

## Wolfe, James

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**From:** Anthony Mohr <mohrremodelingllc@gmail.com>  
**Sent:** Friday, March 23, 2018 12:50 PM  
**To:** aaron.crandall@yahoo.com; eclewandow@aol.com; grantxyz@gmail.com; Zellers, Ledell; hiwayman@chorus.net; Skidmore, Paul; Kemble, Rebecca; devos@ssc.wisc.edu; Rummel, Marsha; Wolfe, James  
**Subject:** Winnebago St.

Dear PBMVC,

Is support option 2 for the Winnebago St. Construction plan. Please keep trees healthy and prevalent in all construction projects around the city. Personally, I can't believe this has to be monitored in a progressive city like Madison. Please keep and save our trees.

Tony

## Wolfe, James

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**From:** eugene white <eugenewoks@gmail.com>  
**Sent:** Wednesday, February 14, 2018 3:35 PM  
**To:** Wolfe, James  
**Subject:** Winnebago options

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Thank you for the presentation last night. It is my hope that you will go with option #1-that being the least onerous to residents who need those parking spaces.

Yours, Eugene

## Wolfe, James

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**From:** Aaron McGee <aaronmcgee@yahoo.com>  
**Sent:** Friday, March 23, 2018 4:14 PM  
**To:** Wolfe, James  
**Subject:** Winnebago Ave

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Hi there,  
I missed the February meeting about re-paving Winnebago Ave.

I'd like to say that I prefer "option 2" (narrowing Winnebago to 40', and widening the sidewalk, grassy, and tree-lined areas.)

Can you count my opinion in the planning?

Also, can we have more traffic calming, bump-outs, and shade trees?

Thank you :)

Aaron

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"The greatness of a nation and its moral progress can be judged by the way its animals are treated."  
Mahatma Gandhi.



Virus-free. [www.avast.com](http://www.avast.com)

## Wolfe, James

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**From:** Adam Both <afboth@gmail.com>  
**Sent:** Monday, March 26, 2018 7:36 AM  
**To:** aaron.crandall@yahoo.com; eclewandow@aol.com; grantxyz@gmail.com; Zellers, Ledell; hiwayman@chorus.net; Skidmore, Paul; Kemble, Rebecca; devos@ssc.wisc.edu; Wolfe, James; Bachmann, Christy; Rummel, Marsha  
**Subject:** Reconstruction of Winnebago St

Hello All,

Though I can't attend the Tuesday meeting, I'd like to voice my support for the Option 2 for the reconstruction of Winnebago St. My family and I use bikes for transportation throughout the east side, and while improving... there still needs to be better and more safe travel routes for bikers.

Regards,

Adam Both

## Wolfe, James

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**From:** Christy Kroon <admin@playersmadison.com>  
**Sent:** Tuesday, March 27, 2018 4:59 PM  
**To:** Wolfe, James  
**Subject:** Re: Winnebago Web update

Thank you so much for this information. Unfortunately we are unable to attend the meeting this evening, but somehow wanted to remind others that there are bike paths very near to Winnebago Street, running parallel. (Also there are other city bus routes near, too!) Removing any parking stalls will definitely take away business. Please try to preserve the parking stalls on Winnebago Street. We want the businesses in our neighborhood to thrive!

On Friday, March 23, 2018, Wolfe, James <[JWolfe@cityofmadison.com](mailto:JWolfe@cityofmadison.com)> wrote:

Reminder: the Winnebago St. reconstruction project will be presented at the Pedestrian, Bicycle and Motor Vehicle Commission (PBMVC) on the evening of Tuesday, March 27 at 5:00pm in Room 201 of the City-County Building.

The City Parking Utility has completed a parking study in the area surrounding Winnebago St. to have a better understanding of the parking utilization in the area. The study was done at different times both during and after the alternate side parking (ASP) rules. The data from that study is attached and has been posted to the project website. As noted in the attached document, the results of the parking study indicated high utilization of the parking along this portion of Winnebago St., and along the adjacent streets.

Additionally, a significant amount of input has been received in support of both of the options that have been presented, so, based on the parking study and the input received thus far, Engineering is currently recommending Option 1, which involves reconstruction of Winnebago St. at a width of 46 ft. and will maintain travel, bike and parking lanes in both directions. A discussion will be had regarding both options at the PBMVC and also at the Board of Public Works on April 18.

Also, note that there has been a change to the proposed cross section of Option #2, which includes removal of parking on one side of the street and installation of buffered bike lanes. With this option, the 2 ft. buffer was removed from between the bike lane and the parking lane, and the bike lane was widened from 4 ft. to 5 ft. This provided an additional 1 ft. of space to be added to the terraces. The original proposed terraces for this option were the bare minimum widths for tree plantings (ornamentals on the north side, canopy trees on the south side). However, this provided no additional space in the terraces to account for construction tolerances or minor errors in the survey data, so, if there were any slight differences in final terrace width, it could result in the terrace widths below the required minimums for tree plantings. Since the ability to plant additional street trees was one of the main benefits of this option, the modification in the cross section was necessary to ensure that trees could actually be planted, if this option were constructed.

**Jim Wolfe, P.E.**

Engineer 4

City of Madison - Engineering

Rm 115, City-County Building

## Wolfe, James

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**From:** annewalker@homelandgarden.com  
**Sent:** Wednesday, March 28, 2018 4:12 PM  
**To:** Wolfe, James  
**Cc:** brad Hinkfuss; marlisa Kopenski Condon  
**Subject:** Re: Winnebago to Bashford

Sorry...the season is back on me and I'm running. I appreciated what you brought. I also know how hard it is to get folks on the same page. Over the years, in my business, I have learned to sit down with a client and I bring a few books with great color pictures. We literally get on the same page.

As you know, I have been going to reconstruction meetings for years. I could basically see what you, the city, were offering. If you don't go to as many of these type's of meetings, I think it can be harder to visualize the end product. The book "Tactical Urbanism" by Mike Lydon and Anthony Garcia, for me at least, really helped bring home what is possible. Rebecca Cnare in planning put together a good presentation for the Winnebago Atwood Corridor meetings. Perhaps she could help.

I thought you did a great job weathering the parking storm that hit you. I also understand why the conversation can generate fear. Better visuals I believe will help alleviate some of the *passion*/shit storm. I do understand that you have a tough job navigating all the many opinions, and as always, I appreciate your time and help.

Anne

On 26 Mar 2018 at 15:42, Wolfe, James wrote:

*From:* "Wolfe, James"  
*To:* "'annewalker@homelandgarden.com'"  
*Subject:* RE: (Fwd) Winnebago to Bashford  
*Date sent:* Mon, 26 Mar 2018 15:42:37 +0000

Thanks Anne.

What other visuals would you like to see? I've provided concept plans and cross sections to convey the differences in to the two options, including information on the difference in the number of parking stalls. I understand that some people may have difficulty picturing what things on paper mean in reality, but I'm not really sure what else can be produced with the time and tools available to provide better visuals. I also don't want to provide visuals that will give an unrealistic impression of what the street will look like following the reconstruction project.

**Jim Wolfe, P.E.**

Engineer 4  
City of Madison - Engineering

Rm 115, City-County Building  
210 Martin Luther King, Jr. Blvd  
608.266.4099 (ph)  
608.264.9275 (fax)  
[jwolfe@cityofmadison.com](mailto:jwolfe@cityofmadison.com)

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**From:** [annewalker@homelandgarden.com](mailto:annewalker@homelandgarden.com) [mailto:[annewalker@homelandgarden.com](mailto:annewalker@homelandgarden.com)]

**Sent:** Monday, March 26, 2018 10:33 AM

**To:** Wolfe, James

**Subject:** (Fwd) Winnebago to Bashford

forgot the .com

----- Forwarded message follows -----

*From:* Self <[annewalker@homelandgarden.com](mailto:annewalker@homelandgarden.com)>

*To:* [district6@cityofmadison.com](mailto:district6@cityofmadison.com)

*Subject:* Winnebago to Bashford

*Copies to:* brad Hinkfuss <[bradhinkfuss@gmail.com](mailto:bradhinkfuss@gmail.com)>, marlisa Kopenski Condon <[marlisako@gmail.com](mailto:marlisako@gmail.com)>, [jwolfe@cityofmadison.com](mailto:jwolfe@cityofmadison.com)

*Date sent:* Mon, 26 Mar 2018 09:00:02 -0500

Marsha

I've cc'd Brad, Marlisa and Jim to start a conversation. I think the process has worked to improve the reconstruction.

Thanks for the work. I also strongly feel that there is more work that can and should be done.

One of the things that I really appreciated about the Jenifer St conversations was how a bit of time and explanation helps neighbors, us and the city get a better product. I was so encouraged by peoples comments as the process moved along and values were prioritized, which can really help to put the parking perspective in.....well perspective.

I will be honest and say that the thought of losing parking sometimes scares the hell out of me. How will I, as a small business, be able to keep my head above water? After I shake off the fright, I get curious and wonder...hmmm....how might that work out?

Trust me when I say that I do know how much.....energy? the conversation regarding parking can generate. That said, I think we are up to it. The neighbors need better visuals to be able to judge. No offense Jim. They need to be able to **picture** what is being offered. I think it can also be easier to grasp traffic calming principles with visuals.

I'm fairly confident that neighborhood volunteers can put together a process and move the reconstruction forward.

Anne

----- End of forwarded message -----

## Wolfe, James

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**From:** ford@sheridanturner.com on behalf of Ford Sheridan <ford@fordsgym.com>  
**Sent:** Friday, February 16, 2018 12:46 PM  
**To:** Wolfe, James  
**Subject:** RE: Winnebago Street Reconstruction

Sounds good, thank you. I did attend the meeting on Tuesday but didn't feel a need to speak up because it seemed that the majority of people there were also interested in keeping as much parking as possible. I hope that this overwhelming concensus is taken into consideration when a final plan is adopted. Thank you, Ford

On Feb 15, 2018 9:02 PM, "Wolfe, James" <[JWolfe@cityofmadison.com](mailto:JWolfe@cityofmadison.com)> wrote:

Hi Ford,

Thanks for contacting me and providing your input following this last informational meeting. We'll include this with the submitted comments from the neighborhood, which will be taken into consideration when deciding on a design proposal for Winnebago. Thanks again.

### **Jim Wolfe, P.E.**

Engineer 4

City of Madison - Engineering

Rm 115, City-County Building

[210 Martin Luther King, Jr. Blvd](#)

[608.266.4099](tel:608.266.4099) (ph)

[608.264.9275](tel:608.264.9275) (fax)

[jwolfe@cityofmadison.com](mailto:jwolfe@cityofmadison.com)

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**From:** [ford@sheridanturner.com](mailto:ford@sheridanturner.com) [mailto:[ford@sheridanturner.com](mailto:ford@sheridanturner.com)] **On Behalf Of** Ford Sheridan  
**Sent:** Monday, February 12, 2018 4:29 PM  
**To:** Wolfe, James  
**Subject:** Winnebago Street Reconstruction

Jim,

I just wanted to reiterate my feelings on the plans for reconstruction of Winnebago Street. Given the two remaining options I would have to go with Option 1. This option allows for the most parking spaces and parking is at a premium in this neighborhood. Without parking, Ford's Gym and my tenants, Twisted Fitness, will lose business and may be forced to close our doors. We are a big part of the East side community and would love to continue here.

