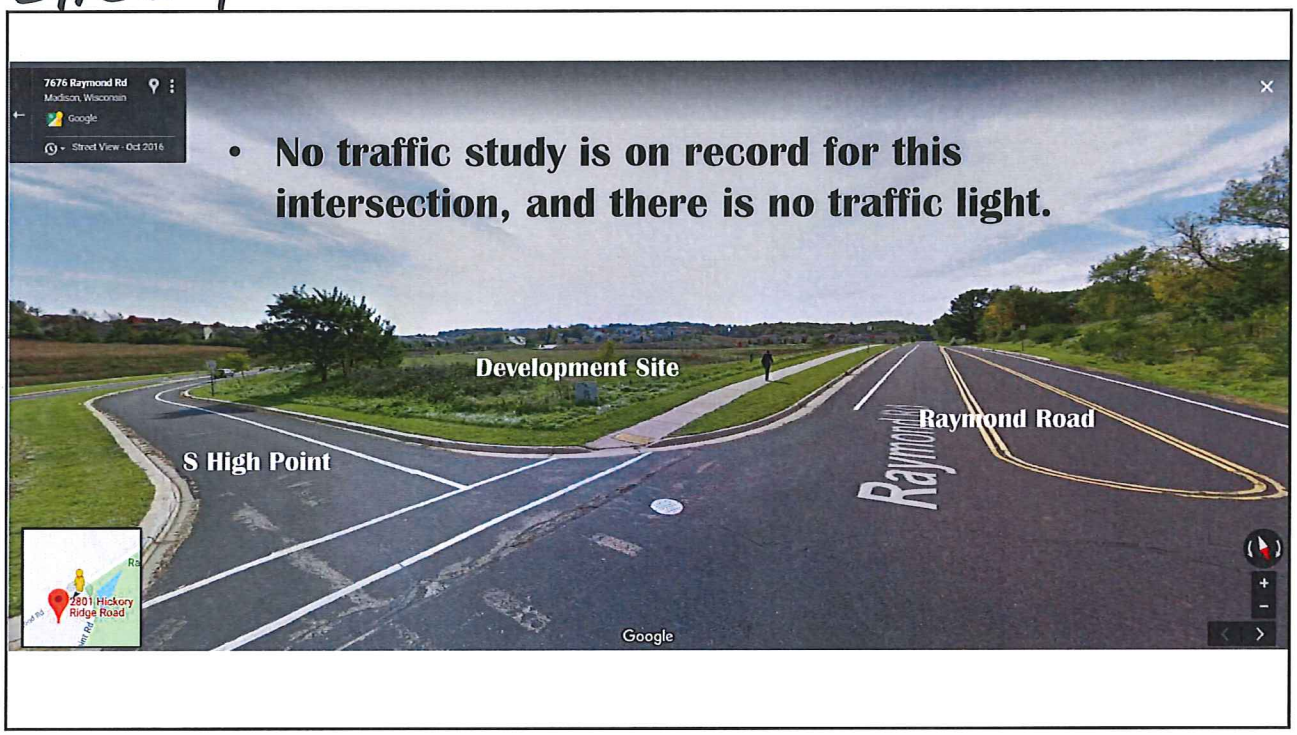
