

[RECEIVED AFTER]
2:30 PM.]
— SOME NOT FORWARDED

TPC 02.10.16
ITEM 6.3.
HAND OUT

Benishek Clark, Anne

From: judith strand [matystrand@hotmail.com] *By MEETING TIME*
Sent: Wednesday, February 10, 2016 2:39 PM
To: Sobota, Timothy; Benishek Clark, Anne; Rummel, Marsha
Cc: mnaboard@marquette-neighborhood.org
Subject: Transit and Parking Commission, 2/10 AGENDA, Legistar file #41691,
Attachments: 2016-01-21 MNA Board Jenifer St Reconstruction Recommendations.pdf

Re: Metro: Jenifer Street Construction Plans and related Bus Stop and Detour

Hello Transit and Parking Commission,

The Jenifer Street Reconstruction Project is a wonderful opportunity to demonstrate what we know about vibrant urban neighborhoods. It is a moment for looking at life in 2016 and making decisions based on what elevates individual spirit, community, and health of those who make this home. It is a moment for earning the rankings that identify Madison as one of the best cities in the country to live.

The proposals in front of you centering on the place of metro transit in our neighborhood require full attention to what the choices mean. Citizen committees and the MNA board articulate well what they hear *every single day* all year long from fellow citizens – statements I know as a 30 year resident of the neighborhood (23 years on Jenifer St.). I find their positions hit home perfectly. I just want to make a special appeal for you to fully consider the option to relocate the metro buses to Williamson St. during the reconstruction.

The presence of city buses on Jenifer St. is a daily point of stress to everyone with speed, the sight of close encounters, and the fast moving cars that turn illegally as they follow the from Willy to Jenifer. Such traffic undermines a neighborhood's spirit and directs decision-making to what's most convenient for Metro rather than to what's best for residential human life. I value public transportation. I commute daily to work by bicycle or ride the Metro bus. However, the bus belongs on Willy St. -- and this is our opportunity to demonstrate and test what that change would mean for our neighborhood.

I have heard some Willy St. business owners are concerned that metro traffic may reduce customers. As a bus rider, I argue it will enhance it. As I ride the bus I see new restaurants and stores around the Square, State St., or Monroe St.. Given constant change on Willy St., riders would make discoveries. Their eyes on the street also enhance safety to those walking on Willy. As downtown residents and visitors can easily identify Willy St. as a metro destination, I predict an uptick in customers who don't need their cars and can safely enjoy the nightlife. The one negative impact of buses on Willy may be to commuter traffic. Prompting such drivers to take East Wash instead, however, is a positive for our neighborhood.

Rather than rerouting bus service to East Washington (with treacherous sidewalks and dark areas that I know from experience), I urge the board to endorse the option to try Willy St. with limited stops. This approach provides an opportunity to actually assess the meaning to businesses, public safety, traffic calming, and quality of life in a residential neighborhood. With a limited time frame of the project, we can all learn once and for all the meaning of moving buses off a gateway residential street to a more commercial corridor – that is the meaning for the Metro drivers, residents, visitors, and reputation of the city of Madison.

Thank you for your consideration and leadership.

Sincerely, Judith Strand
745 Jenifer St.

From: Gary Tipler [garytip8778@gmail.com]
Sent: Wednesday, February 10, 2016 3:52 PM
To: Beck, Drew; Sobota, Timothy; Benishek Clark, Anne; Rummel, Marsha; MNA Board
Cc: Gary; Anne Walker; Leslie Schroeder; twong48@gmail.com; peterwolff@yahoo.com; MNATraf
larry jensen; NMKime@gmail.com; post@pobox.com; 1 Joan Hart; "John coleman"; "audrey
lesondak"
Subject: Transit & Parking Commission, 2/10 Agenda, Item G.2., Legistar file #41691
Attachments: 2016-01-21 MNA Board Jenifer St Reconstruction Recommendations.pdf

Transit & Parking Commission
2/10 Agenda, Item G.2., Legistar file #41691

Members of the Transit & Parking Commission:

The Marquette Neighborhood Association supports two alternatives to the bus rerouting to East Washington during the Jenifer Street construction. These are the Bus Service items in the recommendations in the attached letter.

Bus Service

5. Support an alternative to rerouting the bus service to East Washington Avenue for the project.

- East Washington Avenue is far too distant for the heavy bus ridership in the neighborhood.
- The walk through the former industrial and rail area has few "eyes on the street" and has proven to be unsafe, particularly for women after dark.