Thank you for considering our opinion.

Sincerely,



Ford Sheridan

Owner - Ford's Gym

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Ford Sheridan

[ford@fordsgym.com](mailto:ford@fordsgym.com)

## Wolfe, James

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**From:** Alice Pulvermacher <pulvermalice@gmail.com>  
**Sent:** Sunday, February 11, 2018 12:56 PM  
**To:** Rummel, Marsha; Wolfe, James; Bachmann, Christy  
**Subject:** Make Winnebago St. safe for all bicyclist

Hi,

As a bicycle commuter and someone who encourages others to explore Madison by bike, especially when people come from out of town, I want to express the safety considerations on Winnebago St. Alternative #2 provides a much safer, inclusive, and aesthetically pleasing solution for long-term use by bicyclist of all abilities. This is a long-term solution that will provide a safe and healthy option for all bicyclist.

Kind regards.  
Alice Pulvermacher

## Wolfe, James

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**From:** Brad Hinkfuss <bradhinkfuss@gmail.com>  
**Sent:** Thursday, February 15, 2018 9:25 PM  
**To:** Wolfe, James  
**Cc:** Timothy Anderson; Grant Foster; Anne Walker; Steve Gaffield; Rummel, Marsha; Bachmann, Christy  
**Subject:** Feedback on Winnebago recon meeting

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Hello Jim,

I need to start by complimenting you on the meeting Tuesday night. As Steve Gaffield also wrote to you, I feel that you conducted it in a very professional manner. Your presentation of the two options was balanced. It never appeared to me that you were attempting to sway opinion one way or another, even when confronted with reactionary or emotional comments.

I wanted to weigh in with some additional comments of my own. These may or may not carry as much weight since I don't live on Winnebago. What I do offer is the perspective of someone who's been very involved in lots of neighborhood outreach - particularly around street and common space issues. It's also worth saying that a whole-neighborhood perspective has value in that it includes all users, not just the parochial interests of those close at hand. Ultimately, both perspectives must be considered.

Again in concert with Steve, I think that either option is an improvement over the current streetscape. However, I believe that option 2 is superior in that it serves a broader array of interests. It has superior benefits for slowing traffic, safer bike travel, safer auto travel, storm water absorption, a better pedestrian experience, and tree canopy. While you did a good job of listing the potential benefits for both options, I don't think that a single person in the room thought that anyone preferred option 1 for any reason other than the higher retention of on-street parking.

It's unfortunate that so many of our street conversations come down to this singular issue. Some people have a visceral reaction to the notion of reduced parking - by which it appears they mean free parking within the public right-of-way in very close proximity to their personal home or business. Is this really the fulcrum issue that will continue to define how we construct our streets now and into the future? It is *an* issue that needs consideration in street conversations. I don't think it's *the* defining issue - although it can feel that way in the context of a meeting with a few excited people. The other benefits (safety, trees, stormwater, etc.) are much more impactful in many ways, but they lack the immediate gratification of convenient parking.

I suggest that speed reduction and pedestrian safety need to be central objectives of the design, not just hoped-for eventualities based on relatively minor features. How might the design change if those were recognized as higher priorities?

I also heard through Grant that TE is looking to do a parking study of the area, and will therefore delay the PBMVC and BPW meetings by a month. This is welcome news. You won't be surprised to hear that concern over parking was a central issue that we heard while leading design concept meetings for Schenks Corners. The close proximity of that business district has an obvious impact Winnebago and other streets in the area. The Schenks Corners area and Winnebago St should really

be considered together; their problems and solutions go hand-in-hand. And once you look at Schenks Corners...you realize that the entire corridor needs to be considered as a whole. We cannot solve systemic problems by considering an isolated piece at a time.

There are a lot of good people in the neighborhood eager to work on these issues together.

Sorry for the long email. We'll stay plugged into this project, and we'll look for consensus and good design that serves multiple and differing interests.

Brad Hinkfuss

## Wolfe, James

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**From:** Derek Tyus <derektyus@yahoo.com>  
**Sent:** Monday, April 16, 2018 6:56 PM  
**To:** Wolfe, James  
**Cc:** Rummel, Marsha  
**Subject:** Concerns about Winnebago St

Hello,

I am sorry but I will not be able to attend the meeting on the street improvements. I would like to voice my concerns about the proposed changes.

I attended the meeting at the city county building a few weeks ago. I supported option one and still do. I declined speaking at the the meeting and really felt blindsided because after I waived my right to speak it was announced that the board allegedly received 23 emails in support of option two. Well, where were those people and why wasn't these emails brought up at the start. It really felt like the board made up it's mind before the meeting.

I would also like to add that several speakers such as Remarkable Loon supported option #2 and do not live on the street. I live on Winnebago and this issue directly effects me. I will be the one driving around trying to find parking, I will be the one walking blocks in the dark to my house from my car parked blocks away, AND I along with my neighbors will be paying for the street revisions.

I have lived in my house with my family on Winnebago for 10 years and have been a resident of Madison for 50 years. I love to see progress and especially the traffic calming measures on Winnebago . I have been asking for charge for least 8 of the 10 years.

I have witness speeding has increased with the bike lanes believe it or not. Also some bikers bike the wrong way in the bike lane ( against traffic) if they use them but a good number of bikers bike on the sidewalk despite the bike lanes.Perhpas there sould be some bike education for people.

I see that option #1 makes use of a median and still preserves the parking. I do not feel option #2 is a compromise. I feel option #1 is a compromise that suit all parties- Pedestrian safety (which was the reason the street was to be redone), Options for bikes and slows traffic.

I really don't care about more terrace. I am use to not having one. My main issue is slowing traffic so I can pull out in traffic from my parking spot if I can find one close and safety cross the street.

I know my street will be getting senior housing and a day care which means more traffic and less parking as it is. I have already notice increased traffic with the UW health at the end of the street.

I live in a very pedestrian heavy street with many people walking to the amenities and since many businesses in the area have little or no parking people, park up my street. There are time I choose not to o anywhere because I know I will have to park and walk blocks from my house with grocery bags and such.

I do not know when this issue became a a bike need more safety issue rather then safety for all. I think option #2 is a bad idea and misguided. There are several people on my street ( which are very old houses) that have no off street parking. I my self share a driveway and there is no room my car. Sorry, as a social worker I can't ride my bike to clients. I am not sure why Main street could not be a bike boulevard it connect directly to the bike path at the yahara and is safer for bikes.

I feel like the discussion of this has disenfranchised myself and the people who live here. People who do not live here are dictating plans for MY neighborhood! .I wish I did not need a care. I hate driving but at this stage it is necessitate for me. I just want a safe neighborhood. I do not like walking in the dark to my house from y car blocks away AND I do not like driving around and around looking for parking wasting my gas which I now will get much worse with option #2.

Thank You for your time.  
Sincerely,  
Derek L. Tyus  
2128 Winnebago Street

[Sent from Yahoo Mail on Android](#)

## Wolfe, James

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**From:** Christy Kroon <admin@playersmadison.com>  
**Sent:** Thursday, February 15, 2018 2:38 PM  
**To:** Wolfe, James  
**Subject:** Choose Option 1

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

As business owners to property on Winnebago Street, we feel that Option 1 for the reconstructing of our street is more cognizant in preserving as much parking stalls as possible.

We have been here at Players Sports Bar since 1991 and have always had a problem with a lack of parking in our neighborhood. Therefore, removing even more parking stalls on Winnebago Street will have a direct impact on our business.

This is a thriving community with many visitors on a daily basis. There are more and more festivals and celebrations than ever! Our neighborhood has become a destination in the city of Madison! Removing even just 29 parking stalls, as suggested in Option 2, means 29(plus!) people cannot come and enjoy what our community has to offer! So, please, consider Option 1 when determining the design for the reconstruction of Winnebago Street.

Thank you for your time and consideration,  
Mark and Christy Kroon  
Players Sports Bar  
2013 Winnebago Street

## Wolfe, James

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**From:** Brad Hinkfuss <bradhinkfuss@gmail.com>  
**Sent:** Tuesday, January 30, 2018 9:58 PM  
**To:** Wolfe, James; Bachmann, Christy  
**Cc:** Rummel, Marsha  
**Subject:** An idea for the next Winnebago public meeting

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Hello Jim and Christy,

On behalf of several of us participating in the traditional corridor planning group, I'm writing to float an idea that's reminiscent of 2013 & 2014. Back when we were looking at corridor planning as a way of engaging the neighborhood with multiple city agencies to better inform the design of public infrastructure projects. Christy will recall that we did a lot of good work at that time (and perhaps you were there for some of those meetings, too, Jim). We never seriously studied the stretch of Winnebago that's currently on the table because we didn't think it was happening any time soon. Times change!

Anyway, our thought was that several of us could make a brief presentation as part of the next public meeting on February 13. We'd like to present the concept drawing that Tim Anderson sketched, along with a few details. In sum, it would include me covering the design principles that we derived from corridor planning, Grant explaining the cross section, Tim on the concept drawing, and Steve Gaffield with some ideas on storm water drainage. That sounds like a lot, but it would be less than 15 minutes all told. We feel that folks in attendance would benefit greatly from some exposure and explanation to a visual representation that's steeped in the thinking of a local neighborhood input process.

I've seen some of the back-and-forth and know that you have some valid design concerns about the tabletop as proposed at Fourth St. We don't mean to ignore those. I view this as an iterative process where we consider various options in pursuit of the best possible project for all the concerns in play.

If you'd like to meet with some of us in advance to discuss the state of your own planning and various options, I'm sure that we'd be agreeable to that as well. We're not looking to make any surprises here, nor to commandeer a meeting - just looking to reestablish a more proactive and cooperative model for neighborhood engagement. Including some of the neighborhood as part of the meeting could demonstrate that idea.

Thanks for your time and consideration. We welcome your ideas on this front as well.

Brad Hinkfuss

## Wolfe, James

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**From:** Dee Grimsrud <winorsk@gmail.com>  
**Sent:** Monday, March 26, 2018 12:56 PM  
**To:** aaron.crandall@yahoo.com; eclewandow@aol.com; grantxyz@gmail.com; Zellers, Ledell; hiwayman@chorus.net; Skidmore, Paul; Kemble, Rebecca; devos@ssc.wisc.edu; Rummel, Marsha; Wolfe, James  
**Subject:** Winnebago Street trees

As a future resident of CohoMadison cohousing, I feel strongly that the power lines along the blocks being reconstructed should be buried and canopy-type trees planted on both sides of the street would be ideal.

Therefore I support Option #2, which would also be more pedestrian- and bike-friendly.

Although this would be more expensive, it would be an excellent investment in the future livability of our neighborhood.

Dee A Grimsrud  
608-259-1958



## Wolfe, James

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**From:** Fjelstad, Dane - DWD <Dane.Fjelstad@dwd.wisconsin.gov>  
**Sent:** Monday, March 26, 2018 11:52 AM  
**To:** Wolfe, James; Bachmann, Christy; Rummel, Marsha  
**Subject:** Winnebago Street reconstruction

Good Morning,

As a person who rides my bike for transportation as well as recreation/exercise I'm in favor of making Winnebago Street wider and safer for commuters.

I do realize that this option does remove parking from one side of the street, but I believe it to be the best option for pedestrians, bike commuters and even cars. I would cite the recent reconstruction on Sherman Ave. and how the changes there have made driving safer and made the area more business friendly.

