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James Corner Field Operations



Sasaki

Proposed Law Park Design

The proposed roadway design in Law Park, north of the Monona Terrace, omits access to the Machinery Row parking lot. The private lot is the off-street parking and delivery location for Machinery Row businesses.	The proposed beach near the Broom Street intersection is along a historically-filled shoreline and the lake bottom drops steeply. This condition requires non-swimmers to stay close to shore.	The proposed pedestrian overpass at the Broom Street intersection will likely obstruct views of the Capitol from the lake shore. It will also provide a jump platform into the lake.
The proposed King Street extension requires removal and redevelopment of three privately-owned properties (155, 307, and 327 E. Wilson Street).	The proposed King Street extension requires removal and redevelopment of three privately-owned properties (155, 307, and 327 E. Wilson Street).	The proposed decking over John Nolen Drive north of the Monona Terrace will obstruct two floors of existing condominium units at 155 E. Wilson Street.
The King and Hamilton Street pedestrian overpass structures may create jump platforms into the lake.	It appears the proposed development of Law Park north of the Monona Terrace does not include an access ramp for emergency boat services (identified in the Preliminary Report).	The route of the multi-use path south of the Monona Terrace isn't clearly defined.
The proposed Monona Hill appears to show that people on bikes would need to ride up it to stay on the path. Many people on bikes will not want to ride up the path and will instead use the boardwalk unless they are heading to MLK (which seems like it will connect). Recreational riders will likely want to stay along the water especially visitors.	The proposed decking over John Nolen Drive north of the Monona Terrace will obstruct two floors of existing condominium units at 155 E. Wilson Street.	It is not clear if the Visitor Center & Entry Plaza bridge is high enough to clear the railway line. It also appears to have a large stair with no accessible route.
	The proposed beach at King Street conflicts with an existing fishery habitat (identified in the Preliminary report. The design and extent of the beach area must avoid disturbing this sensitive environmental system.	The proposed beach north of the Monona Terrace conflicts with an existing fishery habitat (identified in the Preliminary report. The design and extent of the beach area must avoid disturbing this sensitive environmental system.
Some of the graphics seem to show that people will both walk and bike on separate paths on Monona Hill & the waterfront area is for "strolling" so not sure what that means for usage. There does seem to be a lowered path as well in a graphic but not sure how that would work. Is it in the tunnel? What would that be like - motor vehicle fumes might be a real concern.	Removing John Nolen Drive vehicle lanes north of the Monona Terrace will cause significant disruption to traffic flow, given current traffic volumes.	The elevated waterfront park concept is interesting but wonder how this would work from a walking/biking perspective as well as accessibility.
	The plan does not provide the pork chop island at Williamson St. A previous study explored omitting the island, and there were problems with not being able to separate the pedestrian walk indication from the right turn signal. The King Street pier structure may create a jump platform into the lake.	The Overlook at Hamilton street could become a jumping platform into the lake.

Lake Monona Waterfront
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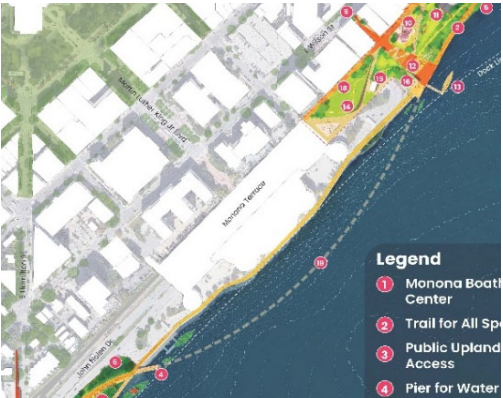
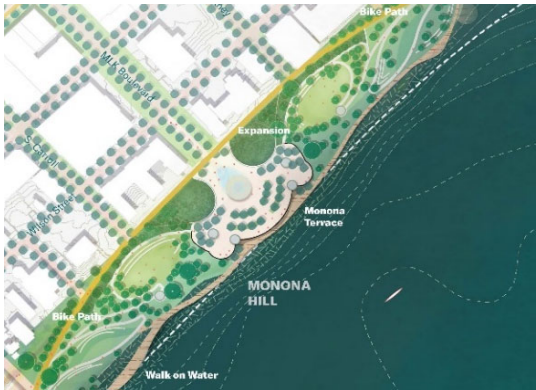


Proposed Law Park Design (cont.)

