

The Schenk-Atwood-Starkweather-Yahara Neighborhood Association is proud to announce...



## **MEET THE MAYOR!**

### **An evening with Mayor Dave Cieslewicz**

**WHEN:** Wednesday, December 10 (dinner 6-7pm, meeting 7-8:30pm)

**WHERE:** Atwood Community Center

**WHY:** To talk about neighborhood issues that matter to YOU

Mayor Dave will be in attendance at the Fall SASY Neighborhood Association meeting to answer questions and to tell us his vision for Madison's neighborhoods.

**Come join your neighbors for this unique opportunity!**

- Dinner will be served - \$4 for adults, \$2 for children
- Potluck desert! Bring your favorite after-dinner sweet to share.
- FREE childcare available

## **BONUS!**

Here's your chance to get involved in the future of our precious neighborhood!

Voting for open positions on the Neighborhood Association Council will take place right after dinner – and YOU could be on the ballot.

- Shape the development of our neighborhood
- Have a say in issues that matter to you
- Weigh in on neighborhood safety, environmental concerns, neighborhood beautification, airport noise reduction, and much, much more.

The SASY Neighborhood Association has brought you such projects as **The Bike Path Patrol, The Pedestrian Flag Program, The Annual Hudson Beach Clean-up, The Annual Solstice Celebration.**

**It's YOUR neighborhood – take a seat on the SASY Council!**

## **Traffic Engineering and Pedestrian Safety**

Our neighborhood association has found that the agendas of the Department of Traffic Engineering our neighborhood often conflict. This past year we saw this in planning for the East Washington Redesign Project, traffic calming, and organizing the pedestrian flag safety project. Traffic Engineering focuses primarily on efficient movement of cars with a few exceptions. This is becoming a larger problem as the volume of traffic increases, drivers become more aggressive, and bad habits such as speeding, running red lights and stop signs become more common.. Our demands for safer street crossings are largely ignored. How can neighborhood associations such as ours change the priorities of Traffic Engineering to be more responsive to the needs of pedestrians and bicyclists, rather than those of the automobile, to make Madison a more pedestrian friendly city?

## **Compliance with Neighborhood Development Plans**

Residents of our neighborhood worked hard to develop plans for guiding future development. However, developers are coming to us without considered existing neighborhood plans. This forces us to react to designs after the fact to assure they include the features we want in our neighborhood. One example is Java Depot on East Washington, which catered solely to drive-thru traffic and initially ignored neighborhood plans requiring sit down space for residents. How can you help us get developers and the city planning department to comply with our existing neighborhood development plans as they plan new developments?

## **Cleaning Up Madison-Kipp Foundry**

Earlier this year, Madison Gas & Electric received approval to build a new gas turbine power plant on the near west side. In response to neighborhood concerns, MG&E negotiated an agreement with the Regent Neighborhood Association requiring the new power plant to control its air and noise discharges to the greatest extent possible, and conduct monitoring to verify compliance with air and noise standards. In contrast, Madison-Kipp has been expanding its aluminum foundry on Atwood Avenue since the early 90's with no air or noise pollution control measures. Hundreds of neighborhood residents attended permit hearings and tried to convince the DNR that existing noise and odors from existing Kipp operations were already a problem. In the end, all projects were approved without any pollution control measures or consideration of the close proximity of residents and schools. As late as this past summer, Kipp has continued to expand by adding two 100 foot stacks at its Atwood plant and two 60 foot stacks at its Fair Oaks plant. During the DNR permit process, then Mayor Bauman assured residents a health study would be conducted by the Health Department, but Kipp convinced city staff to simply rubber-stamped the DNR's inadequate analysis. A walk down the block will show you how Kipp is located on an island of M-1 zoning squeezed between neighborhood homes and schools. We recognize that Kipp is a valued city employer and contributes to city causes. However, the noise and odors continue to be unacceptable, and Kipp's unique location demands the highest levels of pollution reductions. Similar to the recent MG&E turbine project, we would like the city to help us negotiate cleaner, quieter and safer operations at the Kipp foundry. As mayor, what will you do to help us begin these negotiations?

## **Adoption of Precautionary Principle**

San Francisco recently adopted ordinances calling for use of the precautionary principle to guide all public policies that affect the environment. This principle calls for a commitment to giving the health of the public and the environment the benefit of the doubt. It calls for careful assessment of reasonably foreseeable environmental, health, and economic costs to assure the alternative is selected with the least potential impact on human health and the environment. Two examples are the Environmental Preferable Purchasing Pilot Program (EP3) and the Less-Toxic Pesticide Program. Are you familiar with the precautionary principle and will you work to get its philosophy incorporated into our city process?

