

BEACH TO BAY PROPERTIES LLC
178 1/2 NORTH IOWA STREET, SUITE 203
DODGEVILLE, WI 53533

Tele: 608-235-2889

Fax: 608-935-2756

June 19, 2008

William F. Bremer, Chair
Board of Public Works
9 Flad Cir
Madison, WI 53711-1731

COPY

Mark N. Shahan, Chair
Pedestrian/Bicycle/Motor Vehicle Commission
607 Piper Dr.
Madison, WI 53711-1338

RE: Pending legislation 10674 proposing a 120 day pilot of two-way traffic on West Gilman Street

Gentlemen:

Enclosed to supplement materials posted on the City's Legistar website are copies of the following materials opposing legislation 10674:

1. One-page letter dated June 9, 2008 from Art Luetke to Larry Nelson and Alder Mike Verveer;
2. One-page petition submitted by Tom Paras, the owner of Amy's Cafe at 414 W. Gilman St.;
3. Two-page petition and attachment submitted by owners of the Brady House condominiums at 422 N. Henry St.; and
4. Four-page memo dated June 19, 2008 from me to your committees.

Please kindly circulate the enclosures to other members of your committee for review prior to the next meeting of your committee. Thank you.

BEACH TO BAY PROPERTIES, LLC

Gregg E. Waterman

Enc. (4)

BY: Gregg E. Waterman

cc.via.fax: David Dryer, Traffic Engr	Larry Nelson, City Engineering
Rebecca Anderson, Laketowne Apartments	Lisa Veldran, Common Council
Rob Beyer, Blue Lotus Lounge	Tom Paras, Amy's Cafe
Walter Borowski, Porta Bella Restaurant	Duke Scherer, Bill's Key Shop
Duane Hendrickson, Gilman Plaza	Jeff Stanley, Ian's Pizza and
Stan Kaufman, Brady House	Dotty Dumpling's Dowry
Art Luetke, Victoria Assoc.	Bob Volkman, Stop & Shop
	Grocery

608-240-8844

**Luetke Investment Real Estate**

1865 NORTHPORT DR., #B • MADISON, WISCONSIN 53704

June 9, 2008

Mr. Larry D. Nelson P.E.
City Engineer
210 Martin Luther King Jr. Blvd
Room 115
Madison WI 53703

Alder Mike Verveer
210 Martin Luther King Jr. Blvd.
Room 417
Madison WI 53703

RE: *Opposition to Gilman St. two-way traffic*

Dear Mr. Nelson & Alderman Verveer,


I am the owner of the 4 story, 14 unit *Victoria* building at 445 W. Gilman St. I also own the adjacent building at 447 W. Gilman St. that houses my long-term tenant, *Amsterdam* clothing boutique.

I am opposed to the Gilman St, reconstruction that would change this block of Gilman from one-way to two-way traffic. The confusion that would be caused to pedestrian and bicyclist safety would be paramount and the additional stop light at the University intersection would add further confusion to an already complicated traffic congested area.

In the alternative however, keeping the one-way traffic flow with enlarged concrete terraces would be a wonderful enhancement for the businesses already located on the street, as well as an attraction for other new businesses. Further, keeping this block "one-way" will be the only way to give "a better sense of Community" to this neighborhood that you, Alderman Verveer, speak of.

Lastly, I am also vehemently opposed to any trial period of the two-way traffic as this proposal is simply an *end-run* attempt to making the two-way traffic *permanent*.

Sincerely,



Art Luetke
Owner

cc: Atty Gregg Waterman

SEE ATT 7/2/08

RE: WEST GILMAN STREET RECONSTRUCTION

No later than June 12, 2008 mail to:

MADISON COMMON COUNCIL OFFICE, Room 417
210 MLK Jr Blvd
Madison, WI 53703

I oppose changing West Gilman Street between State Street and University Avenue from one-way traffic to two-way traffic:

Name: Resident of: Signature: Date:

Benjamin A. Witalison 422 N. Henry St Unit B Benjamin A. Witalison 6/16/08

Stan Kaufman 422 N. Henry St Unit A Stan Kaufman 6/16/08

James A. Witalison 422 N. Henry St. - C J. Witalison 6/16/08

Blank lined area for additional signatures and dates.

We own condominiums at 422 North Henry Street, at the corner of North Henry and Gillman Streets. There are friends who own a house on North Carroll Street. The traffic here is heavy enough already. When there are special goings-on at the University, it can be bumper to bumper. We are trying to maintain a normal community life. Further increasing through traffic could only frustrate that objective. The removal of parking spaces would be undesirable, since parking can be at a premium in this downtown neighborhood.

TO: Board of Public Works; Pedestrian/Bicycle/Motor Vehicle Commission

FROM: Gregg E. Waterman

DATE: June 19, 2008

RE: Inconsistency with Madison Comprehensive Plan of pending legislation 10674 proposing two-way traffic on Gilman Street

I. HISTORICAL BASIS FOR TWO-WAY TRAFFIC ON GILMAN STREET

In 1999 the Common Council adopted the State Street Strategic Plan as an element of the Downtown 2000 Master Plan, adopted in 1989. The transportation component of the Strategic Plan recommended converting Gilman Street west of State Street (the subject block) from one-way traffic to a wider street for two-way automobile traffic. The only reason stated in the Strategic Plan for the conversion is "to improve access to Lower State Street."

The transportation component of the Strategic Plan, however, also recommends enhancing pedestrian safety by narrowing cross streets. The transportation component of the Downtown 2000 Master Plan encourages the use of alternative forms of transportation to the automobile, and recommends no additional paved lanes for automobile traffic going east or west in the isthmus area. The economic component of the Strategic Plan further recommends developing pedestrian-friendly transit.

