

**Hacker, Marsha**

---

**From:** Gary Tipler [garytip8778@gmail.com]  
**Sent:** Wednesday, February 03, 2016 1:55 PM  
**To:** Phillips, Robert; Hacker, Marsha; Bachmann, Christy; Coleman, Lisa; Rummel, Marsha; MNA Board; Skidmore, Paul; Palm, Lawrence  
**Subject:** Safety Measures, Narrowing. Jenifer St Reconstruction. Board of Public Works  
**Attachments:** BoPW Safety Measures Jenifer St Recon 2-3-16.docx; 2016-01-21 MNA Board Jenifer St Reconstruction Recommendations.pdf

Dear Board of Public Works

Please find attached Recommendations of specific items identified in an intensive study of the City's proposed street reconstruction for Jenifer Street.

Recommendations of the Traffic Committee was approved by the Marquette Neighborhood Association Board. See attachment.

Also, there is a Safety Measures, Narrowing document that outlines the importance of narrowing from a traffic engineering point of view. The two-foot-wide narrowing was proposed in the original plan of a year ago.

I will be at the meeting to go over these points, along with other members of the MNA Traffic and the Street Trees Committees.

Respectfully,

Gary Tipler  
Chair, MNA Traffic Committee

## **SAFETY MEASURES, STREET NARROWING - Jenifer Street Reconstruction**

Prepared by Gary Tipler, Chair, Marquette Neighborhood Association Traffic Committee 2/3/16

**Jenifer Street is a neighborhood street that experiences heavy use by pedestrians, bicycles, buses and cars. It is also the location of the Wil-Mar Neighborhood Center, a playground, a farmer's market, a grade and middle school.**

There is a strong perception among neighbors of danger due to speeding cars and buses. As a result, improving safety through the use of traffic calming rates highly as a neighborhood goal. Planning and engineering research demonstrates that **changing the design of a roadway to calm traffic and improve safety is far more effective than lowering the speed limit and installing stop signs.** Cities that have narrowed streets and have had fewer accidents. When a road is narrowed it provides a visual cue to slow down.

**In 2015, narrowing was originally proposed for Jenifer Street by Traffic Engineering and City Engineering to meet neighborhood desires as a traffic calming measure, for additional green space, and to improve tree health. It was not included in the final plan.**

**As part of the plan evaluation and adoption of measures to improve the project, the Marquette Neighborhood Association Board voted to support the narrowing of Jenifer Street by two feet. To demonstrate that narrowing is a valuable tool to create traffic calming, citations are provided below.**

### ***Citations on Narrowing***

**"To be clear, I'd support a narrower street, especially a narrower street with bulbouts that extend at least as far into the travel lanes as the ones the city proposes." – Chuck Strawser, Resident. 1/21/16.**

**"Lanes greater than 11 feet should not be used as they may cause unintended speeding and assume valuable right of way at the expense of other modes. ... Travel lane widths of 10 feet generally provide adequate safety in urban settings while discouraging speeding. Cities may choose to use 11-foot lanes on designated truck and bus routes (one 11-foot lane per direction) or adjacent to lanes in the opposing direction." National Association of City Transportation Officials. <http://nacto.org/publication/urban-street-design-guide/street-design-elements/lane-width>**

**"Although many people initially assume that narrower streets are unsafe, the opposite is true in many cases. Safety has been correlated with narrower residential street widths. In a study of the relationship between physical characteristics of streets and accidents, a high correlation was found between street widths and accidents." Skinny Streets and Green Neighborhoods: Design for Environment and Community, Cynthia Girling, Ronald Kellett. p. 85.**

**"While many may initially assume they are unsafe, these narrow roads, or "skinny streets" actually reduce average speeds and vehicle accident rates. For instance, a 24-foot wide street has a 0.32 accident per mile per year, while a 36-foot wide street has 1.21. (Walker Macy-Villebois,**

v.4).” Low Impact Development, A design manual for urban areas, U. of Arkansas Community Design Center, 2010. P. 104.

#### **Urban Assets Report, Excerpts:**

**77% of respondents were “very concerned” about safety for pedestrians and bicyclists.** (P. 9)

**Of 114 total comments, 46 listed speeding of cars or buses as problematic.** (Survey, P. 26.)

**“Safety and Traffic Calming – Considerations. Narrowing also presents an opportunity to calm traffic by visually narrowing the roadway and discouraging speeding. ... narrowing the roadway is an appropriate and desirable measure to decrease pedestrian crossing distances, increase terrace space, and slow vehicle speeds.”** (Urban Assets, P.8.)

**“6. The committee [Isthmus 2020] supports the efforts of the Pedestrian-Bicycle Committee, Transportation Commission, and Traffic Engineering Division to develop a neighborhood traffic management program that will include neighborhood traffic calming. ... which relies on physical changes to streets to slow down motor vehicles or reduce traffic volumes to make neighborhoods safer and quieter. Successful traffic calming measures often include a combination of roadway barriers and narrowings...”**

**7. “The City needs guidelines for pedestrian and transit-oriented development and public works in the Isthmus. ... Keeping narrower streets in residential and main street settings with sharper curb radii. This narrows the street width a pedestrian must cross and slows the speed of turning traffic.”**

(Isthmus 2020 Committee Report, A Guidebook for a Model Isthmus. P. 19-20)

**“Consider “road diets” (e.g., narrower streets, bike lanes, island, etc.) to calm traffic and provide a better environment for human powered transportation and decreased road costs”**

(Madison Sustainability Plan: Fostering Environmental, Economic and Social Resilience. P. 27.)

#### **Principal Planning Document Sources**

##### **Summary Report - Jenifer Street Reconstruction Neighborhood Engagement Process,**

Prepared for the Marquette Neighborhood Association by Urban Assets, LLC., Dec. 2015

<http://marquette-neighborhood.org/wp-content/uploads/2015/08/Jenifer-Street-Reconstruction-Neighborhood-Engagement-Final-Report.compressed.pdf>

**Isthmus 2020 Committee Report, A Guidebook for a Model Isthmus.** City of Madison. 1998.

**Madison Sustainability Plan – Fostering Environmental, Economic & Social Resilience.** 2011.

<http://www.cityofmadison.com/sustainability/documents/sustainplan2011.pdf>

#### **Sidewalk Extensions (Bump-outs)**

Originally included in the City Engineering plan of early 2015, the sidewalk extension bump-outs were approximately 5 feet wide by 10 feet long, at the pedestrian crossings that already are off-limits to parking and are narrower than the 8 feet wide parking lane. Bump-out visually narrow the street and calm traffic. They do not impact cyclists, except for making it better for them by calming traffic. “Curb bump-outs at intersections are now better understood by the neighborhood and supported as an opportunity to enhance pedestrian safety and add natural beauty to the street.” (Urban Assets, p. 8.)



A Place for All People - Established 1968  
953 Jenifer Street  
PO Box 3223  
Madison, WI 53704

#### Board of Directors

---

Lynn Lee, President	Jack Kear
Renee Lauber, Vice President	Dayna Long
Cheema, JK, Treasurer	Alex Punguil Bravo
Amanda White, Secretary	Jesse Pycha-Hoist
John Coleman	Gary Tipler
Colleen Hayes	Anne Walker

---

### **Jenifer Street Reconstruction Plan Recommendations**

Prepared by Gary Tipler, Chair, MNA Traffic Committee

Approved 1/21/2016 by the MNA Board of Directors

These are recommendations for some of the more important features or aspects of a Jenifer Street reconstruction gleaned from the several public meetings and comments, based on detailed analysis and review of pertinent publications and standards. The proposals marked in **bold** depart from the plan proposed from City Engineering on 1/13/2016.

