force made a decision that because of the business on the west side of Brearly they didn’t want to pursue that recommendation.

A motion was made by Skidmore/Clausius to approve Resolution ID#17568 accepting the Final Report of the Central Park Design and Implementation Task Force as a supplement to the City of Madison Comprehensive Plan to guide future Park development options; and to extend the work of the Central Park Design and Implementation Task Force to support additional Phase 1 planning and implementation efforts through 2010; and authorizing the Mayor and Clerk to enter into a Memorandum of Understanding with the Center for Resilient Cities, Inc., and Central Park Skate, LLC, to provide for the terms of City operation of lands presently owned by those organizations and creation of a non-profit organization to support the future Central Park. MOTION CARRIED with Barker abstaining. Barker then expressed appreciation to Mark Olinger for all of his work on this Task Force.

Chewning then returned the gavel to Barker who resumed chairing the meeting.

#### Olive Jones Master Plan Revision and Fundraising

Rutledge reported that the improvements for Olive Jones Park are included in the 2010 capital budget. Staff have been working with residents of the neighborhood and a small core group which has been championing this effort. Staff revisited the Master Plan for the park as well as some additional features the group suggested. Commissioners are being asked to approve the new Master Plan as well as the Fundraising Plan.

Randall School uses Olive Jones Park as their playground. All of the land west

from the building is parkland. The school uses it for all of its Phy. Ed. Programs and the playground serves both the school and the neighborhood during off school hours. The entire site is fenced. The proposal is to make it more conducive to neighborhood use throughout the year by moving the fence and creating a neighborhood node, adding a tot lot and providing access to the remainder of the park via a gate. An expansion of the amphitheatre area is proposed for use in neighborhood functions. The small plaza and benches would remain.

The neighborhood is working on a fundraising campaign to pay for most of the improvements. Parks has \$25,000 in its capital budget. This will be a multi phase improvement that will probably include repaving the asphalt that is breaking up. The park is used on game days for football parking. A portion of the money raised from parking will help pay for the repaving. There is not a People for Parks component because there is money allocated in the capital budget and the balance was to be fundraised.

Registered Speaker in support  
Marcia Vandercook  
Ald. Shiva Bidar-Sielaff

District 5 only has two parks, Olive Jones and Stevens Park. The theme for the park is play, gather and grow. It is hoped that phase one will be completed this summer. It is a perfect example of a school and neighborhood working together.

A motion was made by Skidmore/Chewning to approve the Olive Jones Master Plan revisions and Fundraising campaign. **MOTION CARRIED UNANIMOUSLY.**

Superintendent Briski recognized Kay Rutledge and Bill Bauer for all of their great work on this project.

17683

Creating Sec. 8.18(7) and renumbering current Sec. 8.18(7) of the Madison General Ordinances to establish 3-hour parking in Olin-Turville Park.

Ald. Bruer said that years ago Parks staff expressed concern about parking at Olin Turville. Parks staff were attempting to accommodate the growing interest in Olin-Turville with boat traffic, special events and hiking in the woods. The South or lower lot was expanded at that time with the understanding that it would be used exclusively for parking for park users in light of the lot being in a conservancy. He is now asking for this parking limit because of misuse of the parking lot. There are also growing issues with undesirable behavior in the woods by the parking lot.

There have been a number of attempts to establish a park and ride for people from predominantly outside the city or to provide free parking for folks in the city. There has been very little dialogue with the county regarding its property across the street at the Coliseum that has lots of parking. Using the lot as a de facto park and ride is illegal within conservancy land. There is a direct correlation between the park and ride, the illicit activity and how that parking has created public safety concerns about enforcement of this area. A number of organized events have been lost due to social concerns about that illicit activity.

Ald. Bruer indicated he is willing to work with the county and initiate discussions between the Mayor and County Exec to create a legitimate park and ride across the street on the county land. He will also work with Traffic Engineering on the roadway into the park.

The 3-hour parking limit is an initiative that will meet the needs of park users and provide limitations that will help abate the social concerns. This will also respect the current zoning and recognize that it is not private sector parking. This is also very similar to what was done about a decade ago at Brittingham Park. There will also be a need to work closely with the community on an education campaign regarding this change.

