



City of Madison

City of Madison
Madison, WI 53703
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Master

File Number: 20239

File ID: 20239

File Type: Resolution

Status: Items Referred

Version: 1

Reference:

Controlling Body: LONG RANGE
TRANSPORTATIO
N PLANNING
COMMITTEE

File Created Date : 10/13/2010

File Name: Supplemental Draft Environmental Impact Statement
(SDEIS)

Final Action:

Title: Providing the Wisconsin Department of Transportation with the City of Madison's comments on the Supplemental Draft Environmental Impact Statement (SDEIS) for the Verona Road/USH 18/151 Project.

Notes:

Sponsors: David J. Cieslewicz and Brian L. Solomon

Enactment Date:

Attachments: Verona Road-SDEIS-City-comments-101510.pdf, Link SDEIS Volume 1, Link SDEIS Volume 2 and Appendices, Verona Rd-10-21-10-LRTPC-presentation, DMNA-comments-on-City-staff-memo, Verona-Road-SDEIS-City-comments-120810, Verona Road SDEIS..pdf, Parks comments-Verona Road.pdf, Parks-Commission-action-120818, DMNA-testimony-120910, WisDOT-responses-to-DMNA-questions, DMNA-testimony-120910(2)

Enactment Number:

Author: Brad Murphy/David Trowbridge, Planning Division

Hearing Date:

Entered by: dtrowbridge@cityofmadison.com

Published Date:

History of Legislative File

Ver- sion:	Acting Body:	Date:	Action:	Sent To:	Due Date:	Return Date:	Result:
1	Department of Planning and Community and Economic Development	10/15/2010	Referred for Introduction				
	Action Text:	This Resolution was Referred for Introduction					
	Notes:	Long Range Transportation Planning Committee (<i>lead</i>); Pedestrian, Bicycle, Motor Vehicle Commission; Transit and Parking Commission; Plan Commission; Board of Public Works; Economic Development Commission; Parks Commission					
1	COMMON COUNCIL	11/09/2010	Referred	LONG RANGE TRANSPORTATI ON PLANNING COMMITTEE			Pass

	Action Text:	A motion was made by Ald. Clear, seconded by Ald. Cnare, to Referred to the LONG RANGE TRANSPORTATION PLANNING COMMITTEE. The motion passed by voice vote/other.			
	Notes:	Additional referrals to Pedestrian/Bicycle/Motor Vehicle Commission, Transit and Parking Commission, Plan Commission, Board of Public Works, Economic Development Committee, and Board of Park Commissioners.			
1	LONG RANGE TRANSPORTATION PLANNING COMMITTEE	11/09/2010	Refer	PEDESTRIAN/BIC YCLE/MOTOR VEHICLE COMMISSION	11/23/2010
	Action Text:	This Resolution was Refer to the PEDESTRIAN/BICYCLE/MOTOR VEHICLE COMMISSION			
	Notes:				
1	LONG RANGE TRANSPORTATION PLANNING COMMITTEE	11/09/2010	Refer	TRANSIT AND PARKING COMMISSION	
	Action Text:	This Resolution was Refer to the TRANSIT AND PARKING COMMISSION			
	Notes:				
1	LONG RANGE TRANSPORTATION PLANNING COMMITTEE	11/09/2010	Refer	PLAN COMMISSION	11/22/2010
	Action Text:	This Resolution was Refer to the PLAN COMMISSION			
	Notes:				
1	LONG RANGE TRANSPORTATION PLANNING COMMITTEE	11/09/2010	Refer	BOARD OF PUBLIC WORKS	11/10/2010
	Action Text:	This Resolution was Refer to the BOARD OF PUBLIC WORKS			
	Notes:				
1	LONG RANGE TRANSPORTATION PLANNING COMMITTEE	11/09/2010	Refer	ECONOMIC DEVELOPMENT COMMITTEE	
	Action Text:	This Resolution was Refer to the ECONOMIC DEVELOPMENT COMMITTEE			
	Notes:				
1	LONG RANGE TRANSPORTATION PLANNING COMMITTEE	11/09/2010	Refer	BOARD OF PARK COMMISSIONER S	12/08/2010
	Action Text:	This Resolution was Refer to the BOARD OF PARK COMMISSIONERS			
	Notes:				
1	BOARD OF PUBLIC WORKS	11/10/2010	Return to Lead with the Recommendation for Approval	LONG RANGE TRANSPORTATI ON PLANNING COMMITTEE	Pass
	Action Text:	Dailey was voted Acting Chair for this item.			
		A motion was made by Ald. Skidmore, seconded by Palm, to Return to Lead with the Recommendation for Approval to the LONG RANGE TRANSPORTATION PLANNING COMMITTEE. The motion passed by voice vote/other.			
	Notes:				
1	LONG RANGE TRANSPORTATION PLANNING COMMITTEE	11/11/2010			
1	PLAN COMMISSION	11/22/2010	Return to Lead with the Recommendation for Approval	LONG RANGE TRANSPORTATI ON PLANNING COMMITTEE	Pass
	Action Text:	A motion was made by Gruber, seconded by Basford, to Return to Lead with the Recommendation for Approval to the LONG RANGE TRANSPORTATION PLANNING COMMITTEE. The motion passed by voice vote/other.			
	Notes:	The motion passed unanimously.			