There are two alternatives that the Traffic Committee proposes:

- A. Provide a shuttle service for the neighborhood to provide service around the Capitol Square to make connections to other lines. Or,
- B. Provide service of existing lines on Williamson Street, with limited designated stops -- three are suggested. The neighborhood will work with business owners to secure approval for the temporary stops.

6. Support reevaluating the proposed shift of the westbound bus stop on the northwest side of Ingersoll due to its negative impact on traffic visibility and safety for multiple properties.

- The two proposed bus pad west of Ingersoll on the north side of Jenifer would block visibility of vehicles and bikes from drivers exiting driveways west of Ingersoll.

Toward the possibility of a Williamson Street trial, we've spoken with the owners of several property owners and businesses at corners who support bus stops on Williamson. We offer to participate furthering that effort with you.

Thank you for your consideration.

Gary Tipler

Chair, MNA Traffic Committee

Attached: Marquette Neighborhood Association letter supporting MNA Traffic Committee recommendations



A Place for All People - Established 1968
953 Jenifer Street
PO Box 3223
Madison, WI 53704

Board of Directors

Lynn Lee, President	Jack Kear
Renee Lauber, Vice President	Dayna Long
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Amanda White, Secretary	Jesse Pycha-Holst
John Coleman	Gary Tipler
Colleen Hayes	Anne Walker

Jenifer Street Reconstruction Plan Recommendations

Prepared by Gary Tipler, Chair, MNA Traffic Committee

Approved 1/21/2016 by the MNA Board of Directors

These are recommendations for some of the more important features or aspects of a Jenifer Street reconstruction gleaned from the several public meetings and comments, based on detailed analysis and review of pertinent publications and standards. The proposals marked in **bold** depart from the plan proposed from City Engineering on 1/13/2016.

Goals

- Enhance the utility and appearance of the existing street environment of historic buildings and canopy trees.
- Improve safety and support a balance of the multiple travel functions for Jenifer Street and the neighborhood.
- Promote a healthy and sustainable environment to support the quality of living on the street and in the neighborhood.

Items for Inclusion in the Jenifer Street Reconstruction Plan

The following items are proposed by the MNA Traffic Committee to be integrated and supported in the project plans and installations in the reconstruction of Jenifer and adjacent streets in the project area. There has been strong support for partial-undergrounding to preserve trees, mixed support for narrowing by 2 feet and bump-outs, and strong support for minimization and monitoring of vibrations impacts. Based on inputs from the on-line survey and the neighborhood meetings and previous street reconstructions the following recommendations are made.

Pedestrian, Cyclist and Vehicular Traffic Safety

1. **Pedestrian crosswalk extensions or bump-outs should be 5 feet, rather than 3 feet.**
2. **Support a "speed hump" just east of the west-bound bus stop east of Livingston Street.**
 - This will help mitigate the problem of poor visibility of both east-bound vehicular traffic turning from Livingston and west-bound traffic on Jenifer. This has been a dangerous intersection and too many near accidents have occurred. Placing it prior to a bus stop permits a bus slowing to pick up passengers at this frequently used stop.

3. Support the installation of a “traffic table” at the intersection of Brearly and Jenifer.

- This enhances pedestrian safety at this very heavily used intersection that serves the Wil-Mar Neighborhood Center, a playground, farmers markets and bus stops.

4. Support narrowing Jenifer Street by 2 feet.

- This can improve safety by decreasing the distance pedestrians have to cross the street, and by ‘calming’ or slightly slowing through-traffic by encouraging more mindful driving. It would design the street relative to its residential setting and use, rather than for a maximum speed for vehicular use. This was originally supported in the Engineering proposal and in the Urban Assets Report.

In addition:

- This will increase soil areas to enhance tree health.
- It will increase the soil area for storm water storage and for snow storage.
- It will decrease the street paving surface area and the cost relative to its area.

Bus Service

5. Support an alternative to rerouting the bus service to East Washington Avenue for the project.

- East Washington Avenue is far too distant for the heavy bus ridership in the neighborhood.
- The walk through the former industrial and rail area has few “eyes on the street” and has proven to be unsafe, particularly for women after dark.

There are two alternatives that the Traffic Committee proposes:

- A. Provide a shuttle service for the neighborhood to provide service around the Capitol Square to make connections to other lines. Or,
- B. Provide service of existing lines on Williamson Street, with limited designated stops -- three are suggested. The neighborhood will work with business owners to secure approval for the temporary stops.