#### **Goals**

- Enhance the utility and appearance of the existing street environment of historic buildings and canopy trees.
- Improve safety and support a balance of the multiple travel functions for Jenifer Street and the neighborhood.
- Promote a healthy and sustainable environment to support the quality of living on the street and in the neighborhood.

#### **Items for Inclusion in the Jenifer Street Reconstruction Plan**

The following items are proposed by the MNA Traffic Committee to be integrated and supported in the project plans and installations in the reconstruction of Jenifer and adjacent streets in the project area. There has been strong support for partial-undergrounding to preserve trees, mixed support for narrowing by 2 feet and bump-outs, and strong support for minimization and monitoring of vibrations impacts. Based on inputs from the on-line survey and the neighborhood meetings and previous street reconstructions the following recommendations are made.

#### **Pedestrian, Cyclist and Vehicular Traffic Safety**

1. **Pedestrian crosswalk extensions or bump-outs should be 5 feet, rather than 3 feet.**
2. **Support a "speed hump" just east of the west-bound bus stop east of Livingston Street.**
  - This will help mitigate the problem of poor visibility of both east-bound vehicular traffic turning from Livingston and west-bound traffic on Jenifer. This has been a dangerous intersection and too many near accidents have occurred. Placing it prior to a bus stop permits a bus slowing to pick up passengers at this frequently used stop.

**3. Support the installation of a “traffic table” at the intersection of Brearly and Jenifer.**

- This enhances pedestrian safety at this very heavily used intersection that serves the Wil-Mar Neighborhood Center, a playground, farmers markets and bus stops.

**4. Support narrowing Jenifer Street by 2 feet.**

- This can improve safety by decreasing the distance pedestrians have to cross the street, and by ‘calming’ or slightly slowing through-traffic by encouraging more mindful driving. It would design the street relative to its residential setting and use, rather than for a maximum speed for vehicular use. This was originally supported in the Engineering proposal and in the Urban Assets Report.

In addition:

- This will Increase soil areas to enhance tree health.
- It will increase the soil area for storm water storage and for snow storage.
- It will decrease the street paving surface area and the cost relative to its area.

**Bus Service**

**5. Support an alternative to rerouting the bus service to East Washington Avenue for the project.**

- East Washington Avenue is far too distant for the heavy bus ridership in the neighborhood.
- The walk through the former industrial and rail area has few “eyes on the street” and has proven to be unsafe, particularly for women after dark.

**There are two alternatives that the Traffic Committee proposes:**

- A. Provide a shuttle service for the neighborhood to provide service around the Capitol Square to make connections to other lines. Or,**
- B. Provide service of existing lines on Williamson Street, with limited designated stops -- three are suggested. The neighborhood will work with business owners to secure approval for the temporary stops.**

**6. Support reevaluating the proposed shift of the westbound bus stop on the northwest side of Ingersoll due to its negative impact on traffic visibility and safety for multiple properties.**

- The two proposed bus pads west of Ingersoll on the north side of Jenifer would block visibility of vehicles and bikes from drivers exiting driveways west of Ingersoll.

**Vibration Damage to Houses**

**7. Take measures to limit construction machinery vibrations that damages historic buildings.**

Prevent damage rather than simply plan for remediation afterward. There is no evidence that post-construction remediation has worked. Adequately determine and prevent damage to buildings from construction machinery vibration.

- A. The City should specify preventative vibration damage controls in bid specifications and performance criteria in a request for proposals and in bid contracts and comply with**

standards provided in the specifications that are proven effective at preventing damage.  
(See notes below.)

- B. Bid documents should require that contractors have a record of quality experience working with care around historic buildings. Contractors should additionally be made aware of soil and geologic formations so as to adequately prevent damage to buildings.
- C. Crack-and-damage surveys should be carried out by a contractor independent of the construction contractors and the survey must be shared with the building owners before and after the surveys are done.

### **Retain Trees**

**8. Retain and preserve existing ash trees that are in good health. Halt preemptive removal of the ones in good health and good form, and develop a plan to treat them and protect them against construction damage. A partnership with MNA and property owners could be developed to pay the two-year inoculation costs.**

- At least 16 ash trees that are in good health and form are proposed to be removed simply because they are beneath high voltage power lines. In addition, some other ash trees in good health and good form and not beneath high voltage power lines are also proposed to be removed to make construction less complicated and avert removing them, perhaps years from now.
- These trees provide energy savings via reduction in cooling and heating costs, increase air filtration, reduce storm water run-off, create habitat, and reduce noise and wind impacts. They improve livability in the neighborhood and enhance property values. They are an intrinsic part of the street and life of the neighborhood.
- These trees were considered to be able to be retained by Forestry in the plan proposed last year.

### **Retain Tree Canopy - Undergrounding High Voltage Wires**

**9. Support Partial Undergrounding of High Voltage Wires. Develop a plan to incorporate the costs into the plan that may be shared by the City, MG&E and the property owners.**

- This permits the retention and planting of full sized canopy trees. They provide energy savings via reduction in cooling and heating costs, increase air filtration, reduce storm water run-off, creates habitat, and reduce noise and wind impacts. Retain livability and property values.
- This would result in reduced maintenance, equipment needs and personnel safety issues for exposed high voltage wires that would otherwise remain in place.

### **Notes:**

For more information on some of these topics, please review the links to other MNA Traffic Committee reports, Engineering plans, the MNA-commissioned Urban Assets Report, and other sources of information that can be found on the MNA webpage:

<http://marquette-neighborhood.org/jenny-street-reconstruction/>

## **Vibration**

City Engineering said that there will be vibrational compaction from the specific machines associated with damage: vibratory rollers and compactors.

This reputable data from the State of New Hampshire provided enlightening information:

### **Vibratory rollers**

PPV = .059 at 82 feet.

**Damage not expected for a medium to heavy roller at least 40 feet away from the building.**

Predicted PPV: .45 (25 feet); .210 (50 ft); .133 (75 ft); .098 (100 ft)

### **Compactor**

PPV = .787 at 16 feet, .0787 at 50 feet, <.0118 at 98 feet.

Ground Vibrations Emanating from Construction Equipment, New Hampshire Department of Transportation (2012), pages 45-46

In- ground conditions affect vibration. Jenifer Street sits atop soils over a rock bluff, sometimes found in basements. "Soil and subsurface conditions are known to have a strong influence on the levels of ground-borne vibration. Among the most important factors are the stiffness and internal damping of the soil and the depth to bedrock. Experience with ground-borne vibration is that vibration propagation is more efficient in stiff clay soils, and shallow rock seems to concentrate the vibration energy close to the surface and can result in ground-borne vibration problems at large distances"

[http://www.hmmh.com/cmsdocuments/FTA\\_Ch\\_07.pdf](http://www.hmmh.com/cmsdocuments/FTA_Ch_07.pdf) \

One easy reference for statistics:

Table 2-5. Swiss Standard for Vibration in Buildings (SN 640 312, Swiss Association for Standardization, 1978).

Building Class	Vibration Source	Frequency Range, Hz	PPV, in./sec
I	Machines, traffic	10-30	0.5
		30-60	0.5-0.7
	Blasting	10-60	1.2
		60-90	1.2-1.6
II	Machines, traffic	10-30	0.3
		30-60	0.3-0.5
	Blasting	10-60	0.7
		60-90	0.1-1.0
III	Machines, traffic	10-30	0.2
		30-60	0.2-0.3
	Blasting	10-60	0.54
		60-90	0.5-0.7
IV	Machines, traffic	10-30	0.12
		30-60	0.12-0.2
	Blasting	10-60	0.3
		60-90	0.3-0.5

I – Buildings of steel or reinforced concrete, such as factories, retaining walls, bridges, steel towers, open channels; underground chambers and tunnels with and without concrete lining

II – Foundation walls and floors in concrete, walls in concrete or masonry; stone masonry retaining walls; underground chambers and tunnels with masonry linings; conduits in loose material.

