



MEMORANDUM

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TO: City of Madison
 FROM: Jon H. Lindert, P.E.
 DATE: October 29, 2004, revised September 9, 2005 and October 14, 2005
 RE: Wingra Creek Parkway – Phase I Improvements – October 12, 2004 Public Forum
 Comments and Responses

| PUBLIC COMMENT | CITY RESPONSE |
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| Streambank Restoration Elements: Vegetated Boulder Revetment Slide <ul style="list-style-type: none"> Plant native shrub species for habitat. | <ul style="list-style-type: none"> The final design incorporates blackhaw viburnum, grey dogwood, red osier dogwood, common elderberry, and compact European cranberry bush viburnum (native in character and species but non-native in variety) |
| Streambank Restoration Elements: Paddling Access Slide <ul style="list-style-type: none"> Where canoe launches are placed is an important decision. It would be a good idea to offer several choices and survey all neighborhoods, perhaps through neighborhood newsletters. | <ul style="list-style-type: none"> The canoe launce will remain at the end of Baird Street for the Phase I project. |
| Sheet 8 Plan Slide <ul style="list-style-type: none"> Recommend using prairie plugs for quick establishment and because community volunteers can install them easily with immediate results. | <ul style="list-style-type: none"> The City will lead a volunteer effort after the project is seeded with a variety of native mixes to plant a variety of prairie plugs. |
| Streambank Restoration Elements: Sack Gabions Slide <ul style="list-style-type: none"> Why use such a “hard” solution—why not reshape the banks with a lower slope so that they could be stabilized with vegetation instead? | <ul style="list-style-type: none"> Sack gabions are being used as a toe of slope protection and planted with a detention basin mix on the slope above which will provide a “softer” look. The sack gabions will be partially under water. |
| Sheet 9 Plan Slide <ul style="list-style-type: none"> Why keep the mulberry? Is it native? Raingardens could be bigger. Probably inappropriate plant choices here (too wet). | <ul style="list-style-type: none"> The mulberry tree will be evaluated in the field. The City may consider saving a different more valuable tree instead. The rain garden planting area at the northeast swales has been removed from the project. |

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| <p>Expanded Littoral Shelf Concept Plan</p> <p><u>Park Street to Beld Street</u></p> <ul style="list-style-type: none"> ○ As many shelves as possible. <p><u>Beld Street to Fisher Street</u></p> <ul style="list-style-type: none"> ○ As many shelves as we can afford; make them wider. <p><u>Fisher Street to Baird Street</u></p> <ul style="list-style-type: none"> ○ Can these shelves be above the waterline—appear to create meanders? ○ Where are the curves? <p><u>Baird Street to the railroad</u></p> <ul style="list-style-type: none"> ○ More and wider meanders. ○ Need about three very large boulders placed in creek channel in this area for visual effect (between Stations 39 and 40). | <ul style="list-style-type: none"> ○ One littoral shelf is in the final design. In addition, the final design includes two areas that will create physical meanders on the creek. ○ See comment above. ○ The plants that grow out of the littoral shelf will create the appearance of a meander. ○ See comment above. ○ See comments above ○ The City has budget for five boulders at various locations along the Phase I route. They will be placed at areas that appear to be more natural than just upstream of the Railroad Bridge Tunnel. |
| <p>Restoration Plan</p> <p><u>Park Street to Beld Street</u></p> <ul style="list-style-type: none"> ○ Dense shrubs for bird habitat and fish shelter. ○ Can the vegetated boulder areas allow for some “gentler” access? ○ Presumably the vegetated geogrids are for the steepest slopes...can the number of soil lifts be increased for more terraces so the bank is not 1:1? <p><u>Beld Street to Fisher Street</u></p> <ul style="list-style-type: none"> ○ Why aren't all outfalls being addressed for stormwater control—both quantity and quality, i.e. what are the costs associated with stormwater versus the other project features? ○ How much dredging per shelf—1 bucket width? Any additional dredging where potential exists to add depth to compliment other features? | <ul style="list-style-type: none"> ○ The south bank will be planted with a Tall Grass Prairie Mix. The north bank will be planted with an Olbrich Meadow Mix (grasses and perennials). The streambank treatments will be planted with button bush and/or red osier dogwood. ○ In the meander areas, the vegetated boulder revetment will change from 2:1 side slopes on either end to a more gentle 4:1 slope (flattest is 4:1 with some portions of the meander at 3.75:1 at the flattest). ○ The vegetated geogrids are stacked at a 1:1 slope to reduce the amount of disturbance and earthwork required. The 1:1 slope will be used. ○ It becomes cost-prohibitive to address all outfalls for stormwater quantity due to the lack of space for a detention basin and high cost for underground detention. The two outfalls being considered for in-line stormwater treatment were selected because they are the largest outfalls and contribute the most sediment and trash. ○ The littoral shelf will require about 15 CY of dredging. Additional dredging, by default, is occurring with the construction of each streambank treatment. The entire creek bottom is being dredged from Station 33+25 to Station 34+00. |