Thank you for your time and consideration.

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Dane Fjelstad  
DWD Web Team  
Wisconsin Dept of Workforce Development  
201 East Washington Ave  
Madison, WI 53707  
608/267-7114  
dane.fjelstad@dwd.wisconsin.gov  
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## Wolfe, James

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**From:** Anne Staton <staton.anne@gmail.com>  
**Sent:** Sunday, April 15, 2018 9:27 PM  
**To:** Wolfe, James  
**Subject:** Winnebago Street - Linden Avenue Reconstruction

Dear Mr. Wolfe,

I am writing you to express my opinion on the reconstruction plans for your Winnebago Street - Linden Avenue project. As someone with financial interest in The Cargo Bike Shop on Williamson Street, a biker, and a supporter of improvement projects that support a healthier environment I strongly support option 2 as the choice for this project. Madison is making strides to become more bike friendly for those who choose to ride bikes for both pleasure and as a means of transportation within the city and this option supports those steps.

I reside in Oregon, WI where efforts have been made and are continuing to be made to encourage greater use of bikes as a means of transportation as well as for enjoyment and exercise. Steps to connect bike trails in Oregon and other communities around Madison with city bike routes and trails are in process with hopes of completing the connections in the not too distant future. Your efforts to continue to create safer, attractive bikeways in the city, like option 2 for the Winnebago Street - Linden Avenue project, are appreciated and give support to the efforts of the smaller communities surrounding Madison.

Sincerely,

Anne Staton

## Wolfe, James

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**From:** Becky Scott <bscott2266@charter.net>  
**Sent:** Monday, March 26, 2018 6:40 PM  
**To:** aaron.crandall@yahoo.com; eclewandow@aol.com; grantxyz@gmail.com; Zellers, Ledell; hiwayman@chorus.net; Skidmore, Paul; Kemble, Rebecca; devos@ssc.wisc.edu; Wolfe, James; Bachmann, Christy; Rummel, Marsha  
**Subject:** Winnebago St reconstruction - support for Option 2

I'm writing to express my support for Option 2 for the upcoming Winnebago St reconstruction project. I am a Winnebago St resident and I believe Option 2 is better for the neighborhood than Option 1.

Option 2 allows for better pedestrian access from the south side of the street and a shorter crossing overall. This is especially important to me as I have an elderly dog who cannot be hurried while crossing the street (as in he won't hurry, no matter how many cars are coming). A shorter crossing will make it easier and safer for us to get home at the end of a walk.

Option 2 also includes buffered bike lanes which are much safer for bikers on what has become a fairly busy street. Traffic is only going to get heavier as developments are completed so this option is much safer for the long-term.

In addition, Option 2 creates a narrower street which should slow the traffic down some. I have lived on Winnebago St for 27 years and have seen many times how the wide street encourages some people to use excessive speeds.

The ADA accessible bus stop at Fourth St sounds like a good idea as well.

I also am very highly supportive of the additional benefit of wider terraces on the south side of the street under Option 2 which will support more tree plantings as trees are an important part of a healthy city and an enjoyable, aesthetically pleasing neighborhood.

Please consider supporting Option 2 for the Winnebago St Reconstruction.

Sincerely,

Becky Scott  
2266 Winnebago St.  
Madison

## Wolfe, James

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**From:** Anne Altstatt <anne.altstatt@gmail.com>  
**Sent:** Sunday, March 25, 2018 4:27 PM  
**To:** Wolfe, James  
**Subject:** Winnebago St reconstruction - please go with Option 2

Hi Jim,

My name is Anne Altstatt and I live at 628 Spruce St off of Park St in Madison. I walk everywhere (actually rather long distances) and bike when I'm a little shorter on time. I am unable to attend this Tuesday's PBMVC meeting so I wanted to voice my support of Option 2. I have reviewed both designs and retaining so much parking for cars as in Option 1 is severely short-sighted for where Madison is/should be going. Providing more buffer for bikes will help make bicycles more visible. When we're wedged up against parked cars to our right, our safety is greatly diminished as car doors get opened into us, walkers step right out in front of us, and no mom is going to encourage her kid to ride on the street thus encouraging more biking on sidewalks (which, as a walker, I loathe).

Help moms and kids feel safer riding in the street where they belong. Do this by deciding on Option 2 for Winnebago reconstruction.

Thank you,  
Anne

## Wolfe, James

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**From:** jhoneysett@gmail.com  
**Sent:** Friday, March 23, 2018 11:30 AM  
**Cc:** aaron.crandall@yahoo.com; eclewandow@aol.com; grantxyz@gmail.com; Zellers, Ledell; hiwayman@chorus.net; Skidmore, Paul; Kemble, Rebecca; devos@ssc.wisc.edu; Rummel, Marsha; Wolfe, James  
**Subject:** Winnebago Street Design

Dear PBMVC members,

I am writing to express my support of Option #2 for the Winnebago Street reconstruction plan. My family will be moving into the new CoHo Madison condo project on Winnebago. We value a more pedestrian and bike friendly design. Please vote for Option #2. Thank you!

Warmly,  
Jessica Bachhuber

Sent from my iPhone

## Wolfe, James

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**From:** Jenna Hansen <jennahansen182@gmail.com>  
**Sent:** Tuesday, April 10, 2018 11:08 AM  
**To:** Rummel, Marsha; Wolfe, James  
**Subject:** Winnebago St-Linden Ave Reconstruction Option 1 for my neighborhood

Hello, regarding the planned Winnebago St-Linden Ave Reconstruction - as outlined below, I think Option one is the ONLY real option. In fact, in this corridor, I'd go with more parking than room for trees. Winnebago is always a nightmare to find parking on - whether you are dropping your kiddo off at Big Oak for daycare, or dry cleaning across the street - or just living/parking in the area it is HARD to find a place to park. What this has done has moved cars to the neighborhood, specifically between Winnebago and Atwood - which is already over parked by folks visiting Schenk's corners, Atwood Avenue businesses and "mixed use" buildings and the Goodman Community Center.

In order to create harmony in a bustling neighborhood, we need to make room for the folks that live there, play there, visit and bike there.. We have a bike path just a few blocks away, and many safe streets to travel via bike on. We don't need a two way bike path on Winnebago. It's very idealistic to think that the average Madisonian will use their bike for everyday travel. We are NOT nor will we ever be the Netherlands. We use cars. That will never change. Allowing the Goodman Community Center to build a new building with NO additional parking is shameful. PLEASE don't go taking away extra spots on a street bustling with viable businesses and against a residential area with lots of apartments to make bikers happy. Their voices are much louder than the literally hundreds of folks that drive their car and park in the hood to live or visit.

Thank you,

Jenna Hansen  
182 Talmadge Street  
Madison, WI 53704

**Option 1:** Narrow the street by 2 ft. (down to 46 ft.) and maintain travel lanes and bike lanes in both directions, along with parking lanes on both sides of the street. This option would also include bumpouts at the intersections, and traffic calming islands at Fourth St. and Sutherland (mountable for driveway access). The bike lane and parking lane space would remain at standard widths, and the travel lanes would be narrowed by 1 ft. This option only provides for enough terrace space on the southwesterly side for small, ornamental tree plantings, and not enough space on the northwesterly side for any new tree plantings. A few parking stalls would be removed for the pedestrian improvements, and staff will review some of the bumpout areas to determine if some canopy trees could be planted within the bumpouts. This may involve extending the bumpouts, which would result in the removal of a few additional parking stalls. This option, as originally presented, provides for approximately 21 more parking stalls over Option 2, which may be reduced to approximately 17-18, if bumpouts are extended for more canopy type tree plantings.

--

Jenna Hansen

## Wolfe, James

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**From:** Harald Kliems <kliems@gmail.com>  
**Sent:** Sunday, March 25, 2018 9:09 AM  
**To:** aaron.crandall@yahoo.com; eclewandow@aol.com; grantxyz@gmail.com; Zellers, Ledell; hiwayman@chorus.net; Skidmore, Paul; Kemble, Rebecca; devos@ssc.wisc.edu; Wolfe, James; Bachmann, Christy; Rummel, Marsha  
**Subject:** Winnebago St Reconstruction: I support option 2

Dear PBMVC members, dear Alder Rummel:

**I want to express my strong support for option 2 in the planned reconstruction of Winnebago Street.**

Madison has adopted a number of policies and plans that call for a shift away from private motor vehicles as the dominant form of transportation. It is now time to use these policies to inform our on-the-ground decision making.

The Sustainability Plan demands: "[Expand the number of neighborhoods and commercial centers where sustainable transportation choices enable mobility without a car.](#)"

The recently adopted [Madison in Motion](#) plan asks to "Expand transportation infrastructure to support a greater range of options for all user types" and that "[f]uture transportation system investments must contribute to healthy living and good quality of life for all residents."

The Common Council also committed itself to a Complete Streets policy that "ensure[s] that streets are designed to enable safe access for all users, pedestrians, bicyclists, motorists and transit riders, of all ages and abilities."

**Option 2, which adds buffered bike lanes, allows the planting of canopy trees, slows down cars, and will make walking along and across Winnebago easier and more comfortable, supports these goals. Option 1 does not.**

I therefore strongly urge you to support the option that is aligned with our city's plans and goals.

Thank you for your consideration.

Harald Kliems  
6 N Allen St  
Madison, WI 53726

## Wolfe, James

---

**From:** gaditano68@yahoo.com  
**Sent:** Friday, March 23, 2018 12:11 PM  
**To:** aaron.crandall@yahoo.com; eclewandow@aol.com; grantxyz@gmail.com; Zellers, Ledell; hiwayman@chorus.net; Skidmore, Paul; Kemble, Rebecca; devos@ssc.wisc.edu; Rummel, Marsha; Wolfe, James  
**Subject:** Winnebago St. Rebuild

Dear Commission Members,

Please support Option #2 of the Winnebago rebuild, which will make the best growing conditions for street canopy trees. That option will also make the street much more bicycle and pedestrian friendly.

Thank you!

Tony



## Wolfe, James

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**From:** Laura Lob <louloubear@me.com>  
**Sent:** Sunday, March 25, 2018 5:56 PM  
**To:** Wolfe, James  
**Subject:** Winnebago reconstruction

Hello Jim,

I am responding to the reconstruction project email that Marsha Rummel forwarded to the MNA list serve.

Looking at the Option 1 and Option 2, I would choose Option 2. My husband and I live on the 1300 block of East Wilson. We have the benefit of living on a street with canopy trees and would like to see the city providing other neighborhoods with this opportunity.

We are also on the bike path, and would like to see a better plan for the future (in any new construction in the city) to provide a safer mix of bikes, pedestrians, cars, etc.

Since the bike path continues down Winnebago and links to other off-street bike paths, Option 2 is also good for the mix of users on Winnebago Street.

Thank you,

Laura Lob  
1311 East Wilson Street  
Madison, WI 53703

## Wolfe, James

---

**From:** Larry and Catherine Stephens on behalf of Larry and Catherine Stephens  
<lastephe@chorus.net>  
**Sent:** Thursday, January 11, 2018 8:54 AM  
**To:** Wolfe, James  
**Cc:** Brad Hinkfuss; Rummel, Marsha; Anne Walker; William F. White (wfwhite930@gmail.com); Timothy Anderson; Grant Foster; Marlisa Kopenski Condon; Larry Jensen; Donna Magdalena; Tom Lynch (Tom.Lynch@strand.com); Steve Gaffield; Bachmann, Christy; Jonathan Garber  
**Subject:** Winnebago meeting on Wednesday, 1/10  
**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Thank you for offering the public meeting last night. I would like to share a few comments.