In 2002 the Council adopted the State Street Design Project Plan. The Project Plan also recommended converting the subject block to two-way traffic. The Project Plan is silent about the purpose of improving access to lower State Street - the purpose stated in the 1999 Strategic Plan. Instead, the only reason stated in the Project Plan for two-way traffic on the subject block is "to permit the temporary closure of through-traffic across State Street while maintaining continuous traffic flow and on-street parking access on both side streets [of Broom and Gilman]."

There exists no adopted legislation in which two-way automobile traffic on the subject block is based on economic development. Pending legislation 10674, however, refers to measuring economic vitality. Thus it appears economic impact lies at the heart of legislation 10674.

II. TWO-WAY CONFLICTS WITH SUBSEQUENT DOWNTOWN ADVISORY REPORT

Fifteen years after adoption of the Master Plan the city initiated the Downtown Advisory Report to assist the city in creating the Madison Comprehensive Plan for the revitalization of Madison's downtown. The Report summarized existing downtown plans, and with input from public meetings in 2004, formed transportation and economic development goals and recommendations for the Comprehensive Plan. Two-way traffic on the subject block conflicts with these goals and recommendations.

A. Formulation of current goals and recommendations for transportation and economic development

In 2004 the Downtown Advisory Report (the Report) summarized the

areas of consistency amongst the recommendations in existing downtown plans for transportation as follows:

- Increase transit and non-automobile options downtown;
- Enhance the pedestrian character of downtown;
- Generally encourage use of a "park and ride" program;
- Generally discourage non-residential traffic traveling through the interior of residential neighborhoods; and
- Some plans recommend eliminating backyard parking lots downtown.

The economic component of the Report contains no recommendations in existing downtown plans relevant to converting the subject block to two-way automobile traffic.

B. Public reaction to current goals and recommendations for transportation and economic development

With input from focus groups of downtown residents; retail business owners; and developers, investors, and architects; the Report states the following transportation goals and recommendations, and the corresponding reactions of the focus groups relevant to pending legislation 10674:

<u>Goals</u>	<u>Public Reaction</u>
Provide balanced transportation system	Reduce cars for cleaner air
Downtown transportation should be easy to use	Single occupancy cars clog streets
	Reduce road capacity to allow more rapid transit infrastructure
Downtown businesses and activities should be easy for all to use	No comments
Downtown should be enjoyable place to walk and bike	Need to encourage "non-users" of mass transit onto the system
Design of downtown transit should contribute to the character in which it is located	Encourage mass transit to improve neighborhoods; return Gorham and Johnson to two-way after streetcars are in place

Recommendations

Enhance the walking experience and improve pedestrian facilities

Expand bicycle routes that safely and efficiently traverse through and connect to the downtown

Limit backyard parking lots

Public Reaction

State Street as a designated pedestrian way

Wider sidewalks

[Permit] two-way bike traffic on the one-way blocks

Reduce auto capacity on our streets

Regarding either transportation or economic development the Report contains no goals of, recommendations for, or public reaction to:

- Two-way traffic on the subject block of Gilman Street;
- Improving access to Lower State Street; or
- Permitting temporary closure of through-traffic across State Street while maintaining continuous traffic on side streets.

The Report indicates the focus groups of employers and retail business owners repeatedly called for "parking, parking, parking" as the way to improve downtown as a better place to work and do business.

III. ADOPTION OF COMPREHENSIVE PLAN AND PREPARATION OF DOWNTOWN PLAN

In 2006 the Common Council adopted the Madison Comprehensive Plan. A priority recommendation of the Comprehensive Plan is to develop a detailed plan for downtown Madison that builds on the recommendations of the Downtown Advisory Report.

In April, 2008 the city planning department started the year-long process of developing the detailed Downtown Plan. The department assembled more than 80 public participants to vote on issues including the most important transportation and economic development recommendations of the Report, and to supplement those recommendations.

Voters found the most important transportation recommendations of the 2004 Report were to expand bicycle trails, to preserve locations for future commuter rail stations and to encourage transit oriented development. Voting generated additional recommendations of efficient transportation systems into/out of Downtown (buses, and other forms); and an efficient/affordable transportation system to get lower wage workers downtown (i.e., a partnership with the city for bus passes).

Regarding economic development, voting showed high regard for the Report recommendation of involving the business community in parking solutions. Voting added the recommendation of connecting corridors to the central business district (i.e., Park St. and East Washington Av.)

IV. CONCLUSION

The 1999 legislation for two-way automobile traffic on the subject block is outdated. Pending legislation 10674 to permit two-way traffic is incongruent with the Downtown 2000 Master Plan recommendations to develop pedestrian friendly transit and for no additional paved lanes for westbound traffic in the isthmus. A two-way street on the subject block is six feet wider than the one-way option, again in direct conflict with the State Street Strategic Plan recommendation for more narrow cross streets.

Transportation goals and recommendations stated in the 2006 Comprehensive Plan's Downtown Advisory Report, and further developing in the Downtown Plan, repeatedly encourage alternatives to the car. Public response echoes the want for bicycles, pedestrian ways, buses and rapid transit as downtown alternatives to clogged streets, dirty air and neighborhoods diminished by flow-through automobile traffic.

Moreover, traffic studies count 35,000 vehicles per day on Gorham Street, and 1,250 on the subject block. A westbound lane added to the subject block will cause opportunistic drivers on Gorham to equalize those counts by overflowing through the Mansion Hill neighborhood onto East and West Gilman streets. This conflicts directly with the Report recommendation to discourage non-residential traffic traveling through the interior of residential neighborhoods. Understandably nearly half the pages of petitioners opposing two-way consist of Mansion Hill residents of that purely residential neighborhood east of State Street.