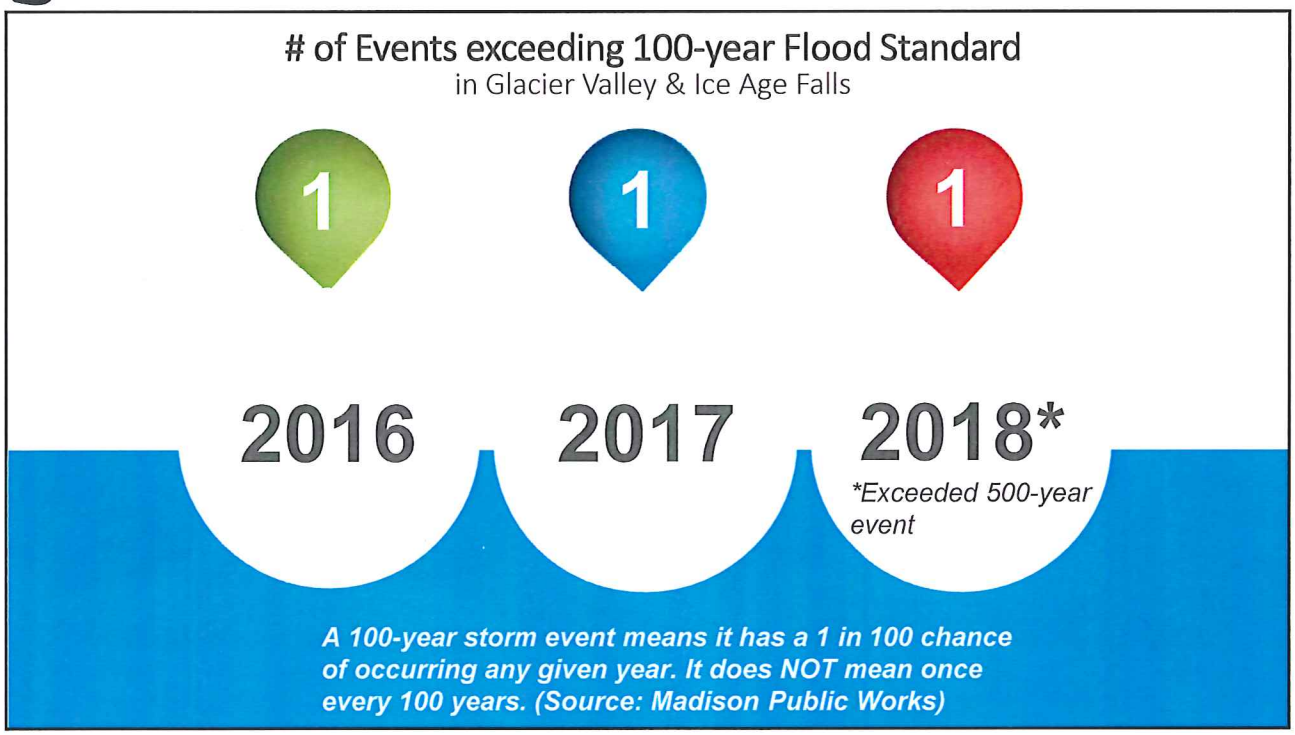
Slide 1