Several comments from neighbors focused on speeding and dangerous traffic patterns, and we heard requests for traffic calming measures along this street / boulevard for pedestrians, bus and vehicle traffic, and bikes. I heard the good suggestion to make the area around 4th street and Winnebago a school zone, as many of our students use this crossing. If we can head this way, how might this change the design options as proposed?

It was difficult for me to understand what is proposed without visuals displayed and concept sketches. For example, I welcome painting bike lanes a bright color to encourage safe bike travel. Is this in the plan?

I was sorry to learn the plans for underground utilities are for only a small portion of Winnebago Street. I would much prefer to maximize green spaces, and create a new street ready for ample tree canopy and shade.

Regarding the new galva

## Wolfe, James

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**From:** Jacqueline Goldstein <jacqueline.goldstein@gmail.com>  
**Sent:** Friday, March 23, 2018 9:22 PM  
**To:** aaron.crandall@yahoo.com; eclewandow@aol.com; grantxyz@gmail.com; Zellers, Ledell; hiwayman@chorus.net; Skidmore, Paul; Kemble, Rebecca; devos@ssc.wisc.edu; Rummel, Marsha; Wolfe, James  
**Subject:** Winnebago Construction Option 2

Hello,

I am a resident on Winnebago at 1st street.

Having reviewed the two options for winnebago constructions, I support option 2, allowing for a widened terrace.

Sincerely,  
Jacqueline Goldstein

## Wolfe, James

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**From:** Fred Fass <frdfass@aol.com>  
**Sent:** Friday, March 23, 2018 4:09 PM  
**To:** Wolfe, James  
**Subject:** Re: Winnebago Web update

Thank you for considering Option !. We are in favor of this proposal due to the high usage of the on street parking. There are homes on Winnebago that have only on street parking available to them. This would be quite complicated if they didn't have this parking available. Add the Barrymore Theatre in to the mix and you have a parking nightmare. We will be attending the next meeting,  
Marie Jacobson and Fred Fass / 2102 Linden Ave

-----Original Message-----

From: Wolfe, James

To: Adam Chern ; Andrea Noeske ; Anne Walker ; Arie Carmi ; Becky Jollay ; Brad Hinkfuss ; Brian Kluge ; Cath Stepheus ; Cliffe Conuor ; Cynthia Rose ; Deanna Ellestad ; Derek Tyus ; Don Norby ; Donna Peckett ; Doug Wagner ; Eileen Kolbach ; Ford Sheridan ; Fred Fass ; Fritz Hastreiter ; Greg Rosenberg ; Helena White ; James Carlson ; James Wilson ; Jennifer Andersen ; John Young ; Jonathan Garber ; Josh Casey ; Josh Westby ; Kate Margeldsky ; Kayne Neigherbauer ; Kristin Austin ; L. Quinn ; Larry Jensen ; Laura Hewitt ; Linda Larsen ; Lori Guderyon ; Louis Miller ; Luke Emery ; Mark & Christy Kroon ; Marlisa Condon ; Mary Banovelz ; Mary Connor ; Mary Pulliam ; Michael Gay ; Michael Lemberger ; Michael Matheson ; Mike Johns ; Peter Gentry ; Peter Kursel ; Randy Wright ; Rick Scinico ; Steve Gaffield ; Terry Cohn ; Thomas Giles ; Tim Anderson ; Tim Cartier ; Tom Donohue ; Tyler Flanagan

Sent: Fri, Mar 23, 2018 3:54 pm

Subject: Winnebago Web update

Reminder: the Winnebago St. reconstruction project will be presented at the Pedestrian, Bicycle and Motor Vehicle Commission (PBMVC) on the evening of Tuesday, March 27 at 5:00pm in Room 201 of the City-County Building. The City Parking Utility has completed a parking study in the area surrounding Winnebago St. to have a better understanding of the parking utilization in the area. The study was done at different times both during and after the alternate side parking (ASP) rules. The data from that study is attached and has been posted to the project website. As noted in the attached document, the results of the parking study indicated high utilization of the parking along this portion of Winnebago St., and along the adjacent streets.

Additionally, a significant amount of input has been received in support of both of the options that have been presented, so, based on the parking study and the input received thus far, Engineering is currently recommending Option 1, which involves reconstruction of Winnebago St. at a width of 46 ft. and will maintain travel, bike and parking lanes in both directions. A discussion will be had regarding both options at the PBMVC and also at the Board of Public Works on April 18.

Also, note that there has been a change to the proposed cross section of Option #2, which includes removal of parking on one side of the street and installation of buffered bike lanes. With this option, the 2 ft. buffer was removed from between the bike lane and the parking lane, and the bike lane was widened from 4 ft. to 5 ft. This provided an additional 1 ft. of space to be added to the terraces. The original proposed terraces for this option were the bare minimum widths for tree plantings (ornamentals on the north side, canopy trees on the south side). However, this provided no additional space in the terraces to account for construction tolerances or minor errors in the survey data, so, if there were any slight differences in final terrace width, it could result in the terrace widths below the required minimums for tree plantings. Since the ability to plant additional street trees was one of the main benefits of this option, the modification in the cross section was necessary to ensure that trees could actually be planted, if this option were constructed.

**Jim Wolfe, P.E.**

Engineer 4

City of Madison - Engineering

Rm 115, City-County Building

210 Martin Luther King, Jr. Blvd

608.266.4099 (ph)

## Wolfe, James

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**From:** Grant Foster on behalf of Grant Foster <grantxyz@gmail.com>  
**Sent:** Wednesday, January 24, 2018 12:21 PM  
**To:** Wolfe, James  
**Cc:** Brad Hinkfuss; Michael Rewey; Rummel, Marsha; Bachmann, Christy  
**Subject:** Re: Winnebago Road Geometry at PBMVC

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Thanks for this thorough review, Jim.

I wondered about the grade/storm water challenges at this location as well, but didn't think about the bus turning movement.

I think this is really valuable information to share at the next neighborhood meeting and also at PBMVC. My suggestion would be to stop short of recommending or not recommending it as a feature of the project and focus more on providing the information and expected cost/benefits. That way residents can consider that in their thought-process and it takes you and Engineering out of the line of fire from potentially frustrated neighbors. I believe the PBMVC is charged with providing roadway geometry recommendations to the Board of Public Works and the Common Council and I think there's a lot of value in expecting those three bodies to weigh in a recommendation (based on the all the information and expertise provided by staff). I think it worked well when that approach was taken with the Demetral/OM path. Engineering brought

## Wolfe, James

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**From:** Kris Austin <onegreasyspoon@gmail.com>  
**Sent:** Wednesday, February 14, 2018 12:28 PM  
**To:** Rummel, Marsha  
**Cc:** Wolfe, James  
**Subject:** Re: Winnebago reconstruction

Yes, please do. And thank you.

On Wed, Feb 14, 2018 at 12:25 PM Rummel, Marsha <[district6@cityofmadison.com](mailto:district6@cityofmadison.com)> wrote:  
Thanks for your note Kris. I hope you don't mind if I share your email with Jim Wolfe who lead the meeting.

Marsha

Sent from my iPhone

On Feb 14, 2018, at 12:16 PM, Kris Austin <[onegreasyspoon@gmail.com](mailto:onegreasyspoon@gmail.com)> wrote:

Marsha Rummel,

My name is Kristin Austin and I co-own 2105 Winnebago with my husband , we do not have a driveway or alley access and depend on the on street parking. As I voiced at the meeting on 2-13 I have grave concerns about losing the parking , there is so much new construction coming and with the already insane parking situation I and many others in the 1900-2200 block who also rely on the on street parking know it will become even more of a nightmare. 29 parking spaces is huge. I also agree with traffic calming but I believe the one side parking will not help the situation and for the people who actually live here , it will be a terrible outcome. My husband is a bike commuter and uses the bike boulevard on Main Street and the bike path on Atwood , bike lanes fine but punishing people who need to drive and have no off street parking is unconscionable to me and others. The other matter which was not voiced was when people come to our neighborhood day/ night need to park as well and may not be as likely to do so if it's impossible to do so ( Barrymore , restaurants , art galleries, shopping, and other businesses) I vote for option one although not perfect at least it has something for everyone, with the least impact on all concerned. On a side note I'll miss my railing.

Thank you,

Kristin Austin

2105 Winnebago street

[Onegreasyspoon@gmail.com](mailto:Onegreasyspoon@gmail.com)

(608)338-4551

Also there were no contact sheets at the meeting and I need to contact the gentleman who led the meeting.

Thanks again

## Wolfe, James

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**From:** Hank Weiss <hank.weiss@wisc.edu>  
**Sent:** Sunday, March 25, 2018 11:17 AM  
**To:** aaron.crandall@yahoo.com; eclewandow@aol.com; grantxyz@gmail.com; Zellers, Ledell; hiwayman@chorus.net; Skidmore, Paul; Kemble, Rebecca; SUSAN M DEVOS; Wolfe, James; Bachmann, Christy; Rummel, Marsha  
**Subject:** Option 2 for Winnebago Street

Hi everyone.

I am writing to strongly support option 2 for Winnebago St Reconstruction. Option 1 would clearly take what is already an uncomfortably tight environment for biking and make it even less practical. Option 2 would result in a biking environment that is low-stress and appropriate for riders of all ages and abilities and improves the tree canopy. It is time that complete streets concept gets the priority it deserves and the priority that has been established in numerous City plans and vision, but usually ignored for short term and narrow interests. If not now, when? Please take a stand and support option 2. Your children, and I, will thank you.

Cordially,

Hank Weiss PhD, MPH, MS

Adjunct Associate Professor, Department of Population Health Sciences  
School of Medicine and Public Health  
University of Wisconsin-Madison

## Wolfe, James

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**From:** India Viola <irviola1@gmail.com>  
**Sent:** Sunday, March 25, 2018 9:49 AM  
**To:** Aaron Crandall; eclewandow@aol.com; Grant Foster; Zellers, Ledell; Mike Rewey; Skidmore, Paul; Kemble, Rebecca; devos@ssc.wisc.edu; Wolfe, James; Bachmann, Christy; Rummel, Marsha  
**Cc:** Harald Kliems  
**Subject:** In Support of Option #2 for Winnebago St. Reconstruction

Dear PBMVC members and Alder Rummel,

I want to express my **strong support for option 2 in the planned reconstruction of Winnebago Street**. Over the past few years, Madison has intentionally adopted a number of policies and plans that support a shift away from private motor vehicles as the dominant form of transportation. It is now time to utilize these policies to inform our on-the-ground decision making.

The Sustainability Plan states: "Expand the number of neighborhoods and commercial centers where sustainable transportation choices enable mobility without a car."

The recently adopted Madison in Motion plan states, "Expand transportation infrastructure to support a greater range of options for all user types" and that "[f]uture transportation system investments must contribute to healthy living and good quality of life for all residents."

The Common Council also committed itself to a Complete Streets policy that "ensure[s] that streets are designed to enable safe access for all users, pedestrians, bicyclists, motorists and transit riders, of all ages and abilities."