6. Support reevaluating the proposed shift of the westbound bus stop on the northwest side of Ingersoll due to its negative impact on traffic visibility and safety for multiple properties.

- The two proposed bus pads west of Ingersoll on the north side of Jenifer would block visibility of vehicles and bikes from drivers exiting driveways west of Ingersoll.

Vibration Damage to Houses

7. Take measures to limit construction machinery vibrations that damages historic buildings.

Prevent damage rather than simply plan for remediation afterward. There is no evidence that post-construction remediation has worked. Adequately determine and prevent damage to buildings from construction machinery vibration.

- A. The City should specify preventative vibration damage controls in bid specifications and performance criteria in a request for proposals and in bid contracts and comply with

standards provided in the specifications that are proven effective at preventing damage.
(See notes below.)

- B. Bid documents should require that contractors have a record of quality experience working with care around historic buildings. Contractors should additionally be made aware of soil and geologic formations so as to adequately prevent damage to buildings.
- C. Crack-and-damage surveys should be carried out by a contractor independent of the construction contractors and the survey must be shared with the building owners before and after the surveys are done.

Retain Trees

8. Retain and preserve existing ash trees that are in good health. Halt preemptive removal of the ones in good health and good form, and develop a plan to treat them and protect them against construction damage. A partnership with MNA and property owners could be developed to pay the two-year inoculation costs.

- At least 16 ash trees that are in good health and form are proposed to be removed simply because they are beneath high voltage power lines. In addition, some other ash trees in good health and good form and not beneath high voltage power lines are also proposed to be removed to make construction less complicated and avert removing them, perhaps years from now.
- These trees provide energy savings via reduction in cooling and heating costs, increase air filtration, reduce storm water run-off, create habitat, and reduce noise and wind impacts. They improve livability in the neighborhood and enhance property values. They are an intrinsic part of the street and life of the neighborhood.
- These trees were considered to be able to be retained by Forestry in the plan proposed last year.

Retain Tree Canopy - Undergrounding High Voltage Wires

9. Support Partial Undergrounding of High Voltage Wires. Develop a plan to incorporate the costs into the plan that may be shared by the City, MG&E and the property owners.

- This permits the retention and planting of full sized canopy trees. They provide energy savings via reduction in cooling and heating costs, increase air filtration, reduce storm water run-off, creates habitat, and reduce noise and wind impacts. Retain livability and property values.
- This would result in reduced maintenance, equipment needs and personnel safety issues for exposed high voltage wires that would otherwise remain in place.

Notes:

For more information on some of these topics, please review the links to other MNA Traffic Committee reports, Engineering plans, the MNA-commissioned Urban Assets Report, and other sources of information that can be found on the MNA webpage:

<http://marquette-neighborhood.org/jenny-street-reconstruction/>

Vibration

City Engineering said that there will be vibrational compaction from the specific machines associated with damage: vibratory rollers and compactors.

This reputable data from the State of New Hampshire provided enlightening information:

Vibratory rollers

PPV = .059 at 82 feet.

Damage not expected for a medium to heavy roller at least 40 feet away from the building.

Predicted PPV: .45 (25 feet); .210 (50 ft); .133 (75 ft); .098 (100 ft)

Compactor

PPV = .787 at 16 feet, .0787 at 50 feet, <.0118 at 98 feet.

Ground Vibrations Emanating from Construction Equipment, New Hampshire Department of Transportation (2012), pages 45-46

In- ground conditions affect vibration. Jenifer Street sits atop soils over a rock bluff, sometimes found in basements. "Soil and subsurface conditions are known to have a strong influence on the levels of ground-borne vibration. Among the most important factors are the stiffness and internal damping of the soil and the depth to bedrock. Experience with ground-borne vibration is that vibration propagation is more efficient in stiff clay soils, and shallow rock seems to concentrate the vibration energy close to the surface and can result in ground-borne vibration problems at large distances"

http://www.hmmh.com/cmsdocuments/FTA_Ch_07.pdf \

One easy reference for statistics:

Table 2-5. Swiss Standard for Vibration in Buildings (SN 640 312, Swiss Association for Standardization, 1978).

