

PETITION RE: ELDERBERRY NEIGHBORHOOD STREETS

WE, THE UNDERSIGNED, OPPOSE THE 2018 ENDP STREET DESIGN FOR BURNT SIENNA AND FARGO ROADS.



1. The 2018 Elderberry Neighborhood Plan joins developed local streets to a busy **regional highway** carrying 40,000 cars/day and to an **employment area** spawning 4,000 car trips/day for employees alone. Fargo and Burnt Sienna are thereby made collector streets, though not wide enough or strong enough to be such. We object to the increased volume and likely speed of through traffic produced by this plan.

2. **Adequate connectivity is available using other streets.** A total of nine other roads will provide connectivity (see map). Two of these are arteries, three are collector roads, and four are undeveloped local streets. Nine should suffice. Furthermore, Burnt Sienna and Fargo are not essential since they lie very near Schewe and Bear Claw.

3. The city entered into a **contractual agreement** with developers when it adopted the 2002 plan. That plan shaped Autumn Ridge, The Willows, Woodstone, and Sauk Heights. Home-owners became parties to the agreement when they purchased property from developers who, per the 2002 plan, offered quiet, residential neighborhoods protected from major traffic. (The 2002 plan moved traffic east to west over actual collectors, toward Bear Claw, Pleasant View, Schewe and Pioneer.) In accord with the earlier plan, developers also incorporated features incompatible with connectivity such as curvilinear streets and 20 foot setbacks; and they priced homes high to reflect the value of a quiet neighborhood. (The city also taxed them high.) Changing street design after the fact penalizes buyers who unknowingly built on busy streets; we believe this violates the terms of a prior legal contract.

4. Connectivity has its uses, but we advocate balancing it with **“context sensitive design.”** Endorsed by the Institute of Traffic Engineers and others, this principle considers the needs of neighbors, not just drivers, in order to create **livable neighborhoods**. It doesn’t just “spread traffic.” It addresses factors such as safety, streetscape attractiveness, support for social networking, walkability, and regard for children. Without context, **connectivity lowers quality of life by increasing noise, inviting speeding, raising the risk of accidents, endangering children, clogging narrow streets, interfering with walkability, contributing to crime and lowering property values.**

Therefore, we ask the city to consider the whole picture — costs as well as benefits. And we ask that, in accord with recommendations of the Institute of Transportation Engineers and the Federal Highway Administration, the traffic planning process involve all key stakeholders, **especially community members who will be calling these streets “home”** (and pay the city very high taxes to live here).

Name

Address

Trowbridge, David

Subject: RE: Elderberry Neighborhood Road Plan- Fargo Trail

From: Subhanjan Mondal [<mailto:subhanjan.mondal@gmail.com>]

Sent: Tuesday, April 10, 2018 10:34 PM

To: mmbergamini@wisc.edu; mnshahan@gmail.com; King, J Steven <district7@cityofmadison.com>; devos@ssc.wisc.edu; Skidmore, Paul <district9@cityofmadison.com>; debkenjohnson@charter.net; grantxyz@gmail.com; jpolewski@charter.net; kengofpluto@yahoo.com; Kamp, Charles <ckamp@cityofmadison.com>

Subject: Elderberry Neighborhood Road Plan- Fargo Trail

Dear Sir/Madam,

I am writing to you since you are in the Long Range Transportation Committee or Transportation Related Member responsible for planning roads in the Elderberry neighborhood.

I am a resident of the Elderberry neighborhood and am writing to address the new draft concept for the Elderberry neighborhood development road plan.

From the map describing the layout, I am concerned about the proposed joining of Fargo Trail to Mineral Point Road. Fargo Trail has already become very busy especially during the evening hours. The number will only increase if Fargo Trail is joined to Mineral Point Road and upcoming high density housing on the other side of Wilrich Street.

