

Trowbridge, David

To: Barta, Larry - DOT
Subject: RE: WisDOT Responses: Alder Solomon - Verona Road Suggestions

Traffic/Design related

- Left-turn arrow on to Hammersley Rd (from Midvale)
 - Agree
- Better traffic control at all intersections on Midvale
 - **WisDOT will assist the City of Madison to the extent we can in ensuring the WisDOT improvements work safely and compatibly with traffic control on Midvale Boulevard north of the Nakoma Road intersection.**
- How to ensure project will not cause more through-neighborhood traffic?
 - **Most through drivers that chose neighborhood streets over the main routes do so to save time. Those doing so north of Raymond Road should go back to using Verona Rd and the Beltline once Stage 1 is built because the added capacity will make travel on both main routes a safer and more efficient choice than through-neighborhood routes.**
- Support Option B: Do not more frontage road to Britta
 - **Those that commented on the frontage road options are nearly unanimously in support of B so far, including the City of Madison in their draft resolution commenting on the SDEIS. If this situation remains the same after the end of the comment period, WisDOT will move forward with Option B.**
- Oppose making Freeport Road connection permanent. Would create new unnecessary traffic conflicts. Retain for ped/bike only.
 - **This new connection is critical to traffic flow during construction, so will be one of the first parts of the improvements that are built. WisDOT is working closely with the City to ensure the post-construction positives of this connection outweigh any negatives.**

Noise Related

- Sound barriers
 - **To be built in Stage 1 along the north side of the Beltline between Seminole and Midvale and the south side from the Highlander property to Niemann Place, subject to removal of the Highlander building and an agreement by Madison and affected residents that each is desired. No other locations meet the met all requirements necessary to provide mitigation.**
- Other noise protection?
 - **If frontage road option B is selected, Stage 3 Britta Park impacts will be partially mitigated in Stage 1 by screening the view of the Beltline between Niemann Pl and the replaced bike/ped bridge landing next to Whenona Drive. This would replace the visual screening currently provided by the 5 existing business buildings that would be removed under frontage road option B. As proposed, it would consist of earth mounds or walls and landscaping. This visual mitigation should also reduce the neighborhood noise level to some degree.**

Ped / Bike / Bus Related

- Need another ped/bike crossing, non-grade, at Beltline (18 lane crossing)
 - **Additional improvements to pedestrian crossings at the interchange will be evaluated during final design.**
- Would eliminate need for eastbound traffic signal at Beltline which will cause back-ups
 - **Other traffic and real estate considerations indicate this signal would remain even if not needed for pedestrian safety. Traffic back-ups will be reduced to a significant extent by timing this signal with the signal at the east-side intersection with the jug-handle (Walgreens side).**
- Jug handle circular frontage road proposal is dangerous for pedestrians. Must design to ensure safest possible crossings to Walgreens and other businesses.

- WisDOT will continue to coordinate the Madison and the neighborhood on final design features such as ped/bike islands to ensure crossings are as safe and convenient for the users as is possible. The Carling to Freeport road connection under Verona Road will reduce traffic in the vicinity of Walgreens and the jug handle, reducing the number of vehicles that pedestrians will have to contend with. Future traffic volumes should be comparable to those currently on Allied Drive, which residents currently routinely cross to get to the other side of Verona Road via the Summit Road signal.
- Support Carling Drive extension to Allied. Should be signed as route for bike trails.
 - agree
- How to incorporate better bus and potential rail service into design?
 - Local bus service will be improved by ensuring all stops have crossings and sidewalks as appropriate. Route times will be more consistent due to reduced congestion on and across Verona Road. Larger improvements to mass transit – express buses, for example – could be accommodated because of the proposed mainline improvements. If and when such improvements are proposed and developed by the Dane County Regional Transit Authority (RTA), WisDOT will coordinate and accommodate as appropriate.

