

SHARED NEIGHBORHOOD* VIEWS
regarding
POSSIBLE REROUTE OF MONONA
DRIVE ON JEROME STREET

prepared for
Public Meeting
between

City Engineering Department (City of Madison)
and
Impacted Neighborhood

June 20, 2012

* Bainbridge, Jerome,
East Winnequah, etc.

Robert J. Camfield
4214 Jerome St.

Process/Procedures

- Timeframe (10-11 days) allowed by the City Engineering Department (CED) insufficient for our neighborhood to fully organize and take account of the issue at hand, and present our views.
- Does CED have in place defined procedures for considering traffic reroute and related issues?
 - Public notice; information gathering; schedule.
 - Defined criteria for decisionmaking. Generally, one would expect CED to:
 - Weigh benefits and costs associated with proposed reroute.
 - Apply practiced methods to measure alternatives.

Reduced Value to Residents of the Neighborhood

- Significant reduction of Public Safety
 - Increased speed; vehicle frequency may rise several fold.
 - Yet, many small children reside directly within the neighborhood.
- Major schools sited at intersections, at each end of Jerome
 - As is, close proximity and congestion of cars, children parents, and buses presents discernable hazards: risks of children being hit by cars.
 - CED’s proposal would increase risks further – in particular, HS students driving through Frank Allis.
 - High school is a major athletic center.

Reduced Value to Residents...2

- Reduced facility and use; currently:
 - Children walk to school daily along Jerome Street.
 - Sidewalks are not currently in place.
 - Residents and others enjoy considerable jogging; walking, often with dogs; strollers with small children.
 - Jerome is a favored street for cycling.
- Reduced aesthetics at all levels
 - Visual aesthetic quality decline.
 - Significant rise in traffic-related noise.

Reduced Value to Residents...3

- Reduced activity, and loss/death of wildlife
 - Neighborhood residents currently enjoy plentiful wildlife (ground hog, squirrels, rabbits, song birds, occasional fox, etc.).

Essentially, what is the value or worth foregone as a result of the reroute of Monona Drive traffic to Jerome?

Higher risks to children, in particular

Gains from Change in Traffic Flow Pattern are Small

- Gains limited to vehicles originating:
 - North of Pflaum Road-South of Winnequah/Monona Drive, with destination to the Northeast.
 - Northeast, with destination to Pflaum Road/South of Winnequah/Monona Drive.
- All other origination-destination combinations are not assisted by opening Jerome Street
 - Originations south of Pflaum Road going around the Lake face bottlenecks at Monona Drive/Buckeye and Monona Drive/Cottage Grove.
 - Originations south of Pflaum Road going northeast: better to take Pflaum Road to Stoughton Road.
 - Originations in the northeast, going to South of Pflaum Road: better to take Stoughton Road to Pflaum Road.

Summary

- CED does not have a viable case to open Jerome St. The proposed reroute can be directly challenged on the following grounds:
 - Notice:
 - CED does not provide sufficient time for the neighborhood to organize a structured response.
 - Proposed reroute poses significantly higher risks to children/parents of Frank Allis School.
 - Hence, they are major stakeholders. Did CED notice them of the proposed traffic reroute? Hardy...

Summary...2

- No viable case to open Jerome Street...
 - Methods: if a viable approach for studying potential net benefits is available, CED makes no mention of it.
 - Has the potential gains and losses from the proposed action been measured or assessed?
 - Initial assessment – a qualitative perspective – suggests:
 - *Value of the losses* incurred by the neighborhood – in particular, public safety – are larger than any alleged benefits
 - reduced transport time for the select few to/from a comparatively small area.

Methods: if a viable approach for studying potential net benefits is available, CED makes no mention of it.

Has the potential gains and losses from the proposed action been measured or assessed?

Initial assessment – a qualitative perspective – suggests:

Value of the losses incurred by the neighborhood – in particular, public safety – are larger than any alleged benefits – reduced transport time for the select few to/from a comparatively small area.

#10