

# Madison West Neighborhood Association



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## Why should the City of Madison end its plans to extend the JEFFY TRAIL local street?

The Jeffy Trail extension proposed by the Planning Department would create a local street connection that:

- Replaces a significant portion of the **heavily used Jeffy Bike Path** connection to the Ice Age Junction Bike Path.
- Cuts through a **significantly sloped City-owned and designated conservancy woods** purchased from the Audubon Society that run adjacent to the Dane County Ice Age Trail greenbelt corridor.
- Creates an **unintended cut-through** until the High Point arterial is completed.
- According to planners is intended solely to serve an **almost fully developed local neighborhood** as a local street.
- Is **opposed by the neighborhood** because of its impact on the **highly valued and unique Jeffy Bike Path and conservancy woods**.

The extension doesn't make PLANNING sense for the City, FINANCIAL sense for the City, and is not supported BY THE NEIGHBORHOOD TO BE SERVED by the local street extension or the NEIGHBORHOOD'S ALDER – Ald. Barbara McKinney.

### **The extension doesn't make PLANNING sense.**

Inconsistent with modern sustainable street network principles - Madison's current (and anticipated future) comprehensive plan is significantly influenced by "New Urbanism" principles which emphasize the importance of neighborhood connectivity when designing street networks. However, as illustrated by the Congress for New Urbanism seven principles for sustainable street networks, connectivity is not the sole priority in developing sustainable, community-enhancing street networks. The Jeffy Trail extension is not consistent with three key street network design principles of New Urbanism (<https://www.cnu.org/our-projects/street-networks/sustainable-street-network-principles>):

- Principle 4 – Integrate the Street Network with Natural Systems at All Scales  
"A sustainable street network respects, protects and enhances the natural features and ecological systems of its urban environment....The sustainable street network responds to natural features, resources, and systems by adjusting street density and connectivity."
- Principle 5 – Respect the Existing Natural and Built Environment  
"The scale and orientation of streets in the network celebrate the unique local and regional characteristics of the natural and built environment."
- Principle 6 – Emphasize Walking as the Fundamental Unit of the Street Network  
"Our most valued urban places are principally designed for the use and enjoyment of people on foot. This requires a finely woven fabric of streets and blocks that offer direct, varied pedestrian routes made interesting through careful design."

Short term focused, not long term focused – The Planning Divisions plan calls for significant realignment to Raymond Road and High Point Road, as well as additional development to the north and east of the neighborhood that will provide multiple better and alternative connections for the neighborhood than the Jeffy Trail extension. Although fire response times are currently within established minimum standards without the Jeffy Trail extension, completion of the Jeffy Trail extension will not reduce response times in the long term when the construction of the Raymond Road arterial realignment is completed. That realignment will reduce response times not only for the Jeffy Trail area but also for multiple other neighborhoods in the NDP.

Solves a traffic problem that doesn't exist – The Planning Division indicates that the traffic counts within the neighborhood are all so low that they fall below the measurement threshold of 1000 vehicles per day. The Planning Division has further concluded that **only 11% of trips** beginning or ending in the neighborhood would be diverted from existing connections to use the Jeffy Trail street extension. Planning staff "found no routing that resulted in or generators of "cut-through" traffic," but the neighborhood is highly skeptical.

Maintaining the existing termination of Jeffy Trail at the Bike Path is consistent with cul de sac ordinances – The street could terminate at Mill Creek Drive, and in its current configuration, the termination of Jeffy Trail is 109 feet from Mill Creek Drive

and 576 feet from Flagstone Drive. The unique natural feature of the City conservancy land also triggers an exception to the cul-de-sac ordinance: “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.”

**The extension doesn't make FINANCIAL sense.**

The City is projected to incur \$560,000 in additional capital budget expenses in addition to resident assessments – When the City of Madison has multiple capital needs, the City has an obligation to prioritize big and small capital projects to ensure those projects maximize benefits to the City. After balancing the very limited benefits of building the Jeffy Trail street extension against the harms that it would produce, the City of Madison should not use its limited capital budget funding to build the Jeffy Trail extension now or in the future. Cancelling proposed funding for the Jeffy Trail extension would free up funding for other more clearly beneficial capital expenditures.