The area along Fargo Trail resides close to hundred elementary and middle children, who rides bikes, play outside in their backyards or go to the Sauk Heights Park in the summer months. With the proposed park on Fargo Trail (on the other side of Wilrich St), the new park will be well utilized by all the neighborhood children.

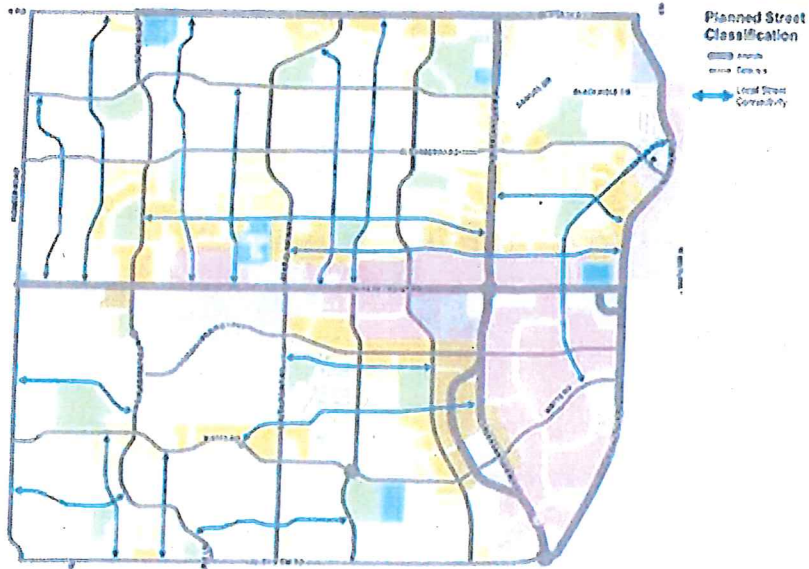
I want your attention to the unique location of the park and why it should be a common-sense matter not to connect Fargo Trail to Mineral Point Road. Having Fargo Trail connected all the way to Mineral point will bring more traffic to the area and increase the chances of accidents near the park. In many cases they could be children riding bikes. Wilrich St sits on a hill and extension of Fargo Trail further south towards Mineral Point road would mean that part of Fargo Trail would be down-hill. This interesting contour brings additional challenges for both drivers to judge what's down-hill and for children to respond in case they encounter incoming traffic. The Park is a much needed thing than the connectivity of Fargo Trail all the way to Mineral Point Road. As planners for roads it is your responsibility to build in safety for the residents.

The Elderberry neighborhood has an unusually high number of North-South connectivities from Mineral point to Old Sauk Road (11 –between Pioneer Road and N Pleasant View Road). The Bear Claw way is easily accessible to all in the neighborhood or for traffic from Mineral point or Old Sauk to go either way. There is also a proposal for high density housing on the other side of Wilrich St. It would be best if the high density housing area be connected through roads to Mineral point Road and a connection to Bear Claw way, and with a walk way to the park.

I strongly recommend that you do not extend of Fargo Trail to Mineral point rather end it at Wilrich St (as it is) with a walking path to the park. My proposal would save lives (primarily children). I don't know where you all live, but since you all are responsible in some way in the layout of the roads of the Elderberry Neighborhood, this is your chance to save lives. Give us something that the people in the neighborhood will enjoy, not regret. Please do not connect Fargo Trail further south to Mineral Point Road, end it at the Park.

Elderberry, Pioneer, Junction

Neighborhood Development Plans Update



Regards

Subhanjan Mondal

Trowbridge, David

From: S Goss <elderberry.northcentral@gmail.com>
Sent: Friday, May 25, 2018 1:28 PM
To: Trowbridge, David
Subject: petition opposing traffic patterns in ENDP
Attachments: cover letter on traffic in word.pages; Petition FINAL COPY in word.docx

Dear Secretary Trowbridge:

Members of the Elderberry Neighborhood will be attending the LRTP committee meeting on May 31 to voice our opposition to the way "connectivity" is being applied in the 2018 draft of the Elderberry Neighborhood Development Plan.