III – Buildings as previously mentioned but with wooden ceilings and walls in masonry

IV – Construction very sensitive to vibration; objects of historical interest



## Hacker, Marsha

---

**From:** Joan Hart [joan.hart@charter.net]  
**Sent:** Wednesday, February 03, 2016 2:58 PM  
**To:** Gary Tipler; Leslie  
**Cc:** Rummel, Marsha; Phillips, Robert; Hacker, Marsha; MNA Board  
**Subject:** Re: Draft Resolution: Undergrounding for Canopy Trees. Jenifer St Reconstruction. MNA Street Trees Committee

I fully support the recommendations of the Marquette Neighborhood Association Street Trees Committee and the recommendations of the Marquette Neighborhood Association Traffic Committee regarding saving viable canopy street trees which have been marked for removal in conjunction with the Jenifer Street reconstruction project. I am the owner of a Madison Landmark residence and endorse the reasons for retaining the canopy trees on the street. I attended the neighborhood meetings that were organized to register neighborhood concerns and priorities for the reconstruction. The absolute top priority of neighbors appeared to be canopy trees along the street, yet there has been little further recognition to address saving the viable trees marked for demolition. There are very strong economic, ecologic, social and historic reasons for retaining the trees and for allowances for further planting of canopy trees along the street. Clear cutting of trees has been a global outrage for years. Heed these recommendations and help us save our Urban Forest, beginning with Jenifer St. Thank you. Joan Hart

On Feb 2, 2016, at 10:10 PM, Gary Tipler <[garytip8778@gmail.com](mailto:garytip8778@gmail.com)> wrote:

Attached please find a DRAFT resolution from the MNA Street Trees Committee. The intent is start the community conversation on creating a benefits analysis of canopy street trees and establish a shared cost plan to underground high voltage power lines (also known as "partial undergrounding") in the Jenifer Street reconstruction area.

Partial undergrounding of the high voltage power line will permit the retention of many trees that are presently located beneath the high-voltage electrical wires at the very tops of the poles. The severe pruning that has disfigured trees has been done on those beneath these lines. Also, the intent is to depart from the forced planting of short trees to avoid conflict with these lines in the future. The unfortunate reality is that there many never be shade cast on many two and three stories of houses and apartment buildings.

Please consider supporting such a resolution by replying (To All) to this letter.

Thank you.

Gary Tipler

On behalf of the Marquette Neighborhood Association Street Trees Committee

<Draft Canopy Tree Resolution 2.2.16.pdf>

## Hacker, Marsha

---

**From:** Michael Engel [phytophyllc@hotmail.com]  
**Sent:** Wednesday, February 03, 2016 3:24 PM  
**To:** Phillips, Robert; Hacker, Marsha  
**Cc:** MNA Board; Rummel, Marsha  
**Subject:** Jenifer Street Reconstruction

My family lives in the home we own on the 800 block of Jenifer Street. I attended all five of the community meetings regarding street reconstruction.

City Staff has NOT adequately included community input into their plans regarding safety and tree canopy. In fact little to no community input is evident from the initial plan to the one before you despite five meetings to gather such input.

The plan to remove healthy trees because they might die later or be a burden to the construction work is short sighted. As the City is losing thousands of trees to the emerald ash borer, we need to keep as many large canopy trees as possible. Not preemptively remove them for convenience. My large shade tree died in front of my house a few years ago. The difference a large canopy tree makes for shade, quiet, and property value can not be underestimated.

The effect of power lines on tree canopy has been poorly considered. Again staff aggressively recommend tree removal for trees under power lines. We need to seek alternatives for power line placement. These should include undergrounding the lines. Other options could be consolidating lines and or switching the side of the street they are on to preserve trees.

As a parent, I am disappointed to see virtually no traffic calming devices in the plans. The message staff has delivered is Metro's need to keep on schedule is more important than keeping our streets safe. I want traffic calming devices. There is precedent for this on Metro routes. I would like to street narrowing, bump outs, and intersection tables.

Metro's proposal to reroute bus service to E. Washington is ridiculous. I am a fully abled relatively young person who knows the hardships of traveling from Jenifer Street to E. Washington. Metro would seem to know this too as they provide car transport for their drivers from Jenifer Street to E. Washington. If the drivers need motor transport from Jenifer Street to the Metro building, can not the differently abled bus customers not expect the same?

**Please do NOT pass the plan put before you. It is short sighted and damaging to our community.**

Mike Engel  
826 Jenifer Street

## Hacker, Marsha

---

**From:** Darcy Bean [bean.junior@gmail.com]  
**Sent:** Wednesday, February 03, 2016 3:29 PM  
**To:** Phillips, Robert; Hacker, Marsha; Rummel, Marsha; MNA Board  
**Subject:** please, save our trees!

Dear City of Madison,

As of September 2015 I am a new homeowner in the Williamson-Marquette neighborhood. My partner and I have rented near Jenifer Street for 4 years. We love the neighborhood so much that we chose to purchase a home here. We plan on making a family and being a part of the community for many years.

We feel strongly that a part of the reason we chose this neighborhood was because of the beautiful canopy of trees. Coupled with the architectural character of the older homes, walk-ability and progressiveness the Williamson-Marquette neighborhood was an easy choice.

Shortly after purchasing our house we learned of the possible reconstruction of Jenifer which we feel is warranted. However, when attending meetings held by the city it was made known that many of these trees would be removed and not just because of Emerald Ash Bore but because construction of the street would further damage these trees due to cutting of lower limbs to make room for equipment as well as damage to tree roots as earth is removed during construction.

When speaking to a friend of ours, who is a Forestry PhD candidate at UW, he mentioned how narrowing the street would allow for more space for the roots to grow and decrease the amount of damage to the tree roots during construction. Others have mentioned an increase in land area for drainage and snow removal as well.

We found another benefit to narrowing the street when neighbors mentioned how narrowing streets also act as traffic calming. As we plan to raise a family here traffic calming would make the street safer for everyone, especially small children.

We feel that there's a lot of influence outside of those who live in the area to keep Jenifer a "super highway". The long stretch has no stop signs and no speed bumps. Though the speed limit is 25 rarely do vehicles drive at the speed, including buses.

Summer Festivals also bring new drivers to the area who do not see Jenifer as a part of a neighborhood but as a race track. Narrowing the street and keeping a healthy tree canopy can be visual cues that this is a neighborhood. It really is a dangerous street. Cars whip around corners and speed down the corridor. I have personally been nearly hit twice in the last 2 months and I am an able bodied 35 year old.

Thanks for considering our needs as citizens and neighbors who wish to maintain and promote the beauty, safety and ecological conscientiousness of our section of the Wil-Mar neighborhood.

Sincerely,

Darcy Bean Jr.  
Special Education Teacher - East Side High School

912-914 Jenifer St.  
Madison, WI

53703

## Hacker, Marsha

---

**From:** Dorla Mayer [screendoorstudio@sbcglobal.net]  
**Sent:** Wednesday, February 03, 2016 4:52 PM  
**To:** Gary Tipler  
**Cc:** Rummel, Marsha; Phillips, Robert; Hacker, Marsha; MNA Board  
**Subject:** Re: Draft Resolution: Undergrounding for Canopy Trees. Jenifer St Reconstruction. MNA Street Trees Committee

I fully support this resolution, not only to maintain some character but for shade and cooling and to bring some restful peace to our constantly changing neighborhood. Dorla Mayer

Sent from my iPhone

On Feb 2, 2016, at 10:10 PM, Gary Tipler <[garytip8778@gmail.com](mailto:garytip8778@gmail.com)> wrote:

Attached please find a DRAFT resolution from the MNA Street Trees Committee. The intent is start the community conversation on creating a benefits analysis of canopy street trees and establish a shared cost plan to underground high voltage power lines (also known as "partial undergrounding") in the Jenifer Street reconstruction area.