**Option 2 supports these goals. Option 1 does not.** Option 2 adds buffered bike lanes, allows the planting of canopy trees, slows down cars, and will make walking along and across Winnebago easier and more comfortable.

**I therefore strongly urge you to support Option 2**, the only option that is aligned with our city's progressive plans and goals.

Thank you for your consideration.

India Viola  
3145 Lindbergh St.  
Madison, WI 53704

Founding Board Member, [Madison Bikes](#)

*Envisioning a city where everyone can ride a bicycle conveniently and comfortably, year round.*

[MadisonBikes.org](#)

Follow Madison Bikes on [Facebook](#)



## Wolfe, James

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**From:** Kate Leifker <kateleifker@gmail.com>  
**Sent:** Monday, March 26, 2018 4:56 PM  
**To:** aaron.crandall@yahoo.com; eclewandow@aol.com; grantxyz@gmail.com; Zellers, Ledell; hiwayman@chorus.net; Skidmore, Paul; Kemble, Rebecca; devos@ssc.wisc.edu; Wolfe, James; Bachmann, Christy; Rummel, Marsha  
**Subject:** I Support Option #2

I support option #2 for the Winnebago Street project.

Thank you for serving the public,  
Kate Leifker  
2949 Union St.  
Madison, WI 53704

## Wolfe, James

---

**From:** Kate Konkle <katekonkle@gmail.com>  
**Sent:** Monday, March 26, 2018 7:05 PM  
**To:** aaron.crandall@yahoo.com; eclewandow@aol.com; Grant Foster; Zellers, Ledell; hiwayman@chorus.net; Skidmore, Paul; Kemble, Rebecca; devos@ssc.wisc.edu; Wolfe, James; Bachmann, Christy; Rummel, Marsha  
**Subject:** Winnebago Street Reconstruction

Hello

As a resident who lives and regularly walks and bikes around the near east side, I strongly support option 2 for the Winnebago Street reconstruction project. At some point, if we are really committed to making our city more walkable, bikable and livable for all, then we will have to make hard decisions to not always prioritize the car and parking over active modes of transportation. Please consider leading on making these tough decisions. Thanks for your consideration

Kate

## Wolfe, James

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**From:** Jacob Foley <jake.e.foley@gmail.com>  
**Sent:** Tuesday, March 27, 2018 9:32 AM  
**To:** aaron crandall; Eric Lewandowski; Grant Foster; Zellers, Ledell; hiwayman@chorus.net; Skidmore, Paul; Kemble, Rebecca; devos@ssc.wisc.edu; Wolfe, James; Bachmann, Christy; Rummel, Marsha  
**Subject:** Winnebago Street Reconstruction Alternative 3

All,

I am unable to attend tonight's council meeting and would like to offer a third alternative design to the reconstruction of Winnebago Street.

I believe the third alternative (image attached) would create the best scenario for cyclists and automobiles. As you can see the parked car lane on the right side of the road has merely been switched with the bike lane from the previous alternative two. Alternative three is much safer. Alternative two is not a safe stress free design, cyclists are protecting parked cars. It should be the other way around, parked cars should be protecting cyclist.

When riding a bicycle next to a parked car, you never know if a car door is going to be opened or if a car is going to pull out in front of you. If you are on the right side of a parked car you have a two foot buffer for car doors and you do not have to worry about automobiles pulling out in front of you.

If a separate bike lane with a cement curb is not possible when creating new road infrastructure, then I believe the attached image is the best option when creating a more safe, stress free commuting experience.

I am very passionate about Madison and love the community I live in. If there is more I can do to help better the cycling/pedestrian infrastructure in our city please do not hesitate to reach out to me.

Cheers,

Jake Foley

[jake.e.foley@gmail.com](mailto:jake.e.foley@gmail.com)  
419.236.7876

## Wolfe, James

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**From:** Karl Bryan <kbryan@janesville.k12.wi.us>  
**Sent:** Thursday, March 22, 2018 8:14 AM  
**To:** aaron.crandall@yahoo.com; eclewandow@aol.com; grantxyz@gmail.com; Zellers, Ledell; hiwayman@chorus.net; Skidmore, Paul; Kemble, Rebecca; devos@ssc.wisc.edu; Rummel, Marsha; Wolfe, James  
**Subject:** Winnebago Street rebuild

Dear PBMVC:  
Re: Winnebago Street rebuild

I support Option #2 which will make the best growing conditions for street canopy trees.

Karl Bryan, Counselor, PDSO  
[Craig High School](#)  
401 S. Randall Avenue  
Janesville, WI 53545  
Phone: (608) 743-5255

## Wolfe, James

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**From:** Peter Gentry on behalf of Peter Gentry <peterg@onebarrelbrewing.com>  
**Sent:** Wednesday, January 10, 2018 7:17 PM  
**To:** Wolfe, James  
**Subject:** Winnebago / Linden Road Construction Feedback

Good evening. Thank you for your presentation regarding the Winnebago St. road construction.

As a business owner in the area, I would ask that you not decrease parking from 2nd to Linden (so implement the hybrid option). As business in the area increases with new restaurants and shops, I would like to see parking stay the same or even increase. In the Schenks Corners redesign there had been talk of angled parking from 2nd to Sutherland Ct. This is an area where the street is widest so it would be GREAT to so MORE parking by angling the stalls here.

Thank you for you work and I look forward to the finished product.

Regards.

Peter Gentry  
One Barrel Brewing Co.  
Proprietor  
peterg@onebarrelbrewing.com<mailto:peterg@onebarrelbrewing.com>

## **Wolfe, James**

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**From:** Sarah Williams <sfwill68@gmail.com>  
**Sent:** Sunday, March 25, 2018 5:49 PM  
**To:** aaron.crandall@yahoo.com; eclewandow@aol.com; Grant Foster; Zellers, Ledell; hiwayman@chorus.net; Skidmore, Paul; Kemble, Rebecca; devos@ssc.wisc.edu; Wolfe, James; Bachmann, Christy; Rummel, Marsha  
**Subject:** Support for Option 2

I am submitting my support for design Option 2 for the reconstruction of Winnebago St between Second St. and Bashford Ave because it provides superior access for pedestrians, cyclists and bus riders of all needs.

Sarah F. Williams

2118 Yahara PL, 53704

**Wolfe, James**

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**From:** Lori Guderyon <guderyon@gmail.com>  
**Sent:** Monday, March 26, 2018 5:56 PM  
**To:** Lori Guderyon  
**Subject:** Support for Option 2 for Winnebago St Reconstruction

Dear Member of the Pedestrian, Bicycle, and Motor Vehicle Commission:

I am writing in support of Option #2 for the Winnebago Street Reconstruction project. I am in the process of purchasing a condominium at 2048 Winnebago Street, so this project directly affects me and my family. Though I understand that parking is at a premium, as is often the case in urban areas, I strongly believe that **the long range benefit of being able to plant large canopy trees in Option #2 greatly overrides the need for maintaining neighborhood parking spaces**. Large trees meet environmental needs in multiple ways, including more carbon dioxide transfer, as well as a greater cooling effect on the pavement and nearby houses. Madison has lost too many large canopy trees in the last few decades, and we need to increase that number in every opportunity that we can.

I believe that it is the role of the commission members to **look at big picture environmental factors** in addition to the immediate data supporting parking needs. Perhaps less parking would be temporarily inconvenient for some residents, including myself. But if less parking leads even one resident to depend more on means of transport other than cars, that is not a bad outcome. Personally speaking, my household currently owns two cars, and this very possibility of less parking on Winnebago Street is starting our conversation of how we should be able to reduce our use to one car. I believe that Option #2 is an opportunity that can not be missed, and is much more forward-thinking than continuing to make decisions based on current car ownership.

Please consider making a decision that is best for the future of Madison, not past trends. Vote for option #2.

Sincerely,  
Lori Guderyon  
1846 Spaight Street  
Madison, WI



Virus-free. [www.avg.com](http://www.avg.com)

## Wolfe, James

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**From:** Russell Knudson <russ.knudson@gmail.com>  
**Sent:** Tuesday, February 13, 2018 7:16 AM  
**To:** Wolfe, James  
**Subject:** Support for Alternative #2 for Winnebago St

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Hello,

I am aware of the project through [madisonbikes.org](http://madisonbikes.org). I am writing to ask the City pursue the direction of the proposed alternative #2 design to allow for Winnebago St to be better suited for safer bicycle commuting in all seasons. The proposal would appear to create a prime example in east Madison for City engineering designs that encourage bicycle transportation, while creating effective auto lanes and some parking. I live in the adjacent Eastmoreland neighborhood and feel that an example such as this is needed and Winnebago st is the right opportunity to get this right. I believe Alternative #2 will be a choice that will provide long term paybacks as the City grows and seeks more thoughtful and progressive transportation options.

Thank you for your work and consideration in the matter,

Russell and Kaitlin Knudson  
238 Walter St.  
Madison WI



## Wolfe, James

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**From:** P Kursel <pkursel@gmail.com>  
**Sent:** Monday, February 12, 2018 6:00 PM  
**To:** Wolfe, James  
**Subject:** Re: Winnebago Street Reconstruction (Second St. to Bashford Ave.)

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

I am dissappointed to see that narrowing to 40 ft is off the table. 90% of the properties **have off street parking** so why not narrow and increase the terraces to the maximum. It's a missed opportunity to make the street very pedestrian friendly and link the two "corners", Schenks and Union. There are a few squeaky wheels making a lot of noise re: parking. The fact is there is a ton of parking in the neighborhood. I guess it's too much to expect. Oh well new pavement will look nice for a few years, but it certainly won't inspire me to invest in my storefront.

Disappointed,

Peter Kursel  
Datcha House LLC  
2021 Winnebago

On Feb 12, 2018 3:00 PM, "Wolfe, James" <[JWolfe@cityofmadison.com](mailto:JWolfe@cityofmadison.com)> wrote:

At the public informational meeting scheduled for tomorrow evening regarding the reconstruction of Winnebago St., the City will be presenting two different options for the design of Winnebago St. A summary of the options is below, and there will be a more detailed review of the options at the meeting at Tuesday night. Please feel free to attend the meeting to provide input or send me an email if you cannot attend.

The first option is a 46 ft. wide street that maintains travel and bike lanes in both directions and parking on both sides of the street. This design would also include some elements for improved pedestrian safety and for traffic calming, but installation of these elements would require removal of parking stalls. This option would provide for limited terrace space such that there would not be any new tree plantings on the northwesterly side, and only small tree species could be planted on the southeasterly side. However, the street could be redesigned to eliminate the retaining wall and railing, but the terrace would remain steep.

The second option is to narrow the street to 44 ft. between Sutherland and Bashford, but the 46 ft. width (Option 1) would be installed between Second and Sutherland. The 44 ft. width would provide travel lanes in both directions and buffered bike lanes in both directions – a 2 ft. painted buffer would be marked between the bike lane and the travel and parking lanes. This option would allow for parking on only one side of Winnebago between Sutherland and Bashford, but the parking would remain on the side with the most stalls available. Also, a switch in sides with parking would provide for some traffic calming effects. This option would also provide for enough terrace space on the northwesterly side for smaller tree plantings (overhead electric lines), but enough space for larger tree species could be provided on the southeasterly side. Similar to Option 1, the retaining wall and railing would also be removed.