7676 Raymond Rd
Madison, Wisconsin
Google
Street View - Oct 2016
• No traffic study is on record for this intersection, and there is no traffic light.
Development Site
Raymond Road
S High Point
2801 Hickory Ridge Road
Google

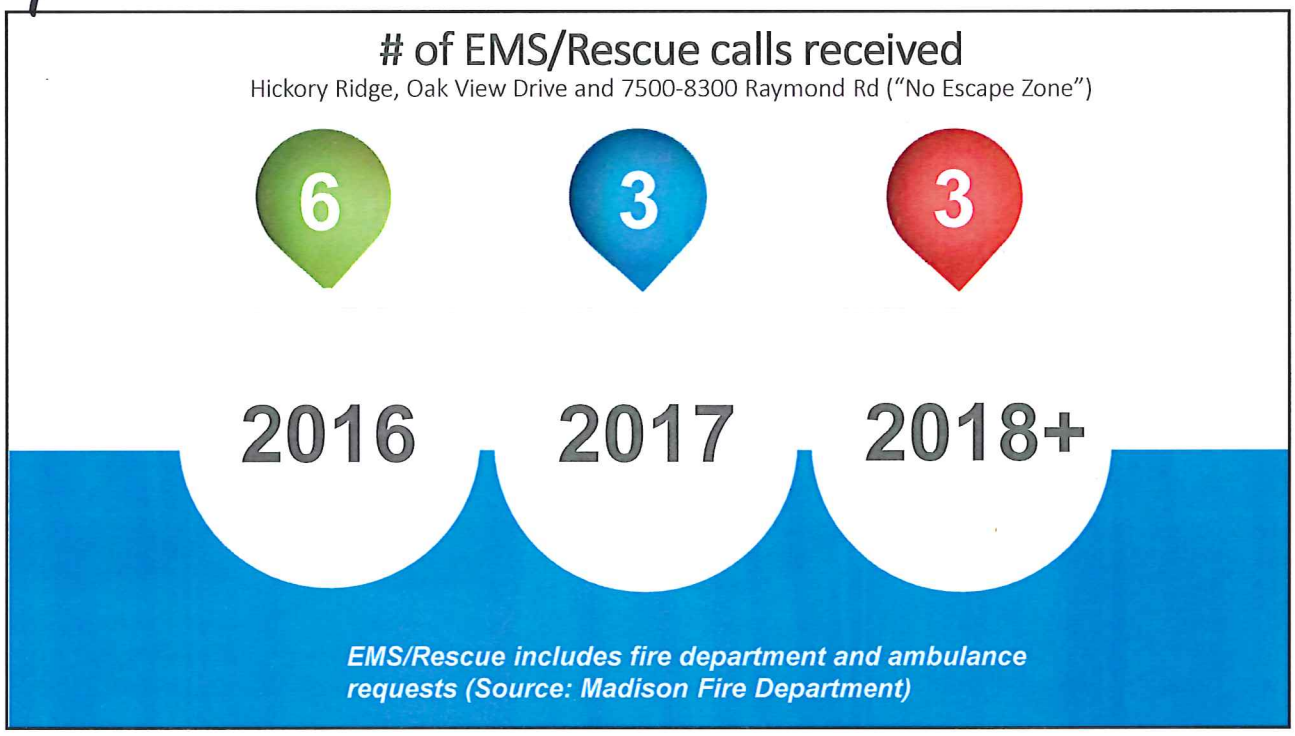
2

Marty Rd
ROAD MAY FLOOD
Raymond Road
S High Point
2801 Hickory Ridge Road
BIKE ROUTE
ROAD MAY FLOOD
DEAD END
DEAD END
"No Escape Zone": No egress during flooded roads