Approximately 185 people, to date, have signed a petition opposing the design of Fargo and Burnt Sienna Roads as shown in the 2018 draft. Specifically, they do not want Fargo or Burnt Sienna to connect directly to Mineral Point Road on our southern border.

Some of our arguments: 1) Mineral Point Road is a regional highway, with fast, high-volume traffic that will only increase over time. The temptation for drivers facing backups on Mineral Pt Rd will be to cut through our residential areas. 2) The four existing neighborhoods within this area were all laid out in keeping with the 2002 plan, which created local roads through our residential areas and routed traffic away from us onto arteries such as Elderberry Rd, Bear Claw Way, and Schewe Rd. To change that plan now is gravely unfair to existing homeowners who anticipated living on relatively quiet, protected streets. 3) Using local streets to connect traffic between a highway and an artery (Mineral Pt and Old Sauk) turns them into collector streets, despite the fact that they are narrow and have features such as curves that are not suitable for collectors. 4) Nine other streets are earmarked to carry traffic south to north; they include Schewe and Bear Claw, situated very near Fargo and Burnt Sienna; this should suffice for "connectivity."

In addition: We call your attention to the city's Neighborhood Traffic Management Manual, which calls for neighborhoods to be protected from the negative impacts of traffic -- and restriction of cut-through traffic to arterial roads. While recognizing the importance of good traffic flow, we advocate for context sensitive design as endorsed by the Institute of Traffic Engineers. It calls for balancing motorists' needs with those of residents in the interest of creating livable neighborhoods.

Attached is a copy of the petition letter and a copy of the cover letter we recently submitted to our alderman. (He has the original signatures; please let me know if you want a copy.)

We look forward to addressing the committee on this important issue. I would appreciate it if you could acknowledge receipt of this email.

Sharon Goss,
President, Elderberry Neighborhood Association

Trowbridge, David

From: Jennifer Brixy <jenniferbrixy@gmail.com>
Sent: Sunday, May 27, 2018 3:06 PM
To: Trowbridge, David
Subject: Elderberry Neighborhood Street Design Planning

Dear Mr. Trowbridge,

While I am unable to attend the upcoming Elderberry Neighborhood Planning meeting, I wanted to express my opposition to connecting Burnt Sienna Drive and Fargo Dr to Old Sauk Road and Mineral Point Road.

History

1) In 2002 the city drew up a neighborhood plan that would route traffic north from Mineral Point Road only as far north as Elderberry, then send it east or west to other **arteries** -- Bear Claw Way and Schewe Rd. In this way heavy traffic was kept on arteries and largely kept off local streets in Autumn Ridge, the Willows, Woodstone, and Sauk Heights. 2) In the 2018 draft, the design was completely changed. It now routes traffic directly north from Mineral Point, and from commercial areas along Mineral Point, through our neighborhoods via **local streets**. Jeff Greger, city planner, advocates for this as a way to "spread traffic" and improve "connectivity."

City Council's Vision

City policy seems to provide support for our petitioners. The Neighborhood Traffic Management manual, adopted by the City Council in 2016, states "Quality neighborhoods are the fundamental building blocks of a sustainable city, and to maintain this quality, Madison neighborhoods should be protected from the negative impacts of traffic." It takes this position in support of neighborhood "livability" -- defined by ability to feel safe, opportunity to interact with neighbors without distraction or threat, ability to experience a sense of home and privacy, having a sense of community and neighborhood identity, ability to walk and bike safely, and children's safety. All of these, the manual concedes, can be negatively impacted by unwanted traffic. On page 2 it succinctly offers this policy: "Neighborhood cut-through traffic should be routed to arterial streets..."

