

## STATEMENT OF JAMES VOSS

James Voss, 5718 Indian Trace, speaking in support of the 2017 Street Resurfacing project as it affects Indian Trace. Indian Trace is located just north of the Aldo Leopold Nature Center in Monona which is immediately adjacent to the Edna Taylor Conservation Park in SE Madison. Indian Trace is a City street built around 1970, just under 50 years ago, and is definitely in need of resurfacing at this time. It also needs and makes economic sense to improve storm water management now, rather than to dig up Indian Trace again at some point after this resurfacing. Surface water drainage is my focus, and Engineering division staff has been receptive to my concerns which is why I am in support.

North of Indian Trace [and Glenview and Woodlawn Drive areas] are mostly much older rural profile streets from the Town of Blooming Grove, with the exception of Tompkins Drive that was fully reconstructed in 2014. None of the rural profile streets south of Tompkins have any storm sewers or ditches, so those paved streets provide surface water pathways leading into the Edna Taylor ponds to the south. One of the outlets for a portion of the watershed is Indian Trace which currently has only one storm sewer inlet at the bottom of this long dead end street. Consequently, all surface water from the west on Crestview about 350' from Indian Trace up to its intersection with Bryn Trem, then northeast to just south of the intersection of Tompkins and Maldwyn, easterly across Groveland Terrace just south of its intersection with Tompkins, eastsoutheasterly across the Unity Church property and southerly back to Crestview about 380' east of Indian Trace—that roughly 2 square block helmet-shaped area—all drains into the top of Indian Trace and flows down to the one outlet at the south end.

Whenever it rains heavily, the water flushes leaves and other street debris into the storm sewer. When snow and ice melt and refreeze, Indian Trace becomes dangerous and slippery for cars and pedestrians. A better pavement profile will improve drainage and move water off the center of the pavement and into the gutters, but surface water from that 2 block area north of the intersection can be redirected underground at or near the intersection, instead of having it all flushed onto the surface of Indian Trace. Fortunately, the Engineering Division agrees and, therefore, the project has my complete support. I know they will design a plan that works.