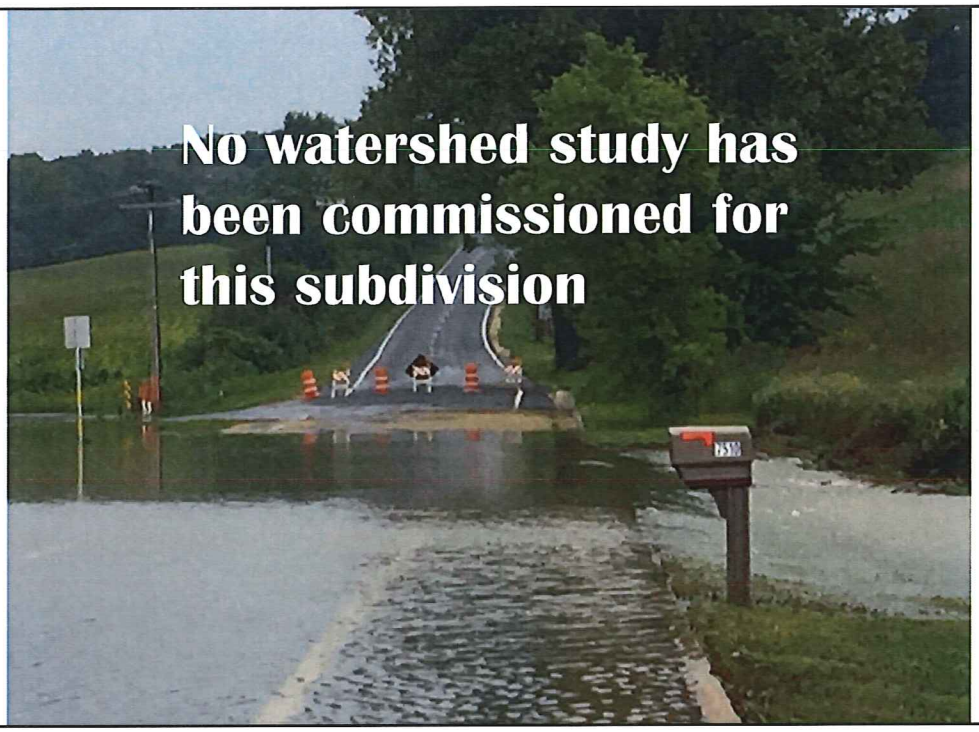
3


# of Events exceeding 100-year Flood Standard
in Glacier Valley & Ice Age Falls
1
1
1
2016
2017
2018*
*Exceeded 500-year event
A 100-year storm event means it has a 1 in 100 chance of occurring any given year. It does NOT mean once every 100 years. (Source: Madison Public Works)

4


# of EMS/Rescue calls received
Hickory Ridge, Oak View Drive and 7500-8300 Raymond Rd ("No Escape Zone")
6
3
3
2016
2017
2018+
EMS/Rescue includes fire department and ambulance requests (Source: Madison Fire Department)

5


No watershed study has been commissioned for this subdivision

6

August 21, 2018
(day after flood event)
Home closest to development site

7

August 20, 2018
(night of flood event)
Submerged electrical boxes

8

August 21, 2018
(day after flood event)
Marty Road & Raymond

9

August 21, 2018
(day after flood event)
Cars stranded on S. High Point

10

Houston's Flood Is a Design Problem
It's not because the water comes in. It's because it is forced to leave again.
IAN BOGOST AUG 28, 2017
EXIT 49B
N Main St
Houston Ave
EXIT ONLY
49B
EXIT
EXIT
35
Houston, TX (2017 floods)
- 88 casualties – lack of EMS access
- Billions in property damage
- Attributed to poor designs and infrastructure debt

//

- **Create an action plan for an egress – put a date on it to make it happen**
- **Revise the standards of approval to include holistic conditions – and set the precedent now**
- **Don't hold the public hostage**

Defer re-zoning approval of Raymond/S High Point until safety & environmental concerns met

John Kim started this petition to Madison Common Council

We, the undersigned, request that the Madison Common Council defer the re-zoning approval of the land parcel at 2801 Hickory Ridge Road (next to Raymond & S High Point) until public safety and environmental concerns are addressed

The concerns are centered on the absence of any plans to improve the infrastructure and connectivity conditions of the Glacier Valley/Ice Age Falls subdivision, despite proposed development linked to this re-zoning that would double the residential density.

Specific concerns include the lack of egress and EMS access in the event of future flooded roads, no watershed or traffic studies assigned to this subdivision to assess current conditions, no publicly available storm water and erosion control plans from the developer ensuring they meet or exceed current standards, and no road/traffic improvement plans to mitigate increased congestion and excessive driving speed that would be exacerbated by this development.

391 have signed. Let's get to 500!

Defer re-zoning approval of Raymond/S High Point until...

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Fact 1: there is no egress for homeowners in the NW corner of Ice Age Falls and for future occupants of the proposed development in the event of future flooded roads

In the last 3 years, there have been 3 occurrences where rainfall in Ice Age Falls exceeded Madison's 100-year, 24-hour storm event threshold (source: Madison Public Works Engineering). This resulted in our retention ponds overflowing beyond capacity and runoff carrying over onto S. High Point Road and Marty Road. In August 2018, the flood conditions were so severe that both roads were impassable and cars were stranded in the flooded streets. This flood event trapped a large number of residents with no alternate egress and endangered our safety by leaving us without access to emergency response teams.

Safety being the single most important concern for this neighborhood, we request an egress street be completed to alleviate future safety risk prior to approving this re-zoning. If this is not addressed, occupants of the proposed development site would be immediately exposed to the same risk in the event of future flooded roads.