The 3-hour limit would be evaluated at the end of summer to determine its effectiveness. The goal is to provide parking for people who are using the conservancy in a legal manner and not to provide a park and ride for commuters. Sgt. Balles offered congratulations to Russ Hefty for all of the work that is being done in the woods. As a result, Police are seeing less of the bad behavior there.

The 3-hour limit is pretty standard in the ordinances regarding parking restrictions in parks parking lots. The Long Range Planning Subcommittee is also studying parking issues throughout the park system.

Questions were posed as to whether the limit would be Monday thru Friday or all 7 days of the week. A suggestion was made to provide a limited number of stalls for longer use but to have the time limit in force all week. There was no support for blocking off the circular drive. If the ordinance is adopted, flyers would be placed on windshields ahead of time to notify parkers of the change. The Parks Division has enforcement jurisdiction over parking lots in parks. Parks Rangers will monitor the lots with police as partners in this initiative.

A motion was made by Skidmore/Clausius to approve Ordinance ID#17683 Creating Sec. 8.18(7) and renumbering current Sec. 8.18(7) of the Madison General Ordinances to establish 3-hour parking in Olin-Turville Park, 7-days a week, to become effective June 1, 2010 with a two week phase-in to notify people. MOTION CARRIED UNANIMOUSLY.

It is also hoped that the implementation of this 3-hour limit may speed negotiations between the city and county to establish a legitimate park and ride across the street. The county has had a long term tradition of supporting park and rides for the right use.

A motion was made by Skidmore/Clausius to suspend the rules to allow public input on the Central Park issue and possible reconsideration of the vote. MOTION CARRIED UNANIMOUSLY.

Registered Speaker:  
Ald. Marsha Rummel, in support

Ald. Rummel stated that the report is the concept that will guide the development and there is more to do on this project. At this point no one

knows what's happening with the high speed rail issue. She also asked that the MOU be amended to add a member of the skateboard group to demonstrate that they have been stakeholders in this project. Bill Bauer received thanks for his work in determining where public art could be situated.

A motion was made by Parker/Skidmore to amend their prior motion to amend the MOU, item h. Composition of Committee, to include one member from the Central Park Skate, LLC. (Madison Skateboard Fund Group) and a new i. to read: one member to be appointed by the Mayor. MOTION CARRIED UNANIMOUSLY.

18058

Request from Mark F. Borns of Madison 56ers Soccer Club to sell beer at its home games at Breese Stevens Field.

Superintendent Briski noted this would be a new endeavor for Parks and wanted to know how the Park Commission felt about this change in policy. Common Council approval would be required in order to allow beer sales in this park.

**Registered Speakers:**

Charles T. Billing, in support

Ald. Bridget Maniaci      Neutral/possible support

Alder Maniaci noted the city has expended funds in previous capital improvement budgets to renovate this facility for soccer. There are youth, college and adult games played there. She has no problem separating it out to allow alcohol sales for adult games. There are physical limitations currently on where beer sales could occur. She has not seen a plan from the 56ers on how they would implement their proposal nor have they discussed this with her. She needs additional information before she can take it to her neighborhood.

Discussion turned to possible locations where beer sales could occur that would be accessible, not create containment issues nor be adjacent to the playing field. There is one concession area in Breese Stevens Stadium under the original grandstand, but it does not provide for adequate pedestrian movement nor is it accessible. It would require a lot of maintenance and power washing to eliminate any spilled beer smell.

Allowing beer sales on a one time trial basis is not allowed under the current ordinance, since it very clearly states that Breese must have Common Council approval for the sale of any alcohol.

A motion was made by Skidmore/Chewning to refer the request from Mark F. Borns of Madison 56ers Soccer Club to sell beer at its home games at Breese Stevens Field to the May Park Commission meeting to allow further negotiations. MOTION CARRIED UNANIMOUSLY. Alder Maniaci added that there may also be neighborhood issues that have not yet come forward.

