

From: jhirsch@chorus.net <jhirsch@chorus.net>
Sent: Monday, June 14, 2021 12:21 PM
To: Mayor <Mayor@cityofmadison.com>; All Alders <allalders@cityofmadison.com>
Subject: Board of Public Works Report

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Mayor and Alders:

On your Tuesday agenda is Item #32 which is listed under Report of Board of Public Works:

Item #32 65703

Approving plans and specifications and authorizing the Board of Public Works to advertise and receive bids for Local Road Traffic Calming & Arterial Pedestrian Enhancements-2021 (Group 2). (Citywide)

Please review carefully the document, Traffic Calming Group 2.pdf, which is listed on the agenda.

Pages 15-20 detail the plans for **Whitney Way** which include **the addition of buffered bike lanes, as well as the removal of all on-street parking** north of South Hill Drive. The proposal does not provide any benefit to the neighborhood or to the City.

Consider separating this portion from the remainder of the projects shown in the document for Council discussion before the plans are approved.

Why?

1. This is primarily a residential area. The elimination of parking in front of the homes on Whitney Way will negatively impact the residents, guests, contractors and service providers. Imagine the extra burden this places on an electrician, a UPS driver or even an Amazon delivery truck trying to do business with these homeowners. Thanksgiving Dinner and the Super Bowl parties will have to take place elsewhere.

2. Whitney Way is shown as a BRT route. Why would we make changes now? Certainly, additional changes will be required when BRT is operational.

3. City revenues are down this year and will likely be down in 2022. Let's consider our priorities and **reject the Whitney Way project** shown on these 6 pages. With major construction occurring at Whitney Way and Old Sauk, Whitney Way and Mineral Point and Whitney Way and Tokay, allocating time and money to this work is premature.

Thank you for your review of the plans and specifications.

Janet Hirsch
Madison Resident

From: Ann Kovich <annelizabethkovich@gmail.com>

Sent: Tuesday, June 15, 2021 10:49 AM

To: All Alders <allalders@cityofmadison.com>

Subject: Comments Supporting Item #32 on Tonight's Common Council Agenda (Legistar file #65703)

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While I am the current Chair of the Transportation Commission (TC), I am not representing the TC with these comments. Item #32 (Legistar File #65703) sponsored by the BPW approves plans and specs and authorizes the BPW to go to bid on projects described as local traffic calming and pedestrian and bicycle enhancements and improvements. Included in these projects is the Whitney Way Vision Zero project, which was approved by the TC on 4/28/21. There is a long list of safety improvements included for the Whitney Way project, which is located on the High Injury Network:

- Adding buffered bike lanes and improving the bike connection (which requires removing some on-street parking)
- Adding a Rectangular Rapid Flash Beacon (RRFB)
- Improving street lighting
- Prioritizing for LED lighting upgrade
- Adding a continental crosswalk at high volume intersections
- Improving other pedestrian crossings
- Reducing the speed limit
- Adding bicycle detection to increase green signal time when bikes detected

Madison became a Vision Zero Community on 7/14/20. As you know, Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. This year's Vision Zero program was approved in the 2021 City Budget; however, Traffic Engineering brought the Vision Zero projects to TC in order to provide a platform for public comments and public deliberation. After hearing from the public via testimony and emails, and after significant discussions (totaling one hour and 22 minutes including the presentations), TC approved the Vision Zero project list including the safety improvements on Whitney Way.

There are always competing priorities to balance when making transportation decisions. These Vision Zero projects were approved by TC because they improve safety for all modes of transportation. In this case the higher safety priority requires rebalancing the street and removal of some on-street parking. As the City works to achieve the goals of Vision Zero, we will need to accept certain tradeoffs. As noted in the 7/14/20 Vision Zero Resolution as adopted by the Common Council, "Pedestrian and bicycle safety shall be a priority for the City of Madison with updated infrastructure and safety improvements to ensure those most vulnerable on the roads are protected." These safety improvements on Whitney Way will remove barriers for pedestrians and bicyclists and make walking and biking safer for all ages and abilities. Therefore, I urge you to move all these projects along, including the Whitney Way Vision Zero project as outlined.

I urge you to approve this resolution and move all the projects along, including the Whitney Way Vision Zero project.