Two egress options were either struck down by previous Common Council vote (the Jeffy Trail extension in August 2017), or is still in prolonged uncertainty due to private property (merging of N & S High Point Rd).

Fact 2: no formal watershed study is planned for this neighborhood

The Public Works Engineering Division has not previously commissioned a watershed study on Ice Age Falls. This subdivision is not included among the list of new watershed studies commissioned this year. Based on this, there is insufficient empirical data to assess the extent of runoff in this subdivision, or the quality of existing storm water management controls. We do not agree with new development being introduced without first understanding whether our current storm water conditions can sustain recent climate changes.

There is a storm water basin immediately adjacent to the proposed development site that overflows often and is frequently the first to storm water control to exceed capacity during heavy storms. Homeowners along Oak View Drive have experienced multiple occasions in the last few years where

overflow from the storm water basin has crept onto residential lots. During the August 2018 rainfall, the overflow from the failed basin was so excessive that homes on Oak View Drive were within mere feet of considerable property damage. Public safety was at risk due to pad-mounted transformer boxes in the backyard being completely submerged.

We request the city complete a watershed study on this subdivision and repair any storm water controls known to be defective prior to this re-zoning. In this case, the defective storm water control is the closest one that would service the proposed development site.

Fact 3: the developer has yet to share storm water impact data
The topography of Ice Age Falls is unique in that there are multiple sources of storm water retention ponds and basins immediately adjacent to where roads are at their lowest elevation. Runoff naturally flows towards Marty Road along Raymond (the most flood prone area in the entire neighborhood), or flows toward the middle of S High Point.

We are concerned the landscaping and elevation impact from this proposed development will over-stress the existing storm water management and contribute to a higher risk of overflow, risk to property damage and risk to safety from submerged electrical transformer boxes.

Given this subdivision's proclivity to have flooded roads and property lines, we believe it is in the public's best interests to require the developer demonstrate their peak runoff rates safely pass the 100-year, 24-hour storm event threshold before the development is approved. Therefore, we request the Common Council not vote to approve this re-zoning until after the developer's landscaping/elevation plans have been made public, reviewed by residents of the subdivision, and approved by city engineering.

Fact 4: there are no plans to improve traffic flow along Raymond & S High Point
Per the Traffic Engineering division, more than 6,000 vehicle trips are made through Raymond & S High Point intersection

each day. This proposed development will invariably worsen the traffic bottleneck at this intersection, which is a heavily used thoroughfare for residents and commuters from other neighborhoods. This development plan does not include adding a traffic light at this intersection.

There are no plans to expand the number of lanes on S High Point, meaning without a separate turn lane onto the proposed property lot, the proposed development will impose a single-lane choke point in both directions as cars need to navigate around construction and occupants. This is particularly burdensome during peak commute hours.

The Raymond Road Neighborhood Development Plan includes the connections of N. & S. High Point Road, as well as Raymond & Midtown, both of which remain in limbo due to the private Marty Farm property. Marty Road is used as a thoroughfare well beyond its intended purpose, but there are still no adequate arterial roads to relieve the north-south and east-west traffic that cuts through this subdivision. Therefore, Raymond & S. High Point remains heavily used by commuters and will be for the foreseeable future.

We request the Common Council delay the approval of this re-zoning until arterial road projects are completed so to avoid further constricting commuters who depend on this intersection daily. We also request a traffic study to be performed on the subdivision to determine if a traffic light is suitable at the Raymond & S High Point intersection.

Fact 5: residents have observed excessive driving speeds at pedestrian-heavy areas that currently lack traffic controls
Homeowners regularly observe commuters exceeding the speed limit along S High Point by Stratton Way. Even though the west end of Raymond Road is blocked off, there is still regular observance of excessive speeds by drivers passing Hickory Ridge & Raymond. We request the city introduce a flashing pedestrian crossing light at S High Point & Stratton Way as well as a Children at Play safety sign along Raymond & Hickory Ridge so that these safety controls are added prior to re-zoning approval.