1	PEDESTRIAN/BICYCLE/ MOTOR VEHICLE COMMISSION	11/23/2010	Return to Lead with the Following Recommendation(s)	LONG RANGE TRANSPORTATI ON PLANNING COMMITTEE	Pass
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Action Text: A motion was made by Skidmore, seconded by Prince, to Return to Lead to approve with the Following Recommendation(s): A transit corridor easement be added to the project for future use for bus or light rail, that the City opposes the creation of the Carling Drive extension, that the City support option B to keep the frontage road closer to the Beltline, to recommend that air quality monitoring be done in phase one, and add a grade separated pedestrian crossing between the Southwest path and Nakoma Road. The motion passed by voice vote/other.

Notes:

1	TRANSIT AND PARKING COMMISSION	12/07/2010			
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Action Text: Referring to the 8-page compilation of City agency comments, Poulson asked Kamp if the three phases of the WisDOT Verona Plan would help/hinder transit. Kamp said that plan was very close to neutral from a time standpoint because travel speed improvements would counter the longer distances that routes would need to go. Metro was comfortable with the Plan and could support it, esp. if pedestrian access comments would be taken into account.

Bergamini remarked that in their review of the Plan, LRTPC had expressed a great deal of concern about bus rapid transit and dedicated lanes during Phases 1, 2, and 3. WisDOT thought dedicated lanes were not needed during Phase 1 because ridership would not increase that substantially. But with growth in Verona ridership and the introduction of the RTA, LRTPC members were disappointed in this response and felt that WisDOT had not delved deeply enough into mass transit possibilities and the need for pedestrian facilities basic to transit use. WisDot seemed too focused on movement of cars rather than on movement of people (bikes, pedestrians, buses and cars). Neighbors were concerned about the impact of the Plan on living conditions, air quality and access to transit. Bergamini was not especially pleased with the Plan.

During discussion, Poulson thought the Commission comments could express concern that the Plan not preclude the possibility of bus rapid transit, relative to growth in the area and RTA planning. In response to a question, Bergamini said that beyond adding a lane for BRT, the Plan needed to consider the kind of facilities BRT's required, such as shared lanes, pull-outs, bus stops and intersections with ways to get to/from them. Providing dedicated lanes was one issue, but adequate bus stops were another. The design didn't provide places where it would be easy to add bus passes with landing pads; and it didn't provide adequate sidewalks. People were expected to go 3/4's of the way around an intersection to get to one point. Markers of BRT's included attractive bus stops that could be used by a lot of people. The area affected by the Plan had many hidden pedestrians, including elderly and people with strollers. Facilities needed to be up to snuff.

In summary, TPC members endorsed Metro Transit's portion of City agency comments, and expressed the following recommendations/concerns:

- The Plan should not preclude the possibility of bus rapid transit in this corridor, due to increased development between Madison and Verona, and to avoid hindering the RTA planning and decision-making process.
- The Plan had no room for the kind of facilities that BRT's require: shared lanes, pull-outs, bus passes with landing pads, easy sidewalk access.

Notes: In reviewing City agency comments regarding the Verona Road Plan, TPC members endorsed Metro Transit's portion of those comments, and expressed the following recommendations/concerns:

- The Plan should not preclude the possibility of bus rapid transit in this corridor, due to increased development between Madison and Verona, and to avoid hindering the RTA planning and decision-making process.
- The Plan had no room for the kind of facilities that BRT's require: shared lanes, pull-outs, bus passes with landing pads, easy sidewalk access.

1	BOARD OF PARK COMMISSIONERS	12/08/2010	Return to Lead with the Recommendation for Approval	LONG RANGE TRANSPORTATI ON PLANNING COMMITTEE	12/06/2010	Pass
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Action Text: A motion was made by Chewing/Skidmore to refer this item to the next meeting. A substitute motion was made by Wallner/Clausius to approve Resolution ID#20239 providing the Wisconsin Department of Transportation with the City of Madison's comments on the Supplemental Draft Environmental Impact Statement (SDEIS) for the Verona Road/USH 18/151 Project and to incorporate the comments from the Parks Division as shown in attachment 8. SUBSTITUTE MOTION CARRIED with Chewing voting no and Skidmore abstaining.

Notes: A motion was made by Chewing/Skidmore to refer this item to the next meeting. A substitute motion was made by Wallner/Clausius to approve Resolution ID#20239 providing the Wisconsin Department of Transportation with the City of Madison's comments on the Supplemental Draft Environmental Impact Statement (SDEIS) for the Verona Road/USH 18/151 Project and to incorporate the comments from the Parks Division as shown in attachment 8. SUBSTITUTE MOTION CARRIED UNANIMOUSLY.