Partial undergrounding of the high voltage power line will permit the retention of many trees that are presently located beneath the high-voltage electrical wires at the very tops of the poles. The severe pruning that has disfigured trees has been done on those beneath these lines. Also, the intent is to depart from the forced planting of short trees to avoid conflict with these lines in the future. The unfortunate reality is that there many never be shade cast on many two and three stories of houses and apartment buildings.

Please consider supporting such a resolution by replying (To All) to this letter.

Thank you.

Gary Tipler

On behalf of the Marquette Neighborhood Association Street Trees Committee

<Draft Canopy Tree Resolution 2.2.16.pdf>

**Hacker, Marsha**

---

**From:** Gary Tipler [garytip8778@gmail.com]  
**Sent:** Wednesday, February 03, 2016 5:05 PM  
**To:** Phillips, Robert; Hacker, Marsha; Rummel, Marsha; MNA Board  
**Subject:** Letters from Neighbors,  
**Attachments:** LETTERS Jenifer St Reconstruction.docx

Copied below, and as an attachment.

## **LETTERS from Neighbors - Jenifer Street Reconstruction**

February 3, 2016

Most but not all were sent: [rphillips@cityofmadison.com](mailto:rphillips@cityofmadison.com), [mhacker@cityofmadison.com](mailto:mhacker@cityofmadison.com),  
[district6@cityofmadison.com](mailto:district6@cityofmadison.com), [mnaboard@marquette-neighborhood.org](mailto:mnaboard@marquette-neighborhood.org)

.....  
Dorla Mayer <[screendoorstudio@sbcglobal.net](mailto:screendoorstudio@sbcglobal.net)>

Wed, Feb 3, 2016 at 4:51 PM

I fully support this resolution, not only to maintain some character but for shade and cooling and to bring some restful peace to our constantly changing neighborhood. Dorla Mayer

Sent from my iPhone [S. Paterson}

.....  
Darcy Bean <[bean.junior@gmail.com](mailto:bean.junior@gmail.com)>

Wed, Feb 3, 2016 at 3:29 PM

please, save our trees!

Dear City of Madison,

As of September 2015 I am a new homeowner in the Williamson-Marquette neighborhood. My partner and I have rented near Jenifer Street for 4 years. We love the neighborhood so much that we chose to purchase a home here. We plan on making a family and being a part of the community for many years.

We feel strongly that a part of the reason we chose this neighborhood was because of the beautiful canopy of trees. Coupled with the architectural character of the older homes, walk-ability and progressiveness the Williamson-Marquette neighborhood was an easy choice.

Shortly after purchasing our house we learned of the possible reconstruction of Jenifer which we feel is warranted. However, when attending meetings held by the city it was made known that many of these trees would be removed and not just because of Emerald Ash Bore but because construction of the street would further damage these trees due to cutting of lower limbs to make room for equipment as well as damage to tree roots as earth is removed during construction.

When speaking to a friend of ours, who is a Forestry PhD candidate at UW, he mentioned how narrowing the street would allow for more space for the roots to grow and decrease the amount of damage to the tree roots during construction. Others have mentioned an increase in land area for drainage and snow removal as well.

We found another benefit to narrowing the street when neighbors mentioned how narrowing streets also act as traffic calming. As we plan to raise a family here traffic calming would make the street safer for everyone, especially small children.

We feel that there's a lot of influence outside of those who live in the area to keep Jenifer a "super highway". The long stretch has no stop signs and no speed bumps. Though the speed limit is 25 rarely do vehicles drive at the speed, including buses.

Summer Festivals also bring new drivers to the area who do not see Jenifer as a part of a neighborhood but as a race track. Narrowing the street and keeping a healthy tree canopy can be visual cues that this is a neighborhood. It really is a dangerous street. Cars whip around corners and speed down the corridor. I have personally been nearly hit twice in the last 2 months and I am an able bodied 35 year old.

Thanks for considering our needs as citizens and neighbors who wish to maintain and promote the beauty, safety and ecological conscientiousness of our section of the Wil-Mar neighborhood.

Sincerely,

Darcy Bean Jr.

Special Education Teacher - East Side High School

912-914 Jenifer St.

Madison, WI 53703

.....  
Michael Engel <[phytophylllic@hotmail.com](mailto:phytophylllic@hotmail.com)>

Wed, Feb 3, 2016 at 3:23 PM

Jenifer Street Reconstruction

My family lives in the home we own on the 800 block of Jenifer Street. I attended all five of the community meetings regarding street reconstruction.

City Staff has NOT adequately included community input into their plans regarding safety and tree canopy. In fact little to no community input is evident from the initial plan to the one before you despite five meetings to gather such input.

The plan to remove healthy trees because they might die later or be a burden to the construction work is short sighted. As the City is losing thousands of trees to the emerald ash borer, we need to keep as many large canopy trees as possible. Not preemptively remove them for convenience. My large shade tree died in front of my house a few years ago. The difference a large canopy tree makes for shade, quiet, and property value can not be underestimated.

The effect of power lines on tree canopy has been poorly considered. Again staff aggressively recommend tree removal for trees under power lines. We need to seek alternatives for power line placement. These should include undergrounding the lines. Other options could be consolidating lines and or switching the side of the street they are on to preserve trees.

As a parent, I am disappointed to see virtually no traffic calming devices in the plans. The message staff has delivered is Metro's need to keep on schedule is more important than keeping our streets safe. I want traffic calming devices. There is precedent for this on Metro routes. I would like to street narrowing, bump outs, and intersection tables.

Metro's proposal to reroute bus service to E. Washington is ridiculous. I am a fully abled relatively young person who knows the hardships of traveling from Jenifer Street to E. Washington. Metro would seem to



know this too as they provide car transport for their drivers from Jenifer Street to E. Washington. If the drivers need motor transport from Jenifer Street to the Metro building, can not the differently abled bus customers not expect the same?

**Please do NOT pass the plan put before you. It is short sighted and damaging to our community.**

Mike Engel  
826 Jenifer Street

.....  
Joan Hart <[joan.hart@charter.net](mailto:joan.hart@charter.net)>

Wed, Feb 3, 2016 at 2:57 PM

Re: Draft Resolution: Undergrounding for Canopy Trees. Jenifer St Reconstruction. MNA Street Trees Committee

I fully support the recommendations of the Marquette Neighborhood Association Street Trees Committee and the recommendations of the Marquette Neighborhood Association Traffic Committee regarding saving viable canopy street trees which have been marked for removal in conjunction with the Jenifer Street reconstruction project. I am the owner of a Madison Landmark residence and endorse the reasons for retaining the canopy trees on the street. I attended the neighborhood meetings that were organized to register neighborhood concerns and priorities for the reconstruction. The absolute top priority of neighbors appeared to be canopy trees along the street, yet there has been little further recognition to address saving the viable trees marked for demolition. There are very strong economic, ecologic, social and historic reasons for retaining the trees and for allowances for further planting of canopy trees along the street. Clear cutting of trees has been a global outrage for years. Heed these recommendations and help us save our Urban Forest, beginning with Jenifer St. Thank you.

Joan Hart [848 Jenifer]

.....  
JOY P NEWMANN <[jnewmann@wisc.edu](mailto:jnewmann@wisc.edu)>

Wed, Feb 3, 2016 at 10:41 AM

Draft Resolution: Undergrounding for Canopy Trees. Jenifer St Reconstruction. MNA Street Trees Committee

Dear Gary, MNA Board Members, Alderwoman Rummel and city representatives,

I strongly support the recommendations for under grounding high voltage lines in the Jenifer Street Reconstruction and doing all we can to restore and rebuild the canopy of trees that historically have added to the beauty and the environmental health and sustainability of our neighborhood. Although I do not live in the affected area of the Reconstruction, my home at 741 Jenifer Street is adjacent to the proposed project and I am delighted that the original proposal for the reconstruction includes narrowing the street by two feet, which, in addition to calming the flow of traffic and air pollution in our neighborhood, will expand the space for trees to grow healthy roots and canopies. It is

unfortunate that the renovation of Jenifer Street is being done in such a piecemeal fashion as I am certain my neighbors in the 700 block of Jenifer and beyond would be delighted with the under grounding of high voltage wires along the length of Jenifer Street.

