

From: [Wolfe, James](#)
To: [Parker, Lesley](#)
Subject: FW: E. Gorham St Bike Lane Plans
Date: Monday, January 4, 2021 9:57:51 AM

Hi Lesley,

Can this email be added to the Legistar file for the resurfacing public hearing item on the BPW agenda? Thanks!

Jim Wolfe, P.E.

City of Madison Engineering Division
210 Martin Luther King Jr. Blvd, Rm 115
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From: Wolfe, James
Sent: Monday, January 04, 2021 9:57 AM
To: 'wipoet32@gmail.com' <wipoet32@gmail.com>
Cc: Engineer <engineer@cityofmadison.com>; Heck, Patrick <district2@cityofmadison.com>; Mohr, Thomas <tmohr@cityofmadison.com>; Fries, Gregory <gfries@cityofmadison.com>; Petykowski, Christopher <cpetykowski@cityofmadison.com>; Lynch, Thomas <TLynch@cityofmadison.com>; Tao, Yang <YTao@cityofmadison.com>
Subject: RE: E. Gorham St Bike Lane Plans

Hello,

Thank you for sending in your comments related to the proposed resurfacing of E. Gorham St., and we certainly welcome the additional input at the Board of Public Works meeting on Wednesday night. I will also pass along your email with this response to be attached to file for the project. We have been working to keep all residents along Gorham St. informed of the project and the proposed plan by sending out mailings, keeping the project website up to date, and holding a public informational meeting prior to the City committee meetings to discuss the project.

The City prioritizes providing good transportation options for all modes of transportation, which requires providing well-connected facilities. Currently, E. Gorham St. has 3 blocks that lack bike lanes, which would otherwise complete a network of bike facilities connecting the campus area to the paths through Tenney, which ultimately extend through Demetral Park. While Mifflin St. or the Capital City path may work well for some cyclists, E. Gorham St. may be the best, most-direct route for other cyclists. For those users the current alternate westbound routes to get around the blocks without bike lanes are not really viable since it's either very disconnected (Baldwin, to Elizabeth, to Ingersoll, to Sherman, to Brearly and back to Gorham) or would require crossing Gorham St. at Baldwin, biking up the steep hill on Baldwin to get to Dayton St., and then crossing Gorham St. again

to get back to the bike lane on Gorham St. For these reasons, any bicyclists that want to use E. Gorham St. would likely just bike in a travel lane on the street or just bike on the sidewalk for a couple of blocks until they could use the bike lane starting at Brearly. We don't anticipate that the bike lanes will result in a drastic increase in the number of cyclists using Gorham St., but providing a dedicated bike lane on these blocks would certainly improve the safety for bicyclists and would limit the likelihood of bicyclists using the sidewalks.

Since the initial public meeting, staff have worked to provide a plan that would allow for the bike lanes to be extended on these blocks with an overall minimal amount of parking loss. On or near the 1000 block specifically, the current proposed plan would include approximately 8 on-street parking stalls on the block, with an additional 5 parking stalls just west of Brearly St. We have estimated that there are approximately 14 to 15 parking spaces on the 1000 block currently, so the current plan provides almost the same number of parking spaces on or very near the impacted blocks of the project.

Due to the extremely high costs involved with undergrounding the overhead private utility lines, the City has adopted an undergrounding policy to determine if a project would be eligible to use City funds for undergrounding those lines. Under that policy, the E. Gorham St. project would not be eligible for undergrounding.

When the trees were recently replanted on Gorham St., they were planted with the assumption that the 1000-1200 blocks of Gorham St. would likely be widened in the near future in order to complete this gap in the bike network, so those trees were planted closer to the sidewalk. However, at the time, the assumption was that the additional 6 ft. of space required would be divided between both sides of the street (3' on the south side, and 3' on the north side), but, after a more detailed review with the current project, we decided that widening an even amount on both sides wasn't the best option for a couple of reasons – this would result in removal of all of the existing large trees on the northerly side of Gorham St., and this would also result in very steep driveway aprons on the southerly side of the 1000 block, which would make those driveways very difficult to access. Considering all of the constraints along E. Gorham St., we believe that the current proposed design balances the need to have bike lanes on these blocks while also maintaining the majority of the on-street parking and large canopy trees.

Jim Wolfe, P.E.

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From: Fries, Gregory <GFries@cityofmadison.com>

Sent: Monday, January 04, 2021 8:34 AM

To: Wolfe, James <JWolfe@cityofmadison.com>; Petykowski, Christopher

<CPetykowski@cityofmadison.com>; Lynch, Thomas <TLynch@cityofmadison.com>; Tao, Yang <YTao@cityofmadison.com>

Cc: Engineer <engineer@cityofmadison.com>

Subject: FW: E. Gorham St Bike Lane Plans

For your response

Thanks

Greg

From: Gay Davidson-Zielske <wipoet32@gmail.com>

Sent: Thursday, December 31, 2020 9:51 PM

To: Engineer <engineer@cityofmadison.com>

Subject: Fwd: E. Gorham St Bike Lane Plans

Caution: This email was sent from an external source. Avoid unknown links and attachments.

