

[FORWARDED TO TPC ON 5/10/16]

TPC 05.11.16
ITEM G.1.
HAND-OUT

Benishek Clark, Anne

Subject: FW: Transit and Parking Agenda Item G.1., May 11, 2016 - Do not change Jenifer Street Plans
Attachments: Jenifer-Ingersoll bus stop diagram - TPC 05.11.16.pdf

From: Scott Thornton [mailto:sbthornton@gmail.com]
Sent: Monday, May 09, 2016 4:12 PM
To: Rummel, Marsha; Kamp, Charles
Cc: Monks, Anne; Verveer, Michael; May, Michael; Phillips, Robert; Bachmann, Christy; Coleman, Lisa; Dryer, David; Zellers, Ledell; Ahrens, David; dtolmie@charter.net; mmmbergamini@wisc.edu; Kemble, Rebecca; wayne@chsra.wisc.edu; Ken Golden; waynegeneral@yahoo.com
Subject: Transit and Parking Agenda Item G.1., May 11, 2016 - Do not change Jenifer Street Plans

May 9, 2016

Marsha & Chuck –

I'm very concerned about an item on the Transit and Parking Commission (TPC) agenda for Wednesday, May 11, 2016. This has only recently been brought to my attention.

The agenda item, G.1. Legistar 41691, does not have a whole lot of detail behind it. There is a new PDF file posted with a drawing of the corner of Jenifer and Ingersoll Streets indicating a major change from the plans approved for the Jenifer Street Reconstruction by the Common Council.

Since the agenda item is not clear, but appears to indicate that you may be looking at trying to change the plans, I have the following concerns:

- Property owners impacted by a possible change have not been contacted about revised plans and have not been noticed about this meeting.
- Existing plans have already been approved by the Common Council and property owners were notified of those approved plans and the related assessment.
- The diagram attached to your agenda indicates that buses would stop across my driveway, preventing clear and safe access to my property. This is not a tenable configuration and poses an extreme hardship and traffic issue.

I am very concerned that you appear to be making a major change with negative impacts to myself and neighbors without any notice. Further, the diagram included in the document for the agenda, if approved, would prevent access to my property and create a very dangerous traffic situation.

I often return home from work, or elsewhere, with a bus at the bus stop. As you know, this is a timed stop in addition to being a shift transfer point and equipment relief site. I have worked with Madison Metro over the past 15 years to make sure that buses are not blocking my driveway as they can be sitting there 10 minutes or more. Currently the buses pull far enough forward that I can still access my driveway.

When a bus is blocking my driveway, all traffic behind me backs up as there is no way for me to move out of the traffic lane to my property. I have even had east-bound Metro buses honk at me when this happens because

they are unable to travel past me heading east. This plan would make that an inevitable occurrence.

Having safe and convenient access to my property is extremely important to me and a requirement in the Municipal Code. Not having access is dangerous in an emergency in addition to not being convenient. There are 617 scheduled stops in front of my home each week. Using 7 minutes as an average time for this "timed" stop, there would be 144 hours each week that my property would not be accessible.

Having a bus stop in front of your property does have challenges, and I understand and sympathize with my neighbors across the street. However, to be clear, I believe that there has been some inaccurate testimony in front of the TPC.

- I have been told that there was testimony that I had to put a fence around my property because of the bus stop. **This is not true.** You may know Rep. Dianne Hesselbein in the State Assembly. Her grandfather originally built the fence around the property in the 1940's. I know this because she and her family have stopped to see the house since I've lived here and have shared their stories with me. This was long before there was a major bus stop at this intersection.
- I have also been told that there was testimony that I paid a lower price for my property because of the bus stop. **This is also not true.** When I bought my house it was in very bad condition and the selling price reflected that. I never discussed the bus stop with the seller. In fact, based on owning a house in another city with a bus stop, I considered it value added. I only learned later that Madison Metro was not necessarily a good neighbor to have. However, as I stated above, I've worked with them over the past 15 years to minimize issues with the stop. I am certain that Chuck can confirm that he does not hear a lot of complaints from me.

Please do not alter the approved plans for Jenifer Street. The diagram attached to this week's meeting is untenable, has not been noticed to affected property owners, has not been discussed with affected neighbors, and violates ordinances requiring safe and convenient property access. The plan approved by the Common Council addresses the safety issues at the intersection and does not interfere with driveway access.

Sincerely,

Scott B. Thornton

1104 Jenifer Street
Madison, WI 53703

Attachment

CC: Anne Monks, Deputy Mayor
Mike Verveer, Common Council President
Michael May, City Attorney
Rob Phillips, City Engineer
Christy Bachman, City Engineering
Lisa Coleman, City Engineering
David Dryer, City Traffic Engineer
Ken Golden, Transit and Parking Commission
Ald. Ledell Zellers, Transit and Parking Commission
Ald. David Ahrens, Transit and Parking Commission
David Tolmie, Transit and Parking Commission
Margaret Bergamini, Transit and Parking Commission

Ald. Rebecca Kemble, Transit and Parking Commission
Wayne Bigelow, Transit and Parking Commission