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| <ul style="list-style-type: none"> ○ Shore access for cleaning debris from trestle. ○ Is there a long term plan to manage nuisance invasive plants—buckthorn, honeysuckle, etc.? ○ I really like the plan to put plants in. Smaller boulder areas would be my preference. ○ Expand meadow areas closer to residences; eliminate mowed area to deter loitering next to residences. ○ Tall shrubbery to provide screening for residences. ○ Will there be an effort to exclude carp from littoral shelf to get a vegetative “catch”? Geese? | <ul style="list-style-type: none"> ○ Shore access, in general, is possible along the entire length due to plantings of grassy, prairie and woodland/savanna seed mixes and most slopes being at no greater than a 2:1. No specific shore access is considered except at the paddling access. ○ The City will coordinate volunteer efforts for maintenance of invasive plants. ○ Boulder areas are designed to stabilize the toe of slope up to the 2-year elevation. This area is inundated frequently and is the major cause of streambank erosion. ○ At 1702 Fisher Street, a Woodland/Savanna Seed Mix is proposed. At 321 W. Wingra Drive, the Olbrich Meadow Mix is proposed. ○ At 1702 Fisher Street, shrubbery has been added. At 31 W. Wingra Drive, much of the existing screening will remain. ○ The littoral shelves will be planted with Ecopatch Wetland Restoration Patches that will be grown with integral wire fence to protect against muskrats, carp, geese, etc. |
| <p><u>Fisher Street to Baird Street</u></p> <ul style="list-style-type: none"> ○ How about an above water shelf here, out to the centerline (near Station 36)? ○ Above water shelf (near Station 37)? ○ Can natural trees be strategically placed for the benefits they provide: aesthetics, loafing for birds and herbs, encourage deposition behind—a littoral shelf of sorts? ○ Tree Drop Diagram ○ Deposition Zone Diagram | <ul style="list-style-type: none"> ○ A physical meander will be built in the Station 36+00 area on the south side. ○ A physical meander will be built in the Station 37+00 area on the north side. ○ The City will make “tree drops” part of a post-construction project. ○ Same as previous response. ○ Same as previous response. |
| <p><u>Baird Street to the railroad</u></p> <ul style="list-style-type: none"> ○ Bathroom along bike path. ○ Redesign canoe/kayak launch area with sand beach type launch area. Launch Area Diagram ○ Use non-metal mesh gabions! Metal will rust; people and animals can get cuts/scratches on broken, rusted metal on streambank. ○ Flow Diagram ○ Need about three very large glacial boulders placed in creek channel for visual effect near railroad bridge on upstream side. | <ul style="list-style-type: none"> ○ The City will not be providing a bathroom along this stretch as part of this project. The City has had problems in the past with management of bathroom facilities as well as vandalism issues. ○ The launch has been redesigned as a slope down to the water’s edge. ○ The gabions used will be PVC coated. ○ No response ○ The City has budget for five boulders at various locations along the Phase I route. They will be placed at areas that appear to be more natural than just upstream of the Railroad Bridge Tunnel. |