Present: 1 William W. Barker

Excused: 1 Emanuel Scarbrough

Ayes: 3 Madelyn D. Leopold; Joseph R. Clausius and David L. Wallner

Noes: 1 Betty Chewing

Abstentions: 1 Paul E. Skidmore

1 LONG RANGE 12/09/2010
TRANSPORTATION
PLANNING COMMITTEE
1 COMMON COUNCIL 12/14/2010

Text of Legislative File 20239

Fiscal Note

No expenditure is required to convey the City comments on the SDEIS via this Resolution.

Title

Providing the Wisconsin Department of Transportation with the City of Madison's comments on the Supplemental Draft Environmental Impact Statement (SDEIS) for the Verona Road/USH 18/151 Project.

Body

WHEREAS in March of 2004 the Wisconsin Department of Transportation (WisDOT) released a Draft Environmental Impact Statement (DEIS) to address the long-term needs of the Madison area's West Beltline Highway and USH 18/151 (Verona Road) as the first step in planning for long-term infrastructure investments within this area; and

WHEREAS in August 2010, WisDOT released a Supplemental Draft Environmental Impact Statement (SDEIS) that reduced the scope of the original DEIS to the Verona Road corridor; and

WHEREAS the Supplemental Draft Environmental Impact Statement (SDEIS) is intended to address the long-term needs of Verona Road as the first step in planning for long-term infrastructure investments within this area; and

WHEREAS the SDEIS includes the segment of the U.S. Highway 151 corridor centering on the Verona Road interchange and Verona Road south to County Trunk Highway PD; and

WHEREAS the Wisconsin Department of Transportation has conducted a thorough planning process which included a technical committee comprised of representatives from the affected municipalities, formed an advisory committee comprised of elected officials and representatives from the affected neighborhoods, and worked closely with City agencies and policy makers throughout the planning process and SDEIS process dating back to the beginning of the process in 1997. In addition, throughout the planning process, WisDOT has made numerous efforts to engage and interact with minority and low income populations in the study area. This includes numerous focus groups, design workshops, special interaction activities with school children, presentations at community events, presentations to agencies working in the neighborhoods with these populations, and individual meetings; and,

WHEREAS the SDEIS acknowledges that the Verona Road project will have several impacts on surrounding neighborhoods, and the SDEIS outlines mitigation measures proposed to avoid, minimize or mitigate the negative impacts. The City appreciates the open and inclusive process used to prepare the SDEIS, the financial participation of WisDOT in the preparation of the Draft Allied Dunn's Marsh Physical Improvements Plan, and the extensive outreach efforts made to engage the community during the development and evaluation of the alternatives. Furthermore, the City of Madison acknowledges the efforts that WisDOT has made toward minimizing and mitigating the negative impacts, which include the following:

- Designing the Preferred Alternative's footprint to fit inside of the roadway right-of-way to the extent possible.
- Partnering with the City of Madison to fund the Allied-Dunn's Marsh-Belmar Neighborhood's Physical Improvement Plan.
- Purchasing three fire-damaged apartment buildings substantially in advance of construction to reduce concentrated residential relocations during Stage 1 right-of-way acquisition.
- Extending Carling Drive to Allied Drive and providing an extension under Verona Road to Freeport Road in Stage 1 to reduce isolation and increase access and connectivity.
- Providing one additional grade-separated crossing of Verona Road for the Allied and Dunn's Marsh neighborhoods with Stage 1's jug-handle for motor vehicles, cyclists, and pedestrians.
- Constructing noise walls in Stages 1 and 2 in the northeast and possibly southeast quadrants of the interchange as well as on the east side of Verona Road, near Chalet Gardens to reduce noise levels for Allied residents.
- Extending Raymond Road into the Allied neighborhood in Stage 3 to decrease neighborhood isolation.
- Maintaining the depressed freeway concept described in the DEIS as part of Stage 3 to reduce visual and noise effects to adjacent neighborhoods.
- Installing bike lanes and sidewalks on all frontage road and neighborhood roads being constructed in Stages 1 and 3; and,

WHEREAS City agencies, as well as City boards and commissions, have reviewed the SDEIS and have formulated comments and recommendations to WisDOT for consideration in the preparation of the Final EIS.

NOW THEREFORE BE IT RESOLVED that the Madison Common Council hereby endorses the submittal of comments on the SDEIS (please see attached document, entitled "*WisDOT Project I.D. 1206-07-03, SPES-F NH 04 U.S. Highway 18/151 Verona Road/Beltline: City of Madison Comments*" for more detailed project comments, submitted by City agency staff). The City of Madison specifically requests that WisDOT integrate these comments into the Supplemental Final Environmental Impact Statement, commit to the implementation of the specific recommendations (to be finalized during the final design process), and where noted, enter into formal agreements with the City to ensure adequate implementation.