**The extension is not supported BY THE NEIGHBORHOOD TO BE SERVED or the Neighborhood's Alder – Ald. McKinney**

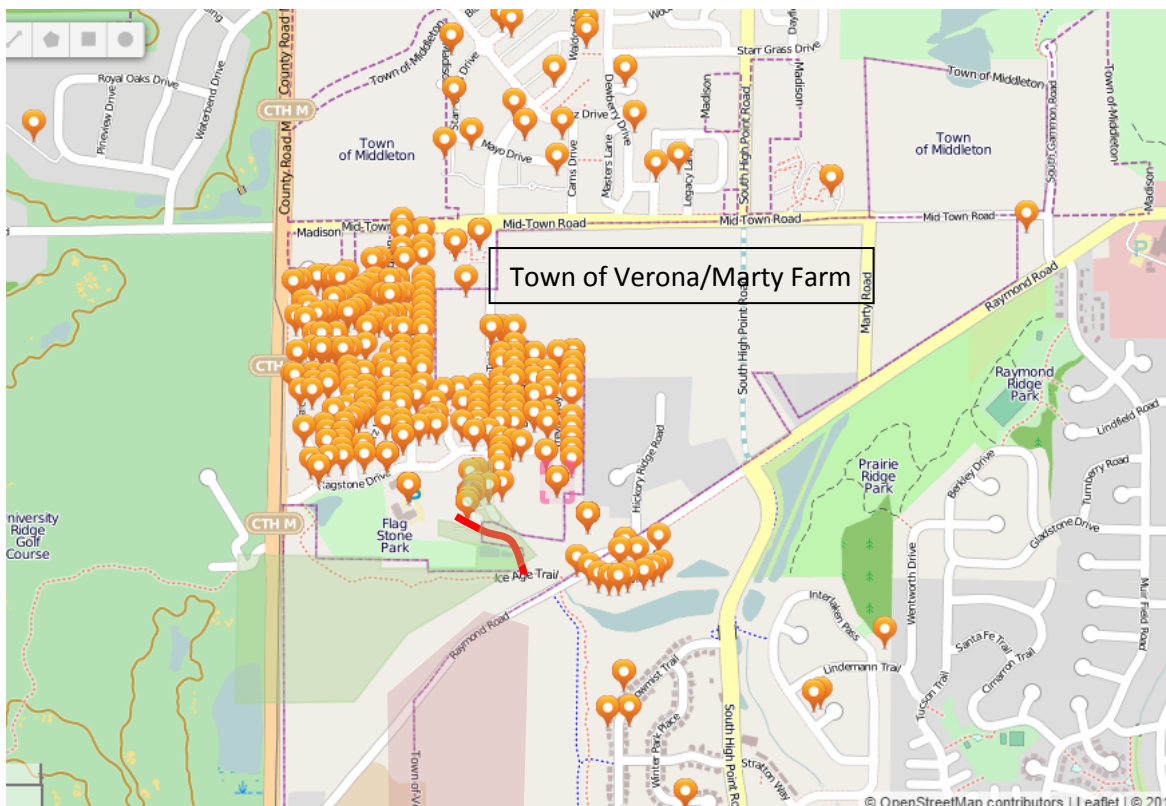
The neighborhood has embraced the Jeffy Bike Path and conservancy woods as a special asset of their neighborhood.

Over 420 individuals that live in the neighborhood or use the Jeffy Path for biking and walking signed a petition presented to the Madison Common Council in Fall 2015 expressing their opposition to the Jeffy Trail street extension. Their message: “When Madison has significant other priorities and fiscal challenges, Madison should not spend taxpayer dollars on a project “for the neighborhood” that is opposed “by the neighborhood” and services no critical need.”