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Will there be an easy way for people on bikes to reach the overlooks and sitting space without creating additional conflicts? Will there be space for people to park their bikes to enjoy those amenities or would then need to park at either end of the causeway to do that?	Broom St cul de sac - need to ensure that the path crossing is well designed so that people driving in to pickup or drop-off (especially people from out of town) are yielding and driving safely.
Will need to ensure the overpasses work for flow both on/off and through the area as the transitions can be tricky. The graphic shows lots of different potential movements that would need to be well thought out to minimize conflicts between users as someone will be just moving through and others will be just looking around enjoying the views and trying to figure out where they want to go.	Like the idea of improving and separating the fishing area near Lake Monona although this approach may have some challenges and logistical issues It is not clear how the footbridge at Hamilton St is envisioned to work - is there an elevator down? How will it be accessible? How are bikes accommodated? The plan renderings extend beyond the project boundaries, making the available area look larger than it is.
See Monona Terrace comments.	The connection to the proposed King Street pier includes multiple sets of stairs with no clear accessible route. The proposed dog run is on top of Madison Water Utility well #17, which is critical to the city water supply. Well and pump station access must be maintained with any proposed improvements. See Monona Terrace comments.

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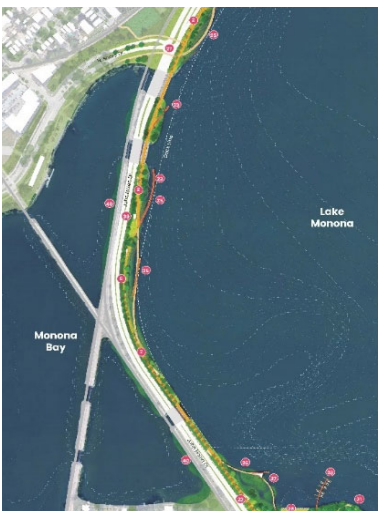
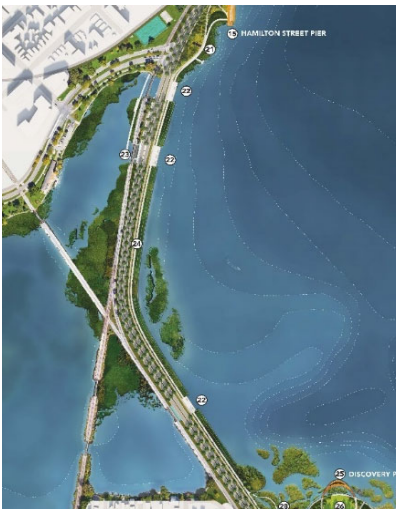
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Proposed Monona Terrace Changes

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Any proposed changes to the Monona Terrace are the purview of the Monona Terrace Board and management team. The Monona Terrace is a Frank Lloyd Wright structure, and proposed modifications must maintain this designation. Any changes will likely require review by the Frank Lloyd Wright Foundation in addition to the Terrace Board.	Any proposed changes to the Monona Terrace are the purview of the Monona Terrace Board and management team. The Monona Terrace is a designated Frank Lloyd Wright structure, and proposed modifications must maintain this designation. Any changes will likely require review by the Frank Lloyd Wright Foundation in addition to the Terrace Board.	The proposed master plan works with existing Monona Terrace and accommodates the future expansion zone.
The hill greatly detracts from the signature Monona Terrace and the iconic view ("postcard view" as it is called in the Downtown Plan). It covers too much of the building and seems to visually disconnect it from the Downtown.	It appears the proposed the fishing platform at lake-level extends beyond the State-determined limit for shoreline improvements (Buildable Dockline per the Preliminary Report).	
The steepness of the hill will likely make many parts of the area inaccessible. The Bike/pedestrian overpasses down Hamilton/King back up the rear of Monona Terrace are confusing (They seem to go down and then back up to the center of Monona Terrace which would be more easily accessible from MLK Jr. Blvd)	The wall along the bike path helped protect the first floor of the Terrace from flooding in 2018. Pumps and sandbags were placed at the end of the wall to keep flood water from entering the facility. The proposed design removes this feature.	
It appears the proposed multi-use path requires users to climb up to the Monona Terrace elevation and then back down again.		

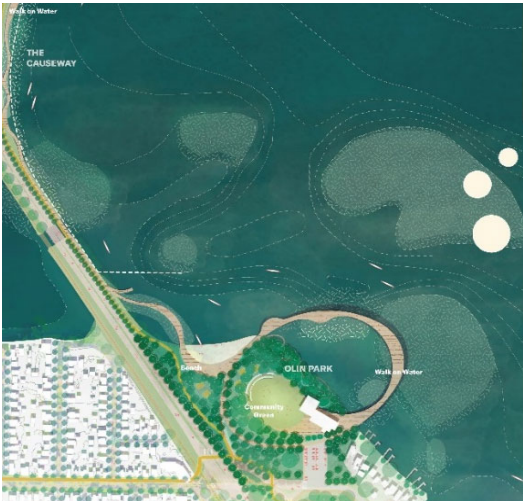
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Proposed John Nolen Drive -
Northshore Drive to Lakeside Street
Design