18070

Authorizing a declaration of change in use from City park land to public street right-of-way as part of the Northport Drive Reconstruction. (12th AD)

City staff presentation:

**NAME**

Christy Bachmann, Engineering Staff

Engineering has been working with WisDOT to reconstruct Packers and Northport all the way down to First Street. It is broken into three separate funded projects that will occur over multiple years, beginning in 2011. There have been many meetings with citizens and businesses to determine how the corridor should be developed. The pinch points have been on Sherman and at the entrance into Warner Park, partly in connection with the on street bike lanes. There will also be pedestrian crossings at the entrance into the park and at the west leg of the Packers/Sherman intersection.

A motion was made by Skidmore/Chewning to approve Resolution ID#18070 authorizing a declaration of change in use from City park land to public street right-of-way as part of the Northport Drive Reconstruction. **MOTION CARRIED UNANIMOUSLY.**

A recess was called at 8:12 p.m. The Board of Park Commissioners returned to session at 8:22 p.m. with all Commission members in attendance.

## VI. REPORTS

Long Range Planning Subcommittee

President Barker read a Proclamation honoring Don Last. He added that gracious and professional are words that describe him. Don Last addressed the Commission stating he enjoyed working with the Parks Foundation and serving on the Long Range Planning Subcommittee as the Foundation representative. He commended Parks staff who help make Madison a great place to live. It was his pleasure to work with all of them. Applause.

Skidmore left the meeting at 8:29 p.m.

Update on Shady Woods Neighborhood Plan

City staff presentation:

**NAME**

Michael Waidelich of Planning & Development

This Plan was presented last year as a draft for adoption as a supplement to the City's Comprehensive Plan. The ultimate decision was to adopt the recommendations only as to Phase A of the planning area which covered the northwest corner of the plan. The balance of the plan was referred for six

months by the Plan Commission and accepted by the Council. In August of last year staff prepared a process for working with the property owners to address their concerns. They also met with Ice Age Trail staff and their advocates. A memo was prepared in December that indicated nothing has happened. Property owners have hired a consultant to work with Planning staff and in March the consultant asked for a one year delay. Planning would however like to know what they plan to do. Planning has no objection to a one year delay and is willing to give them more time. The representative of the Ice Age Trail supports that request.

Commissioners indicated appreciation for the status report and questioned under what circumstances Planning would come back with another motion for approval. The Plan may come back to the various Commissions with different alternatives – such as Planning’s concept and the consultant’s concept.

The completion of a meaningful Ice Age Trail is a national concern. Planning has met with both Ice Age Trail staff and the Wis DNR and come away from those meetings with the understanding that there will be money for the Trail; however it needs to happen with willing sellers. It was also noted that you can no longer follow along the glacial edge because so much of the original topography has been destroyed by development. This is one of the best preserved moraine areas.

A request was made by Commissioners that Planning let the Park Commission know the status of this issue in six months.

C. [18057](#)

Dane County Airport Geese Management Plan

Registered Speakers in support

Dave Jensen, Deputy Director of Dane County Regional Airport (DCRA)  
Lowell Wright, Environmental and Wildlife Management Officer

Dane County Airport officials stated that geese are potentially posing a hazard to activities at the airport. The resident goose population has increased dramatically over the past 25 years. They are large, long lived and very adaptable. Reference was made to the “Miracle on the Hudson” and the need to minimize wildlife hazards on and around airports. Under Federal Aviation Administration 14 Code of Federal Regs, Part 139, states 139.337 Wildlife hazard management – Airports with a certificate to conduct air carrier operations must have a Wildlife Hazard Management Plan; Wildlife Hazard Management Plan is developed from a Wildlife Hazard Assessment. The DCRA conducted a Wildlife Hazard Assessment in 2002 and is initiating an update in 2010. DCRA contracted with USDA-Wildlife Services to update that assessment. FAA Advisory Circular 150/5200-33B: states that airport operators must consider land use practices and compatibility for wildlife management within 10,000 feet of any runway when there is commercial jet service and in a runway approach or departure corridor. Warner Park is approximately 7,500 feet from the primary runway at DCRA. In June 2007 the Wis DNR banded 132 Canada geese in Warner Park. Seven of those geese were found and dispatched at DCRA in accordance with the Wildlife Management Plan.