Neither do the economic goals and recommendations of the Downtown Advisory Report provide any support for two-way automobile traffic on the subject block. Parking is loudly called to improve economic development downtown. Two-way traffic on the subject block will have a significant impact on parking. A traffic light for drivers moving west from the subject block will take green time away from the light controlling Frances Street traffic. Frances dead ends at the largest city parking ramp (between University Avenue and Lake, State, and Frances streets). Thus, users exiting the ramp onto Frances must move through the intersection of Frances and University. Reduced green light time for Frances will cause traffic to back up into the ramp.

Furthermore, automobile drivers moving westerly on the subject block will be moving downhill. An increase in speed and risk taking as they approach the University Avenue traffic light will create a greater need for bump-outs on the subject block. Each bump-out displaces two on-street parking stalls. Each stall creates tens of thousands of dollars in annual income for nearby businesses. Understandably 24 of about 30 business owners on the subject block petitioned in opposition to two-way traffic.

Pending legislation 10674 is contrary to all current city planning, public want, economic development and business sense. The committees to which the legislation has been referred are well advised to recommend the Common Council reject 10674.

BEACH TO BAY PROPERTIES LLC
178 1/2 NORTH IOWA STREET, SUITE 203
DODGEVILLE, WI 53533

Tele: 608-235-2889

Fax: 608-935-2756

May 28, 2008

ATTN: LISA ZELDRAN
Common Council Office, Room 417
210 MLK Jr Blvd
Madison, WI 53703

RE: West Gilman Street Reconstruction Project

Dear Ms. Zeldran:

Enclosed are copies of my 5-28-08 letter to Zach Brandon and the enclosures referred to therein. Please circulate the enclosed materials to council members at your earliest opportunity and prior to the next council meeting, which I understand is scheduled June 3, 2008. Thank you.

BEACH TO BAY PROPERTIES, LLC



BY: Gregg E. Waterman

Enc.

cc.w.enc.:

Rebecca Anderson, Laketowne Apartments
Rob Beyer, Lava Lounge & Blue Lotus Lounge
Walter Borowski, Porta Bella Restaurant
Duane Hendrickson, Gilman Plaza
Tom Paras, Amy's Cafe
Edw. Duke Scherer, Bill's Key Shop
Bob Volkman, Stop & Shop Grocery

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178 1/2 NORTH IOWA STREET, SUITE 203
DODGEVILLE, WI 53533

Tele: 608-235-2889

Fax: 608-935-2756

May 28, 2008

Zach Brandon
Laundry 101
437 W. Gilman St.
Madison, WI 53703

COPY

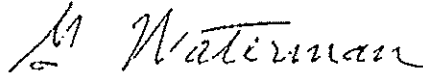
RE: West Gilman Street Reconstruction Project

Dear Mr. Brandon:

I understand you own Laundry 101 located on the subject block of 400 West Gilman Street. Enclosed are copies of my 5-24-08 letter to Brenda Konkel and the written materials referred to therein which have been submitted to the city regarding the project. I note city traffic engineering estimated a \$50,000.00 cost for the pilot referred to in my enclosed letter to Ms. Konkel.

I would like to discuss this matter with you before the Common Council meeting scheduled June 3, 2008. Therefore I intend to contact you at 266-4071 or 294-9274 shortly after the anticipated delivery of this letter. Please contact me at 608-235-2889 before then if you prefer to initiate contact. Thank you.

BEACH TO BAY PROPERTIES, LLC



BY: Gregg E. Waterman

Enc.

cc.w.enc.:

Rebecca Anderson, Laketowne Apartments
Walter Borowski, Porta Bella Restaurant
Duane Hendrickson, Gilman Plaza
Edw. Duke Scherer, Bill's Key Shop

Brenda Konkel
Tenant Resource Center
1202 Williamson St.
Madison, WI 53703

BEACH TO BAY PROPERTIES LLC
178 1/2 NORTH IOWA STREET, SUITE 203
DODGEVILLE, WI 53533

Tele: 608-235-2889

Fax: 608-935-2756

May 24, 2008

Brenda Konkel
Madison Common Council
210 MLK, Jr. Blvd.
Madison, WI 53701-~~2986~~

COPY

RE: 421 West Gilman Street Reconstruction Project

Dear Ms. Konkel:

I understand you are a Common Council member serving on the State Street Design Project Oversight Committee. I write in response to action taken at the committee meeting May 22, 2008 to recommend a 120-day trial pilot of converting Gilman Street between State Street and University Avenue from one-way to two-way traffic.

I understand committee/council members Mike Verveer and Eli Judge intend to propose a resolution at the 6-3-08 Common Council meeting adopting the recommendation for the 120-day pilot. I further understand council member Marsha Rummel supports the pilot.

In the public hearing portion of 4-24-08 committee meeting Ms. Rummel spoke in favor of two-way streets in general and commented further as a spokesperson for Rainbow Bookstore which is located on the subject block. All other speakers (approximately eight) at both the 4-24-08 and 5-22-08 meetings spoke in opposition to two-way.

No written comments have been submitted in support of two-way traffic on the subject block. Eight narratively written comments opposing two-way and a petition opposing two-way signed by 39 petitioners have been submitted to the committee.

I would like to discuss this matter with you before the Common Council meeting scheduled June 3, 2008. Therefore I intend to contact you at 266-4071 shortly after the anticipated delivery of this letter. Please contact me at 608-235-2889 before then if you prefer to initiate contact. Thank you.



