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February 17, 2014

City of Madison
C/o Department of Public Works, Engineering Division
C/o Board of Public Works
C/o Common Council
210 Martin Luther King, Jr. Boulevard
Madison, WI 53703

RE: Proposed Reconstruction of North St., Hoard St. and Commercial Ave.

Dear Sir or Madam:

I represent Robert Schubert, the owner of 2558 East Dayton Street, Madison, WI 53704, for what will be the past 25 years come May 31, 2014. There, he resides in the street level flat and rents out as income property the upper flat. I write to and appear before the Board of Public Works's Public Hearing and before the Common Council in order to advance Mr. Schubert's interests in the two proposals that had been presented to him last month by Glen Yoerger, P.E., Engineer 3, with the City's Department of Public Works, which two proposals are being considered for reconstructing the intersection that borders the southeast corner of Mr. Schubert's property.

Of the two proposals, Mr. Schubert prefers what was labeled "Alternative 1," where the intersection of East Dayton Street and North Street is redesigned and reconstructed so that the traffic island that currently exists there is removed entirely and replaced by the "Rain Garden" that Mr. Yoerger described to Mr. Schubert. Upon reading the "Fact and Details Sheet" that accompanied the Notice of Public Hearing for this project, we note that "Alternative 1" may remain as the City's sole solution because the "proposed changes include . . . The intersection of East Dayton Street and North Street will be realigned to provide a standard intersection and the existing triangle island will be removed." *Fact and Details Sheet, Proposed 2014 North St., Hoard St. and Commercial Ave. Reconstruction Project.* "Alternative 2" retains a redundant street (i.e., the northern branch of East Dayton Street). We hope that the City agrees and that the "proposed" change in Alternative 1 becomes the final, adopted change to the intersection there.

First and foremost, Alternative 1 advances the number one priority as to how the City of Madison may be "Improving Traffic Circulation from Residential Streets onto East Washington

Avenue” from the “Transportation and Safety” section of the *Emerson East–Eken Park Neighborhoods Plan*, where the City recommends:

Since East Dayton Street is a cutoff to North Street and because the triangle at East Dayton is currently used as a turnaround, this would assist with both the speeding problem and the cruising problem. Develop and implement a plan to close off the north sides of the traffic triangle at East Dayton and North Streets to reduce traffic cruising to and from East Washington in this residential area. Increase the size of the garden in the triangle.

Emerson East–Eken Park Neighborhoods Plan, March 1998 (as adopted by the City of Madison Common Council, Resolution No. 55212, March 17, 1998) at page 48 (accessed at <http://www.cityofmadison.com/planning/ndp/emerson.pdf> on February 17, 2014). The current Alternative 1 would complete the work detailed by the City in this number one priority, as the City finished years ago the work that “reconfigure[d] traffic circulation at East Washington–Kedzie–East Dayton by . . . sealing off East Dayton, creating a cul-de-sac.” *Id.* Alternative 1 also narrows East Dayton Street by adding two feet to the terrace on the south side of East Dayton Street.

The text of the 1998 Common Council Resolution No. 55212 detailed specific recommendations about this traffic triangle at East Dayton Street and North Street to the Traffic Engineering Division. In conjunction with the Police Department, the Division was tasked with taking lead implementing the following:

As part of the effort to address traffic flow and speed, request the Traffic Engineering Division, in conjunction with the Police Department, to investigate ways to deter vehicle traffic from circling off of East Washington Avenue to Kedzie and East Dayton Streets. Request Traffic Engineering Division to continue working with the neighborhood to identify effective ways to reconfigure traffic circulation at East Washington–Kedzie–East Dayton by possibility including the sealing off of East Dayton, creating a cul-de-sac. **Since East Dayton Street is a cutoff to North Street and because the triangle at East Dayton is currently used as a turnaround, this would assist with both the speeding problem and the cruising problem. Develop and implement a plan to close off the north sides of the traffic triangle at East Dayton and North Streets to reduce traffic cruising to and from East Washington in this residential area. Increase the size of the garden in the triangle.**

Id. at 71 (emphasis added). This recommendation was a priority for the Traffic Engineering Division only second to the bike route from the Emerson East–Eken Park Neighborhoods. *Id.*

Both Alternative 1 and 2 add a traffic circle on North St to the eastern edge of Mr. Schubert’s property. He sees the addition of that traffic circle as an appropriate traffic calming device to slow traffic on the more travelled North Street. He understands that the addition of that traffic circle there will mean that the current bus stop on the east side of the street from his home will be moved to a new location.