Here are the major arguments against the 2018 "connectivity" proposal in the neighborhood plan:

1. Residents see a huge safety and nuisance issue. Mineral Point Road is not just any typical city artery. It is a regional highway with a projected traffic count of 40,000 cars/day. Fargo and Burnt Sienna were not designed to handle large volumes of traffic. In fact, since they're narrow and have curves and other local-street features, they violate engineers' definition of what a connector street should be. Then there's the issue of speed: People routinely travel MP Road at 55 mph. Do we really think motorists will leave MP Road at 55 and calm down to 25 on our streets? Note that a police officer -- responding to a recent accident on Burnt Sienna -- told us we should not allow this street to connect to MP Road because it would lead to speeding problems, when there's already more speeding than they can control.

2. The 2018 plan is unfair. People who built homes along Fargo and Burnt Sienna did so believing they were building on residential streets, not on more heavily used collector streets. They did so based on the designs of developers who were following the 2002 city plan in which Autumn Ridge, the Willows, Woodstone, and Sauk Heights were quiet neighborhoods protected from a lot of through traffic. That 2002 plan served as the city's contract with developers and should serve, by extensions, as a contract with homeowners. As one resident said

recently, "It feels like the city is taking something away from us." Indeed, if the 2018 plan were adopted it would take a lot away from existing residents.

3. The 2018 plan shows 11 north-to-south routes between Mineral Point and Old Sauk. Both Fargo and Burnt Sienna are located near alternate north-south routes. Residents don't see a need for 11 routes. Without Fargo and Burnt Sienna there would still be nine other arteries, collector roads and local streets going south to north. (On these other local streets, where residents have not yet built, they can be advised in advance of their street's future use so they can decide whether or not to locate there.)

4. While connectivity can help move traffic, the Institute of Traffic Engineers and others advocate for a more nuanced approach -- considering the needs of neighbors along with those of motorists, in order to create livable neighborhoods. They advocate balancing connectivity with "*context sensitive design*." Unlike blanket use of connectivity, it addresses factors such as safety, streetscape attractiveness, support for social networking, walkability, and child safety.

5. Connectivity doesn't have to be an all or nothing matter. Residents suggest that traffic off Mineral Point be directed onto east-west arteries, such as Brader, and from there to north-south arteries: Schewe, Pioneer, Bear Claw and Pleasant View. This would allow for multiple routes through the neighborhood without turning local streets into *de facto* collector streets.

6. We pay hefty taxes. We'd like some say in this process.

Thank you very much for your time and for the consideration.

Respectfully,
Jennifer Brixy

May 28, 2018

VIA ELECTRONIC MAIL (David Trowbridge, Secretary – Transportation Planning Committee:
dtrowbridge@cityofmadison.com)

RE: Potential Neighborhood Traffic and Street Usage

Dear David,

We are current homeowners in the Autumn Ridge Reserve neighborhood, which as you may know is part of the Elderberry neighborhood. Current revisions are being proposed to the 2002 Elderberry Neighborhood Plan ("ENP"). One such revision includes substantial changes to how traffic will be routed from Mineral Point Road. Based on feedback from Jeff Greger, the City planner, the rationale for revising the traffic pattern is to foster connectivity and spread traffic. Essentially, the City wants to re-route traffic directly north from Mineral Point, and from commercial areas along Mineral Point, resulting in a massive influx of traffic through our residential streets. This letter serves as our written statement to you that we have significant safety and livability concerns about this large influx of traffic. Furthermore, the Plan did not intend for this traffic pattern, and we, and presumably several of our neighbors, relied on the Plan when we purchased our current home.

The re-routing of the Mineral Point traffic to our local residential streets will mean substantially more cars on our streets and increased speeding issues and accidents. It also creates a substantial nuisance of funneling massive amounts of traffic through a neighborhood. Our residential streets are not made to support the amount of traffic from Mineral Point; the streets would have been designed much differently if that was the goal. Our neighborhood has already seen speeding and accident issues but allowing the substantial increase of traffic from Mineral Point will result in many more accidents, unsafe streets, and generally a huge decline in the livability of our neighborhood. Simple things like walking, biking, and driving on our residential streets become extremely hindered, which is something all homeowners consider when purchasing a home.