Thank you, Gary and John, for your work on these recommendations, which are buttressed by a significant body of research. I am delighted to see that MG & E is supportive of the under grounding effort as well. I am sorry that I will not be able to join you at the Board of Public Works meeting this evening. Please let me know if I can be of help in the future.

Sincerely,

Joy Newmann

741 Jenifer Street

608-213-0798

.....  
Joe Schmitt <[jschmitt106@gmail.com](mailto:jschmitt106@gmail.com)>

Wed, Feb 3, 2016 at 9:36 AM

Re: Draft Resolution: Undergrounding for Canopy Trees. Jenifer St Reconstruction. MNA Street Trees Committee

I fully support the resolution of the MNA Street Trees Committee.

Joe Schmitt

1304 Jenifer St.

.....  
Brian Fox <[kbi518@att.net](mailto:kbi518@att.net)>

To: Alder Marsha Rummel, District 6; members of the Board of Works; MNA Board

From: Brian Fox, resident of 518 S Paterson Street, Madison WI

Wed, Feb 3, 2016 at 8:33 AM

Jenifer Street Construction and Draft Resolution

I am responding to support the recommendations for amendment of the Jenifer Street Reconstruction Plan,

presented by Mr. Gary Tipler on behalf of the Marquette Neighborhood Association. A copy of these recommendations is attached for your convenience.

I would like to call your attention to the goals stated by this document, and specifically to the items requested for inclusion in the Plan. It is notable that many of these items were considered acceptable earlier in the planning process but were not incorporated into the present Plan. These omissions need to be corrected.

I also request that the board adopt items in the Marquette Neighborhood Association recommendations that speak to improving safety, function and sustainability in the project area. Safety concerns are addressed with better management of vehicular traffic. Planning to avoid damage from vibration is certainly better than allowing damage to occur and carrying out repair later. Also, underground placement of high voltage lines can simultaneously provide solutions to neighborhood goals on aesthetics, safety, reliability and sustainability. A draft resolution on this matter has been produced by the MNA Street Trees Committee for your consideration, and is attached for your convenience.

Carrying out the proposed Jenifer Street reconstruction project should respect and enhance the character of the neighborhood for long after the construction project has been completed, not compromise or diminish it.

I understand the cost associated with underground placement of high voltage lines. Given the substantial value of canopy trees to the character and environmental quality of the neighborhood, and also given the enhanced aesthetics, safety and reliability associated with buried high-voltage lines, I support development of a shared investment by the City of Madison, MG&E and neighborhood property owners to achieve this.

Old neighborhoods maintain their interest, integrity, and value because their collective character is distinct from more modern neighborhoods. The City surely recognizes that creation of historic districts has stimulated investment, reinvigoration, and pride in place that serves us all well. The recommendations and draft resolution from the Marquette Neighborhood Association help to assure this collective character can be continued.

Therefore, I urge you to incorporate these recommendations into the approved plan.

Thank you for your service and consideration of this letter.

Sincerely,

Brian Fox

.....

Paul Knitter <[paul@paulknitter.com](mailto:paul@paulknitter.com)>

[rphillips@cityofmadison.com](mailto:rphillips@cityofmadison.com), [mnaboard@marquette-neighborhood.org](mailto:mnaboard@marquette-neighborhood.org)

Wed, Feb 3, 2016 at 6:44 AM

Save the trees!

Dear Mr. Phillips:

With many other people in our neighborhood, I am concerned, indeed distressed, at the number of trees that the Jenifer Street Reconstruction project plans to remove.

I implore you to reconsider, and change, your plans. Help us to save our trees.

Respectfully,

*Paul Knitter*

Paul F. Knitter

Emeritus Paul Tillich Professor of Theology, World Religions and Culture

Union Theological Seminary, New York

[pknitter@uts.columbia.edu](mailto:pknitter@uts.columbia.edu)

Present address:

711 S. Few St.

Madison, WI 53703

.....  
Jackie Suska <[jackie.suska@gmail.com](mailto:jackie.suska@gmail.com)>

Tue, Feb 2, 2016 at 7:25 PM

In Support of Street Tree Preservation on Jenifer Street

Dear Rob Phillips, Marsha Hacker and Marsha Rummel,

We fully support the Street Tree and Traffic Committee of the MNA's alternative plan to preserve and enhance the existing canopy on Jenifer Street. As residents of the Marquette neighborhood who live on a shade tree-lined street, we understand the importance of these trees in our daily lives. They provide shade, protect from wind, lower energy costs, absorb storm water and add greatly to the character of the neighborhood. Removing trees on this historic street is short-sighted. These trees were planted for many important reasons. Taking them out for one reason (power lines) is unfair to residents who wish to keep the trees and preserve the landscape of their neighborhood. The good of having the trees far outweighs the inconvenience of them.

We believe the MNA's alternative plan should be a template for the way the city should be treating all the city's shade trees. Instead of a burden, they should be seen as what they are, a valuable resource. Replacing these mature shade trees with ornamental trees is not the answer.

The city's current plan to remove over 10,000 ash trees on the Isthmus (including all the trees on the north side of Spaight Street) is, in our opinion, expensive and wasteful. Emerald ash borer is already here and has passed through. Not giving people the option for adopting and treating the trees is missed opportunity. Assuming it costs, \$1,000 to remove a tree and \$1,000 to plant a new one (\$2,000x10,000 trees=\$20 million.) The city will be spending an exorbitant amount of money removing healthy, wanted ash trees.

We respectfully ask that you give the MNA Street Tree and Traffic Committee's alternative plan the consideration it deserves.

Sincerely,

Henry Doane and Jackie Suska

946 Spaight Street

.....  
E Crawford <[bcrawf2000@gmail.com](mailto:bcrawf2000@gmail.com)>

Tue, Feb 2, 2016 at 6:36 PM

Canopy trees

Put electrical line underground: A critical component of the plan calls for putting only the high-voltage electrical line underground at a price that's fair and reasonable to residents. This does not affect existing service between the pole and houses. This alone will end the brutal pruning we've witnessed in recent years and permit the planting of canopy trees, which otherwise would not be allowed beneath these lines.

Increase the water permeable soil volume to ensure greater tree health and improve their likelihood of surviving droughts and heatwaves by providing a slightly wider terrace of a foot on each side of the street. This increases the soil area of the street terraces by almost 17 percent. The new curb locations will decrease the damage to existing tree roots and enhance their survivability.

Retain existing, healthy ash trees where possible. Treat and protect the healthy well-branched ash trees presently designated for removal. Presently, adjoining property owners are not permitted to adopt the trees to have them treated. They should be treated, and they should be allowed to be adopted by nearby property owners or other entities.

Re-plant canopy shade trees rather than short tree varieties to replace those lost, throughout.

Beth Crawford

836 Spaight st

Madison, WI 53703

.....  
Ross Parks <[me@rossparks.com](mailto:me@rossparks.com)>

Tue, Feb 2, 2016 at 5:26 PM

Jenifer street reconstruction

I am writing in hopes to keep the 40+ trees slated for removal.

I am new owner in the neighborhood with my fiance. We decided to purchase here despite recommendations from our buyer agent to look at the near west side. One of the swaying factors was the look and feel of the tree canopy. After further research about the happiness, shade, and air quality trees provide, we are even more proud of our tough real estate decision. My hope is that you will consider the competitive advantage of our urban neighborhood over the suburbs and downtown concrete neighborhoods. Notice that most real-estate listings on jenifer street include a picture of the canopied street.