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The proposed master plan works with current plans for the reconstruction of John Nolen Drive and the Blair Street intersection.	The plan does not provide left turn lanes for north-bound John Nolen Drive to Northshore, or north-bound John Nolen Drive to Broom. These are major entrances to downtown and will need some type of accommodation for left turns.	The proposed master plan works with current plans for the reconstruction of John Nolen Drive and the Blair Street intersection.
The narrowed median is consistent with the public feedback received at the 02/23/23 PIM. The proposed master plan appears to work with current plans for the reconstruction of the John Nolen Drive causeway.	The proposed heavy tree planting along the causeway will block the iconic views ("postcard views" as stated in the Downtown Plan) of the capitol and skyline. The anticipated roadway median width is not sufficient to support full-size canopy trees.	The narrowed median is consistent with the public feedback received at the 02/23/23 PIM. The proposed master plan appears to work with current plans for the reconstruction of the John Nolen Drive causeway.
How will the new wetlands/marsh impact the overall walk/bike experience? Will it improve the health of the lake enough that this won't be an area where trash collects and where in the summer the lake has an unpleasant aroma? Want to make sure this is also an enjoyable experience year round.	The narrowed roadway median is consistent with the public feedback received at the 02/23/23 PIM. Note - the narrow roadway media increases the space along the causeway for pedestrians, cyclists, and shore access. However, it does not provide sufficient area for media trees. The proposed row of street trees isn't feasible with the anticipated roadway alignment.	
	How will the new wetlands/marsh impact the overall walk/bike experience? Will it improve the health of the lake enough that this won't be an area where trash collects and where in the summer the lake has an unpleasant aroma? Want to make sure this is also an enjoyable experience year round.	
	The propose footbridge along the causeway connecting people to Brittingham Park requires further evaluation. The proposed route under the causeway and railroad bridges will be below lake level.	

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Proposed Olin Park Design

The proposed circular boardwalk appears to prohibit watercraft access to it's interior and the park lakeshore. Lake Monona is a public waterway, and dock and boardwalk features cannot limit lake access.	The proposed "learn-to-kayak" course and islands are in a zone with very little lake current. Algae, floating vegetation and lake debris will collect in this area. There is concern the plan will create stagnant back water areas.	The proposed beach location at Olin Park is near an underwater shelf of submergent vegetation. The shelf is a fishery habitat zone, and the design and extent of the beach area must avoid disturbing this sensitive environmental system.
The proposed beach location at Olin Park is near an underwater shelf of submergent vegetation. The shelf is a fishery habitat zone, and the design and extent of the beach area must avoid disturbing this sensitive environmental system.	The proposed land reduction for the kayak course removes an iconic viewing spot of downtown Madison.	The proposed beach at Olin Park is in a zone with very little lake current. Algae and other lake vegetation accumulate in this area during the summer months.
The proposed beach at Olin Park is in a zone with very little lake current. Algae and other lake vegetation accumulate in this area during the summer months.	The proposed dock/boat rental location is at a very steep section of shoreline, with a 20 ft. plus drop to the water.	Like the concept of the tree canopy walk, but have concerns on feasibility. How is access provided? What are the connection points? Will it be available in winter?
Support the idea of having interpretive information along a path. This likely will also attract people on bikes especially families and visitors. Have concerns this will cause conflict/strife between users. Is there a way to make that work if people are biking slowly or would it just need to be signed for walking only and have good bike parking? That does raise issues over space to pull over and look at the signage if slow bicycle traffic is allowed.		
The bike path and pedestrian path in Olin Park is one area where the paths diverge the most and there is likely to be people walking/biking on both. People walking may want a more direct path and people biking may want to visit the beach, the community green, the spectator space, etc. How is this envisioned to work? Also, the word "fast" is not a great choice since people biking, scootering, etc. are traveling at varied speeds and also have conflicts.		

General Comments - All Plans

Lake Monona is a public waterway subject to State regulatory and Public Trust Doctrine statutes. Per FEMA mapping, all of Lake Monona is zoned as flood storage. With this designation, any amount of filled lakebed requires a corresponding amount of removal (no net decrease in capacity). Any proposed lakebed fill will involve substantial regulatory requirements.	New sand beaches are not permittable per current WDNR regulations. Pea-gravel is the only beach-like material that can be placed below the ordinary high-water mark. All piers, docks and pedestrian overpasses require railings and must be fully-compliant with ADA accessibility guidelines, which are an essential part of any feasible design.	With the recent adoption of a Complete Green Streets Guide the idea of more green infrastructure is very appropriate. Some areas may be appropriate for suspended pavement to allow for healthy trees in constrained spaces with hardscape but adds additional cost to the designs.
Areas of tall grass prairie will need to have some space between it and the path both to ensure visibility at curves, allow some space for people who go off the path and for overall path maintenance.	The idea of a signature route has been something the City has been talking about in relation to the shared-use path for some time and this idea would really be a great start to making that happen.	