Thanks,

Ann

Ann E. Kovich
(she/her/hers)
Kovich Consulting, LLC
2605 Golden Gate Way
Madison WI 53713
email: annelizabethkovich@gmail.com
mobile: 608-886-2556; home: 608-255-6708

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From: Paul Skidmore <paulskidmore@tds.net>
Sent: Tuesday, June 15, 2021 1:45 PM
To: Mayor <Mayor@cityofmadison.com>; All Alders <allalders@cityofmadison.com>
Cc: Church Office <church_office@molconline.org>
Subject: Board of Public Works Report - Item #32

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Mayor and Alders:

I am contacting you on behalf of **Mount Olive Lutheran Church**, which is located on 110 South Whitney Way. I am asking you to refer one project from Common Council agenda Item #32 of the Report of Board of Public Works for additional discussion and public input.

Item #32 65703

Approving plans and specifications and authorizing the Board of Public Works to advertise and receive bids for Local Road Traffic Calming & Arterial Pedestrian Enhancements-2021 (Group 2). (Citywide)

Please carefully review this document, Traffic Calming Group 2.pdf, which is listed on the agenda.

Pages 15-20 detail the plans for **Whitney Way** which include **the addition of buffered bike lanes, as well as the removal of all on-street parking** north of South Hill Drive. This project would be a major component of the Mayor's proposed BRT system. The proposal does not provide any benefit to the neighborhood or to the City. This project would have a significant negative impact on the surrounding neighborhoods and Mount Olive Lutheran Church. Many individuals and groups believe that the BRT system has not been adequately planned and evaluated, and that there has been insufficient public input on the impact of the proposed system.

At its May 17, 2021 meeting, the Mount Olive Lutheran Church Parish Planning Council approve the following statement:

"As the primary governing body at Mt. Olive Lutheran Church, located at 110 N. Whitney Way, we are registering our strong opposition to the City of Madison Transportation Commission's plans to remove the parking lane on Whitney Way from Old Middleton Road to Mineral Point Road, to accommodate the 2021 Vision Zero Project plan to implement a Bus Rapid Transit route in front of our church. Our opposition stems from our shared belief with most of our Whitney Way neighbors that the current parking lane is vital to our operation and as configured currently gives any bike riders ready access to that stretch of roadway, with minimal parked cars impeding their travel should they desire to bike on that corridor."

Please separate this portion from the remainder of the projects shown in the document for Council discussion before the plans are approved.

Thank you for your review and consideration of our request.

Respectfully submitted,

Paul Skidmore, Executive Director
Mount Olive Lutheran Church
110 N Whitney Way
Madison, Wisconsin

From: Liz Jesse <liz.jesse@gmail.com>

Sent: Tuesday, June 15, 2021 4:25 PM

To: All Alders <allalders@cityofmadison.com>; Martin, Arvina <district11@cityofmadison.com>

Subject: Comments Supporting Item #32 on Tonight's Common Council Agenda (Legistar file #65703)

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Good Afternoon,

I am writing to express my support of all the local road traffic calming & arterial pedestrian enhancements listed in Item #32, but especially the items relating to Whitney Way.

I live in the Hill Farms Neighborhood and bike and walk (almost) every day on (or crossing) Whitney Way. I am not alone - my neighborhood is active with many families walking and biking with their kids. Attempting to cross Whitney Way at South Hill is dangerous; we have seen numerous close-calls with kids and cars. Riding a bike on Whitney Way is dangerous; we had a child hit by a car at Whitney Way and Odana last week. Roads are assessed every 20 years - we can't wait that long.

I also want to **especially** express my support for buffered bike lanes on Whitney Way. A parking lane/bike lane combination is dangerous; riders need consistency. Many families ride their bikes to the Westside Farmers Market on Saturday mornings. The quickest and easiest route should be down Whitney Way, but it is currently not a low-stress road to ride on. Parked cars force bikes into the car travel lanes - this is not safe for a bike rider that is not confident.

Madison is still a fast growing city. I know that many conversations are taking place about how to safely move more people around in the city. Citizens are being encouraged to use alternative modes of transportation to help with this travel burden. It is unfair to encourage biking and walking, but not provide the infrastructure to keep people safe.

Thank you,
Elizabeth Jesse
5126 South Hill Dr.
Madison WI, 53705