Building Class	Vibration Source	Frequency Range, Hz	PPV, in./sec
I	Machines, traffic	10-30	0.5
		30-60	0.5-0.7
	Blasting	10-60	1.2
		60-90	1.2-1.6
II	Machines, traffic	10-30	0.3
		30-60	0.3-0.5
	Blasting	10-60	0.7
		60-90	0.1-1.0
III	Machines, traffic	10-30	0.2
		30-60	0.2-0.3
	Blasting	10-60	0.54
		60-90	0.5-0.7
IV	Machines, traffic	10-30	0.12
		30-60	0.12-0.2
	Blasting	10-60	0.3
		60-90	0.3-0.5

I – Buildings of steel or reinforced concrete, such as factories, retaining walls, bridges, steel towers, open channels; underground chambers and tunnels with and without concrete lining

II – Foundation walls and floors in concrete, walls in concrete or masonry; stone masonry retaining walls; underground chambers and tunnels with masonry linings; conduits in loose material.

III – Buildings as previously mentioned but with wooden ceilings and walls in masonry

IV – Construction very sensitive to vibration; objects of historical interest

From: Gary Tipler [garytip8778@gmail.com]
Sent: Wednesday, February 10, 2016 3:21 PM
To: Beck, Drew; Sobota, Timothy; Benishek Clark, Anne
Subject: Bus stop at 807 Jenifer. TCP AGENDA, G.3. Legistar file #41691
Attachments: 807 Jenifer at Spaight 20160123_184820.jpg

Gentlemen,

I was surprised to see the map of the area adjoining my house at 807 Jenifer Street now has a moved bus stop. At meeting, Tim Sobota had said that bus scheduled and times were the most important thing pertaining to the design and numbers of stops in the proposal for changes to Jenifer Street. In the previous plan(s) the stop at 807 had been removed, and as far as I know was the only one that remained removed in the plan until recently. With another bus stop at the end of this somewhat shorter block, I wonder if speed is an issue at all. Not one person said a word against this stop being eliminated. In fact I said it wasn't a problem.

If it is to be retained, then why would it be moved? By moving it, yet another parking stall is eliminated, and it then blocks two driveways and eliminates a clear location for a street tree.

Please reconsider moving it.

Also, reconsider moving of the bus route. Williamson will work. Four corner property owners have indicated to me their interest in having temporary stops. This is a golden opportunity to test the efficacy of that route.

Thank you.

Gary Tipler
807 Jenifer Street

Benishek Clark, Anne

From: Kraig Kowalke [beachknoll848@gmail.com]
Sent: Wednesday, February 10, 2016 2:50 PM
To: Sobota, Timothy; Benishek Clark, Anne; Rummel, Marsha; mnaboard@marquette-neighborhood.org; Gary Tipler
Subject: Transit and Parking Commission hearing (W, 2/10, 5 pm) on the Jenifer St Reconstruction items

Hello,

We cannot make it to the meeting. We support:

5B. Provide service of existing lines on Williamson Street, with limited designated stops -- three are suggested. The neighborhood will work with business owners to secure approval for the temporary stops.

6. Support reevaluating the proposed shift of the westbound bus stop on the northwest side of Ingersoll due to its negative impact on traffic visibility and safety for multiple properties.

We support 5B over 5A because we have an older tenant that would have problems trying to walk all the way to East Washington Avenue in order to catch a bus.

Thank you,
Kraig Kowalke
Tom Goodwyn
848 Spaight Street

Benishek Clark, Anne

From: Gary Tipler [garytip8778@gmail.com]
Sent: Wednesday, February 10, 2016 2:58 PM
To: Benishek Clark, Anne
Subject: Fwd: bus service during Jenifer St reconstruction

----- Forwarded message -----

From: Amy Miller <ajmille2@uwalumni.com>
Date: Wed, Feb 10, 2016 at 2:38 PM
Subject: bus service during Jenifer St reconstruction
To: tsobota@cityofmadison.com
Cc: "mnaboard@marquette-neighborhood.org" <mnaboard@marquette-neighborhood.org>, "Rummel, Marsha" <district6@cityofmadison.com>

Dear Mr. Sobota,

I oppose switching buses to E. Washington during the reconstruction phase. Though this shift will help you maintain the bus schedule it will be very detrimental to people who live in the neighborhood or who access businesses on Willy St. by bus. I encourage to you shift access to Williamson St. instead.