Various methods of controlling goose populations at the airport include habitat

modification, goose removal, dispersal methods, and active harassment. A list of identified goose behavior throughout the year was also provided. From mid-June to the first of July almost all Canada geese are flightless due to molting. During that time frame the DCRA would like to conduct a goose round up through USDA Wildlife Services, rounding up the flightless geese, removing them and euthanizing them. They would then test the meat and if it met the health standards, the meat would be processed and given to local food pantries.

DCRA is requesting that the City of Madison approve the USDA Wildlife Services round up of geese in Warner Park in June 2010.

Russ Hefty, Parks Conservation Supervisor, reported that he toured the lagoon at Warner Park looking for goose nests. He found 14 positive and 6 probable nests on the island. Ten of the nests were on the higher ground and 4 were located along the water. Each nest had 4 to 6 eggs in them. He counted a minimum of 20 pairs, plus another 40 to 50 immature birds. There are currently about 80 to 100 birds in the park. If the eggs hatch there will be another 80 birds in the park. These are the giant Canada geese that are year round residents and not migratory. When they are ready to mate they come back to where they were raised.

If this population continues to grow unchecked it will reduce the habitat quality for all other birds. There is also the impact to park users who must deal with the goose feces on basketball courts and soccer fields. Some people are concerned about reserving the shelter because of the fecal matter. There are also issues with water quality, not only at Warner but at Madison beaches because of fecal matter washing into the lakes. One goose produces a pound of feces a day.

Geese will exceed our societal capacity for them far before they will run out of food. There may be competition between different species for space. The geese graze not only on the grass but also on the native plants. It is a common problem with our urban wildlife that while most wildlife species do not adapt to the changes humans make in the landscape, but some species are overly successful, such as deer, raccoons, and geese. Geese harass people walking along paths at the Lakeshore Nature Preserve in the UW.

The island is a good place for nesting because that location reduces the chances of predators preying on them. The high ground on the island is ideal goose habitat. At some later date that portion could be restored to the same elevation as the rest of the island, with DNR approval, which would make it less suitable. Another possibility would be to conduct burns on the island to get rid of some of the cover. Those are some of the habitat modifications that could be done but harvesting is the best method.

The only goose management technique used by Parks has been to allow turf grass to grow long next to the shorelines to discourage them. Hazing geese and chasing them with dogs only temporarily moves them. Adding eggs to stem the population is also temporary. The most effective method of reducing populations is to conduct a harvest as is proposed by the Airport.

The DNR will not conduct another banding project in Warner Park because they are a non-migratory bird and not a huntable population. The Wis DNR can

now issue permits to addle eggs.

A motion was made by Parker/Chewning to request that the Airport work with Parks staff and come back next month with a specific management plan for goose reduction.

Airport personnel indicated the problem with waiting a month is that the geese molt in June and they would need to conduct the round up at that time. This would take care of the immediate need to reduce the population and they could then work on a long range plan of non-lethal methods. The Airport has an urgent concern to reduce the current population and doesn't want to miss that opportunity. The Airport has already harvested a number of geese that were banded in Warner Park when they have done this sporadically.

Commission members noted there is an immediate problem and they are concerned about "testing" a Miracle on the Hudson here in light of the Airport's request to take emergency measures now. They do not want to put people's lives in danger. One member felt it would be fairer to the volunteers in the park to come back in May. President Barker stated he didn't know what purpose would be served by waiting a month because this is a resident goose problem. In response to a direct question, O'Kane agreed that people should know about this issue and she understands the concern of the Commission on the safety issue. She also acknowledged that Hefty knows more than she does about geese. The park is letting a barrier grow up along the path. She has questions and concerns and also wonders if the geese are moved from Warner Park and euthanized will geese from other parts of the city create the same problems.

Airport personnel stated they are making the request under the guidance of the Federal Regulations they follow. Their area of responsibility is 10,000 feet from a primary runway and Warner Park is 7,500 feet from an air carrier runway.