The project website has been updated with plans of these two options, and can be found here:  
<http://www.cityofmadison.com/engineering/projects/winnebago-st-linden-ave-reconstruction>

## Wolfe, James

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**From:** Mark Whitcomb <whitcomb.mark@gmail.com>  
**Sent:** Friday, April 06, 2018 10:54 AM  
**To:** Wolfe, James  
**Subject:** Re: Winnebago St Question

Thank you for the clarification.

Best,

On Fri, Apr 6, 2018 at 10:47 AM, Wolfe, James <[JWolfe@cityofmadison.com](mailto:JWolfe@cityofmadison.com)> wrote:

Mark,

Forestry did review and the overhead lines are either communication or distribution voltage electric, so they would still plant larger trees under those lines. That is only on the southeasterly side of the street though. The overhead lines on the northwesterly side would still prevent larger trees from being planted under them.

Also, for clarification purposes the “canopy tree” note on that cross section is still limited to a select few species. The terrace on the southeasterly side of Winnebago under Option 2 would still be too narrow for the full-size, full canopy trees (oaks, elms, etc.).

**Jim Wolfe, P.E.**

Engineer 4

City of Madison - Engineering

Rm 115, City-County Building

[210 Martin Luther King, Jr. Blvd](#)

[608.266.4099](tel:608.266.4099) (ph)

[608.264.9275](tel:608.264.9275) (fax)

[jwolfe@cityofmadison.com](mailto:jwolfe@cityofmadison.com)

**From:** Mark Whitcomb [mailto:[whitcomb.mark@gmail.com](mailto:whitcomb.mark@gmail.com)]  
**Sent:** Friday, April 06, 2018 10:38 AM  
**To:** Wolfe, James <[JWolfe@cityofmadison.com](mailto:JWolfe@cityofmadison.com)>  
**Subject:** Winnebago St Question

Hi Jim

I am co owner of [2057 Winnebago st](#), and I have a question about the canopy trees.

There are some residents who are stating that parks would not allow canopy trees to be planted (as proposed in Option 2, plan pic attached) due to above ground power lines.

Can you confirm that, if option 2 were chosen, canopy trees would be planted (or conversely, would not be planted)?

Thank you,

--

Mark Whitcomb  
Producer, Co-Owner  
DNA Music Labs  
[www.dnamusiclabs.com](http://www.dnamusiclabs.com)

608-513-6387

--

Mark Whitcomb  
Producer, Co-Owner  
DNA Music Labs  
[www.dnamusiclabs.com](http://www.dnamusiclabs.com)

608-513-6387

## Wolfe, James

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**From:** Rummel, Marsha  
**Sent:** Monday, April 16, 2018 10:21 PM  
**To:** Derek Tyus; Wolfe, James  
**Subject:** Re: Concerns about Winnebago St

Thanks for contacting me. I hear you and Jim will share your email with the Board of Public Works.

Marsha

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**From:** Derek Tyus  
**Sent:** Monday, April 16, 2018 6:55 PM  
**To:** Wolfe, James  
**Cc:** Rummel, Marsha  
**Subject:** Concerns about Winnebago St

Hello,

I am sorry but I will not be able to attend the meeting on the street improvements. I would like to voice my concerns about the proposed changes.

I attended the meeting at the city county building a few weeks ago. I supported option one and still do. I declined speaking at the the meeting and really felt blindsided because after I waived my right to speak it was announced that the board allegedly received 23 emails in support of option two. Well, where were those people and why wasn't these emails brought up at the start. It really felt like the board made up it's mind before the meeting.

I would also like to add that several speakers such as Remarkable Loon supported option #2 and do not live on the street. I live on Winnebago and this issue directly effects me. I will be the one driving around trying to find parking, I will be the one walking blocks in the dark to my house from my car parked blocks away, AND I along with my neighbors will be paying for the street revisions.

I have lived in my house with my family on Winnebago for 10 years and have been a resident of Madison for 50 years. I love to see progress and especially the traffic calming measures on Winnebago . I have been asking for charge for least 8 of the 10 years.

I have witness speeding has increased with the bike lanes believe it or not. Also some bikers bike the wrong way in the bike lane ( against traffic) if they use them but a good number of bikers bike on the sidewalk despite the bike lanes.Perhpas there could be some bike education for people.

I see that option #1 makes use of a median and still preserves the parking. I do not feel option #2 is a compromise. I feel option #1 is a compromise that suit all parties- Pedestrian safety (which was the reason the street was to be redone), Options for bikes and slows traffic.

I really don't care about more terrace. I am use to not having one. My main issue is slowing traffic so I can pull out in traffic from my parking spot if I can find one close and safety cross the street.

I know my street will be getting senior housing and a day care which means more traffic and less parking as it is. I have already notice increased traffic with the UW health at the end of the street.

I live in a very pedestrian heavy street with many people walking to the amenities and since many businesses in the area have little or no parking people, park up my street. There are time I choose not to o anywhere because I know I will have to park and walk blocks from my house with grocery bags and such.

I do not know when this issue became a a bike need more safety issue rather then safety for all. I think option #2 is a bad idea and misguided. There are several people on my street ( which are very old houses) that have no off street parking. I my self share a driveway and there is no room my car. Sorry, as a social worker I can't ride my bike to clients. I am not sure why Main street could not be a bike boulevard it connect directly to the bike path at the yahara and is safer for bikes.

I feel like the discussion of this has disenfranchised myself and the people who live here. People who do not live here are dictating plans for MY neighborhood! .I wish I did not need a care. I hate driving but at this stage it is necessitate for me. I just want a safe neighborhood. I do not like walking in the dark to my house from y car blocks away AND I do not like driving around and around looking for parking wasting my gas which I now will get much worse with option #2.

Thank You for your time.  
Sincerely,  
Derek L. Tyus  
2128 Winnebago Street

[Sent from Yahoo Mail on Android](#)

## Wolfe, James

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**From:** porchchat@gmail.com on behalf of Robbie Webber <robbie@robbiewebber.org>  
**Sent:** Tuesday, March 27, 2018 10:21 AM  
**To:** Aaron Crandall; Eric Lewandowski; Grant Foster; Zellers, Ledell; Michael Rewey; Skidmore, Paul; Kemble, Rebecca; DeVos, Susan; Wolfe, James; Bachmann, Christy; Rummel, Marsha  
**Subject:** Please support Option 2 for Winnebago

Members of the PBMVC, City Engineering, and Alders -

At tonight's PBMVC meeting you will consider two options for the reconstruction of Winnebago.

**I am writing to support Option # 2**, which will provide a buffer between moving motor vehicle traffic and the bike lanes. Where there is parking, it will also provide sufficient shy distance from parked cars, important when drivers open their doors.

Although this will require removing parking on one side of the street, we will also gain a larger terrace, allowing larger street trees to grow. There is plenty of parking nearby, so loss of these few spots should not be a burden.

Please support the design of Winnebago that fills a gap in the all ages and abilities bike network. All of our city plans -- the Comp Plan, Madison in Motion, our Sustainability Plan, and neighborhood plans -- call for increasing bicycling, walking, and transit. Most also call for canopy trees and better storm water infiltration. Option # 2 will support all these goals and be in accordance with our city plans. Option #1 does not support advancing the goals we have adopted.

Thank you in advance for voting to improve access for all and improving safety in this critical corridor.

Robbie Webber

Transportation geek

All opinions are my own, and not necessarily those of any group or organization with which I am affiliated.

Founding member, [Madison Bikes](#)

*...where anyone can ride a bicycle conveniently and comfortably to any place year round.*

[MadisonBikes.org](#)

Follow Madison Bikes on [Facebook](#)

## Wolfe, James

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**From:** Lisa Lathrop <llathrop@charter.net>  
**Sent:** Saturday, March 24, 2018 9:19 AM  
**To:** aaron.crandall@yahoo.com; eclewandow@aol.com; grantxyz@gmail.com; Zellers, Ledell; hiwayman@chorus.net; Skidmore, Paul; Kemble, Rebecca; devos@ssc.wisc.edu; Rummel, Marsha; Wolfe, James  
**Subject:** Please preserve the trees on Winnebago

Good morning,

Please vote option 2 to preserve the trees on Winnebago Street.

thank you for considering our preference as City of Madison residents who live in this area and prefer to bike and walk rather than to drive everywhere.

Lisa Lathrop  
2313 Bashford Ave  
Madison WI 53704  
608-212-3757

## Wolfe, James

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**From:** Mrill Ingram <mrillcom2@gmail.com>  
**Sent:** Sunday, March 25, 2018 10:15 AM  
**To:** aaron.crandall@yahoo.com; eclewandow@aol.com; grantxyz@gmail.com; Zellers, Ledell; hiwayman@chorus.net; Skidmore, Paul; Kemble, Rebecca; devos@ssc.wisc.edu; Wolfe, James; Bachmann, Christy; Rummel, Marsha  
**Subject:** PBMVC meeting on Tuesday

Dear Marsha and PBMVC members

I want to express my strong support for option 2 in the planned reconstruction of Winnebago Street.

Option 2 adds buffered bike lanes, allows the planting of canopy trees, slows down cars, and will make walking along and across Winnebago easier and more comfortable, supports these goals. Option 1 does not.

The Sustainability Plan demands: "Expand the number of neighborhoods and commercial centers where sustainable transportation choices enable mobility without a car.

The recently adopted Madison in Motion plan asks to "Expand transportation infrastructure to support a greater range of options for all user types" and that "[f]uture transportation system investments must contribute to healthy living and good quality of life for all residents."

The Common Council also committed itself to a Complete Streets policy that "ensure[s] that streets are designed to enable safe access for all users, pedestrians, bicyclists, motorists and transit riders, of all ages and abilities."

Thank you for moving Madison one step further toward being a green, walkable city that is safe and enjoyable for all.

Thank you for your consideration.

Mrill Ingram  
2151 Oakridge Ave.



## Wolfe, James

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**From:** Sarah White <whitesarah@charter.net>  
**Sent:** Thursday, March 22, 2018 8:46 AM  
**To:** aaron.crandall@yahoo.com; eclewandow@aol.com; grantxyz@gmail.com; Zellers, Ledell; hiwayman@chorus.net; Skidmore, Paul; Kemble, Rebecca; devos@ssc.wisc.edu; Rummel, Marsha; Wolfe, James  
**Subject:** I support Option #2 re: the street trees on Winnebago

I am a resident of the near east side. I live on South Fair Oaks Avenue which lost many of its mature street trees due to the city's policies of removal of ash trees. We've experienced first hand the degradation of our urban environment through loss of our tree canopy.

I strongly support Option #2 re: the street trees on Winnebago. Let's not turn another major thoroughfare into a hot zone unfriendly to pedestrians.

Option 2 will make the best growing conditions for street canopy trees, I'm told. That option will also make the street much more bicycle and pedestrian friendly.

Sarah White  
50 S. Fair Oaks Avenue

---

Sarah White . [www.WhiteSarah.com](http://www.WhiteSarah.com) . 608-347-7329

## Wolfe, James

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**From:** Rummel, Marsha  
**Sent:** Friday, April 06, 2018 12:24 PM  
**To:** Wolfe, James  
**Subject:** Fwd: Parking on Winnebago comment

Please add to legislate.