He understands too that the two alternatives for reconstructing the intersection outside his home do not include any proposal or plan for when and where that bus stop will be relocated. Those decisions as to the Madison Metro's overall needs will be made on another day. When that day arrives, however, Mr. Schubert would like the City to know that he has rather enjoyed the fact that the bus stop is just on the other side of his street, especially on Madison's frigidly cold days when he can hustle out his front door and yet catch the bus as he sees its approach going north on North Street. However, Mr. Schubert appreciates the "traffic flow" need that Glen Yoerger, P.E. detailed to him, which is that two-way traffic and a bus stop cannot flow well with a traffic island in the middle of the street just across from a bus stop on either side of the road. As a result, Mr. Schubert has made peace, to the most part, in knowing that he will just have to walk further to catch the bus from his home; he prefers just a small bit more the fact that traffic will be slowed on North Street with the traffic island's addition. Put simply, he likes the traffic island because it would prevent a bus stop from being added to his corner of the street, which means less trash, less foot traffic, and less noise there.

In contrast, Alternative 2 keeps the remnant boulevard and the Y on East Dayton Street west of North Street, with its "One Way" west that could confuse drivers heading east on East Dayton Street. Those confused drivers may improperly use the left fork to turn left on North Street, going the wrong way on the one way. While Alternative 2 has that visual traffic island which warns cars turning left from East Dayton Street (and going north on North Street) to go right around the remnant traffic triangle, Alternative 2 really is a redundant, poor plan.

Next, when considering the "curb appeal" of Alternative 1, Bob Schubert emphasizes that this intersection is right outside the living rooms' picture windows of his residence and his rental unit. Put simply, he cares about the beauty and appearance of that intersection. Currently, to his knowledge, he is sole neighborhood member that regularly cares for the perennial flowers and grass that grow inside the traffic triangle outside his front door. In a recent neighborhood newsletter, Mr. Schubert wrote:

Emerson East Neighborhood Flower Garden

There is an Emerson East Neighborhood Flower Garden in the triangular boulevard at East Dayton Street and North Street. Various neighbors used to tend it in the past. I, Robert Schubert, seem to be the only one who still does so. And I don't know anything about flowers! Neighborhood volunteers are welcome to use my water (2558 East Dayton Street) to water this boulevard. Weeding, and possibly trimming of flowers that have already flowered, is always valued. Mowing and raking of the grass by neighbors is preferable to having the city do so. The city lets the grass grow too long, then always cuts it with heavy equipment that leaves muddy ruts if cut after a rain.

Mr. Schubert is the last person, along with his handyman and his yard person, left taking care of this Emerson East Neighborhood Association garden. Nevertheless, Mr. Schubert is willing to water and care for the 'extra lawn' in front of his property (really the City's property). While he sees that neither alternative includes details about the grade of the slope of the new rain garden in Alternative 1, he prefers to have the grade slope away from his home (as would any homeowner when considering means by which to avoid flooding and waterproofing his

there. In all practicality and width, once cars are parked on both sides of the street, East Dayton Street is a one-way street.

Thank you for the opportunity to lobby for Robert Schubert's interests in the Proposed Reconstruction of North St., Hoard St. and Commercial Ave. To the extent that any concern has not been detailed sufficiently above, Mr. Schubert intends to attend the public hearing to speak on his own behalf and to be available to answer any questions.

Very truly yours,



Scott E. Mickelson

Cc: Ald. Larry Palm (via email District12@cityofmadison.com)
Robert F. Phillips, P.E., City Engineer
Art Hackett, Eken Park N.A.
Meredith Lowe, Emerson East N.A.
Mark Winter, Traffic Engineering
Matt Mikolajewski, Office of Business Resources
Tim Sobota, Metro Transit
Scott Langer, Traffic Engineering
Christy Bachmann, City Engineering
Linda Horvath, City Planning
Dean Kahl, City Forestry