



**Office of the Common Council**  
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TO: Members of the Long Range Transportation Planning Committee (6/22/17)  
Members of the Plan Commission (7/10/17)  
Members of Board of Park Commissioners (7/12/17)  
Members of Sustainable Madison Committee (7/24/17)  
Members of the Common Council

FROM: Alder Barbara Harrington-McKinney, District 1

RE: **Summary of Comments relative to Legislative File No. 47681 – High Point-Raymond Neighborhood Development Plan Amendment as a supplement to the City of Madison Comprehensive Plan and Requesting that the Jeffy Trail Extension be removed from the High Point-Raymond NDP.**

I raise the following contradictions within the document supporting the inclusion of Jeffy Extension within the High Point-Raymond Neighborhood Development Plan amendment.

The street connection is required by the City's Land Subdivision ordinance:

MGO 16.23(8)(a)1 Land Subdivision Regulations: Design Standards – Streets and Alleys. General: In any new subdivision the street layout shall conform to the arrangement, width and location indicated on the official map, master plan or component neighborhood unit development plan.

Contradiction Consideration:

“The use of narrower, performance-based streets in new subdivisions and in the reconstruction of local streets may accomplish some or all of the following objectives: improved neighborhood livability from a more pedestrian-friendly environment; more compact development patters that use less land, increase in land available for residential and commercial activities; more extensive streetscape vegetation and preservation of existing streetscape vegetation reduction in the cost of street construction and maintenance, as well as development costs; reduction in traffic speed and non-local traffic; and reduction in stormwater runoff. **Cul-de-Sacs shall not be used in any street layout, unless the topography or other unique physical feature of a development makes cul-de-sacs the only, or most logical, street layout.**

**Where cul-de-sacs are determined to be necessary, a sidewalk, connecting path or multi-use path shall be provided to connect to another public right of way UNLESS TOPOGRAPHY OR OTHER PHYSICAL FEATURES MAKE THIS CONNECTION IMPOSSIBLE.**

In 2013, when the Plan Commission and City Council approved the Wolfe Addition to Hawks Creek subdivision, the last parcel required to connect Jeffy Trail to Raymond Road, they did not find topography **or other unique physical features that would necessitate a cul-de-sac on Jeffy Trail.**

When the City purchased and subdivided the former Smithies property, they took on the responsibility of following its own development standards. If a private developer had subdivided the property, the City would have required the street be constructed concurrently with development.

However, the City made substantial improvement investments in this neighborhood. The question, why, was never answered. Taxpayer dollars went into these improvements and the city should take responsibility for those decisions. Residents have enjoyed the benefits of those investments over the past 20 years.

- **Without extending Jeffy Trail.** This attractive, well-maintained, safe and engaged residential environment meets the needs of a diverse population.
- **Without extending Jeffy Trail.** We have a local residential street, that is relatively narrow, meets the needs of pedestrians, bicyclists, motorists and vehicles associated with periodic service providers
- **Without extending Jeffy Trail.** The dead-end street and a cul-de-sac will protect sensitive environmental features.
- **Without the extension of Jeffy Trail.** The neighborhood street will discourage cut through non-local traffic and excessive travel speeds.
- **Without extending Jeffy Trail.** The City acknowledges that the plan as developed in 2005 no longer takes into consideration the other unique physical features that no longer make the consideration of extending Jeffy Trail a consideration.

Staff assumptions:

1. Provision of a southern outlet for the neighborhood, Jeffy Trail establishes an improved link to residential areas on Raymond Road, connecting homes on Oak View Drive to the remainder of the neighborhood to the north.
2. The Madison Area Transportation Planning Board (MPO) projected that 11% of trips where the adjacent neighborhood is an origin or destination would use the extension of Jeffy Trail to access Raymond Road.
3. Regular transit service is not likely in Jeffy Trail.
4. ***The connection would improve the efficiency of routing for City service vehicles, such as refuse collection and snow plowing.***

The residents who live in the area surrounding Jeffy Trail have been consistent in their resolve not to have the Jeffy Trail extension. Even with the extensive public participation that went into establishing the policies and recommendations of the Comprehensive Plan the residents directly impacted continued to strongly oppose the street connection and extension of Jeffy Trail.

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As the Alder representing these residents, I strongly disagree with the recommendations of the Planning Division's recommendation and rationale for the Jeffy Trail extension. Let the proposed resolution adopting the High Point Raymond Neighborhood Development Plan move forward as a supplement to the City of Madison Comprehensive Plan **without the extension of Jeffy Trail.**

**I am in support of removing the extension of Jeffy Trail out of the High Point-Raymond Neighborhood Development Plan.**