Sent from my iPhone

Begin forwarded message:

**From:** Jenny Green <[jenny@shushudesign.com](mailto:jenny@shushudesign.com)>  
**Date:** April 6, 2018 at 11:15:56 AM CDT  
**To:** "Rummel, Marsha" <[district6@cityofmadison.com](mailto:district6@cityofmadison.com)>  
**Subject: Re: Parking on Winnebago comment**  
**Reply-To:** <[jenny@shushudesign.com](mailto:jenny@shushudesign.com)>

Yes, please do.

Thanks Marsha!

On Fri, Apr 6, 2018 at 10:43 AM Rummel, Marsha <[district6@cityofmadison.com](mailto:district6@cityofmadison.com)> wrote:  
Hi Jenny-

Can I share your comments with Jim Wolfe, the project manager, who will include your email in the legislative record?

Thanks for contacting me. Happy Spring!

Marsha

Sent from my iPhone

On Apr 6, 2018, at 10:12 AM, Jennifer Green <[jenny@changingthefaceofpolitics.com](mailto:jenny@changingthefaceofpolitics.com)> wrote:

Hi Marsha,

As someone who commutes through there nearly every day and frequently has trouble parking in that area in the evenings, I prefer option 1.

I don't think it makes sense to punish car commuters without a safe, convenient public transportation option already in place. If what I hear about housing density in the ten year plan is true, Madison needs to make fixing its woefully inadequate transportation options a top priority. Research has been put into this issue for a long time with very little investment or results :

<http://www.danetransit.org>

Also, pretending that biking is a reasonable way to commute year round in this city is a little bit nuts, in my personal opinion. We don't have the right weather. :)

Happy Spring (if it ever gets here)!  
Jenny

--

Jenny Green  
CoFounder, Changing the Face of Politics, LLC

[changingthefaceofpolitics.com](http://changingthefaceofpolitics.com)

608-695-7637

Social: [Twitter](#) | [Facebook](#) | [Instagram](#)

[#ProgressiveWomenWillChangeTheWorld](#)

You can also find me and my previous work at [shushudesign.com](http://shushudesign.com).

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shu shu design, LLC

608.695.7637 | [shushudesign.com](http://shushudesign.com)

## Wolfe, James

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**From:** Rummel, Marsha  
**Sent:** Wednesday, March 28, 2018 7:42 PM  
**To:** Wolfe, James  
**Subject:** Fw: Winnebago Reconstruction

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**From:** Rob Rivoire  
**Sent:** Wednesday, March 28, 2018 4:08 PM  
**To:** Rummel, Marsha  
**Subject:** Winnebago Reconstruction

Hi Marsha. This is Rob Rivoire, a constituent living at 2022 East Main Street.

I'd like to add my opinion regarding the design of this project. I am strongly in favor of an option that will preserve the street parking on Winnebago.

I have lived in the neighborhood for 30 years and the last 10 on East Main. Parking has become progressively more difficult to come by around here and I am concerned that eliminating more than 20(!) places on the street will result in much more parking congestion. It's already very crowded around here.

As a former owner/partner in Accipiter Properties, I am confident that Adam and John have provided adequate parking for their new project. However, in my opinion, they are constructing only just enough to address the project's needs and any visitors to their development and other neighborhood residents/patrons will not have adequate parking at Schenks Corner if the spots are removed under "option 2."

I guarantee you that regular parkers on Winnebago will just move their cars to my street to compete with the commuters who regularly park on East Main starting weekdays at 700 AM. Thus, our common neighborhood resource will be sacrificed for the benefit of people just passing through - not working, living in or patronizing our area.

While I understand and concur with the impulse to improve bike safety for commuters traveling through our neighborhood, I feel that the 6' lane that will be preserved on either side of the street under "option 1" is more than adequate, especially since bicyclists can (and do) use either the bike path on Atwood or travel on uncongested and much safer East Main street just a block to the north.

I am also in favor of residential parking permits to limit commuter parking during weekdays.

Sincerely, Rob Rivoire

**Wolfe, James**

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**From:** Mattmonday@yahoo.com  
**Sent:** Monday, March 26, 2018 4:14 PM  
**To:** Aaron Crandall; eclewwindow@aol.com; Grant Foster; Zellers, Ledell; Rummel, Marsha; Skidmore, Paul; Michael Rewey; Kemble, Rebecca; devos@ssc.wisc.edu; Wolfe, James; Bachmann, Christy; Rummel, Marsha  
**Cc:** Matthew Ap Daniel; Jennifer Ullman; Steve Arnold; Darryl Jordan; William Hauda; Kay Lum; Liz S.  
**Subject:** Fw: BIKE FITCHBURG\_MARCH 27TH TESTIMONY\_PVMBC  
**Attachments:** BIKE FITCHBURG\_March 27th TESTIMONY\_PVMBC.pdf

March 26, 2018

Dear Alder Representatives, PVMBC Members, and City staff:

Please see attached PDF document concerning the discussion and selection of a preferred design for the Reconstruction of Winnebago Street.

Please read aloud— if possible—during public statement portion of **New Business. F.3. ITEM 50935.**

Thank you,

Matthew Jones

Bike Fitchburg inc.

## Wolfe, James

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**From:** Russell Manzke <manzker@edgefocusdesign.com>  
**Sent:** Thursday, April 05, 2018 3:24 PM  
**To:** aaron.crandall@yahoo.com; eclewandow@aol.com; grantxyz@gmail.com; Zellers, Ledell; hiwayman@chorus.net; Skidmore, Paul; Kemble, Rebecca; devos@ssc.wisc.edu; Wolfe, James; Bachmann, Christy; Rummel, Marsha  
**Subject:** Against Option 2 for Winnebago St. Reconstruction

I am an owner of a small engineering consulting business on Winnebago St. I am *against* the proposed "option 2" reconstruction plan for Winnebago St. I am pro-bike and I do support the changes proposed in "option 1" as they would be welcome improvements without eliminating much needed parking spots. It is already a challenge to find parking in this area for me, my employees, and clients. Eliminating parking spots would negatively impact the quality of life and work for us on a daily basis. Finding a parking spot may seem like a small thing, but it's not. It's the type of headache that can make employees and employers consider going somewhere else. I feel this opinion is likely shared by the residents in the immediate area, as I often witness people that live here circling to find spots. Improving safety is one driver for this reconstruction, but having residents circling the neighborhood in search of a parking spot would not improve safety.

Thank you,  
Russell

### **Russell Manzke**

Partner and Senior Mechanical Engineer

---

Edge Focus Design, LLC

phone: 608-347-4834

[www.edgefocusdesign.com](http://www.edgefocusdesign.com)

## Wolfe, James

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**From:** Susan Detering <susan@batchbakehouse.com>  
**Sent:** Thursday, March 29, 2018 9:07 PM  
**To:** Wolfe, James; Rummel, Marsha  
**Subject:** Winnebago St-Linden Ave Reconstruction

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Regarding the 3/23 update - is there a diagram of the proposed 3rd option - the hybrid?

I like this idea very much. As a neighborhood business & home owner, I like the idea of businesses getting some street parking, bikes having safe passage, and new canopy trees.

I do seriously want parking solutions to be presented for the higher use times (summer, festivals, Barrymore concerts) - but ask that the city aid our neighborhood. Can we ask that there be a park-n-ride service for these events? If we can't have parking in the desired locations, can we build access from near-by lots (proposed central market, or locations further East)?

I hope for a future with fewer cars, but haven't seen any evidence of that. The new buildings on Atwood in the past 3 years have seriously impacted side street traffic and parking. My home is on Dunning Street, the 200 block. I was just speaking with a group of neighbors about the traffic calming process - as Dunning has become a speedway at rush hour. With the parking often at capacity, lines of sight are impacted and it is becoming dangerous for pedestrians & kiddos.

Thank you,  
Susan

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Susan Detering, co-owner  
Batch Bakehouse  
1402 Williamson Street  
Madison, WI 53703  
(608)257-1652 x101

## Wolfe, James

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**From:** michael matheson <mmlacuna@gmail.com>  
**Sent:** Thursday, March 29, 2018 8:10 PM  
**To:** Wolfe, James  
**Subject:** Winnebago St

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Jim,

We ran out of milk! So I walked down to Stop & Go. 6pm on Thursday and the whole street was parked in except 1 handicapped stall, also, 3 illegally parked cars. And all of those people were wearing shorts and carrying gym bags. I tell ya, the people who drove in shortly after for the sold out Barrymore show were in for a surprise. They get panicky when all the parking is gone, so, kinda the worst drivers to have cruising up and down the side streets. Let's face it, they don't even know you have to go up Bashford to park on Rusk. At 6:15 there were still 2 spots available there. Linden Ave and Division St were completely parked in. If you are ever running late for a Barrymore show, I'll give you a tip: head east of Bashford on Jackson. You should be able to find a spot there.

Any way, there are 2 things I would like to bring to your attention. And it took me a while to think dispassionately about this. It's not every day that you discover some group of people on a Listserv or some secret Facebook page have designs to use a democratic process to make changes to your neighborhood. People who don't even live there. I was also surprised to find out how dangerous it is to bike on Winnebago, after 18 years of riding my bike on the street. Fish Hatch or S Park @ rush hour, that's dangerous. Any way on to #1.

There really hasn't been a lot of discussion about snow & ice control. So, seeing as I work at the Streets Division, I thought I would consult some people with expertise in the matter. I spoke with the Assistant Street Superintendent, a Public Works General Supervisor, and a Streets General Supervisor. These three have many, many combined years of snow & ice control experience. Now, I didn't ask anyone to give me ammo for my perspective. I just wanted a clear eyed professional assessment of operations during a winter event if Option 2 is constructed, using the illustration you provided. Here's what I learned. The outbound bike path in this scenario is not going to fare very well. Here's a picture:





I removed the bicyclist and replace her with the windrow of snow from the plow. That's where the snow is going. (yeah, I exaggerated the snow a little, but it will be there). Then it's going to be driven over and rutted diagonally as cars leave & arrive. As a secondary salt route it will be aged from hard pack into ice. Because that's what the salt does. This side of the street will be parked in 24/7, and even if some stalls are empty, if the plow moves in to the curb and back out, that creates even more obstacles. This bike lane will be in terrible riding condition during the winter. There was broad consensus on that point. In the event that all the cars are removed and some of the material can be scrapped off to the curb line, when the cars come back, they will be intruding into the bike lane. And so it goes throughout the winter. Jim, this is my bicycle commute home every day. Unlike many enthusiasts for this configuration, I'm the one who will be forced to endure this stressful & dangerous bicycling situation. Not pictured is a bicycle riding in the traffic lane with a Metro bus riding on his tail. (I really do bicycle commute to Badger Rd year round).

Now my second issue, and one I would like you to consider a reply to is this: If Option 2 is constructed, the E Wash side of the street will be added to the list of streets in ORD 12.132 (Parking Prohibited at All Times). Currently the entire street belongs to the group of streets covered by ORD 12.1339 (Clean Streets & Clean Lakes Parking Restrictions); no parking one side 10am-2pm Wed, the other side on Thurs. So how will the status of the Atwood side of the street change? Streets Division consensus was that it would have to be added to what is referred to as Special Sweep & Maintenance Streets year round. Meaning, for a certain amount of time, one day a week, there will be no parking on Winnebago St at all. I mean, not really, but in theory. (Those Ford's Gym people do not read parking signs). That is going to be a real challenge, in my opinion.

Just 2 issues of significance that really haven't made it into the conversation. Thanks for your time.