Sincerely,
Amy Miller

Benishek Clark, Anne

From: Gary Tipler [garytip8778@gmail.com]
Sent: Wednesday, February 10, 2016 3:22 PM
To: Benishek Clark, Anne
Subject: Fwd: Jenifer St. Reconstruction: Bus Stops

----- Forwarded message -----

From: NELSON E BALKE <nelson.balke@wisc.edu>
Date: Mon, Feb 8, 2016 at 6:28 PM
Subject: Re: Jenifer St. Reconstruction: Bus Stops
To: "lcoleman@cityofmadison.com" <lcoleman@cityofmadison.com>
Cc: "Board:" <mnaboard@marquette-neighborhood.org>

From: NELSON E BALKE
Sent: Monday, February 08, 2016 6:05 PM
To: lcoleman@cityofmadison.com
Cc: MNA Board
Subject: Jenifer St. Reconstruction: Bus Stops

Dear Ms. Coleman:

I am writing because of a change that has been made in the plans for the Jenifer St. Reconstruction Project. I own the property at 1109-1111 Jenifer St., and it may be negatively impacted by the change.

In the original Plan, it was stated that no bus stops would be moved (Metro decision). However, in the most recent Plan I see that the bus stops at Ingersol St. have been switched across Jenifer; thus, placing the east-bound bus stop in front of the church and my property. Furthermore, it appears that bus pad will be in two sections (20' long and 12' long), with the large tree separating the two sections of bus pad.

Please explain to me why the bus stops at Ingersol are now proposed to be switched across Jenifer.

Also, the shorter (12') section of the bus pad would appear to be unnecessary. Please explain why the single 20' section would not be adequate.

I have been out of the country since January 5, 2016 and will not be back in Madison until about May 15th. Thus, I would ask you to communicate with me via email, as I have access to WiFi and the Internet while traveling.

Sincerely,

Nelson E. Balke

Benishek Clark, Anne

From: Gary Tipler [garytip8778@gmail.com]
Sent: Wednesday, February 10, 2016 3:58 PM
To: Benishek Clark, Anne
Subject: Fwd: Please support bus service on Williamson or Spaight during Jenifer St reconstruction

----- Forwarded message -----

From: **Davi Post** <post@pobox.com>
Date: Tue, Feb 9, 2016 at 5:49 PM
Subject: Fwd: Please support bus service on Williamson or Spaight during Jenifer St reconstruction
To: Timothy Sobota <tsobota@cityofmadison.com>
Cc: Marsha Rummel <district6@cityofmadison.com>, mnaboard@marquette-neighborhood.org

Tim --

Thank you for attending neighborhood meetings on Jenifer St reconstruction, and answering difficult questions.

I want to register my support for some level of bus service on or near Williamson Street during the Jenifer Street reconstruction. Walking a third of a mile through a mostly-deserted industrial zone is a severe hardship for some riders. I trust that Metro engineers can find a way to provide some service to the neighborhood.

Thanks,

--Davi Post

Benishek Clark, Anne

From: tim wong [twong48@gmail.com]
Sent: Wednesday, February 10, 2016 4:00 PM
To: Benishek Clark, Anne
Subject: Rerouting of Buses

Hi,

Let me join the chorus of neighbors and bus advocates who oppose rerouting the Jenifer St. buses to East Washington. Williamson is such a better option. In addition to preventing the inconvenience of so many bus riders in the neighborhood, putting the buses on Williamson would likely cause some more congestion on Williamson, especially during rush hours.

For years we have been trying to get through-motorists and other commuters to use East Washington for their trips farther east. This might tip the balance in getting more and more commuters to use the higher-speed East Wash over a neighborhood street, albeit a busy one, in Williamson. The walk over to East Wash is potentially dangerous at night, as attacks happen there.

Please listen to neighbors and to common sense. Thanks.

tim wong
Atwood n'hood resident, former Marquette resident and member of the TPC.

--

The city council approved the "Pollinator Protection Task Force" report which seeks to protect pollinators-- bees, butterflies, moths, bats, hummingbirds, etc. But the city's Building Inspection Division continues to order plantings that pollinators use removed and is prosecuting people who don't comply. I have an upcoming court date. I have drafted a petition that I would like others to sign: <http://www.petitionbuzz.com/petitions/revise-ordinances-banning-flowers-in-yards-and-terrace> (note you do not need to live in the Atwood neighborhood to sign.)

(NOT FORWARDED
By EMAIL)



=====

I am a regular bus rider living on the 800 block of Jenifer St. My whole life is going to be impacted more than I like to think about by this summer's reconstruction of my street, but I am writing today because I just found out what the proposed rerouting of Metro buses may be, the E Washington proposal.