Gregg E. Waterman

cc:
Rebecca Anderson, Laketowne Apartments
Walter Borowski, Porta Bella Restaurant
Edw. Duke Scherer, Bill's Key Shop

GREGG E. WATERMAN
421 West Gilman St.
Madison, WI 53703
Tele: 608-235-2889

May 20, 2008

Traffic Engineering
215 MLK, Jr. Blvd.
P.O. Box 2986
Madison, WI 53701-2986.

RE: West Gilman Street Reconstruction Project

Enclosed are a one-page document signed by 17 opponents of two-way traffic on the 400 block of West Gilman Street, and a three-page document to supplement a PUBLIC COMMENT SHEET I submitted to your office April 21, 2008. Please forward these materials to the State Street Design Project Oversight Committee.

At the public hearing on April 24, 2008 the committee discussed prior successful conversions to two-way traffic on other downtown blocks. The discussion included comments that South Henry, West Doty and West Wilson streets were accepted by residents of the those blocks as calming and offering more advantages than disadvantages. The discussion also included a comment noting the different characteristics between those blocks and the subject block. I further note the following in this regard.

The converted blocks of Doty, Henry and Wilson streets consist of residential buildings primarily built as single family homes and later converted to two-flats. The converted blocks, each with approximately 20 housing units, consist of much less dense housing than the subject block.

The subject block contains over 170 residential housing units, including a 110-unit building, a 20-unit building, two 14-unit buildings, a six-unit building, a four-unit building and several mixed use structures containing residential units. Furthermore, the subject block includes numerous commercial enterprises throughout.



Gregg E. Waterman

Enc. (2)

Supplement to Public Comment Sheet submitted by Gregg E. Waterman
opposing two-way traffic on the 400 block of West Gilman Street

1. THE FLEXIBILITY OF A TWO-WAY OPTION TO ALLOW TEMPORARY CLOSURE OF TRAFFIC ACROSS STATE STREET DOES NOT OUTWEIGH INCREASED CONGESTION AND SAFETY HAZARDS OF PERMANENT CONVERSION TO TWO-WAY TRAFFIC.

Proponents of two-way on the 400 block of West Gilman Street (hereinafter the "subject block") may argue on the basis of flexibility that allowing two-way traffic on Gilman Street to University Avenue would permit the temporary closure of through traffic across State Street while maintaining continuous traffic flow. Those proponents may assert that the one-way option would preclude such temporary closure by prohibiting vehicles moving onto the subject block from North Broom Street; that during such temporary closures a driver turning from Gorham Street onto the 400 block of North Broom Street (between State and Gorham streets) would have to maneuver a u-turn to exit that block of Broom Street - a maneuver rendered more difficult by the short overall length of that block of Broom Street.

Posing such an argument, however, as a requirement for permanent two-way traffic on the subject block is misguided. Indeed there are only several events per year that compel temporary closure of traffic across State Street at Gilman and Broom streets. Such closures can continue with the one-way option as are done presently with the one-way configuration - by temporarily also closing traffic on the 400 block of North Broom Street. Thus, the one-way option does allow temporary closures across State Street without the permanent congestion and hazards arising from reconstructing the subject block for two-way vehicle traffic.

Furthermore, such an argument for a two-way option is misplaced. The argument is better placed to propose converting the 400 block of North Broom Street to one-way moving southeast, either permanently or during such temporary closures across State Street.

In fact, there is little utility in retaining a lane for vehicles moving northwest on the 400 block of North Broom Street. Such movement serves only vehicles moving northwest on the 300 block of North Broom Street (between Johnson and Gorham streets) and destined for the 200 block of West Gilman Street (between Henry and State streets). Drivers so destined and moving north or west on any other block have better access via Henry Street, from either Johnson or Gorham streets.

2. ANY PERCEIVED BENEFIT OF A TEMPORARY CONVERSION OF THE SUBJECT BLOCK TO TWO-WAY TRAFFIC ON A TRIAL BASIS IS ILLUSORY, AND DOES NOT OUTWEIGH THE HARM AND CONFUSION ARISING THEREFROM.

Those not in support of recommending the one-way option may argue that two-way traffic should be tried as a temporary measure. Such an argument may assert that the current geometric of the 38-foot curb-to-curb width of the street pavement allows the current one-way configuration to be usefully compared to a two-way option configured with the same street width of 38 feet; that a temporary installation of signal lights and signs for two-way traffic on the existing terrace will offer meaningful insight to compare a two-way configuration with a one-way configuration.

Such a temporary conversion to two-way traffic, however, will not produce a relevant comparison between the one-way option and a two-way option. Any trial will be relevant if and only if it also includes a temporary conversion of the subject block to the proposed one-way geometrics of a 32-foot wide street from curb to curb. The reason a trial of two-way traffic is irrelevant in the absence of also temporarily reducing the street width to 32 feet is because the geometrics of the current 38 foot wide street does not offer the primary benefit of the one-way option: An increase of terrace width from 6.5 feet to 9.5 feet. Indeed the increased terrace width is the predominant characteristic of the one-way option, primarily because the increase allows service vehicles to stop on the expanded terrace and conduct service without

temporarily blocking a traffic lane. The expanded terrace also creates better pedestrian circulation to the State Street area.

Furthermore, undertaking a temporary conversion of the subject block to two-way traffic for the purpose of discovering whether one-way or two-way is the appropriate recommendation for permanently reconstructing the subject block is contrary to the concept of planning. It undermines the objective study conducted by the city specifically to address that issue.

Determining whether to recommend permanent conversion to two-way traffic was the purpose of the Detailed Engineering Review conducted by city traffic engineering. City engineering announced in February that it was comfortable with the subject block remaining one-way, primarily due to the conflicts two-way traffic presented at the University Avenue intersection.

Surely those conflicts of safety and congestion will exist in any temporary two-way trial period. Thus, such a trial will foster public mistrust of the city carrying out its planning responsibility through an objective and reliable process.

