

Pien, Janet

From: Phillips, Rob
Sent: Wednesday, February 08, 2012 9:52 AM
To: Pien, Janet
Cc: Hacker, Marsha
Subject: FW: BID position on BPOW agenda item #7, N. Henry Street plans
Attachments: 300NHenryMadDog.jpg; 300NHenryMadDog2.jpg; 300NHenryMadDog4.jpg; 300NHenryTriangleMarket.jpg

Janet,

Please print for the BPW members including pictures printed in color.

Rob

From: Mary Carbine [<mailto:MCarbine@visitdowntownmadison.com>]
Sent: Wednesday, February 08, 2012 9:25 AM
To: Skidmore, Paul; Weier, Anita; lucasdailey@gmail.com; rubenanthonyjr@charter.net; Fixer@chorus.net; jaclyn.lawton@charter.net; rpietz@gmail.com; btrades@sbcglobal.net; hjhinke@uwalumni.com
Cc: Phillips, Rob
Subject: BID position on BPOW agenda item #7, N. Henry Street plans

RE today's BPOW agenda item # 7. 25233 Approving Plans, Specifications, And Schedule Of Assessments For West Gorham Street, North Henry Street and North Frances Street Assessment District - 2012.

Hello Board of Public Works members,

I am writing on behalf of the Business Improvement District, representing businesses and commercial property owners in the greater State Street and Capitol Square area. BID supports the recommendation of the State Street Design Oversight Committee on the plans for the 300 block of N. Henry Street, to change the staff recommendation so that the street is narrowed by up to 2 feet (instead of 4 feet), with the sidewalk areas widened by up to 2 ft. total, enough to meet the city standard of 5 ft wide.

Concerns were raised by N. Henry business and property owners about narrowing the 300 block of N. Henry at both the January 23 informational meeting about the project, and the Feb. 2 State St. Design Oversight Cmte meeting. The 300 block of N. Henry is an extremely busy traffic corridor and very important loading zone and street parking area for the mid State St. area, a business district which has a great deal of truck loading activity and few appropriate places to load (other than on State St., which then interferes with buses, etc.)

Because of the bottleneck created by the wide cross-walk bumpouts implemented by the street reconstruct, it is already difficult for trucks to get into this block of N. Henry. Then, especially in winter (when the streets are not plowed curb to curb), the street width narrows, and becomes even more congested for the truck and vehicle traffic, vehicles attempting to park and get out of spaces. If a truck is loading on the east curb lane, there is already little room for a 2nd truck to get by. While it was expressed at State Street Design Oversight that the city "should" do a better job of plowing this street, the reality in my 6 years as BID Exec Director has been that 300 N. Henry is simply not plowed curb to curb and the snow piles on the terraces are not removed, despite repeated entreaties and reminders, and likely won't ever be. Even in non-snowy weather, this street is congested with loading, parking vehicles, bikes, etc. The planned smoothing out of a secondary "bump out" on the east side of the street should help with traffic flow, but the business and property owners who use the street daily are concerned that narrowing it more than 2 feet will cause problems.

While the current sidewalk conditions are not optimal for a pedestrian experience, widening the sidewalk/terrace area a foot or so on each side should definitely help; there are already trees there as you can see from the picture (triangle market), so it's hard to understand how the actual sidewalk space would be increased.

We support the State St. Design Oversight Cmte recommendation to narrow 300 N. Henry by up to 2 feet (instead of 4 feet), with the sidewalk areas widened by up to 2 ft. total, enough to meet the city standard of 5 ft wide.

Thank you,

Mary Carbine
Executive Director
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