Air quality / health related

- Ongoing monitoring of mobile source air toxics and other air pollutants in adjacent neighborhoods. Should include regular reports and possibly a monitoring station.
 - At a national level, FHWA, along with US EPA and several state DOTs, is studying the behavior and concentration of mobile source related emissions (MSATs) at two sites – one in Las Vegas Nevada and the other in Detroit Michigan. More information on these studies can be found at: http://www.fhwa.dot.gov/environment/air_quality/air_toxics/research_and_analysis/near_road_study/
 - WisDOT is providing a portion of the funding for the national project and looks forward to upcoming reports and analysis that should provide a much better understanding of how and where MSATs should be tested and/or monitored in Wisconsin. The findings from this research may lead to changes in federal guidance on the monitoring of MSATs.
 - At the state level, DNR is the state agency with both the expertise and responsibility for air quality monitoring. DNR and DOT are currently piloting a modeled analysis of PM 2.5 concentrations near the Beltline/Verona Road interchange. PM 2.5, is a measure of small particles in the atmosphere and US EPA has recently released draft guidance for the analysis of these pollutants and this pilot is an effort by the agencies to test the guidance and new emission models. Although the results will provide a comparison of emissions between building or not building Stage 1 Verona Road improvements, this test effort is not part of the Verona Road Corridor study. The location was chosen specifically because much of the data required to run the software is also data generated by this kind of environmental study and because of local interest in air quality issues.
- Support to weatherize local homes to reduce the impact of noise and air pollution: grants to low income homeowners, information sharing, establishing a fund, etc.
 - Neither WisDOT nor FHWA have any programs that allow the funding of home weatherization as mitigation for highway project related noise or air pollution. The only support we can provide is that information about grants available through the state of Wisconsin for weatherization can be found at: <http://www.homeenergyplus.wi.gov/>
- Work with City and (A)DMNA to secure grant for Health Impact Assessment for the Verona Road project. Agree to work on implementing recommendations.
 - Should an assessment be completed, WisDOT will consider implementing resulting recommendations that directly tie to proposed improvements features.
 - Grants for Health Impact Assessments are available through the Pew Charitable Trust Human Impact Project. More information can be found at: <http://www.healthimpactproject.org/>
 - In addition, the Wisconsin Department of Health Services has information on Health Impact Assessment. <http://www.dhs.wisconsin.gov/hia/>

Landscape / facility related

- Landscape maintenance of green space: if the state puts it in, will the city take care of it? Who is it handed off to, and who does the maintenance?
 - **WisDOT and the City will produce and sign an agreement that states who is responsible for all post-construction maintenance activities including landscaping care.**
- Find community benefitting use for Highlander
 - **WisDOT is open to working with the city and neighborhood on community reuse of the Highlander following acquisition by WisDOT. However, the same project related property impacts that require the relocation of the Highlander may also hinder its reuse. Also, the noise mitigation wall described above in the "Noise related" category cannot be funded and built by WisDOT if the Highlander building remains in place after Verona Road construction is completed.**

Watershed management

- Runoff stored under right of way for infiltration. Opposition to using wooded parkland for new settling pond
 - **Storm water best management practices (BMPs) will be chosen based on effectiveness of the BMP and cost feasibility and designed to meet the requirements of the Wisconsin Administrative Code and the DOT/DNR Cooperative Agreement. Infiltration within the Verona Road right of way will be considered to the extent it is practical. WDNR regulations regarding proximity to bedrock and/or the groundwater table appear likely to limit this practice within the project corridor. WisDOT will be as flexible as possible in locating and utilizing all BMPs. The wooded land next to Dunn's Marsh may be needed for addressing water quality and quantity. WisDOT will consider impacts to this woodland or other habitat and avoid or minimize impacts to that area to the extent practical.**
- Long term water quality issues regarding facilities created off the right of way?
 - **All storm water BMPs constructed as part of WisDOT's Verona Road reconstruction will be designed to address water quality and quantity issues as required by State regulations, whether the BMP is placed within or off highway right of way.**
- Baseline study of Dunn's Marsh and then annual or ongoing for five years to study impacts. If quality deteriorates, DOT role in mitigation?
 - **WisDOT will work closely with local entities to design the type and location of all storm water BMPs. An agreement will be created that will define responsibilities and funding, including any possible water quality evaluation and future maintenance efforts.**

Concerns during project

- Look at how traffic flow will be affected on Midvale and Verona Roads
- Potentially people cutting through neighborhoods. Can some type of traffic deterrent or barrier be put into place to discourage cut throughs?
- Ambulance and other public safety accessibility
- Bus accessibility
 - **These four issues and many others will be considered in WisDOT's development of an extensive traffic mitigation plan to ensure traffic (all modes) and neighborhood impacts during construction are reduced to the extent practical.**

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