Furthermore, a trial period will result in business being uncertain about the future plans for the subject block. That uncertainty will retard private investment and blight the block. A trial period also will cause uncertainty in the public, and confusion about the future use of the block.

The trial period for two-way traffic existed decades ago, when the subject block was converted from two-way to one-way traffic. Since then State Street has been converted from two-way traffic to its current use. Surely there is no more reason now for two-way traffic, either permanently or temporarily.

May 20, 2008



Gregg E. Waterman



LAKE TOWNE APARTMENTS & MANAGEMENT

615 Howard Place, Madison, WI 53703
Phone (608) 255-3311; Fax (608) 255-0515

City of Gre 99
Please make
sure the
gets to
meeting tonight
Tom Anderson

RECEIVED

MAY 22 2008

PROPERTY SERVICES

PUBLIC COMMENT SHEET

FOR THE

Gilman Street Reconstruction Project

April 07, 2008

Name: Rebecca Anderson
Phone No.: 608 219 7749
Email: ~~WJW~~ lakotowne@abcglobal.net

The above information is optional

Your Comments: I am owner of 454 W Gilman
& 458 (one side of 405 N Marcus
I am opposed to making W. Gilman St
two way! I am in agreement
Traffic Engineering Div. is "comfortable" with
it remaining as a one way street
Also, I agree with Greg's/aterman's arguments
against two way.

The congestion with the foot traffic
and "game day" foot & car traffic
is way over ^{with} the safety limits of the
area with all the streets converging.
Two-way will compound the confusion
and make it unsafe for pedestrians
& cars



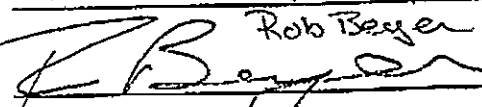
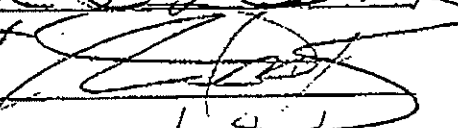
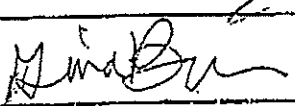
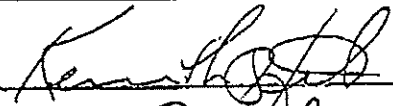
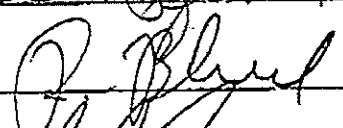
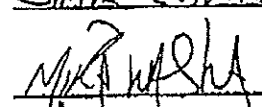
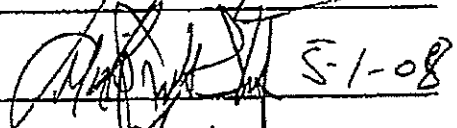
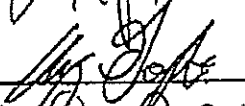
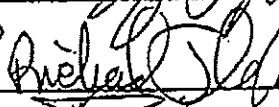
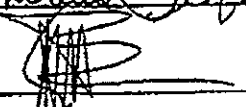
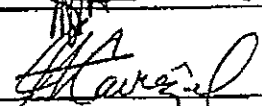
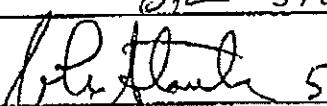
Traffic Engineering
215 Martin Luther King, Jr. Blvd.,
P.O. Box 2986
Madison, Wisconsin 53701-2986

Rebecca M. Anderson
E-Mail: lakotowne@abcglobal.net

TO: STATE STREET DESIGN PROJECT OVERSIGHT COMMITTEE and MADISON CITY COUNCIL
P.O. Box 2986
Madison, WI 53701-2986

RE: GILMAN STREET RECONSTRUCTION

I oppose changing West Gilman Street between State Street and University Avenue from one-way traffic to two-way traffic:

Name:	Resident of:	Signature:	Date:
	520 UNIV 459 W. Gilman Madison, WI	Duane Hendricks	4/30/08
Bonnie Brink	459 W. Gilman 520 University Ave		4/30/08
	Rob Berger 461 W. Gilman St		
Giac Bostea	520 Univ. Ave #355		4/30/08
Wanda Wanda Smith	459 W. Gilman	Wanda Smith	4/30/08
Kenneth Pfile	459 W. Gilman, suite 320		4/30/08
R Blue	459 W. Gilman #1100		
Simeon C. Nohar	520 University Gilman #260		
	520 UNIVERSITY/GILMAN #260		5-1-08
Andy Goplin	459 W. Gilman		5/1/08
Richard Thomson	520 University Ave, Suite 320 Madison, WI 53703		05/02/08
Kent BERRY	459 W. Gilman		May 5 2008
TOM CAWLEY BLOCK CLEANERS	5619 MAW ST MC FAELAND		5/5/08
DAN Stein	520 UNIV AVE #315 MCA, WI	Daniel Stein	5/6/08
JOHN STAUBER	520 UNIV AVE #227 HEAD, WI		5/6/08
WALTER BOROWSKI	5125 TOMAHAWK JR. MADISON, WI	Walter Borowski	5/6/08

STATE STREET DESIGN PROJECT OVERSIGHT COMMITTEE and MADISON CITY COUNCIL
P.O. Box 2986
Madison, WI 53701-2986

RE: GILMAN STREET RECONSTRUCTION

I oppose changing West Gilman Street between State Street and University Avenue from one-way traffic to two-way traffic:

Name:	Resident of:	Signature:	Date:
Jesse Charles ^{driver}	211 W. Gilman Apt 1W	J Charles	5-17-08
Anna Bartholomay ^{Driver}	223 W. Gilman Apt # 2	Anna Bartholomay	5-18-08
Ashli Davies	420 N. Carroll St	Ashli Davies	5/17/08
Ashley Stavis	420 N. Carroll St	Ashley Stavis	5/17/08
Joe Peitme	1655 N. Prospect St # 303	Joe Peitme	5/17/08
Jessica Burns	9025 W. Keefe Ave	Jessica Burns	05/17/08
Leif Bengtson	17 W Gilman	Leif Bengtson	5/17/08
Ron Bengtson	3255 Myrtle St	Ron Bengtson	5-17
Sandra Culbertson	121 W Gilman St	Sandra Culbertson	5/17/08
Mike Albert	121 W Gilman St	Mike Albert	5-17-08
Emily Clare	107 W. Gilman	Emily Clare	5-17-08
James Littlebent	27 W Mills	James Littlebent	5-17-08
Sheril Taylor	1462 Chandler St	Sheril Taylor	5-17-08
Arick Chaskis-Gold	415 N. Henry St	Arick Chaskis-Gold	5-17-08
Jenna Staff	432 State St.	Jenna Staff	5-17-08
Richard O'Neil	6727 Pinelake Dr.	R. O'Neil	5-17-08
Jason Richards	420 Graham	Jason Richards	5-18-08

Post-It® Fax Note	7671	Date	23 MAY '08	# of pages	3
To	Greg Klatorman	From	Bill Frubling		
Co./Dept.		Co.	City of Madison - Planning		
Phone #	235.2889	Phone #	267.8736		
Fax #	935.2756	Fax #			

RECEIVED MAY 14 2008

MENT SHEET

FOR THE

Gilman Street Reconstruction Project

April 07, 2008

Name: Gina Bosben (Gilman Plaza #355)
 Phone No.: (608) 445-3314
 Email: lolafrances4@yahoo.com

The above information is optional

Your Comments: I would prefer ^{the 400 block of} Gilman
to stay a one-way street. Creating
a two-way street on this block
will create safety issues - primarily
@ State St & the Uni-Frances intersection.
In addition, there is quite a
bit of foot traffic on these
sidewalks. There is not enough
space for a two-way w/o eliminating
either ~~traffic~~ parking or sidewalk
space. These parking spaces are
commonly filled up.
Decreasing confusion is far
out-weighted by negative factors
of creating a two-way street here.

Traffic Engineering
 215 Martin Luther King, Jr. Blvd.
 P.O. Box 2986
 Madison, Wisconsin 53701-2986

E-Mail: traffic@cityofmadison.com

Gilman Proposal

1. Remain one way from State to University

- 2 way destroys residential setting for the 100 thru 400 blocks

(Wisconsin Ave to University Ave.)

- 2 way will create a major thorough fare for ~~east~~ east to west traffic - creating a busy cross intersection feed from 5 directions at State Gilman and Broom and at University Gilman and Francis.

Peak hours and event days makes Gilman a Gorham by pass ruining the ~~residential~~ residential setting of the 100-400 blocks.

The 100-300 block already a two way - but is not an artery that leads anywhere - with its necessary parking on both sides it can not safely handle the 300% to 400% percent increase in traffic.

~~Over~~

~~also~~
- the city rejected the proposed state st parking ramps because it increased traffic - which would have been much more random - would destroy the residential areas between State and Wisconsin ave.

This traffic would be 3 or 4 fold worse.

- also creating a very non pedestrian friendly intersection at State Gilman and Broom.

Right now the West Johnson and Gorham corridors work do not add an alternative that will negatively impact a downtown neighborhood.

There are enough vacancies on State St. do not make it worse.

PUBLIC COMMENT SHEET

RECEIVED APR 23 2008

FOR THE

Gilman Street Reconstruction Project

April 07, 2008

RECEIVED APR 23 2008

Name: Thib Kraetschmer
Phone No.: 608-216-4195
Email: KRAETSCHMER@WISC.EDU

The above information is optional

Your Comments: I'm currently living on the one-way
part of Gilman St. (400 block) and I just resigned
the lease also for next year. I have a car and the
one-way street doesn't bother me at all. In fact,
I'm afraid that a two-way arrangement would increase
traffic and thus noise. In addition, I walk and ride
my bike on Gilman St. daily and I'm concerned
about safety in the proposed two-way option.
→ One-way option.


Traffic Engineering
215 Martin Luther King, Jr. Blvd.
P.O. Box 2986
Madison, Wisconsin 53701-2986

E-Mail: traffic@cityofmadison.com

To Whom it may concern:

Speaking as a resident of the affected area, a driver, and also as a graduating landscape Architect, I am in favor of allowing the 400 block of W. Gilman St. to remain a one-way street. I feel that the existing traffic conditions are sufficient, and that adding an extra direction of traffic would create unnecessary conflict at the State Street and University Ave intersections, as well as at resident drive ways along the block.

I am in favor of street repairs, additional trees, and wider sidewalks for storefront use, etc. However; I feel that the elimination of parking spaces for bumpouts should be carefully weighed, as street parking can be a limited resource in the State Street Area.

- Carsen Nachreiner

nachreiner@wisc.edu

To whom it may concern,

I am a resident of the affected State Street area and am in strong rejection of West Gilman Street becoming a two way street. The street already lies between two very abnormal intersections at University and State. The street becoming two-way would drastically add confusion, traffic volume and pedestrian/vehicle conflicts to an area where they do not exist.

I am very much in favor of streetscape improvements. The addition of trees, terraces, and wider sidewalks would help erase the image of blight that the area displays. However, the additions of bumpouts are not necessary. Bumpouts are great in areas where heavy traffic occurs within highly walked areas but as a resident walker I feel there is not conflict between walkers and drivers to a point where erasing valuable parking spots is necessary.