To the Persons in Favor of E. Gorham St. Bike Lane Extension:

This is a letter I sent to Patrick Heck I am also a person who just paid 20,000 dollars in property taxes. If you really want to do something to help our neighborhood in both appearance and value to the City to earn those high taxes, please use the money you will spend on the ill-considered and unneeded, redundant bike lane and UNDERGROUND our power lines, since you seem eager to dig up the terrace. Just switch sides of the street, leave our parking, do something good for the majority of us, and plant big canopy trees back instead of the expensive and soon to be destroyed shrubs. Thanks for listening. We will speak again at the virtual meeting on Wed. Jan 6. Gay Davidson-Zielske. You may get a letter from my husband with a slightly different tack, but since I pay the taxes, I think you should give me preference. You will also find us under the Zielske Family Revocable Trust. **PS: if you follow NextDoor, you know that many many cars are having their catalytic converters cut from underneath, being broken into, and being stolen. How much more likely if the car is nowhere near the owners' apartments.**

Sent from my iPad

Begin forwarded message:

From: Gay Davidson-Zielske <wipoet32@gmail.com>

Date: December 28, 2020 at 11:19:10 AM CST

To: Alder Patrick Heck <district2@cityofmadison.com>

Subject: E. Gorham St Bike Lane Plans

Hello Patrick—

I will copy this letter to whichever chairs of committees you suggest in streets and planning. So you know some of these facts but they may not.

1) My husband and I are rather major stakeholders here— we own properties at 1010, 1011, and 1013 and live and have lived in the neighborhood for thirty-two years. We are able to offer parking at our home for ourselves (driveway only) and for the property across the street at 1010—though only one space per

apartment each of which has 2–3 occupants. All of us are bikers, including Ken and I, and are sensitive to the needs of safe bike facilities. When things are normal—ie before Covid—we biked to get groceries and to get other heavy items but did not even use our cars when we had a choice.

Now, I have chronic kidney disease and have been told that catching Covid could mean dialysis so I have been very restricted for several months. My doc says a mask and 12 not 6 feet when i do go out is his recommendation. But that's just me personally. My husband is not so restricted. I am telling you this because I cannot hold out hope for the vaccine (my disease is autoimmune in nature) and I am 70 years old, so half of my life i have watched what has happened on E.

Gorham. Last week I paid 20,000 in property taxes, so we do our share. I personally dont know when Covid ends, but the reality of having lots of new bikers unmasked streaming past daily seems unwise. The medical studies on this problem of jet stream behind bikers seem to vary.

2). While I realize the bike extension plan from N. Brearily to Baldwin must have been in the plans for quite a while, it seems underhanded to place it under the name of “resurfacing” since nobody is opposed to that and not likely to find they needed to speak at a meeting with that as the title. So i missed two meetings where the plans were being formulated to do major changes as they resurfaced.

But at some expense, we also had several new “trees” planted to replace those that were taken out rather than being treated for Emerald Ash Borer. One of the oldest was directly across the street from my house and was a healthy tree until i watched a city loader WHILE resurfacing hit and break the bark. I called the city forester at the time and he claimed he saw no damage. A few years later, the bark started to shed in that spot and made it vulnerable to EAB. On our side, we lost two more large shade trees. You see where I'm going. The replacements were scrawny little shrubs that would not interfere with the lines overhead— in my opinion the real reason for taking down the big trees. Now as I look at the plans, at least three of THESE trees will be removed. Bad planning.

3). Whereas I thought the cutback to allow biking was only going to be three feet, it looks like 5–8 in the cut-out spaces where parking is eliminated. Is that correct?

4) a neighbor has estimated that 1/2 of 12 for our 24 spaces on the 1000 blk alone will be eliminated. Is that correct? Most of the residences on this block are rental. I dont know how many own cars, but i can tell you that visitors to our home have sometimes searched for blocks around to find parking. I hear that we will be given back five spaces somewhere, but if you read the police blotter, you know that car break-ins are very prevalent on these darker side streets. My own tenant had his windshield shattered twice in the culdesac by Giddings. He also was an avid biker, but had to work out of town.

5). Speed, noise and quality of life are all going to be affected. Once drivers see a wide open space with no physical barriers to increasing speed (dont think a little blinking light is going to really warn them) they will speed up to make the big hill on the 800 block. Add bus noise to that plus the interminable emergency vehicle noise each day since we are a major thoroughfare to the hospitals (so no traffic calming for us!) and life will become increasingly unbearable .

6). I have two ideas for a cure. Since the most vocal citizen proponents have resisted the idea of using already designated bike boulevards on E. Mufflin, why not swing the “resurfacing” (reconstructing) over for four blocks to N.Sherman? Could it be about money by any chance. Or quiet? Or not wanting the increase in traffic of any kind this will bring? Or having to dodge cars, pedestrians, and

bikers while backing out or slowing down to get into and out of their driveways?
7). Yes, we chose to live here and it was a neighborhood in every sense of the word. We built a fence and saved our child's life. We accommodated the speed and noise. Now, with all the new construction vying for tenants we expect that this is just one more blow to our truly mom and pop operation. We are not the only owner/occupied residents on the blocks under consideration. You may have heard from Keith Wessel and Ray Peterson on my block. Now is the time to protect us too. Thanks for hearing me out. I cannot walk a petition and i have a feeling my small voice at the meeting Jan 6 will be ignored, but might should not make right. Thanks for reading my lengthy thoughts. Gay Davidson-Zielske, 1011 E, Gorham St. Madison, Wi. 53703. 608 692-5003

Sent from my iPad