

From: [Coleman, Lisa](#)
To: [Hacker, Marsha](#)
Cc: [Bachmann, Christy](#)
Subject: FW: Public Comment Regarding June 8 Meeting Agenda Item 15 - Jenifer/Ingersoll Intersection
Date: Tuesday, June 07, 2016 1:12:52 PM

Marsha, can you please attach this email to item 15 for tomorrow's BPW meeting (Jenifer/Ingersoll Intersection)

From: Tara Camfield [mailto:tara.camfield@gmail.com]
Sent: Tuesday, June 07, 2016 1:09 PM
To: claudia.haack@yahoo.com; btrades; pdahl@fpm.wisc.edu; jaclyn.lawton@charter.net; debkenjohnson@charter.net; Palm, Lawrence; Skidmore, Paul; szwalling@charter.net; Coleman, Lisa
Cc: Richard Schick Jr; Rummel, Marsha; Sobota, Timothy
Subject: Public Comment Regarding June 8 Meeting Agenda Item 15 - Jenifer/Ingersoll Intersection

To the Board of Public Works:

My name is Tara Camfield and my husband, Richard Schick, and I have lived at 1112 Jenifer Street for eight years. We are planning to attend tomorrow afternoon's meeting and hope to comment on agenda item 15 - "Approving plans and specifications for the intersection of Jenifer Street and S. Ingersoll Street. "

We wanted to write you ahead of time mainly because we care deeply about the issues at stake regarding your approval of these plans but also because we are novices at politics and public speaking and want to be sure we communicate our concerns effectively.

We are proponents of public transportation and think that Metro Transit does an amazingly efficient job at shuttling people all over the city. As testament to this fact, Isthmus ridership has increased dramatically over the last 20 years. Unfortunately, the necessary increase in bus service along Jenifer Street has negatively impacted the quality of life of residents and safety of pedestrians and cyclists. We feel that the large number of buses along Jenifer Street are no longer appropriate for a residential street and think some bus routes, if not all, should be moved to Williamson Street. We all know Willy Street as the commercial hub and major thoroughfare of the neighborhood, and it is also central to the overall neighborhood population.

There has been more debate on the Jenifer/Ingersoll bus stop versus other Jenifer Street stops. Pedestrian safety, traffic flow, property value impacts, air quality issues and more are all exacerbated here due to Metro Transit using it as a transfer station and time extender (when ahead of schedule) which results in excessive bus idling.

Below is a summary of our concerns regarding the proposed plan up for approval.

A. Safety Issues:

1. There will now be at least 4 blind driveways with 7 households affected. Backing out of driveways is already difficult and slightly dangerous with parked cars obstructing views but large, tall, loud buses, idling for up to 10 minutes (sometimes more), will make it impossible to do safely. We are fearful of not being able to see or hear one of the many cyclists that travel along the street, or other vehicles.
2. Standard protocol in urban transit planning is to put buses on the far side, not near side of intersections for pedestrian and traffic safety. This proposal puts the bus stop on the near side of the intersection. However, the original plan had buses stopping on the far side due to

safety concerns and traffic flow. This proposal does not solve these problems.

3. Due to idling, many cars take a right in front of buses from Jenifer to Ingersoll. It is often done illegally, and at speed, by an impatient driver. Other times bus drivers wave the waiting cars along. This puts pedestrians (especially faster moving runners, bicyclists and skateboarders) at risk when crossing Ingersoll from East to West. We've witnessed several near misses and I was almost a victim once!
- B. Lack of parking - the extra-long bus stop zone on the even side of Jenifer deprives neighbors, visitors and churchgoers of valuable parking spots.
- C. The larger bus zones increase the area with air quality issues (again, due to idling buses).
- D. Decreased property values for 1112 and 1114 due to now having a bus stop directly in front of our homes.

In conclusion, we are asking that you **NOT** adopt the proposed revisions for the Jenifer/Ingersoll intersection. We feel that there are many options available that can easily solve the above issues.

Some Options Include:

1. There may not be a safe way to have bus stops at Jenifer and Ingersoll. Why not consider removing them on a trial basis? The Few and Brearly stops are 396 meters apart. International urban transit guidelines are to have stops at 400 meters apart and most cities' bus stops are even further apart than this. This would also improve bus efficiency.
2. Stop utilizing this intersection as a schedule adjuster and transfer station, which will minimize idling. This will reduce the impact of all issues and not require the even side bus zone to be so long (as there would rarely be two buses stopped at one time). Metro Transit could move their 'transfer station' to a stop that minimizes impacts on residents. The Jenifer and Willy Street intersection seems like a good option for this. I understand that this might be more inconvenient for those drivers that walk from the bus depot, but considering the positive impact on safety, air quality, parking, noise pollution and the overall quality of life of residents it seems worthwhile to make the change.

Thank you,
Tara Camfield & Richard Schick
608-235-3819