



# GREENTREE

## Neighborhood Association

September 1, 2004

[Name]  
Alder, District [#]  
210 Martin Luther King, Jr. Blvd.  
Room 417 City-County Building  
Madison, WI 53703-0001

Dear Members of the Common Council:

The Greentree Neighborhood Association (GTNA) wishes to alert the council to concerns the Association has about the **Verona Road/West Beltline Draft Environmental Impact Statement (DEIS)**. The Greentree subdivision, in the 1<sup>st</sup> Aldermanic District, is bounded east to west by Whitney Way and Saalsaa Road – and north to south by Schroeder Road and Hammersley Road. Since 1962 GTNA has been an active community group and has provided a collective voice for the Greentree neighborhood. The following comments do not presume to reflect the exact opinions of all 700+ households in the Greentree subdivision; however, they do underscore a number of issues that concern the neighborhood.

Our comments and requests focus on Part 2: "Detailed Project Descriptions and Effect Evaluations," Section III: "US 12/14 (Beltline) Crossings" of the DEIS. Our concerns are the following:

1. The **DEIS fails to fulfill the promise of "full description" and "full disclosure" and is therefore inadequate as both a public information document and a Federal Highway Administration (FHWA) decision document.** Specifically:
  - a. The DEIS does not **adequately explain the role of the City of Madison** in the preparation and processing of the environmental study for construction and reconfiguration of predominantly City-controlled roadways adjacent to the Beltline project.
  - b. There is **no specific proposed action** with respect to the beltline crossing alternatives; rather, multiple stand-alone improvements are listed with no clear proposed project direction. Additionally, the alternatives in their current form do not provide adequate descriptions for public evaluation.
  - c. **Inadequate and outdated information** is used for describing and evaluating existing neighborhood and environmental conditions, and finally;
  - d. **The level of study of impact analysis is inconsistent with the scale of the project.** The DEIS attempts, all in the same report, to analyze 1) a major \$100+M freeway-to-expressway improvement at the intersection of Verona Road and the Beltline, 2) a substantial \$20+M Hwy 12/14 corridor improvement, and 3) several small <\$10M West Beltline interchange improvements and beltline crossing alternatives. As a result, the level of significance associated with the crossing alternatives appears inconsequential in comparison. We feel this combining of disparately-scaled projects in one report is inappropriate and does not adequately analyze the very real, significant impact these crossings will have on adjacent neighborhoods.

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2. We are extremely concerned with the potential for increased cut-through traffic in Greentree if the “East Watts Extension” underpass alternative is built in its current configuration. Traffic on already over-burdened Frisch and Chapel Hill roads will increase, and there is real likelihood for high-volume, high-speed morning rush hour traffic on Woodington Way: traffic that will coincide with Falk Elementary School’s start time and result in serious safety issues for young children. We feel current traffic models do not reflect the actual traffic patterns and volumes that will occur if Forward Drive and Rayovac Drive are connected to an East Watts Extension underpass. We urge a **new, appropriately modeled traffic assessment** for the Greentree neighborhood as a part of the DEIS.
3. Our neighborhood needs to be adequately informed, and adequately heard. **We are hopeful that the upcoming informational meeting on September 22 with the DOT, Strand & Associates and others will specifically discuss the beltline crossing and western beltline interchange improvement alternatives.**
4. We want to be involved. GTNA pledges to work closely with WisDOT and the City to conduct **an adequate impact assessment** for the beltline crossing elements of the DEIS. We call on WisDOT and the City to commit to a study of this nature, and produce it with a true set of alternatives, with updated and appropriately detailed information.

In closing, we reiterate our desire to see an analysis that fully addresses all the potentially significant impacts, including a meaningful micro-scale analysis of the local traffic impacts, to the Greentree neighborhood. We plan to provide a formal letter of public comment to the DOT with the above concerns before the September 30 deadline.

Cordially, the Board Members of the Greentree Neighborhood Association:

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cc: Office of the Mayor, City of Madison  
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