Matt Johanek

A handwritten signature in black ink that reads "Matt Johanek". The signature is written in a cursive, slightly slanted style.

majohanek@wisc.edu

PUBLIC COMMENT SHEET

FOR THE

Gilman Street Reconstruction Project

April 07, 2008

Name: Gregg E. Waterman
Phone No.: _____
Email: _____

The above information is optional

Your Comments: _____

Traffic Engineering
215 Martin Luther King, Jr. Blvd.
P.O. Box 2986
Madison, Wisconsin 53701-2986

E-Mail: traffic@cityofmadison.com

ATTACHMENT TO PUBLIC COMMENT SHEET
for the
Gilman Street Reconstruction Project
April 07, 2008

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ATTACHMENT TO PUBLIC COMMENT SHEET
for the
Gilman Street Reconstruction Project
April 07, 2008

I. INTRODUCTION

I own property known as 421 West Gilman Street, which is a four-unit apartment building. I support the one-way concept of reconstructing the 400 block of West Gilman Street.

I strongly support improvements in lighting. The 400 block of West Gilman is the foremost pedestrian thoroughfare between the high densities of middle State Street and the southeast university campus. It currently appears somewhat lackluster, primarily because it is dark.

I also support terrace development. Narrowing the traffic lane via the one-way concept of street reconstruction will allow more inviting commercial uses of the terraces. Such use surely will attract circulation between University Avenue and middle State Street.

I respond aesthetically to bump outs, however, I am concerned about the consequent loss of parking. Thus, I take no position on bump outs.

I oppose the concept of reconstruction for two-way traffic. An assertion that two-way traffic achieves better circulation to the State Street area than one-way northeast traffic flow is without merit. It ignores the primary utility underlying the State Street/Gilman Street intersection: An intensively used, multi-directional pedestrian platform at the prominent cross roads of the State Street mall.

Less safety and more congestion for vehicles and pedestrians is a predictable and foreseeable outgrowth of a two way concept of reconstruction. As primarily a residential block, the companion increase in traffic noise will have a significantly negative impact on the greatest number of highest users of the affected property.

The companion change of the direction of vehicles using the northwest side of Gilman Street, either parked or moving, also will significantly burden pedestrians: Additional splash, spray, noise and exhaust fumes will be directed toward the sidewalks on the northwest side of upper end of the 400 block of West Gilman Street adjacent to the State Street mall.

Furthermore, with two lanes of traffic, the terraces will be more narrow and vehicles will be closer to the sidewalk. Sidewalk dining, such as the existing use at Amy's Cafe, will be the direct target of vehicle noise, exhaust, splash and spray.

II. ARGUMENT OPPOSING TWO WAY TRAFFIC

Two-way traffic on the 400 block of West Gilman Street will not achieve the goal of better circulation to the State Street area. Any additional traffic flow will consist primarily of non-destination users.

One of the two-way options eliminates the ingress of northeast bound traffic from Francis Street. Both two-way options cause the greatest loss of parking.

The 400 block of West Gilman Street is predominantly residential units located mid-block, with commercial property dominating nearer the intersections. Two-way traffic will add little circulation to such enterprise areas already exposed to the circulation fostered by the intersections.

Both two-way options present substantial safety issues. Intersections at both ends of the subject block will become more dangerous for pedestrians and vehicles.

Both two-way options also present substantial increases in congestion radiating from the University Avenue intersection. The resulting increase in noise will profoundly diminish the quiet use and enjoyment of the primarily residential block.

**A. TWO-WAY TRAFFIC WILL NOT FURTHER A GOAL
OF BETTER CIRCULATION TO THE STATE STREET AREA**

Two-way traffic on the 400 block of West Gilman Street will not achieve the goal of better circulation to the State Street area. It conflicts with better pedestrian circulation. Adding a lane in the 400 block for vehicles moving southwest does nothing more than promote vehicle traffic away from State Street, and from the 400 block of West Gilman Street. Thus, a two-way concept does not improve circulation of traffic to the State Street area.

It may be argued that adding a lane for traffic moving from the 300 block of West Gilman Street will aid circulation to the State Street area. Such an argument may be supported with the hypothesis that a lane for southwest traffic could compel westbound drivers moving southwest on the 300 block of West Gilman Street who are seeking a more westerly flow, to cross the State Street intersection, continuing southwest onto the 400 block of West Gilman Street, presumably to access the multiple westbound lanes of University Avenue. Such a hypothesis, however, lacks foundation. Such an argument fails because westbound drivers on the 300 block of West Gilman Street can traverse the State Street intersection onto Broom Street for more immediate access to those multiple westbound lanes.

One of the two-way concepts, the Gilman Right In Right Out,

eliminates vehicles from entering the 400 block of West Gilman Street bound northeast from Francis Street. Such a loss vastly outweighs any perceived improvement of vehicle circulation to the State Street area rendered by a two-way concept.

Furthermore, each two-way option eliminates multiple parking spaces on Gilman Street, as many or more than the one-way concept. Any benefit of bringing drivers and vehicle passengers to the State Street area is lost if they cannot park.

It may be argued that a two-way concept will enhance commercial property exposure on the 400 block of West Gilman Street, thus purportedly increasing circulation to the area. The vast majority of the buildings on that block, however, consist of residential units.

Furthermore, the residential units are clustered mid-block, whereas the non-residential units are generally in the areas closer to the intersections at State Street and at University Avenue. Indeed, a striking feature of that block is the existence mid-block of a large parking lot on each side of the street. Thus, to a large extent the majority of commercial properties already enjoy significant exposure by virtue of proximity to the circulation offered at the intersections.