The motion was restated: A motion was made by Parker/Chewning to request that the Airport work with Parks staff and come back next month with a specific management plan for goose reduction. Ayes – Chewning and Parker, Nays – Clausius, Skidmore, Barker. MOTION FAILS.

Commissioners then indicated they couldn't think of a reason why they wouldn't be responsive to Federal Regulations first and foremost. This is not a rare bird; it is a resident non-migrant bird that is a problem.

Wright explained that they had contacted the Wis DNR when they found bands on several geese at the airport and were told that a banding operation took place in Warner Park in 2007. He then contacted the USDA Wildlife Services and was told that even 4 bands out of 132 was significant and suggested they keep track of any additional bands found on geese because it could indicate it was a hot spot problem. The USDA then recommended a roundup be conducted. Airport officials then met with Rutledge and Hefty to provide additional information. The round up would be the first phase to deal with the immediate problem and they would then come up with a long term plan that would start with non-lethal methods, such as hazing.

Members again stated that the safety of airport passengers needs to be taken into consideration. A motion was made by Clausius/Parker to allow the

proposal as outlined and asked that the Airport, working with Parks staff, come back with a long term plan. MOTION CARRIED UNANIMOUSLY.

Superintendent Briski added this is an issue with a much broader scope that needs to be dealt with to keep the Yahara chain clean.

Elizabeth (Lisa) Link Peace Park Philosopher Stones Wording

Rutledge reported that ground was broken at the end of last month for the Elizabeth (Lisa) Link Peace Park reconstruction. One of the features will be Philosopher stones placed near the State Street entrance. A handout with appropriate messages contemplating the value of peace to be inscribed on the stones was distributed.

Registered Speaker:

NAME	SUPPORT	OPPOSE
Jill Sebastian		XX

A peace pole with a peace message in four different languages will also be located in this park. The four stones pieces on the stones are all site specific and the hope is that the words will speak across generations.

A motion was made by Chewning/Clausius to approve the wording for the Philosopher stones. MOTION CARRIED UNANIMOUSLY.

18059

Request from Madison Veterans for Peace Chapter 25 to place >5413 Memorial Gravestone replicas in the grass adjacent to the sidewalk in Olbrich Park from May 29 to June 5, 2010 to commemorate the Afghanistan and Iraq war dead for Memorial Day 2010.

Registered Speakers:

NAME	SUPPORT	OPPOSE
Richard Chamberlin		XX
Gail Price – not speaking		XX
John Carey		XX

A motion was made by Clausius/Chewning to approve the request from Madison Veterans for Peace Chapter 25 to place >5413 Memorial Gravestone replicas in the grass adjacent to the sidewalk in Olbrich Park from May 29 to June 5, 2010 to commemorate the Afghanistan and Iraq war dead for Memorial Day 2010. MOTION CARRIED UNANIMOUSLY.

18060

Request from Ultimate Players Association to host an Ultimate Frisbee Tournament Championship at Breese Stevens Field on May 31, 2010.

Doniger stated the Ultimate Players Association asked that their request be withdrawn.

18061

Request from Christie Catania of New Belgium Brewing Co. to host a Clips of Faith Beer & Film Tour in Olin Park on June 16, 2010.

Registered Speaker:

NAME	SUPPORT	OPPOSE
Christie Catania		XX

**A motion was made by Chewning/Clausius to approve the request from Christie Catania of New Belgium Brewing Co. to host a Clips of Faith Beer & Film Tour in Olin Park on June 16, 2010. MOTION CARRIED UNANIMOUSLY**

18062

Request of TEAMSurvivor in conjunction with Race Day Events LLC, and American Dragon Boat Association and Megan Kress, consultant, to host an American Dragon Boat festival in Vilas Park on Lake Wingra on Friday and Saturday, June 25 and 26, 2010.