Sincerely,

Michael Matheson,  
2105 Winnebago St

## Wolfe, James

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**From:** Tim Cartier <cartiertim@yahoo.com>  
**Sent:** Friday, March 23, 2018 10:11 AM  
**To:** aaron.crandall@yahoo.com; eclewandow@aol.com; grantxyz@gmail.com; Zellers, Ledell; hiwayman@chorus.net; Skidmore, Paul; Kemble, Rebecca; devos@ssc.wisc.edu; Rummel, Marsha; Wolfe, James  
**Subject:** WINNEBAGO ST PROJECT

I live at 2213 Winnebago St and am in support of neighborhood, pedestrian and safety friendly Option #2.

We shouldn't make a decision based on parking for people who don't live in the neighborhood. Let's make this project for the people who live there.

Trees and safety make Option #2 the right option.

Thanks,  
Tim Cartier

## Wolfe, James

---

**From:** Rick Schwalbach <rick.schwalbach@gmail.com>  
**Sent:** Tuesday, February 20, 2018 4:04 PM  
**To:** Wolfe, James  
**Subject:** Winnebago St. Reconstruction Option 1

Hello Jim,

I recently opened a small business in the Schenk's Corner Suites located on Winnebago Street. Though no business owner is in love with road construction, I understand that reconstruction of Winnebago Street is necessary. That is why I wanted to email you and let you know that I support Option 1 (46' street) for Winnebago Street's future. My main reason for supporting this option is simple, parking. Parking is already scarce on the street, and taking away a number of spots will not make this any easier. I understand that saving parking will minimize the types of plantings in the terraces that can be planted, but I think that is just fine. There are a variety of plant species that are smaller, require less maintenance, and support local wildlife that can be used.

The other reason for my opposition to removing more parking stalls is that there is no where else to park. While Williamson Street was being done, there were 5 or 6 streets for vehicles to park on. This is not the case with Winnebago Street due to it's interesting geography,

Thank you very much.

Rick Schwalbach

## Wolfe, James

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**From:** lp <lpoehl@yahoo.com>  
**Sent:** Monday, April 16, 2018 5:18 PM  
**To:** Wolfe, James  
**Subject:** Winnebago St. options

Jim Wolfe,

I am writing about the 2 options for the Winnebago St. reconstructions. My name is Linda Poehlman, I live at 2214 Winnebago St. I support option 1, keeping the parking. I didn't go to the Ped Bike Motor Vehicle Commission because I never expected option 2 to get the vote. I drive and I bike, walk and take the bus. I wonder if option 2 would slow down traffic. I don't think so. I think it'll be more like Johnson and Gorham, where traffic generally goes between 30 to 35 miles an hour, and will become even more of a car traffic route than it is now. I bike in the warm months and I've found with the new bike lanes I feel safer--I've noticed that all cars are parked within their lane, I haven't seen one parked in the bike lane since they were painted. That's not to say it hasn't happened, but I haven't seen it. That makes it so much easier to bike.

I would like to see less cars and more bike friendly, but I admit I use my car a lot. And since I'm older it will probably stay that way. Since your option 2 would narrow the street, I wonder if you couldn't make the bike lanes wider, thus making them more safer and bike friendly because the bike rider could ride outside of the car door-opening range. I've noticed there is still quite a bit of extra room in the car lane with my car. I don't know about buses and very big trucks.

I think what will make the difference in people owning less cars and being less traffic and a more ped & bike friendly city is better mass transit, more often and later at night. We have winter here when most bike riders don't ride and rain in the summer. And of course even more of the wonderful bike paths.

I am lucky because I have off street parking, but many on this street don't have driveways. I am an older woman-69, and have bad knees and can't run more than a short distance anymore. I've had an upstairs neighbor who worked at the Hawthorne Library and walked home about 9:30 pm. Once she was attacked by someone coming out of Woody & Annes bar. I know a man who was mugged when he walked out of the bar to his car. And there was the rape that happened by the corner house, was it 2 years ago. I always feel a little nervous walking around here at night. And people may have to park 2 or 3 blocks away.

Another reason I prefer option 1 is I assume it would not cost as much to the city and to my landlord. I figure he's going to have to raise the rent, which would be hard for me. And we don't need a wider terrace, most of the people on

this street don't want to take care of them anyway. So I hope you reconsider and choose option 1 and consider widening the bike lanes. Thank you,

Linda Poehlman

## Wolfe, James

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**From:** Sarah <s-fritz@sbcglobal.net>  
**Sent:** Saturday, March 24, 2018 7:36 AM  
**To:** aaron.crandall@yahoo.com; eclewandow@aol.com; grantxyz@gmail.com; Zellers, Ledell; hiwayman@chorus.net; Skidmore, Paul; Kemble, Rebecca; devos@ssc.wisc.edu; Rummel, Marsha; Wolfe, James  
**Subject:** Winnebago St. Construction

Hello-

As a resident of the SASY neighborhood, I would like to communicate my support for Option #2. Safer biking and more trees are extremely important to me. I chose to move into this neighborhood 10 years ago- in part, because of the beautiful, mature trees. I believe that preserving the trees lining our city streets should be a priority if we want to continue to attract residents to this neighborhood.

Thank you,  
Sarah B. Fritz

Sent from my iPad

## Wolfe, James

---

**From:** Laura Lob <louloubear@me.com>  
**Sent:** Sunday, March 25, 2018 5:56 PM  
**To:** Wolfe, James  
**Subject:** Winnebago reconstruction

Hello Jim,

I am responding to the reconstruction project email that Marsha Rummel forwarded to the MNA list serve.

Looking at the Option 1 and Option 2, I would choose Option 2. My husband and I live on the 1300 block of East Wilson. We have the benefit of living on a street with canopy trees and would like to see the city providing other neighborhoods with this opportunity.

We are also on the bike path, and would like to see a better plan for the future (in any new construction in the city) to provide a safer mix of bikes, pedestrians, cars, etc.

Since the bike path continues down Winnebago and links to other off-street bike paths, Option 2 is also good for the mix of users on Winnebago Street.

Thank you,

Laura Lob  
1311 East Wilson Street  
Madison, WI 53703

## Wolfe, James

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**From:** Steve Gaffield <sjgaffield@yahoo.com>  
**Sent:** Tuesday, February 13, 2018 8:56 PM  
**To:** Wolfe, James  
**Cc:** Rummel, Marsha; Brad Hinkfuss; Anne Walker  
**Subject:** Re: Winnebago Street Reconstruction (Second St. to Bashford Ave.)

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Jim,

Thank you for your public meeting presentation tonight. As a professional engineer (water resources), I understand the time and energy that goes into these meetings, and the challenges of communicating with emotional neighbors. Your calm professionalism was admirable.

I support your efforts to calm traffic (my biggest priority as a parent and cyclist) and think the options you've laid out are reasonable compromises with parking. As a resident of the 2100 block of Winnebago St. since 2004 who frequently parks on the street, I've almost never had a problem finding a parking space. In winter, when the alternate side parking dictates parking on the NW side of the street where there are driveways, it can be hard to find parking on the block, but I've always been able to find a spot on the 2200 block. I can always find a spot when parking is on the SE side of the 2100 block. Tonight on the way home at 7pm, I counted 4 open parking spaces on the 2200 block, even on the NW side with less total spots. When alternate side parking rules are not in effect, the only time I've found parking to be a challenge is when there's a large event at the Barrymore Theater or East High. Then spots fill up from SW to NE, and I've always found parking on the 2200 block.

Either option 1 or 2 would be an improvement. I have a preference for option 2 due to the calming effect of the narrower roadway, the safer bike lanes, and space for more trees in the terrace. For either option, I hope that some sort of raised element will be considered. Feedback from neighbors on the Oakridge Avenue humps is that they do slow drivers, even if they're the type designed for busses that are somewhat less effective. Anne Walker (copied here) has information about Tucson installing intersection tables with drainage channels through them. Apparently, Greg Freis has indicated that concept is potentially viable in Madison. I understand that it may be a challenge to work out grades with water normally routed along the gutter, but I hope this concept gets a look.

Thank you again for your good work and willingness to collaborate with the neighborhood.

Steve Gaffield  
2138 Winnebago St.  
608-225-8086

PS. I think many neighbors would appreciate an explanation about why a stop sign at 4th St. isn't a good option. A few dozen neighbors signed a petition for one last summer, and the response at the first public meeting didn't make sense to people I've talked with.

On Monday, February 12, 2018 02:01:43 PM CST, Wolfe, James wrote:

At the public informational meeting scheduled for tomorrow evening regarding the reconstruction of Winnebago St., the City will be presenting two different options for the design of Winnebago St. A summary of the options is below, and there will be a more detailed review of the options at the meeting at Tuesday night. Please feel free to attend the meeting to provide input or send me an email if you cannot attend.

The first option is a 46 ft. wide street that maintains travel and bike lanes in both directions and parking on both sides of the street. This design would also include some elements for improved pedestrian safety and for traffic calming, but installation of these elements would require removal of parking stalls. This option would provide for limited terrace space such that there would not be any new tree plantings on the northwesterly side, and only small tree species could be planted on the southeasterly side. However, the street could be redesigned to eliminate the retaining wall and railing, but the terrace would remain steep.

The second option is to narrow the street to 44 ft. between Sutherland and Bashford, but the 46 ft. width (Option 1) would be installed between Second and Sutherland. The 44 ft. width would provide travel lanes in both directions and buffered bike lanes in both directions – a 2 ft. painted buffer would be marked between the bike lane and the travel and parking lanes. This option would allow for parking on only one side of Winnebago between Sutherland and Bashford, but the parking would remain on the side with the most stalls available. Also, a switch in sides with parking would provide for some traffic calming effects. This option would also provide for enough terrace space on the northwesterly side for smaller tree plantings (overhead electric lines), but enough space for larger tree species could be provided on the southeasterly side. Similar to Option 1, the retaining wall and railing would also be removed.

The project website has been updated with plans of these two options, and can be found here:  
<http://www.cityofmadison.com/engineering/projects/winnebago-st-linden-ave-reconstruction>

Please feel free to contact me with any other questions.

**Jim Wolfe, P.E.**

Engineer 4

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## Wolfe, James

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**From:** ritt@rittdeitz.com  
**Sent:** Friday, March 23, 2018 3:35 PM  
**To:** aaron.crandall@yahoo.com; eclewandow@aol.com; grantxyz@gmail.com; Zellers, Ledell; hiwayman@chorus.net; Skidmore, Paul; Kemble, Rebecca; devos@ssc.wisc.edu; Rummel, Marsha; Wolfe, James  
**Subject:** Winnebago Street Reconstruction Plan Option #2

To Whom It May Concern:

I am writing to urge you support Option #2 for the Winnebago Street reconstruction plan. I live on the cul-de-sac on Ohio Avenue for years, commute by bike, and just love the trees. I understand that Option #2 would allow for optimal tree growth along that route, over time, in addition to burying power lines beneath the street (common in a lot of lovely neighborhoods in parts of Europe I know a little bit.) Seeing the ash stumps throughout the East Side has me thinking about how much I prize the urban canopy. I know the ash tree situation has required this, but still--it's jarring. All this has me supporting your Option #2.

Thank you for your work and for opting for Option #2.

Sincerely,

Ritt Deitz  
121 Ohio Avenue  
Madison, WI 52704