Department of Transportation

Thomas Lynch, PE, PTOE, PTP, AICP, Director of Transportation

Madison Municipal Building
215 Martin Luther King Jr Blvd
Suite 109
P.O. Box 2986
Madison, Wisconsin 53701-2986
Phone: (608) 266-4761
Fax: (608) 267-1158

June 5, 2019

Madison Plan Commission

Ho-Chunk PD (GDP) Approval – 4002 Evan Acres Road

In order to approve the PD (GDP) and subsequent SIPs for the proposed development, the Plan Commission and Common Council must find that the PD meets the standards for approval. Section 28.098(2)(d) of the Zoning Code includes the following standard relating to approval for PD zoning:

> *"The PD District plan shall not create traffic or parking demand disproportionate to the facilities and improvements designed to meet those demands . . . . . "*

Currently the proposed site is accessed through the Millpond Road intersection with US 12/18. This is one of the most challenging intersections within the city. Vehicles making a left from Millpond Road onto westbound US 12/18 must cross several lanes of 55 mph traffic before merging into the westbound direction. This leads to long delays for vehicles turning left, and high numbers of injury crashes.

- Current daily traffic volumes on Millpond Road are around 8,400 vpd, with Ho-Chunk accounting for an estimated 7,800 of these trips.
- Average delay for left turning vehicles from Millpond Road recently field measured during a Friday afternoon peak hour was 113 seconds per vehicle, corresponding to LOS F.
- From 2013 to 2017 there have been 43 crashes at this intersection, 20 involving injuries - 54 total injuries, and 1 fatality.
- From 2013 to 2017, using a weighted scale that considers injury severity, the Millpond Road intersection ranks 2nd worst in severity in a review of 1688 of Madison's intersections.[1]

The Nation shared a traffic trip generation projection that indicates that the Nation's proposed development would add 9,500 additional trips per day through the Millpond Road intersection once the proposed development is fully implemented, for a total volume on Millpond Road of about 17,300 vpd, a 120 percent increase in volume. This increase will likely:

- Increase delays for left turning vehicles. Preliminary modeling suggests average delays for left turning vehicles during peak traffic periods could increase by a factor of 5 (>500 seconds), corresponding to LOS F, when the development is fully implemented.
- Exacerbate the injury crash problem as drivers have an even more difficult time with gap acceptance and left turning delays.

The site does not have transit service or adequate bicycle infrastructure. The Millpond Road intersection also does not adequately meet the safety and operational demands of the existing traffic volumes. The additional traffic generated by the proposed GDP will exacerbate these deficiencies. A solution to address current or future access deficiencies has not been proposed. Therefore it is the opinion of the Department of Transportation that the current PD (GDP) proposal does not meet the above referenced standard in Section 28.098(2)(d) of the zoning code.

[1] Using the Equivalent Property Damage Only weighting system developed by the Wisconsin TOPS lab

20

If the Plan Commission desires to approve the GDP despite not meeting Section.28.098(2)(d), we recommend GDP approval have the condition that any future SIP approvals be contingent on the provision of a safe and appropriate access, able to accommodate the projected traffic volumes of the GDP proposal, that is acceptable to both the Nation and the City.

One access configuration that would satisfy the access needs of the proposed GDP is the Meier Road extension project, as previously proposed by WisDOT. Other options will be reviewed as well. We would like to work with the Nation in identifying funding sources and participating in the implementation of a solution that best meets the needs of the proposed GDP and provides the opportunity for future bicycle and transit connections.

Thomas Lynch, P.E., PTOE, PTP, AICP
Director of Transportation
TWL:YT:BJS:EPH:SDM

Yang Tao, PhD, P.E.
City Traffic Engineer