Registered Speaker:

NAME	SUPPORT	OPPOSE
Diane Stajanovich		XX

**In order to set up the course a motorboat is used. A boat will also sit in the water during the race in case of an emergency.**

**A motion was made by Clausius/Chewning to approve the request of TEAMSurvivor in conjunction with Race Day Events LLC, and American Dragon Boat Association and Megan Kress, consultant, to host an American Dragon Boat festival in Vilas Park on Lake Wingra on Friday and Saturday, June 25 and 26, 2010. MOTION CARRIED UNANIMOUSLY.**

18063

Request from RAM Racing LLC to host a 5K run entitled the Terrapin 5K in Olin Park on September 16, 2010 and a post race concert by a Grateful Dead cover band.

**A motion was made by Parker/Chewning to approve the request from RAM Racing LLC to host a 5K run entitled the Terrapin 5K in Olin Park on September 16, 2010 and a post race concert by a Grateful Dead cover band. MOTION CARRIED UNANIMOUSLY.**

Overview of Wis DOT Verona Road Project

Registered Speakers:

Larry Barta, DOT in support  
Tom Lynch of Strand Associates, in support

**Since the February Park Commission, DOT has held four meetings in the neighborhood. One consistent suggestion from these meetings has been to have traffic run on the frontage road instead of bringing it into the**

neighborhood and to have the entrance to the bike overpass on the other side of the frontage road. Participants also stated they would prefer to have the three businesses purchased and to have the frontage road stay next to the Beltline. Many comments have been received that are all very consistent and if those comments continue, the DOT will probably consider that option. This would not impact Britta directly.

The upgrade would be done in three stages. The first and second stages are scheduled for the near term and the third stage is long term, probably after 2030. The upgrades are necessary because of increased crashes and congestion problems. Stage one would begin in 2013-2015 and would reconfigure the interchange for more efficient capacity. Stage three would be a depressed freeway that would impact Britta Park. The necessity for Stage three would be reassessed prior to any work, but a stage three plan that addresses that probability is required by the feds. That is where Britta Parkway will be impacted.

Britta Park is a Section 4 resource and has special protections. There are three frontage road options studied for stage three. Option 1 requires the purchase of approximately 60-70% of Britta Park. A framework for mitigation was developed with Parks staff. Options 2 and 3 do not require purchase of Britta Parkway and do not require mitigation but are not as favorable for the neighborhood. Which option to pursue will be determined after the Supplemental Draft Environmental Study comments are received. This will all be reevaluated in 2030 if stage three is implemented.

Option one would replace the frontage road on the outside of Britta Park. Taking 60-70% of the park and would end its functionality as a park. It would have value as greenspace. The character of the area would become quieter because of the screening and moving the traffic. Mitigation options include increasing the recreational value of DeVolis Park, one block to the south, with playground equipment and sport courts.

Option two would reroute the frontage road to Britta Parkway but this would separate the park from users because of the frontage road and would put a busy street in front of the homes. This option doesn't require the purchase of any part of Britta Park.

Option three would be to discontinue the frontage road. Britta Parkway would become a local street and some type of barrier would be added so the street didn't become a cut-thru. Some of the frontage road traffic would funnel through the neighborhood and increase traffic volume on DeVolis Parkway. The good thing would be that the amount of traffic users would need to cross to get to Britta Park would be considerably less.

**Option 1**

Conversion of Park	Becomes greenspace
Compensation	Fair market value
Mitigation	Add rec equipment to DeVolis or another park
Traffic Volume to cross to access park	200-500 vehicles per day
Other considerations	None

**Option 2**

Conversion of Park	Remains a park
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Compensation None  
Mitigation None  
Traffic Volume to cross to access park 5000+ vehicles per day  
Other considerations Routes frontage road in front of homes

Option 3  
Conversion of Park Remains a park  
Compensation None  
Mitigation None  
Traffic Volume to cross to access park 200-500 vehicles per day  
Other considerations Routes frontage road traffic through neighborhood

Again, stages one and two need to be done. Stage three may not need to be done but needs to be planned for. The neighbors don't want the project but if it has to happen, they appear to favor Option 1. Also, option one provides compensation and mitigation to park properties. The businesses would be relocated but the frontage road serves more than those businesses.