## **Reducing County Airport Noise**

Our neighborhood lies south of the county airport and its main runway. Residents in our neighborhood see and hear many of the flights, especially the larger commercial incoming airline flights. It is these larger planes which shake your house as they fly over, or wake you up early in the morning or late at night, or stop your conversation because you can't hear the other person. Madison is likely to adopt a new noise ordinance, setting an instantaneous noise standard of 65 db. If the airport were subject to this ordinance, the county would be subject to annual fines of over \$47 million. Not surprising, many of the complaints logged by the airport noise hotline come from our neighborhood. We haven't just complained, but have tried to improve the airport noise control program by providing suggestions to County Executive Falk or to airport staff at the semi-annual noise committee meetings. During development of the county budget, we supported Supervisor Hendrick's proposal to require the airport to monitor noise in our neighborhood, but this proposal was defeated, despite the airport's endless pool of money for expansion projects. After years of complaining and making suggestions, we're frustrated by the airport's lack of commitment to reduce air traffic noise in our neighborhood. The Statement of Purpose in the proposed city noise ordinance states: "The City of Madison recognizes that excessive noise is a serious threat to the public health and welfare, public safety, quality of life and property values. Current science and technology permit abatement of noise sources which was not available in the past. Therefore, it is the policy of the City to prevent and abate excessive noise which may jeopardize the public health, safety or welfare or which would cause harm to property values or which would impair the quality of life within the city." If the city is serious about reducing noise, the county airport cannot be ignored as one of the largest sources of noise impacting city residents. As mayor, how will you help us encourage the county to reduce airport noise impacts on our neighborhood?

## **Madison and the County Airport**

In 1999, Austin, Texas completed relocating its airport out of the city. The redevelopment plan for the former airport site calls for the creation of a compact, pedestrian-scaled mixed-use community. Similar to Austin, the Dane County Airport consumes thousands of acres of Madison land, and eliminates thousands more from potential residential development in the northeast corner of Madison. Without the airport, Madison could provide homes for 40,000 more residents who would reinvest their incomes and personal energy in the city, to make Madison and especially the eastside a better place to live. Due to the continued presence of the county airport, these people will instead live in outlying suburbs and add to traffic through our neighborhood as they commute to city jobs. Would Madison be better served if it encouraged the county to relocate its airport out of our city?

Mayor Cieslewicz,

On behalf of the residents of Schenk - Atwood - Starkweather - Yahara Neighborhood Association (SASYNA), thank you for spending the evening of December 10<sup>th</sup> with us. We enjoyed discussing the future of our neighborhood and the city with you, and hope we can work together to make our home a better place to live and work.

During the evening, you agreed to follow up on several issues important to our neighborhood. You asked that we send you an email reminder. Listed below are these issues and the next course of action you suggested.

Please let us know if you have any questions or would like our help on any of these issues.

Steve Klafka, Vice-Chair  
SASYNA

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### **PEDESTRIAN SAFETY**

The SASYNA has begun a pedestrian flag program to improve safety, but the city has refused to paint the crosswalks needed to increase visibility. You agreed to speak with Traffic Engineering to have the following crosswalks painted:

- 1) Ohio and Atwood Avenue
- 2) etc... (Betty, you need to provide specific locations.)

### **TIMING OF STOP LIGHTS**

Our neighborhood lies on major commuter routes such as Atwood and East Washington Avenues and traffic safety is a major concern. One resident determined the speed necessary to make all the stop lights in our neighborhood. A driver going the speed limit was stopped by getting all red lights. On one street she found you needed to go 11 mph over the speed limit to get all green lights. You agreed to speak with Traffic Engineering on the timing of stop lights to reduce, rather than increase, traffic speed.

### **METRO BUS SCHEDULING**

Residents are avid bus users, but are disappointed by the increasing complexity of the schedules, and are opposed to the elimination of the much used Routes 10 and 11 from our neighborhood to the UW campus. You agreed to speak with metro officials about saving Routes 10 and 11 and improving the Metro system by listening to the concerns of its most avid users.

## **CLEANING UP MADISON-KIPP**

The Madison-Kipp foundry on Atwood Avenue is squeezed between neighborhood homes, and has been expanding since the early 90's without any noise or air pollution controls. Current conditions are unacceptable. Residents have worked hard for improvements but continue to be frustrated by the inaction of the WDNR and city health department. Similar to the agreement reached on the MG&E campus generating station, you have agreed to meet with us during the two months to negotiate an agreement with Kipp to improve the odors, discharges, noise and safety conditions at the foundry.

## **AIRPORT IMPACTS ON NEIGHBORHOOD**

County officials have continually rejected the efforts of our residents to reduce the airport impacts on our neighborhood. You agreed to speak with County Executive Falk about reducing airport impacts on our neighborhood. Here are several key improvements we have asked for:

- 1) Eliminating fighter jet training. These jets were temporarily relocated to Volk Field during the reconstruction of the main runway in 2000.
- 2) Implementing independent audits of the airports noise control program.
- 3) Installation of a monitoring system to objectively measure noise levels cause by air traffic over city neighborhoods. This fall, Supervisor Hendrick proposed this system for this year's airport budget, but it was rejected by Falk.
- 4) An independent evaluation of the environmental and economic burdens the airport places on the eastside of Madison.