- Ross Parks

.....  
From: Tyler Schultz, [tyler.m.schultz@gmail.com](mailto:tyler.m.schultz@gmail.com)

To: [rphillips@cityofmadison.com](mailto:rphillips@cityofmadison.com), [mhacker@cityofmadison.com](mailto:mhacker@cityofmadison.com), [district6@cityofmadison.com](mailto:district6@cityofmadison.com), [mnaboard@marquette-neighborhood.org](mailto:mnaboard@marquette-neighborhood.org)

Date: Tue, Feb 2, 2016 at 5:13 PM

Subject: Jenifer St Tree Retention

Hello all,

My name is Tyler Schultz, owner of 836 & 842 Jenifer Street. Currently 842 has a mature ash tree that has been classified as a treatment candidate for EAB. I know this because city forestry was in front of my house today.

I also learned that MG&E would be interested in some cost sharing program with owners where undergrounding of high voltage power line currently exists. While looking at the power line, it appears that the line itself is frayed or some insulation has torn off. This is right in front of 842 and visible from the ground with the naked eye.

I, for one, am all for the undergrounding. It is my understanding that MG&E pays for the pruning of trees near high voltage lines. Undergrounding will eliminate future need for such services. In my opinion, MG&E should incur cost of 10 years of pruning to offset cost of undergrounding per homeowner. MG&E should provide estimate of annual pruning expense for the location where undergrounding is proposed. Looking at the city's Code 118 for a Line Constructor rate of \$55.56/hr from <https://www.cityofmadison.com/business/pw/contracts/documents/7312%20specs.pdf> and adding in cost of equipment, I'd think the utility would stand to save quite a bit in the long run.

Of course all this is pointless for the current canopy if EAB infiltrates our area. I would like the option to replant a new canopy tree in the future. Or maybe a flowering tree.

I'm also concerned about new tree root growth potentially blocking my personal laterals.

Thank you for your time,

Tyler

.....  
Cosmic <[cosmicstarchild@sbcglobal.net](mailto:cosmicstarchild@sbcglobal.net)>

Tue, Feb 2, 2016 at 12:00 PM

Support for Jenifer Street Tree Preservation

I am writing in support of the following MNA recommendations:

1. Put electrical line underground: A critical component of the plan calls for putting only the high-voltage electrical line underground at a price that's fair and reasonable to residents. This does not affect existing service between the pole and houses. This alone will end the brutal pruning we've witnessed in recent years and permit the planting of canopy trees, which otherwise would not be allowed beneath these lines.
2. Increase the water permeable soil volume to ensure greater tree health and improve their likelihood of surviving droughts and heatwaves by providing a slightly wider terrace of a foot on each side of the street. This increases the soil area of the street terraces by almost 17 percent. The new curb locations will decrease the damage to existing tree roots and enhance their survivability.
3. Retain existing, healthy ash trees where possible. Treat and protect the healthy well-branched ash trees presently designated for removal. Presently, adjoining property owners are not permitted to adopt the trees to have them treated. They should be treated, and they should be allowed to be adopted by nearby property owners or other entities.
4. Re-plant canopy shade trees rather than short tree varieties to replace those lost, throughout.

Thank You,

Carlyn Pruess

1029 Spaight St #D-1

Madison, WI 53703

[cosmicstarchild@sbcglobal.net](mailto:cosmicstarchild@sbcglobal.net)

.....



## LETTERS from Neighbors - Jenifer Street Reconstruction

February 3, 2016

Most but not all were sent: rphillips@cityofmadison.com, mhacker@cityofmadison.com, district6@cityofmadison.com, mnaboard@marquette-neighborhood.org

.....  
Dorla Mayer <screendoorstudio@sbcglobal.net>

Wed, Feb 3, 2016 at 4:51 PM

I fully support this resolution, not only to maintain some character but for shade and cooling and to bring some restful peace to our constantly changing neighborhood. Dorla Mayer  
Sent from my iPhone [S. Paterson]

.....  
Darcy Bean <bean.junior@gmail.com>

Wed, Feb 3, 2016 at 3:29 PM

please, save our trees!

Dear City of Madison,

As of September 2015 I am a new homeowner in the Williamson-Marquette neighborhood. My partner and I have rented near Jenifer Street for 4 years. We love the neighborhood so much that we chose to purchase a home here. We plan on making a family and being a part of the community for many years.

We feel strongly that a part of the reason we chose this neighborhood was because of the beautiful canopy of trees. Coupled with the architectural character of the older homes, walkability and progressiveness the Williamson-Marquette neighborhood was an easy choice.

Shortly after purchasing our house we learned of the possible reconstruction of Jenifer which we feel is warranted. However, when attending meetings held by the city it was made known that many of these trees would be removed and not just because of Emerald Ash Bore but because construction of the street would further damage these trees due to cutting of lower limbs to make room for equipment as well as damage to tree roots as earth is removed during construction.

When speaking to a friend of ours, who is a Forestry PhD candidate at UW, he mentioned how narrowing the street would allow for more space for the roots to grow and decrease the amount of damage to the tree roots during construction. Others have mentioned an increase in land area for drainage and snow removal as well.

We found another benefit to narrowing the street when neighbors mentioned how narrowing streets also act as traffic calming. As we plan to raise a family here traffic calming would make the street safer for everyone, especially small children.

We feel that there's a lot of influence outside of those who live in the area to keep Jenifer a "super highway". The long stretch has no stop signs and no speed bumps. Though the speed limit is 25 rarely do vehicles drive at the speed, including buses.

Summer Festivals also bring new drivers to the area who do not see Jenifer as a part of a neighborhood but as a race track. Narrowing the street and keeping a healthy tree canopy can be visual cues that this is a neighborhood. It really is a dangerous street. Cars whip around corners and speed down the corridor. I have personally been nearly hit twice in the last 2 months and I am an able bodied 35 year old.

Thanks for considering our needs as citizens and neighbors who wish to maintain and promote the beauty, safety and ecological conscientiousness of our section of the Wil-Mar neighborhood.

Sincerely,

Darcy Bean Jr.  
Special Education Teacher - East Side High School

912-914 Jenifer St.  
Madison, WI 53703

.....  
Michael Engel <phytophyllic@hotmail.com>

Wed, Feb 3, 2016 at 3:23 PM

Jenifer Street Reconstruction

My family lives in the home we own on the 800 block of Jenifer Street. I attended all five of the community meetings regarding street reconstruction.

City Staff has NOT adequately included community input into their plans regarding safety and tree canopy. In fact little to no community input is evident from the initial plan to the one before you despite five meetings to gather such input.

The plan to remove healthy trees because they might die later or be a burden to the construction work is short sighted. As the City is losing thousands of trees to the emerald ash borer, we need to keep as many large canopy trees as possible. Not preemptively remove them for convenience. My large shade tree died in front of my house a few years ago. The difference a large canopy tree makes for shade, quiet, and property value can not be underestimated.

The effect of power lines on tree canopy has been poorly considered. Again staff aggressively recommend tree removal for trees under power lines. We need to seek alternatives for power line placement. These should include undergrounding the lines. Other options could be consolidating lines and or switching the side of the street they are on to preserve trees.

As a parent, I am disappointed to see virtually no traffic calming devices in the plans. The message staff has delivered is Metro's need to keep on schedule is more important than keeping our streets safe. I want traffic calming devices. There is precedent for this on Metro routes. I would like to street narrowing, bump outs, and intersection tables.