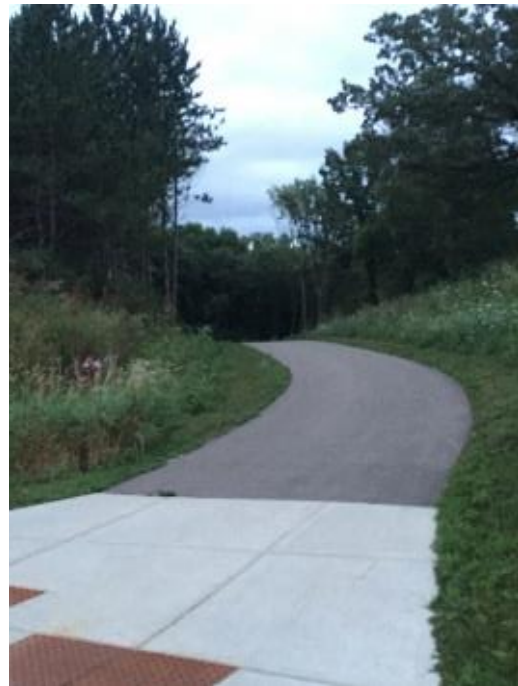
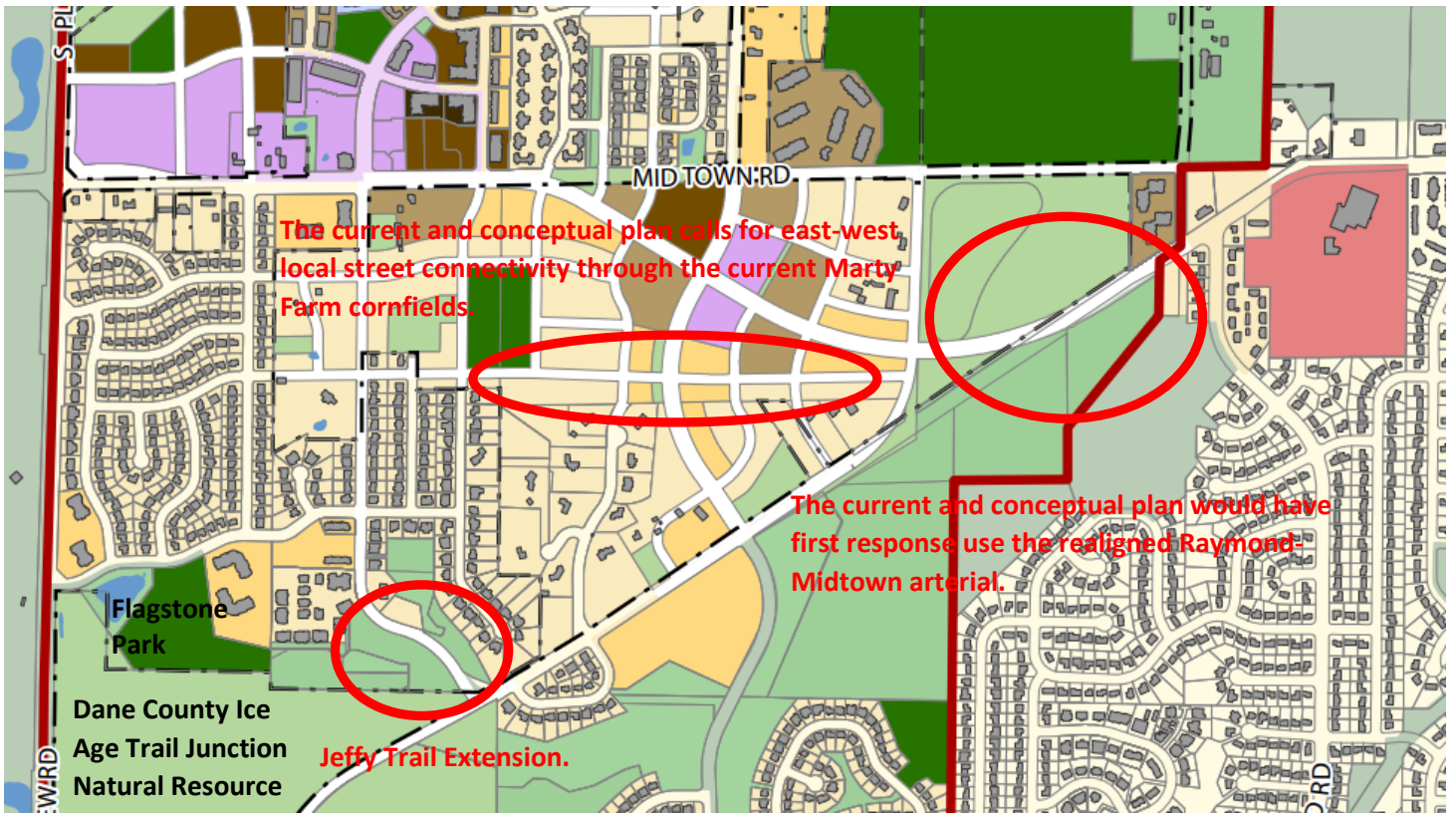
One bicyclist using the Jeffy Bike Path that lives in Midtown Commons shared this thought that sums up the neighborhood's perspective, “Building the street makes no sense. This is a beautiful area with a great bike path. I live in a complex that is about 75% Epic employees and amenities like the bike path and conservancy are why we live in Madison.”

As Chief Engineer Bob Phillips told the Board of Estimates on September 28, 2015, “The fact is at this time it looks very nice down there. It is a green space and somewhat wooded. People are using this space as a park and that isn't going to change as long as a road isn't there.”