Multiple meetings were held, one focused on businesses, one on rentals, and one with single family residences. DOT heard that neighbors value the lack of traffic on their neighborhood streets. Britta Park is a neighborhood park and isn't very active. Not many kids play in the park because of the space but lots of adults use it. If kids want more playground equipment, they go to Marlborough Park. Ald. Solomon noted that option one was preferred because of the compensation at fair market value, the opportunity for the Park Commission to put the money back into DeVolis or Marlborough Parks, and the mitigation recommendation.

The Park Commission was asked to wait and see what comments are made at future meetings. If option one is chosen, the DOT will need to provide a framework for the mitigation in their documents. If a plan for mitigation is worked out, it would be brought back to the Park Commission. If the city will not accept option one, then options two or three would be implemented.

Rutledge noted that the Parks Division wanted to make certain that the Park Commission was comfortable with them discussing the various options. Some commissioners noted they were not comfortable with this project. Barta stated that the DOT needs to be very clear, open and honest as to what future transportation needs might look like because they are accountable for the roadway system and what it will take to keep it functioning.

President of the Park Commission

88 Superintendent of Parks

**Written Report of Supervisor's Activities**

A motion was made by Chewning/Clausius to accept the written report of Supervisor's activities. MOTION CARRIED UNANIMOUSLY.

**Informational Items**

Superintendent Briski reported that the closing on the Fifth Addition for the Cherokee Marsh expansion took place today. The Madison Parks Newsletter

and Annual Report were handed out. There was a reminder that the annual Park Tour will take place on August 11, details are being finalized on actual tour elements. Two suggestions for inclusion were Britta Park and edibles.

There will be two Ride the Drive events this year, one on June 6 and the second, on August 29, will feature Lance Armstrong.

The September Park Commission meeting was rescheduled to September 22, due to conflict with Rosh Hashanah.

Information has been distributed to all the schools on the Goodman Pool programs. Since the last Park Commission meeting, Robert Goodman passed away. Just prior to his death he donated \$25,000 toward scholarships for 2010. Legacy gifts to provide donations annually are also being created through their estates, for all the Goodman facilities.

The City's Arts Coordinator has been working with Parks staff to submit a grant application to the National Endowment of the Arts for \$50,000 to be used for Central Park art.

Lastly, he apologized for the rearrangement of the agenda tonight. President Barker added he does not want to have the agenda reordered in this fashion again. People look at an agenda and determine when they will be able to speak, only to find that their item has already been dealt with.

#### UNFINISHED BUSINESS

[18064](#)

2009 Parks Division Pesticide Report

1. Excerpt from Minutes of the Committee on the Environment

**A motion was made to refer this report to the Public Health Commission for comment. MOTION CARRIED UNANIMOUSLY.**

#### NEW BUSINESS

D.

[17516](#)

Authorizing the Common Council to accept ownership from Carpenter-Ridgeway Neighborhood Association of a decorative garden and garden plantings to be located in the public right-of-way of Burke Avenue, near the intersection of Gannon Avenue.

**This Resolution was Return to Lead with the Recommendation for Approval to the BOARD OF PUBLIC WORKS, due back on 4/20/2010**

E.

[17801](#)

To authorize the Mayor and City Clerk to enter into a \$132,000 contract with Plunkett Raysich Architects for architectural services to complete the design and construction of the Tenney Park Shelter. (AD 2)

**This Resolution was RECOMMEND TO COUNCIL TO ADOPT - REPORT OF OFFICER**

- F. [17885](#) To Declare the Week of April 25 through May 1, 2010 as ARBOR WEEK 2010 and to commemorate the City of Madison's 20th anniversary as a Tree City USA.

**This Resolution was RECOMMEND TO COUNCIL TO ADOPT - REPORT OF OFFICER**

- G. [17911](#) To commemorate the 40th anniversary of Earth Day on April 22, 2010 and to proclaim April 17 and 24, 2010 Earth Day Clean-up Days and endorsing and encouraging citizen participation in the clean-up events at City of Madison Parks.

**This Resolution was RECOMMEND TO COUNCIL TO ADOPT - REPORT OF OFFICER**

#### ADJOURNMENT

**On motion of Clausius/Chewning the meeting adjourned at 10:35 p.m.**