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November 30, 2010

Scott B. Thornton, President
Marquette Neighborhood Association (MNA)
953 Jenifer Street
PO Box 3223
Madison, WI 53704

Dear Mr. Thornton and MNA Board of Directors:

We appreciate all the good effort that you and your members have put into the Williamson Street Project. The comments provided by the association in the past and your list of positions contained within the letter of November 23, 2010 are very helpful. City Staff has had an opportunity to review and discuss those positions, and we are hopeful the responses below will adequately address the issues in the letter.

Utility Undergrounding:

- We expect that the effort to bury utilities on Williamson Street will take many years and likely involve a couple of blocks at a time. Recently, all undergrounding projects have involved tax incremental financing (TIF) districts. Given the significant infrastructure needs throughout the City, the City doesn't have any other means to fund utility undergrounding projects other than through TIF Districts. The only exception to this would involve the funding of a significant portion of the cost by the Utilities or another entity. It is our understanding that Marsha Rummel, Alder for District 6, has started discussions regarding the expansion of a TIF District to include this area. Please note however that expansion of the TIF district does not guarantee the Common Council will fund the undergrounding project or that funds will be available. This project will install conduit for future undergrounding of utilities and therefore does not preclude undergrounding in the future.
- MG&E will do their best to install the conduit with this proposed project to minimize the amount of work that will be necessary in the street. With a number of variables to consider between now and when the utilities will ultimately be buried, it's unlikely that all work within the street can be avoided however any disturbance should be minimal.

Street Trees:

- The City is interested in exploring alternatives to tree removal. City Engineering and City Forestry have reviewed the trees along Williamson St. extensively. The website has a list of the trees showing what type of work will take place around the tree and the amount of risk of removal

for each tree. There currently are 30 trees planned to be removed. The majority of the planned removals are due to health concerns (22 trees) and to maintain an ADA compliant sidewalk width of 4 ft. (7 trees). If the sidewalk width is restricted by a retaining wall adjacent to the sidewalk, members from the neighborhood plan to discuss and help those property owners to relocate the wall to allow for more sidewalk space. If the wall can be moved prior to construction, the tree will not be removed prior to construction. It should be noted that each tree is at risk during construction, and additional tree removals may be necessary.

- City Forestry will work with the neighborhood on a tree planting plan. The City Forestry Dept. will put together a tree planting plan. That proposed plan will be posted on the website, and residents will be able to comment on that plan. The proposed plan will not be final as field conditions often change throughout construction. City Forestry will plan to plant canopy species under the overhead utilities.
- The City agrees that strong stipulations for existing tree protection should be used. The City has already adopted strict tree protection specifications, and these will be emphasized in the contract.

Pedestrian Safety:

- The street design will prioritize pedestrian safety. In most instances, the curb radii at the intersections matches the existing radii. At bump-outs on the side street however, the curb radii may be altered to allow maintenance vehicles such as plow trucks and garbage trucks to make turns without driving over the curb but in no instance will the curb move closer to the property line than the existing curb.
- Traffic islands are proposed at Few St. and Brearly St. The islands will be a minimum of 3 ft. wide, and a flat, mountable island is to be installed on the west leg of the Brearly St. intersection, but this island will not be able to have a sign installed on it. Parking will not be removed because of the islands.
- In response to neighborhood concerns, we will propose colored cross walks at Livingston, Brearly, Few, and Dickinson.
- In response to neighborhood concerns, we will propose overhead signs with "Yield to Pedestrians" for the cross walks at Livingston, Dickinson and at the mountable island on the west side of Brearly St.
- Signalized intersections will have countdown timers installed.

Lighting:

- Street lighting will be optimized as suggested.
- Some outlets are to be installed with the street lights on the 800, 900, and 1000 blocks as requested.

Other:

- The street design will not preclude future changes if the current parking restrictions are removed.
- Contract amendments are possible if necessary. This will depend on the amendment.
- The contract will include requirements for the construction crew to park personal vehicles at a different location, but some vehicles will be necessary on site for equipment to be available to the crews. The Office of the Business Resources will continue to work with GWABA to identify other off street parking locations.
- Loss of parking will be considered and minimized as much as possible with the design. We will review the hydrant locations and place them in areas that would already have parking removed when possible. The pedestrian islands will not lead to additional loss of parking.
- At this time, decorative features such as benches and artwork are not included with this project. It is important to note that it is our intent to install grass where possible in the terrace. This is in contrast to streets like State Street in which the terrace is entirely paved. Additional streetscape work or artwork can be done at some point in the future. Due to maintenance concerns, bubblers are generally not part of these projects. If someone wishes to sponsor a bench and space provides for it, the City will likely be able to accommodate that request. Please note that we would not recommend inserts for fencing for sidewalk cafes because of the variety of fence styles and configurations that are utilized by the various sidewalk cafes.
- It is unlikely that the goal of 25% infiltration can be met with this project or that a delay in the project would make this more likely. Several storm water improvements are being made with this project. Multiple catchbasins are to be installed to help remove suspended solids, some rain gardens on side streets are being pursued (property owner ultimately makes the decision), 2 biovaults are to be installed with this contract. Also, 2 areas will have a tree planted in a depressed terrace filled with engineered media to help infiltrate some storm water. Most terraces are to be restored with grass.
- The travel lanes between Blount and Jenifer are to be narrowed to help reduce speeds, and marked bike lane will also be installed. The bike path will be widened so that pedestrians and bikes can be separated, and the concrete island will be removed and replaced with an island that can be planted following construction.

The construction specifications will contain provisions requiring the contractor to accommodate the Willy St. Fair.

Meetings:

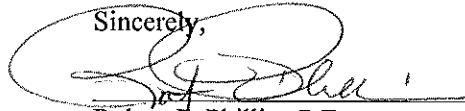
- Engineering and Forestry has already met with representatives from the neighborhood to review the trees. We will continue to work with the neighborhood as the planting plan continues to develop.
- The City and MG&E will plan to hold an open-house meeting to discuss issues relating to the undergrounding of the overhead utility lines in the first quarter of 2011.
- City Forestry will meet with the neighborhood on the tree planting plan and get input into the plan prior to finalizing the tree planting plan.

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As planning and design of the Williamson St. reconstruction project has progressed, the City has provided many opportunities for the neighborhood to provide input on this project, and we would like to thank everyone for their thoughtful ideas and bringing to light their concerns. As a result of the meetings and correspondence, many additions and improvements have been made to this project. Improvements will continue to be made as well.

Sincerely,

A handwritten signature in black ink, appearing to read "R. Phillips", is written over a horizontal line. The signature is enclosed within a large, hand-drawn oval.

Robert F. Phillips P.E.,
City Engineer

Cc Alder Rummel, District 6
BPW
Kevin Briski
David Dryer
Christy Bachmann
Jim Wolfe