**Petition Signatures Opposing the Jeffy Trail Street Extension By Address**  
**420+ Signatures; 80% of the Neighborhood to be Served by the Street**

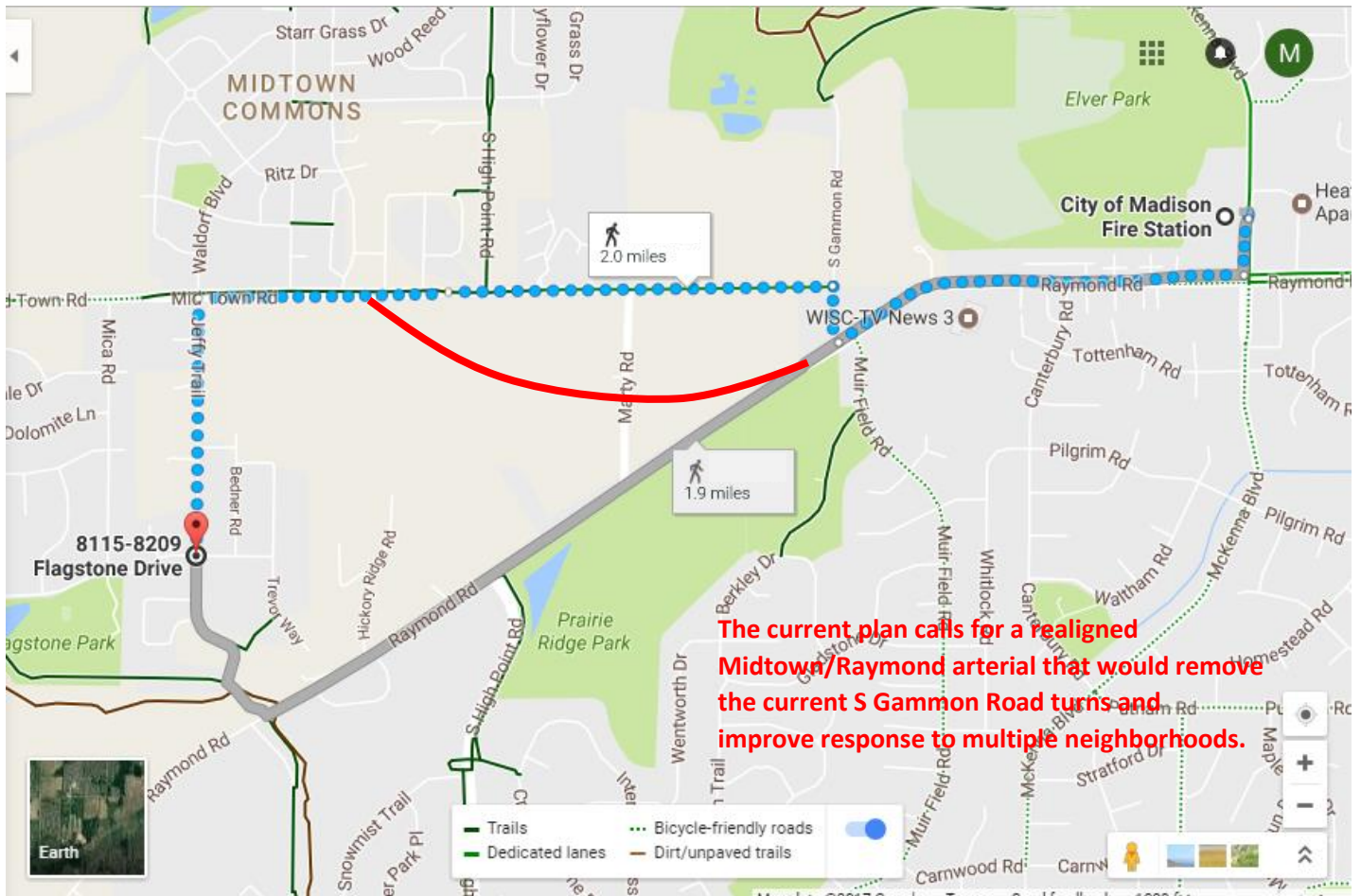


## The Conceptual Neighborhood Development Plan



End of Jeffy Trail and beginning of Jeffy Bike Path. Extension of Jeff Trail would be constructed over the Jeffy Bike Path for much of its length. Conservancy lands are to the right and ahead.

## Distances from Fire Station #7 to corner of Jeffy Trail and Flagstone Drive



The current plan calls for a realigned Midtown/Raymond arterial that would remove the current S Gammon Road turns and improve response to multiple neighborhoods.

Because the City of Madison has now achieved status as a “Class 1” Fire Protection Community by the Insurance Service Organization’s (ISO) Public Protection Classification program, all properties within **5 miles** of a fire station should now be eligible for reduced casualty premiums effective December 1, 2016. Properties within the Neighborhood Development Plan are well within that 5 mile travel distance.



The Jeffy Trail local street extension would exit this treeline 30 feet to the right of Badger Mill Creek and intersect Raymond Road. The Ice Age Trail National Scenic Trail also exits the woods at that location.

<http://usrwa.org/wp-content/uploads/USRW-Map.pdf>