Please also note that the proposed revisions allow for alternate routes to foster the connectivity the City is seeking. This means the City has other options than making this substantial traffic change to our neighborhood and directly contradicting the Plan. More importantly, certain of these other alternate routes are through neighborhoods that do not yet exist. If the City wants to try and use those future residential streets, it should start with those first rather than our neighborhood. Those future residents will have an opportunity we current homeowners did not: to know that their residential streets will be used for Mineral Point traffic. Those future residents can then decide if they want to live in the newly developed neighborhood.

Finally, as mentioned above, the Plan has been in place since 2002. Homeowners and other third parties since that time have relied upon and used that Plan as the guiding principle and structure for these current neighborhoods. If third parties, particularly homeowners and developers, cannot rely on this Plan or any adopted plans, then what purpose do the plans serve? Our homes are expensive and have high taxes – to make this fundamental change to the Plan and cause a significant impact to our livability is unacceptable and frustrating. Further, we chose our neighborhood and home for its positive livability.

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Please consider our statement carefully and note that the only reason we are unable to attend the May 31, 2018 meeting to discuss the above issues is due to having a newborn at home. We hope that the safety and livability of our neighborhood remains strong and would prefer not to have to relocate. Please do not hesitate to contact us with any questions or concerns. Thank you for your time.

Regards,

/s/ Peggy L. Barlett

Peggy L. Barlett, J.D.

/s/ Carl A. Barlett

Carl A. Barlett, J.D.

Trowbridge, David

From: Katie Wells <katiewells87@gmail.com>
Sent: Tuesday, May 29, 2018 1:08 PM
To: Trowbridge, David
Subject: Opposing Elderberry Neighborhood 2018 Traffic Plan

Hello Mr. Trowbridge,

I am writing to you opposing the current traffic plan to connect Fargo Trail and Burnt Sienna to Mineral Point Rd. Unfortunately, I am unable to attend the May 31st meeting to oppose this plan in person. But I would like my email to be considered. I am also one of the 180+ people who signed the petition opposing the new plan. I agree and stand behind all of the points made on our petition.

My family and I live on Fargo Trail, we recently moved there in 2017. When we purchased our home we were aware of the 2002 plan which did not have Fargo Trail connecting to Mineral Point Rd. We bought our home with the thought that it would remain on a quiet residential street. If the 2018 traffic plan is approved, it will affect our home value in the future. The same house on a busy street will sell for less money than a home on a quiet residential street. The city needs to consider how this will affect the current residents and home owners financially. We are tax payers and our opinion on changes to our neighborhood and streets should be considered.

If you enact the new 2018 Traffic Plan you will be destroying our quiet neighborhood and turning what were meant to be residential streets in to busy connector streets. Burnt Sienna and Fargo Trail are small residential streets and were not constructed to hold large amounts traffic. We have a 3 year old little boy who loves to ride his bike on our side walks. If our street becomes a connector street, I feel that his safety will be in jeopardy when he is in our front yard playing. Do you really think that people driving on Mineral Point Rd at 55 mph will slow down to 25 mph when they turn on to Fargo or Burnt Sienna? If you have a family or children, how would you feel if your residential street was going to be connected to a highway?

Try to put yourself in the shoes of the people who live in this neighborhood and bought/built their homes thinking they would remain residential streets. Please ask the committee to do the same.

Please consider these factors and all the points made on our petition opposing this traffic plan.

Respectfully,

Katie Wells
225 Fargo Trail

Trowbridge, David

From: Jason Schoephoester <jrschoep@yahoo.com>
Sent: Wednesday, May 30, 2018 1:29 PM
To: Trowbridge, David
Subject: Message to the Transportation Planning Committee for the May 31 Meeting

David-

I live on Fargo Trail in the Elderberry Neighborhood. The below message is for the Transportation Planning Committee meeting tomorrow (Thursday, May 31) can you please forward my message to the appropriate committee member(s). I would like to attend the meeting to voice my concerns; however, my wife is out of town and I have a young daughter to take care of.