**B. BOTH TWO-WAY OPTIONS PRESENT
UNREASONABLE DANGER TO PUBLIC SAFETY**

Both two-way options create significant safety concerns at University Avenue. The Gilman Right In Right Out option is particularly problematic, because drivers turning right from Gilman Street onto University Avenue will not realize when westbound traffic is controlled by a yellow light, and will unknowingly and instantaneously run the subsequent red light.

It is foolish conjecture to perceive a benefit of changing the easternmost University Avenue crosswalk from a northeast/southwest direction to a north/south direction. Such a change will put pedestrians directly in the path of such drivers unknowingly running the light.

Compounding this safety issue is the fact that such a driver, tending to look east at oncoming traffic on University Avenue, will be outside the field of vision of any southbound pedestrian. Thus, neither driver nor pedestrian in such a common situation will be aware of each other because they will both be looking away from each other.

The City of Madison Engineering Division estimates that either two-way option will double the amount of vehicle traffic on the affected block. Such an increase will surely cause an increase in driver risk-taking.

Exacerbating the issue is the fact that the University Avenue intersection is anchored by numerous alcohol licensees. Given the four additional existing licensees spanning the 400 block to State Street, increased vehicle flow at bar time brings foreseeable safety issues to that entire block of West Gilman Street.

The two-way options present significant safety concerns at the State Street intersection as well. Simply put, it is a bad idea to create an additional vehicle path across a pedestrian mall at an intersection with such heavy foot traffic moving in so many competing directions.

**C. AN OVERBURDENSOME INCREASE IN CONGESTION CAUSED BY THE
TWO-WAY OPTIONS OUTWEIGH ANY NEGLIGIBLE BENEFIT**

Both two-way options also create significant congestion concerns. Such congestion will back up along all five corridors

emanating from the University Avenue intersection.

The two-way Signalized option further extends the congestion from University Avenue back to Gorham Street. Decreasing green signal time on University Avenue by 15% during all times of the day is a paralyzing prospect.

Either two-way option will create direct westbound flow on the entire four-block span of West Gilman Street, from Wisconsin Avenue to University Avenue. Either such option will cause West Gilman Street simply to become an overflow route as westbound traffic builds up on Gorham Street to University Avenue.

Moreover, the Signalized option reduces by 24% the time for Francis Street pedestrians to cross University Avenue. This reduction will be further aggravated by the foreseeable increase in pedestrian traffic arising from the development of the site formerly known as University Square.

The 400 block of West Gilman Street is primarily residential. With congestion comes additional noise, and a diminution in the quality of residential life on that block.

III. CONCLUSION

The 400 block of West Gilman Street is the foremost pedestrian link between the southeast end of campus and middle State Street. The immediately rising mixed use development of the former University Square site makes that pedestrian link more vital, and the future planned development of southeast campus even more so.

Improved lighting in the 400 block of West Gilman Street will vastly improve its appearance and safety. Terrace expansion afforded by the one way concept will stir circulation to State Street and engender more engaging commercial uses at street level.

Adding a southwest lane will not increase circulation; rather it will spur vehicle traffic away from the State Street area. Loss of parking underscores the reality that such traffic will logically consist of flow through vehicles rather than destination users. Elimination of vehicles bound northeast from Francis Street presents the worst case for impeding circulation to the State Street area.

The only possible beneficiary of a two-way option is the flow through driver intent on the most direct westbound route to University Avenue from the 300 block of West Gilman Street. In effect, however, the "way the crow flies" along that route indeed is only second best to the immediate access via Broom Street to the multiple lanes of Gorham Street and University Avenue.

Availability of parking is the single most influential factor compelling a motorist to circulate the State Street area as a destination user. The one-way option minimizes loss of parking. That distinction becomes more paramount with each additional bump-out.

The 400 block of West Gilman Street consists predominantly of residential units and large open space parking lots at mid block, transitioning to commercial enterprise clustered near the State Street and University Avenue intersections. The sight lines afforded such enterprise promote circulation in both directions on Gilman Street.

Exposure to enterprise near University Avenue invites circulation to State Street. Likewise, exposure to commerce near State Street compels circulation toward University Avenue. Little circulation to the State Street area can be gained by exposing the mid block streetscape of multistory apartment buildings and large, surface level parking lots to vehicles moving southwest.

Vehicle ingress and egress of the two-way options present a reckless proposal at both ends of the block. The Right Out option is particularly bone jarring for Francis Street pedestrians crossing University Avenue. The proposal promotes unknowing disobedience of the traffic signal when it is red for westbound traffic, and propels such a vehicle to strike a southbound pedestrian when the driver and pedestrian are naturally looking in directions away from each other.

Such public endangerment is foreseeable. It is thus dissolute planning to place such dangers in any area, and particularly at this intersection dominated by bars.

Heavy, multi directional pedestrian traffic at the five point middle State Street intersection exists essentially non-stop. Adding a vehicle path crossing the intersection in another direction is quite simply a bad plan, both in terms of safety and congestion.

Both two-way options are irretrievably unworkable when viewed in the context of the increases in congestion. No benefit can be found when balanced against a 15% decrease in green signal time on University Avenue during all times of the day. With higher density residential and commercial development rising in the southeast campus area, it is folly to suggest an overriding benefit in a two-way option.

The residential and pedestrian users of the subject block stand to suffer onerous burdens of congestion and noise from a two-way option. Those uses are unreasonably jeopardized by either two-way option.

For all the reasons above, both two-way options should be rejected. If not rejected, however, proceeding toward adopting either two-way option should be done cautiously. With the existing

cross section of the street in place, it is well advised that adoption of a two-way option be undertaken only on a trial basis.

April 21, 2008



Gregg E. Waterman