Please, please don't do this! I am a fit person, but this is still a trek and it is NOT through a nice part of our neighborhood. In fact, parts of the walk are downright scary, especially since the violent attack on a woman in the neighborhood last year. At night, it's extremely threatening. I can only imagine, or maybe I can't, how terrifying it would be to someone elderly or weak or infirm. And it's not just the length of the walk, or the danger of it, it's also the fact that it will involve crossing rush hour traffic coming in E Wash in the morning...now picture being slow or elderly or disabled and trying to beat that traffic to catch your bus into town!

There have to be alternatives. MNA has detailed some. We are not going to have easy, if any access, to our driveways. Our street is going to be full of literal pitfalls for bicyclists. Give us decent bus transportation at least. There has to be some way to use Willy St temporarily. We accommodated spillover traffic when Willy was being redone, and we accommodate all summer long with the music festivals.

We need easy access to our buses. There are a LOT of elderly in our neighborhood.

Thank you for investing your best creative effort in this challenge.

Susan Hering

=====

What were you guys thinking when proposing to move the bus stops from Jenifer St. to East Washington? Aren't you forgetting the obvious alternative--Williamson St.? I know some of the people who take the buses along Jenifer St. It would take them over a half hour to walk or wheel all the way to East Wash.

tim wong

=====

As a bus driver, I think E. Washington Ave. is a good choice. BUT after driving the Rt 3 & 4, I have experience to show that we have many people out there that walking that distance would NOT work. I have been following this process. Someone suggested Williamson St. I think all of the regular routes moving to Williamson St. would be too much. But could we have 1 route (rt 3 or 4) on Williamson St and the remainder to move to E. Washington Ave. Thank You for reading this. Debbie Brennum Rt 3 Driver

=====

I have owned the 3 unit building at 1046 Jenifer Street for 28 years and I am AGAINST moving the bus stop in front of the houses near the corner of Ingersoll and 1000 block of Jenifer Street for the following reasons:

HEALTH, SAFETY AND PEACE FULL ENJOYMENT OF THEIR HOMES

- 1). Placing noisy, fuel idling buses within 15 feet of my front porch, windows to bedrooms and living spaces of the residents of my building. Additionally, they would also use the stop as an exchange for the drivers also which means buses idling longer yet and affecting the air quality even more around the buildings for the residents.
- 2). Which then has potential riders sitting on my front steps and porch as they wait for a bus during the long hours of bus operations each day - early morning to late at night. This will lead owners to put up fences in their front yards as a barrier to try to keep the riders off their property, but they can walk around the fence due to the joint driveway. Look at the houses that currently have the stops in front of them at the corner of Ingersoll/Jenifer Street. Both have fences SURROUNDING their houses, with people leaning on them. Should our buildings look like we are trying to keep people out? We will have to put up "No Trespassing" signs to protect our properties. Why are we responsible for cleaning up the mess left by the riders? Graffiti on the Bus stop from vandalism. This is not a benefit to us.
- 3). As the riders loiter even near my property, they will be littering on mine and the surrounding properties (cigarette butts, 2nd hand smoke, trash) and producing noise and smells that affects the occupants of the houses around the stops all day and night during operation. Just think, residents will not be able to open their windows, as riders trespass on private property by potentially sitting on steps/porches, smoking near windows/doors and have to listen to the of conversations. This is going to effect the rent-ability of my units. The value of my property will be decreasing
- 4). My building has a joint driveway that handles the parking for 1046 and 1050 Jenifer Street. Mine is a 3 unit with 7 bedrooms which is currently occupied by 7 adults that have cars. I have 5 parking spots (depending on how people park and snowfall) behind my house. Seeing there is not enough parking behind the building, my residents utilize the street parking in front of the houses to park for themselves and there guests daily. 1050 Jenifer Street is a 2 unit building with parking behind their building also with the same difficulties. The street currently has no parking on Mondays on the even side from 8am to Noon, plus winter parking rules that limits the use of street parking now. The odd side of the street has the same restrictions. They live at the location, so how far should they need to go to get their vehicle?
- 5). The current bus stops at the Ingersoll/Jenifer Street corner are only 1 house on both sides of the street as they are very large lots. Not that I would want the buses in front of those houses, but they actually have more air flow because of the large lots and the

intersection, but you want to put them in front of very large multi unit houses that utilize joint driveways on small lots.