Thank you,
Jason Schoephoester
501 Fargo Trail

Dear Transportation Planning Committee Members,

My wife, my young daughter, and myself live on Fargo Trail in the Elderberry Neighborhood. We are very concerned about proposed changes to the long-term plan for the neighborhood. Some of these changes, if they would have been in the original 2002 plan, would have likely influenced our decision to purchase in this neighborhood.

In the original plan traffic from Mineral Point Rd was only routed as far north as Elderberry Rd, and far less residential thoroughfares (Bear Claw Way and Schewe Rd) were utilized. The 2018 draft calls for this heavy traffic to now be routed through local residential streets, such as Fargo Trail and Burnt Sienna. Would Jeff Greger, a proponent of this plan, agree with it if he lived on one of these streets? Would the committee members want a drastic increase in traffic on their quiet streets?

The City Council's own Neighborhood Traffic Management manual, adopted by the City Council in 2016, states "Quality neighborhoods are the fundamental building blocks of a sustainable city, and to maintain this quality, Madison neighborhoods should be protected from the negative impacts of traffic." It takes this position in support of neighborhood "livability" -- defined by ability to feel safe, opportunity to interact with neighbors without distraction or threat, ability to experience a sense of home and privacy, having a sense of community and neighborhood identity, ability to walk and bike safely, and children's safety. All of these, the manual concedes, can be negatively impacted by unwanted traffic. On page 2 it succinctly offers this policy: "Neighborhood cut-through traffic should be routed to arterial streets..."

We, as residents, see a huge safety and nuisance issue with this draft proposal. The following are our concerns:

1. Mineral Point Road is not just any typical city artery. It is a regional highway with a projected traffic count of 40,000 cars/day. Fargo and Burnt Sienna were not designed to handle large volumes of traffic. In fact, since these streets are narrow, have curves and other local-street features, they violate engineers' definition of what a connector street should be. Then there is the issue of speed: People routinely travel Mineral Point Rd at 55 mph. I can't see motorists on their way to/from work slowing from 55 mph to 25 mph in a neighborhood they don't live in.

2. The 2018 plan is unfair to the longtime residents. People who built homes along Fargo Trail and Burnt Sienna did so believing they were building on residential streets, not on more heavily used collector streets. We purchased based on the designs of developers, who were following the 2002 city plan.
3. The 2018 plan shows 11 north-to-south routes between Mineral Point and Old Sauk. Both Fargo Trail and Burnt Sienna are located near alternate north-south routes. Residents don't see a need for 11 routes. Without Fargo and Burnt Sienna there would still be nine other arteries, collector roads and local streets going south to north. On these other local streets, where residents have not yet built, they can be advised in advance of their street's future use so they can decide whether or not to locate there.)
5. Connectivity doesn't have to be an all or nothing matter. Residents suggest that traffic off Mineral Point be directed onto east-west arteries, such as Brader, and from there to north-south arteries: Schewe, Pioneer, Bear Claw and Pleasant View. This would allow for multiple routes through the neighborhood without turning local streets into *de facto* collector streets.
6. Finally, we pay hefty taxes; therefore, we feel like we should have a say in the process.

Sincerely,
Jason Schoephoester
501 Fargo Trail

Trowbridge, David

From: Badger91 JCE <jeimermann@gmail.com>
Sent: Wednesday, May 30, 2018 3:19 PM
To: Trowbridge, David
Cc: Dana Eimermann
Subject: Keep Burnt Sienna Drive and Fargo Trail as residential streets!