Metro's proposal to reroute bus service to E. Washington is ridiculous. I am a fully abled relatively young person who knows the hardships of traveling from Jenifer Street to E. Washington. Metro would seem to know this too as they provide car transport for their drivers from Jenifer Street to E. Washington. If the drivers need motor transport from Jenifer Street to the Metro building, can not the differently abled bus customers not expect the same?

**Please do NOT pass the plan put before you. It is short sighted and damaging to our community.**

Mike Engel  
826 Jenifer Street

.....  
Joan Hart <joan.hart@charter.net>  
Wed, Feb 3, 2016 at 2:57 PM  
Re: Draft Resolution: Undergrounding for Canopy Trees. Jenifer St Reconstruction. MNA Street Trees Committee

I fully support the recommendations of the Marquette Neighborhood Association Street Trees Committee and the recommendations of the Marquette Neighborhood Association Traffic Committee regarding saving viable canopy street trees which have been marked for removal in conjunction with the Jenifer Street reconstruction project. I am the owner of a Madison Landmark residence and endorse the reasons for retaining the canopy trees on the street. I attended the neighborhood meetings that were organized to register neighborhood concerns and priorities for the reconstruction. The absolute top priority of neighbors appeared to be canopy trees along the street, yet there has been little further recognition to address saving the viable trees marked for demolition. There are very strong economic, ecologic, social and historic reasons for retaining the trees and for allowances for further planting of canopy trees along the street. Clear cutting of trees has been a global outrage for years. Heed these recommendations and help us save our Urban Forest, beginning with Jenifer St. Thank you.

Joan Hart [848 Jenifer]

.....  
JOY P NEWMANN <jnewmann@wisc.edu>  
Wed, Feb 3, 2016 at 10:41 AM  
Draft Resolution: Undergrounding for Canopy Trees. Jenifer St Reconstruction. MNA Street Trees Committee

Dear Gary, MNA Board Members, Alderwoman Rummel and city representatives,  
I strongly support the recommendations for under grounding high voltage lines in the Jenifer Street Reconstruction and doing all we can to restore and rebuild the canopy of trees that historically have added to the beauty and the environmental health and sustainability of our neighborhood. Although I do not live in the affected area of the Reconstruction, my home at 741 Jenifer Street is adjacent to the proposed project and I am delighted that the original proposal for the reconstruction includes narrowing the street by two feet, which, in addition to calming the flow of traffic and air pollution in our neighborhood, will expand the space for trees to grow healthy roots and canopies. It is unfortunate that the renovation of Jenifer Street is being done in such a piecemeal fashion as I am

certain my neighbors in the 700 block of Jenifer and beyond would be delighted with the under grounding of high voltage wires along the length of Jenifer Street.

Thank you, Gary and John, for your work on these recommendations, which are buttressed by a significant body of research. I am delighted to see that MG & E is supportive of the under grounding effort as well. I am sorry that I will not be able to join you at the Board of Public Works meeting this evening. Please let me know if I can be of help in the future.

Sincerely,

Joy Newmann  
741 Jenifer Street  
608-213-0798

.....  
Joe Schmitt <jschmitt106@gmail.com>

Wed, Feb 3, 2016 at 9:36 AM

Re: Draft Resolution: Undergrounding for Canopy Trees. Jenifer St Reconstruction. MNA Street Trees Committee

I fully support the resolution of the MNA Street Trees Committee.

Joe Schmitt

1304 Jenifer St.

.....  
Brian Fox <kbih518@att.net>

To: Alder Marsha Rummel, District 6; members of the Board of Works; MNA Board

From: Brian Fox, resident of 518 S Paterson Street, Madison WI

Wed, Feb 3, 2016 at 8:33 AM

Jenifer Street Construction and Draft Resolution

I am responding to support the recommendations for amendment of the Jenifer Street Reconstruction Plan, presented by Mr. Gary Tipler on behalf of the Marquette Neighborhood Association. A copy of these recommendations is attached for your convenience.

I would like to call your attention to the goals stated by this document, and specifically to the items requested for inclusion in the Plan. It is notable that many of these items were considered acceptable earlier in the planning process but were not incorporated into the present Plan. These omissions need to be corrected.

I also request that the board adopt items in the Marquette Neighborhood Association recommendations that speak to improving safety, function and sustainability in the project area. Safety concerns are addressed with better management of vehicular traffic. Planning to avoid damage from vibration is certainly better than allowing damage to occur and carrying out repair later. Also, underground placement of high voltage lines can simultaneously provide solutions to neighborhood goals on aesthetics, safety, reliability and sustainability. A draft resolution on this matter has been produced by the MNA Street Trees Committee for your consideration, and is attached for your convenience.

Carrying out the proposed Jenifer Street reconstruction project should respect and enhance the

character of the neighborhood for long after the construction project has been completed, not compromise or diminish it.

I understand the cost associated with underground placement of high voltage lines. Given the substantial value of canopy trees to the character and environmental quality of the neighborhood, and also given the enhanced aesthetics, safety and reliability associated with buried high-voltage lines, I support development of a shared investment by the City of Madison, MG&E and neighborhood property owners to achieve this.

Old neighborhoods maintain their interest, integrity, and value because their collective character is distinct from more modern neighborhoods. The City surely recognizes that creation of historic districts has stimulated investment, reinvigoration, and pride in place that serves us all well. The recommendations and draft resolution from the Marquette Neighborhood Association help to assure this collective character can be continued.

Therefore, I urge you to incorporate these recommendations into the approved plan.

Thank you for your service and consideration of this letter.

Sincerely,

Brian Fox

.....

Paul Knitter <paul@paulknitter.com>

rphillips@cityofmadison.com, mnaboard@marquette-neighborhood.org

Wed, Feb 3, 2016 at 6:44 AM

Save the trees!

Dear Mr. Phillips:

With many other people in our neighborhood, I am concerned, indeed distressed, at the number of trees that the Jenifer Street Reconstruction project plans to remove.

I implore you to reconsider, and change, your plans. Help us to save our trees.

Respectfully,

*Paul Knitter*

Paul F. Knitter

Emeritus Paul Tillich Professor of Theology, World Religions and Culture

Union Theological Seminary, New York

[pknitter@uts.columbia.edu](mailto:pknitter@uts.columbia.edu)

Present address:

711 S. Few St.

Madison, WI 53703

.....

Jackie Suska <jackie.suska@gmail.com>

Tue, Feb 2, 2016 at 7:25 PM

In Support of Street Tree Preservation on Jenifer Street

Dear Rob Phillips, Marsha Hacker and Marsha Rummel,

We fully support the Street Tree and Traffic Committee of the MNA's alternative plan to preserve and enhance the existing canopy on Jenifer Street. As residents of the Marquette neighborhood who live on a shade tree-lined street, we understand the importance of these trees in our daily lives. They provide shade, protect from wind, lower energy costs, absorb storm water and add greatly to the character of the neighborhood. Removing trees on this historic street is short-sighted. These trees were planted for many important reasons. Taking them out for one reason (power lines) is unfair to residents who wish to keep the trees and preserve the landscape of their neighborhood. The good of having the trees far outweighs the inconvenience of them.

We believe the MNA's alternative plan should be a template for the way the city should be treating all the city's shade trees. Instead of a burden, they should be seen as what they are, a valuable resource. Replacing these mature shade trees with ornamental trees is not the answer.

The city's current plan to remove over 10,000 ash trees on the Isthmus (including all the trees on the north side of Spaight Street) is, in our opinion, expensive and wasteful. Emerald ash borer is already here and has passed through. Not giving people the option for adopting and treating the trees is missed opportunity. Assuming it costs, \$1,000 to remove a tree and \$1,000 to plant a new one (\$2,000x10,000 trees=\$20 million.) The city will be spending an exorbitant amount of money removing healthy, wanted ash trees.

We respectfully ask that you give the MNA Street Tree and Traffic Committee's alternative plan the consideration it deserves.

