



Legislation Details (With Text)

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Title: Responding to WisDOT's I-39/90/94 Project Concurrence Point 2

Sponsors: Derek Field, Sabrina V. Madison, Jael Currie

Indexes:

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Attachments: 1. [public] Comments Regarding Agenda item 4.pdf, 2. [public] Viets.pdf, 3. 2024-04-24 TC I-90-94.v2.pdf, 4. 050624_CC_public_comment.pdf, 5. File 82916 Reg Report.pdf

Date	Ver.	Action By	Action	Result
5/7/2024	1	COMMON COUNCIL	Adopt Unanimously	Pass
4/24/2024	1	TRANSPORTATION COMMISSION	RECOMMEND TO COUNCIL TO ADOPT - REPORT OF OFFICER	Pass
4/16/2024	1	COMMON COUNCIL	Referred	
4/9/2024	1	Transportation Department	Referred for Introduction	

Fiscal Note

The City's cost-share of new cross-Interstate/USH 151 pedestrian/bicycle connections would be subject to WisDOT's cost share policy and would involve future capital budgets.

Title

Responding to WisDOT's I-39/90/94 Project Concurrence Point 2

Body

WHEREAS, the Wisconsin Department of Transportation (WisDOT) is undertaking a study of Interstate 39/90/94 from the Beltline to US Highway 12/Wisconsin Highway 16 in Wisconsin Dells; and

WHEREAS, the study corridor includes a nearly 10 mile stretch of Interstate running through the City of Madison; and

WHEREAS, the City of Madison is the largest municipality within the fastest growing region in the State, with the City of Madison Comprehensive Plan projecting that the city will add 115,000 new residents between 2020 and 2050; and

WHEREAS, the Interstate corridor running through the City of Madison has either already urbanized or is expected to urbanize in the coming decades as the city continues to grow; and

WHEREAS, the City's Comprehensive Plan, updated in December 2023, has goals, strategies, and actions that call for compact, interconnected growth, accompanied by an expansion and improvement of the city's pedestrian and bicycle networks; and

WHEREAS, the Comprehensive Plan, Madison in Motion Transportation Plan, and more detailed area and neighborhood development plans along the Interstate and US Highway 151 corridor call for a series of

crossings to reduce the substantial impediment to active transportation presented by the highways; and

WHEREAS, WisDOT has asked for Concurrence from Participating Agencies on Concurrence Point 2, Identification of the Recommended Preferred Alternative

NOW, THEREFORE, BE IT RESOLVED that the City of Madison:

1. Concurs with the recommendation at the I-94/WIS 30 interchange of the Full Modernization Alternative 2, with an emphasis on the importance of provide full pedestrian and bicycle accommodations with the reconstruction of the Milwaukee Street bridge over the interstate.
2. Concurs with the recommendation at the Milwaukee St interchange of the Partial Cloverleaf interchange.
3. Concurs with the recommendation at the US 151/High Crossing Blvd Interchange of the Directional Alternative, with an understanding of the installation of signals at the service interchange ramp terminals and the construction of a shared use path through the interchange to American Parkway/Nelson Rd.
4. Concurs with the recommendation at the Hoepker Road Interchange of the Shifted Diamond interchange
5. Concurs with the recommendation at the US 51 interchange of the Partial Cloverleaf.
6. Does not concur with the recommendation for the I-39/90/94 freeway of the modernization plus added general-purpose lane. The City continues to have concerns regarding induced travel demand brought on by capacity expansion and believes the Modernization Hybrid (managed lane) Alternative would have less overall travel demand impact.
7. Discourages the adding of Collector Distributor roads along the mainline. The addition of these roads effectively takes a 6 to 8 lane section of Freeway and converts it into an 12 lane section of freeway.

BE IT FURTHER RESOLVED, the City continues support pedestrian and bicycle crossings and improvements reflected in RES-24-00107 (Legistar 81632) passed on February 13, 2024; and

BE IT FURTHER RESOLVED, the City continues to have concerns regarding noise impacts of the existing and recommended freeway facilities and asks that WisDOT address those impacts; and

BE IT FINALLY RESOLVED, the City requests that in addition to motor-vehicle improvements, that federal funding participate in interchange and bicycle/pedestrian improvements subject to WisDOT's cost share policy, reducing cost to both WisDOT and the City of Madison.