Mr. Trowbridge:

As a Woodstone resident whose property borders Fargo Trail (9401 Cobalt Street), I strongly urge the City of Madison Transportation Committee to keep Burnt Sierra Drive and Fargo Trail as residential streets. Please consider the following facts:

- 1) Mineral Pt. Road is a busy regional highway that will suck traffic onto local streets, and the commercial area will also generate a lot of traffic.
- 2) Residents such as my wife and I built along Fargo and Burnt Sienna believing these were quiet streets, based on the 2002 plan adopted by the City.
- 3) Fargo and Burnt Sienna are too narrow and have too many curves to be safe "collector" streets.
- 4) The City's traffic manual states that cut-through traffic should be directed to arteries, not local streets.
- 5) The 2018 plan shows 11 streets drawing traffic off of Mineral Pt Road; this is excessive.
- 6) In keeping with city traffic policy, residents believe the Elderberry traffic plan needs to address the needs of residents, not just cars.

I truly hope the committee will make the right decision and leave these roads as residential streets.

Respectfully,

--

John Eimermann
jeimermann@gmail.com
608-279-5055

Trowbridge, David

From: Siva Sajjala <siva.sajjala@gmail.com>
Sent: Wednesday, May 30, 2018 3:39 PM
To: Trowbridge, David
Subject: Street layout problems in the ENDP (Elderberry Neighborhood Development Plan)

Respected Sir,

I am Siva Sajjala living at 422 Burnt Sienna Dr, Middleton WI 53562. We moved into this house in 2016 thinking of a quite neighborhood. But with the new 2018 Elderberry development plan, we are not happy especially with the proposed collector streets between Mineral point Rd and Old Sauk Rd thru our neighborhood. I would like to bring our concerns to your notice in the wake of Transportation meeting to be held on 05/31/2018.

City is planning 'Burnt Sienna Dr' as a collector road between Mineral Point Rd and Old Sauk Rd.

- With the planned office space, apartments in south edge (Mineral Point Rd) and also cottage housing, day care center at the north edge (Old Sauk Rd), we can expect dense/heavy load traffic passing thru Burnt Sienna Dr. Though it is a collector street, traffic can easily be diverted to these rds from both ends especially when traffic is backed up and also once the roads are built GPS apps would certainly force more traffic.
- In 2002 elderberry neighborhood plan there is no mention of this collectors roads between mineral point and old sauk. There were only east west connectivity. So with this new 2018 Elderberry neighborhood plan and planned collector rds, quite neighborhood will see a rapid increase in traffic and definitely we weren't aware of this plan before we purchased our home in this neighborhood.
- As of now our neighborhood doesn't have much traffic and kids play around without any hassle. But with this proposed traffic, we afraid its not going to be kids safe zone any more. It would be increasingly difficult for the parents to keep a watch on surroundings.

With all the above concerns, we think it is not fair for the City to undertake this plan as it is. we would like city to please consider our request not make Burnt Sienna Dr as connector rd from Mineral point.

We really appreciate if you consider our request and looking to this matter.

Thanks, Siva.

422 Burnt Sienna Dr
Middleton WI 53562

Trowbridge, David

From: shakila banu <shakila_kadhar@yahoo.com>
Sent: Wednesday, May 30, 2018 3:47 PM
To: Trowbridge, David
Subject: Request to keep Burnt Sienna as a residential street

Good Evening Mr. Trowbridge,

As a resident of the Burnt Sienna Drive, i would like to express my concern and register my opposition for connecting Mineral Point Rd directly to Burnt Sienna for the following reasons.

- 1) Mineral Pt. Road is a busy regional highway that will suck traffic onto local streets, and the commercial area will also generate a lot of traffic.
- 2) Residents built along Fargo and Burnt Sienna believing these were quiet streets, based on the 2002 plan adopted by the City.
- 3) Fargo and Burnt Sienna are too narrow and have too many curves to be safe "collector" streets.
- 4) The City's traffic manual states that cut-through traffic should be directed to arteries, not local streets.
- 5) The 2018 plan shows 11 streets drawing traffic off of Mineral Pt Road; this is excessive.
- 6) In keeping with city traffic policy, residents believe the Elderberry traffic plan needs to address the needs of residents, not just cars.