Sincerely,

Henry Doane and Jackie Suska  
946 Spaight Street

.....  
E Crawford <bcrawf2000@gmail.com>

Tue, Feb 2, 2016 at 6:36 PM

Canopy trees

Put electrical line underground: A critical component of the plan calls for putting only the high-voltage electrical line underground at a price that's fair and reasonable to residents. This does not affect existing service between the pole and houses. This alone will end the brutal pruning we've witnessed in recent years and permit the planting of canopy trees, which otherwise would not be allowed beneath these lines.

Increase the water permeable soil volume to ensure greater tree health and improve their likelihood of surviving droughts and heatwaves by providing a slightly wider terrace of a foot on each side of the street. This increases the soil area of the street terraces by almost 17 percent. The new curb locations will decrease the damage to existing tree roots and enhance their survivability.

Retain existing, healthy ash trees where possible. Treat and protect the healthy well-branched ash trees presently designated for removal. Presently, adjoining property owners are not permitted to adopt the trees to have them treated. They should be treated, and they should be allowed to be adopted by nearby property owners or other entities.

Re-plant canopy shade trees rather than short tree varieties to replace those lost, throughout.

Beth Crawford  
836 Spaight st  
Madison, WI 53703

.....  
Ross Parks <me@rossparks.com>  
Tue, Feb 2, 2016 at 5:26 PM  
Jenifer street reconstruction

I am writing in hopes to keep the 40+ trees slated for removal.

I am new owner in the neighborhood with my fiancé. We decided to purchase here despite recommendations from our buyer agent to look at the near west side. One of the swaying factors was the look and feel of the tree canopy. After further research about the happiness, shade, and air quality trees provide, we are even more proud of our tough real estate decision. My hope is that you will consider the competitive advantage of our urban neighborhood over the suburbs and downtown concrete neighborhoods. Notice that most real-estate listings on Jenifer Street include a picture of the canopied street.

- Ross Parks

.....  
From: Tyler Schultz, [tyler.m.schultz@gmail.com](mailto:tyler.m.schultz@gmail.com)  
To: [rphillips@cityofmadison.com](mailto:rphillips@cityofmadison.com), [mhacker@cityofmadison.com](mailto:mhacker@cityofmadison.com), [district6@cityofmadison.com](mailto:district6@cityofmadison.com),  
[mboard@marquette-neighborhood.org](mailto:mboard@marquette-neighborhood.org)  
Date: Tue, Feb 2, 2016 at 5:13 PM  
Subject: Jenifer St Tree Retention

Hello all,

My name is Tyler Schultz, owner of 836 & 842 Jenifer Street. Currently 842 has a mature ash tree that has been classified as a treatment candidate for EAB. I know this because city forestry was in front of my house today.

I also learned that MG&E would be interested in some cost sharing program with owners where undergrounding of high voltage power line currently exists. While looking at the power line, it appears that the line itself is frayed or some insulation has torn off. This is right in front of 842 and visible from the ground with the naked eye.

I, for one, am all for the undergrounding. It is my understanding that MG&E pays for the pruning of trees near high voltage lines. Undergrounding will eliminate future need for such services. In my opinion, MG&E should incur cost of 10 years of pruning to offset cost of undergrounding per homeowner. MG&E should provide estimate of annual pruning expense for the location where undergrounding is proposed. Looking at the city's Code 118 for a Line Constructor rate of \$55.56/hr from

<https://www.cityofmadison.com/business/pw/contracts/documents/7312%20specs.pdf> and adding in cost of equipment, I'd think the utility would stand to save quite a bit in the long run.

Of course all this is pointless for the current canopy if EAB infiltrates our area. I would like the option to replant a new canopy tree in the future. Or maybe a flowering tree.

I'm also concerned about new tree root growth potentially blocking my personal laterals.

Thank you for your time,  
Tyler

.....  
Cosmic <cosmicstarchild@sbcglobal.net>  
Tue, Feb 2, 2016 at 12:00 PM  
Support for Jenifer Street Tree Preservation

I am writing in support of the following MNA recommendations:

1. Put electrical line underground: A critical component of the plan calls for putting only the high-voltage electrical line underground at a price that's fair and reasonable to residents. This does not affect existing service between the pole and houses. This alone will end the brutal pruning we've witnessed in recent years and permit the planting of canopy trees, which otherwise would not be allowed beneath these lines.
2. Increase the water permeable soil volume to ensure greater tree health and improve their likelihood of surviving droughts and heatwaves by providing a slightly wider terrace of a foot on each side of the street. This increases the soil area of the street terraces by almost 17 percent. The new curb locations will decrease the damage to existing tree roots and enhance their survivability.
3. Retain existing, healthy ash trees where possible. Treat and protect the healthy well-branched ash trees presently designated for removal. Presently, adjoining property owners are not permitted to adopt the trees to have them treated. They should be treated, and they should be allowed to be adopted by nearby property owners or other entities.
4. Re-plant canopy shade trees rather than short tree varieties to replace those lost, throughout.

Thank You,

Carlyn Pruess  
1029 Spaight St #D-1  
Madison, WI 53703  
cosmicstarchild@sbcglobal.net  
.....



Hacker, Marsha

---

**From:** Ken Swift [kswift@uwalumni.com]  
**Sent:** Wednesday, February 03, 2016 5:08 PM  
**To:** Phillips, Robert; Hacker, Marsha; Rummel, Marsha  
**Cc:** mnaboard@marquette-neighborhood.org  
**Subject:** Save Canopy Trees on Jenifer St.

To Mr. Phillips, Ms. Hacker and Alder Rummel,

I write to urge you to do whatever is possible to sustain and promote the current older canopy trees along Jenifer St. as well as to insure that any new trees planted will grow to such heights. This is not a project to rush by cutting corners, in this case our older trees which provide so many important, valuable functions: shade, air cooling and air purifying functions, add to our community's unique aesthetic character, provide essential habitat for our local wildlife, absorb storm water, bind carbon, and, contribute to the overall health and well-being of people in the immediate setting, the neighborhood and the city, and improve resale value.

Again, I urge you to implement the attainable goals the Marquette Neighborhood Association's Tree and Traffic Committees have outlined below, rather than decimate up to 40 mature trees that beautify and add value to our neighborhoods.

1. **Put electrical line underground:** A critical component of the plan calls for putting only the high-voltage electrical line underground at a price that's fair and reasonable to residents. This does not affect existing service between the pole and houses. This alone will end the brutal pruning we've witnessed in recent years and permit the planting of canopy trees, which otherwise would not be allowed beneath these lines.
2. **Increase the water permeable soil volume** to ensure greater tree health and improve their likelihood of surviving droughts and heatwaves by providing a slightly wider terrace of a foot on each side of the street. This increases the soil area of the street terraces by almost 17 percent. The new curb locations will decrease the damage to existing tree roots and enhance their survivability.
3. **Retain existing, healthy ash trees where possible.** Treat and protect the healthy well-branched ash trees presently designated for removal. Presently, adjoining property owners are not permitted to adopt the trees to have them treated. They should be treated, and they should be allowed to be adopted by nearby property owners or other entities.
4. **Re-plant canopy shade trees** rather than short tree varieties to replace those lost, throughout.

Sincerely Yours,

Ken Swift  
1238 Rutledge St.

## Hacker, Marsha

---

**From:** knuth.davidm@gmail.com  
**Sent:** Wednesday, February 03, 2016 8:58 PM  
**To:** Rummel, Marsha  
**Cc:** Bachmann, Christy; Phillips, Robert; Hacker, Marsha; colemanjj@ameritech.net  
**Subject:** Jenifer Street Reconstruction

Hello,

This email is to show my support for preserving the 16 healthy trees currently identified for removal.

Thank you,  
David Knuth  
1221 Jenifer Street

Sent from my iPhone