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| <p>Comment Sheets</p> <ul style="list-style-type: none"> ○ Littoral shelves need to reach center line of creek 1 of 3 times. ○ Some shelves should bow and taper for a more natural run. ○ Paddling access should be cedar timbers, not stone. ○ Fast flow and heavy sediment stream outlets should be 45° down stream to maintain clear channel and avoid maintenance. ○ Use 1 or 2 local stone and sand shelves and let nature plant itself. ○ Expand low marsh plants south of stone trestle to ebb storm flow rises. ○ Need all vegetation be prairie-look/natural? ○ Keep up the good work/look (i.e. prairie/natural)!! ○ What are the provisions for the long-term maintenance and management plan? What are warranties on plant material and installation? Is this in the city's budget? | <ul style="list-style-type: none"> ○ One littoral shelf is in the final design. It extends approximately 12 feet into the creek from creek edge at its furthest out spot. ○ The littoral shelf is rounded to look more natural. ○ The launch will be redesigned as a slope down to the water's edge. ○ The in-line stormwater treatment devices are proposed on two storm sewer outfalls to collect heavy sediment. ○ Two physical meander areas (29+00 to 30+00 area and 36+00 to 37+00 area) are part of the final design. They area at a flatter slope and will be planted with detention basin seed mix. ○ This area is owned by the railroad and may be classified as a wetland area. No improvements are proposed here. Lack of sunlight in this area contributes to current lack of plant growth in this area. ○ Restoration/Landscape Plan has varying concepts. including areas described as Olbrich Meadow Mix, woodland/savanna seed mix, tall grass prairie mix, short grass prairie mix, Madison Parks Seed Mix. Various trees and native bushes are part of the final design. ○ Same as previous response. ○ The City will coordinate volunteer efforts for maintenance of invasive plants. The City will provide mowing for areas to be mowed on a regular basis. Warranties are typically 1-year. |
| <p>Discussion</p> <ul style="list-style-type: none"> ○ Pedestrian access at key points along each stretch. ○ The more open the shorelines the more use (abuse) by fishermen. | <ul style="list-style-type: none"> ○ Specific access other than the paddling access are not in the final design. However, the area around the Beld Street Bridge currently has access on two of its four corners. ○ In the Park Street to Beld Street area, on the south side a tall grass prairie is part of the final design which will discourage pedestrian use. Also, live stakes will be planted on southeast side of Park Street bridge. On the north side, both ends of the streambank treatment are planted with live stakes to discourage pedestrian access. ○ Between Beld Street and railroad, on the north side the bank is quite steep to begin with which will discourage pedestrian access. On the south side the uplands will be planted with a short grass prairie which will help to discourage access. ○ Between the railroad and the Pedestrian Bridge, on the north side, the bank will be planted with short |



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| <ul style="list-style-type: none"> ○ Blue herons raised chicks in the Park Street to Beld Street stretch. ○ Make some stretches more accessible (more than large boulders), tie into pedestrian access points. ○ Due to railing/wall on North and steep slopes between Beld Street and Park Street, should not provide access in this stretch. ○ Access for cleaning the railroad trestle from North side. ○ Talk to private property owners about their screening needs. ○ Lighting | <p>grass prairie mix which will discourage access. On the south side, a woodland/savanna seed mix will be planted in addition to bushes to discourage pedestrian access.</p> <ul style="list-style-type: none"> ○ Between the pedestrian bridge and the eastern railroad bridge, on the north side existing vegetation will discourage access. On the south side, this area is currently open and will remain as such. ○ Comment noted. ○ There is currently pedestrian access at the Beld Street Bridge, the paddling access area, and the area just west of the railroad tunnel. The Ford Crossing will provide access along the existing foot path through the woods just west of the railroad tunnel. ○ Final design doesn't propose access here. ○ No specific access is included in the final design. Access from the southeast corner of the Beld Street Bridge is considered adequate to clean the trestle via watercraft. ○ A separate meeting was conducted with the owner of 1702 Fisher Street and screening is part of final design. ○ The City may look at providing lighting for limited specific areas of special concern in the future. |