Please consider residents concern and hope to see a positive result,

Thanks,
Shakila Banu
409 Burnt Sienna Drive

Trowbridge, David

From: Sailu Thummaluru <sailaja.thummaluru@gmail.com>
Sent: Wednesday, May 30, 2018 4:00 PM
To: Trowbridge, David
Subject: Street layout problems in the ENDP (Elderberry Neighborhood Development Plan)

Respected Sir,

I am Sailaja Thummaluru living at [422 Burnt Sienna Dr, Middleton WI 53562](#). We moved into this house in 2016 thinking of a quite neighborhood. But with the new 2018 Elderberry development plan, we are not happy especially with the proposed collector streets between Mineral point Rd and Old Sauk Rd thru our neighborhood. I would like to bring our concerns to your notice in the wake of Transportation meeting to be held on 05/31/2018.

City is planning 'Burnt Sienna Dr' as a collector road between Mineral Point Rd and Old Sauk Rd.

- With the planned office space, apartments in south edge (Mineral Point Rd) and also cottage housing, day care center at the north edge (Old Sauk Rd), we can expect dense/heavy load traffic passing thru Burnt Sienna Dr. Though it is a collector street, traffic can easily be diverted to these rds from both ends especially when traffic is backed up and also once the roads are built GPS apps would certainly force more traffic.
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- As of now our neighborhood doesn't have much traffic and kids play around without any hassle. But with this proposed traffic, we afraid its not going to be kids safe zone any more. It would be increasingly difficult for the parents to keep a watch on surroundings.

With all the above concerns, we think it is not fair for the City to undertake this plan as it is. we would like city to please consider our request not make Burnt Sienna Dr as connector rd from Mineral point.

We really appreciate if you consider our request and looking to this matter.

Thanks, Sailaja.

[422 Burnt Sienna Dr](#)
[Middleton WI 53562](#)

Trowbridge, David

From: joey kick <kick@tds.net>
Sent: Wednesday, May 30, 2018 9:24 PM
To: Trowbridge, David
Subject: 5/31 Transportation committee meeting

Hello,

We're unable to attend tomorrow night's Transportation Committee meeting but want to voice our opposition to the plan to connect Burnt Sienna and Fargo Roads to Mineral Point Road.

These residential streets weren't designed for this type of traffic and our home was purchased with the understanding they would remain residential streets. It impacts the safety of our young children. Already with the development in our area in recent years, Fargo has become more dangerous with cars speeding and even passing school busses with their stop signs out. Any additional traffic would be a safety risk.

Thank you!

Joe and Kelly Kick

Trowbridge, David

From: Matthew Bliss <blisshand8431@gmail.com>
Sent: Thursday, May 31, 2018 4:49 AM
To: Trowbridge, David
Subject: Elderberry Neighborhood Traffic

Dear Mr. Trowbridge,

I would like to express my strong opposition to the proposed plan by the City of Madison to convert my street, Burnt Sienna Dr. to a "connector" artery between Old Sauk Rd and Mineral Point Rd. As I am sure you have heard from numerous other residents of our neighborhood, these neighborhood streets were not designed to handle the very large amount of traffic that will be diverted between these two major roadways. Furthermore, the homes on our street were designed and placed on our lots with the understanding that Burnt Sienna Dr would be a normal residential street, not a major connector street. Subsequently, our homes and yards are situated closer to the street than they would have been had this proposed traffic plan been known during the planning of our neighborhood. I have already witnessed the potentially deadly effects of this increased traffic this spring when a large construction vehicle lost control while turning onto Burnt Sienna and crashed into a home and totaled a car parked in front of the home. This vehicle narrowly missed striking the owners of the wrecked car who were just a few seconds away from getting into their car. Many of us in this young neighborhood, my wife and I included, have children and are gravely concerned for their safety in light of the City's proposal. I urge you to allow my neighborhood street to remain just that: a safe and quiet neighborhood street that is protected from an excessive traffic volume it was never designed to handle. Thank you for your consideration.

Respectfully,

Matthew S. Bliss, M.D.