Alternatives to solve the problem of health, safety and quiet!

Have the bus NOT divert off Williamson Street at Baldwin Street , but stay on Williamson street. This is the main commercial street where business establishments will benefit from the bus traffic and want the foot traffic to support their businesses. The buses are 1 block closer to the Metro building for bus driver transfers and the current riders at this corner just need to walk 500 feet to the next corner to catch the bus - Ingersoll and Williamson Street. This would be the same for the other blocks also. The 1200, 1100, 900, 800, 700, 600 blocks of Williamson Street are mostly commercial businesses. The 1000 block has commercial buildings on the corners and/or a park for the buses to stop.

Another option is to have the buses turn at Baldwin Street to E Wilson Street and have stops along the street with City Park along the way for 3 blocks. The drivers could do their exchanges right at the corner of Ingersoll and E Wilson, at City Park.

Please call with questions

Michael G. O'Brien

[ARRIVED AFTER
THE MEETING]

TPC 02.10.16
ITEM G.3.

Benishek Clark, Anne

From: Gary Tipler [garytip8778@gmail.com]
Sent: Wednesday, February 10, 2016 11:17 PM
To: Sobota, Timothy; Benishek Clark, Anne
Cc: debbie rasmussen
Subject: Fwd: Delivery Status Notification (Failure)

----- Original message -----

From: debbie rasmussen <deborah.rasmussen@gmail.com>
Date: Wed, 10 Feb 2016 17:48:23 -0600
Subject: Re: W, 2/10, 5 pm, Bus Service hearing, JeniferStRecon, Transit & Parking Comm.
To: tsobota@cityofmadison.com
Cc: "Rummel, Marsha" <district6@cityofmadison.com>, mnaboard@marquette-neighborhood.org,
garytip8778@gmail.com

Greetings --

As a resident of Syntropy Cooperative (812 Jenifer St), I'm writing to express my strong opposition to rerouting Madison busses to East Washington during construction. Such a reroute feels both too far and too unsafe. For some of us at Syntropy, bussing is our primary mode of transportation -- one of those people has physical limitations that would make such a long walk extremely difficult. The women in our house have expressed additional concerns -- after last summer's brutal rape/attempted murder, we're already fearful and reluctant to walk through the industrial area after dark -- and such a reroute would require us to do so. We hope you'll instead provide temporary stops on Willy Street, or a shuttle service to more accessible stops.

I've talked to several people who live on Jenifer Street who have physical limitations and/or concerns about walking through the industrial area after dark who use the bus regularly. I'm concerned you won't hear their opposition because it doesn't seem that news of this meeting -- or even of the potential reroute -- was publicized broadly/early enough. Members of our cooperative only heard about this meeting last night, and I'm just now getting a chance to write this -- at least one of us surely would have attended in person and given testimony had we had more time to rearrange schedules.

Thank you for your time and consideration.

Kind Regards,

deborah rasmussen
Syntropy Housing Cooperative, Jenifer at Livingston

{ RECEIVED AFTER MTG. }

TPC 02.10.16
ITEM 6.3.

Benishek Clark, Anne

From: Lucas Wolff [lucas.j.wolff@gmail.com]
Sent: Thursday, February 11, 2016 11:43 PM
To: Sobota, Timothy; Benishek Clark, Anne; Rummel, Marsha; mnaboard@marquette-neighborhood.org
Subject: Opposition to Bus Rerouting to E. Washington during Jenifer St. Construction

Transit and Parking Commission

Legistar file #41691

Jenifer Street Construction Plans and Related Bus Stop and Detour

Hello,

I am writing to express my opposition to the re-routing of Madison buses from Jenifer Street to E. Washington Avenue during the upcoming Jenifer Street construction project.

I am a resident of the International Cooperative House, located at 140 W. Gilman Street, which is a member house of Madison Community Cooperative (MCC). I regularly use the bus to travel from my home downtown to another cooperative house in MCC located at 812 Jenifer Street, as well as to our central office located in the Social Justice Center at 1202 Williamson Street.

Re-routing buses from Jenifer Street to E. Washington Avenue will greatly impact my regular travel. I am requesting that temporary stops be provided on on Willy Street, or that a shuttle service to more accessible stops near Jenifer Street be made available in order to reduce the impact the Jenifer Street construction will have on my frequent travels from downtown to the east side.

Thank you for your consideration,
Lucas Wolff