



NORTH MENDOTA PARKWAY

“History and Issues”

*This Portion of Panel Presentation by Todd Violante, AICP, Senior Planner
Dane County Planning and Development Department*

for the

Dane County Regional Planning Commission

“Highway and Land Use Issues: USH 12 and North Mendota Parkway”

Waunakee High School Auditorium

August 23, 2001

L. MENDOTA

OUTLINE

- ➔ Introduction
- ➔ Recent History
- ➔ Similarities & Differences: USH 12 & North Mendota Parkway
- ➔ Distinction Between North Ring Corridor Committee (1995-1997) &
North Mendota Parkway Advisory Committee (2000-2002)
- ➔ General Issues
- ➔ Concluding Summary

INTRODUCTION

- ➡ In a nutshell, the North Mendota Parkway project is a study intended to explore a range of alternative land use and transportation scenarios for the area north of Lake Mendota, roughly between I90/94 on the east and USH 12 on the west, and the relative impacts of each scenario.
- ➡ The ultimate product will include a growth strategy that attempts to strike a balance between improving transportation while simultaneously protecting critical resources.

INTRODUCTION (cont.)

- ➡ Most recent impetus for the study was a proposal to officially map a four-lane parkway based on a 1997 committee report recommendation.
- ➡ The proposal to officially map a four-lane parkway alignment was contentious: The compromise was Sub. 2 to Dane County Board Res. 165, 1999-2000, approved by the County Board on June 15, 2000:
 - ➡ This resolution created the North Mendota Parkway Advisory Committee (NMPAC) and initiated the current study.
 - ➡ This study will serve as the basis for a recommendation by NMPAC to the County Board on how to address the land use and transportation issues in this subregion of Dane County, including but not limited to whether or not the proposed four-lane parkway facility should be officially mapped.

INTRODUCTION (cont.)

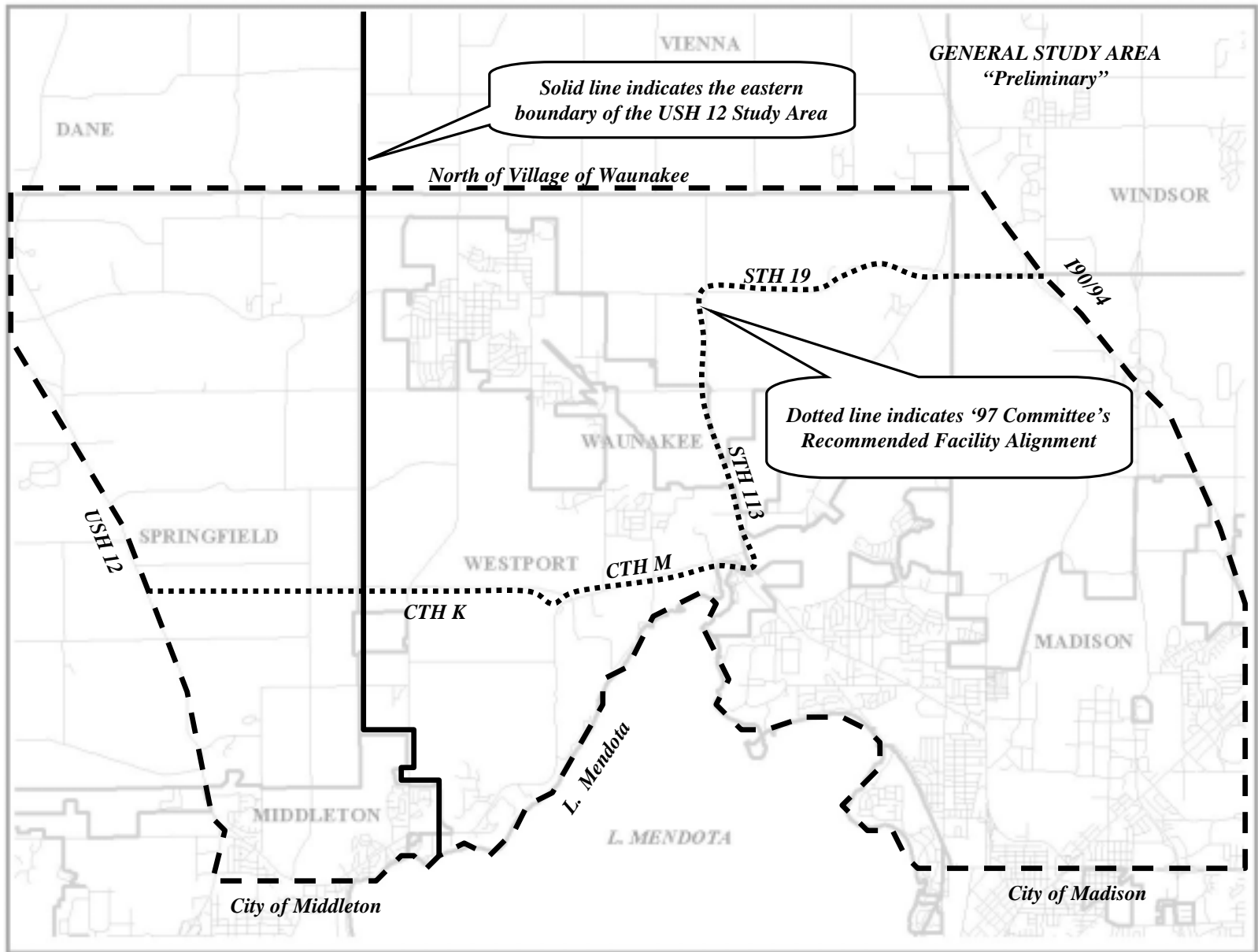
- ➡ The North Mendota Parkway Advisory Committee is comprised of the following eleven (11) members:

Committee Member

Jim Ripp
Terry Enge
Kevin Even
Howard Teal
Judy Olson
Dave Cieslewicz
George Dreckman
Brian Ohm, Chair
Eileen Bruskevitz
Ann Falconer
Kristine Euclide

Appointment

Town of Springfield
Town of Westport
Village of Waunakee
City of Middleton
City of Madison / Mayor
County Executive
County Executive (corridor resident)
County Board Chair
County Board Chair (corridor resident)
MPO
MPO



HISTORY

- ➡ **November, 1992:** Recommendation in the *Final Report of the Dane 2020 Task Force* to complete a broad study of alternative ways to respond to travel needs in and through the North Ring Corridor area.
- ➡ **July, 1995:** North Ring Corridor Committee created by County Board resolution to conduct “preliminary discussions” related to transportation issues in the North Ring Corridor area (in the context of the *Vision 2020 Land Use and Transportation Planning Process*).
- ➡ **February, 1997:** *Final Report of the North Ring Corridor Committee:* Recommended a four-lane expressway/parkway alignment based on travel forecasting exercises; included the caveat that further, more detailed planning be done before any improvements occur.

HISTORY (cont.)

- ➡ **June, 2000:** Proposal to officially map the North Ring Corridor Committee's recommended alignment. North Mendota Parkway Advisory Committee created via County Board resolution and charged with completing the North Mendota Parkway Study.
 - ➡ Primary purpose of study is to provide NMPAC with sufficient information to make a recommendation to the County Board with regard to official mapping.
- ➡ **October, 2000 to August, 2001:** Eleven (11) NMPAC members appointed; NMPAC educational meetings; and consultant hiring process.
- ➡ **August, 2001:** Final approval of consultant contract (Vandewalle & Associates and Strand Associates) and 13-month project commencement.

SIMILARITIES

USH 12 & NORTH MENDOTA PARKWAY

- ➡ The eastern half of the Town of Springfield is included in both study areas.
- ➡ Both projects are related to the evaluation of and response to the land use and other environmental implications of proposed roadway improvements.
- ➡ Proponents of both projects cite the need for improved highway facilities to immediately address traffic congestion and in turn travel safety and efficiency.
- ➡ Opponents of both projects have expressed apprehension about the potential land use and environmental impacts of such highway improvements, particularly those relating to increased auto use and more dispersed development patterns resulting from an improved highway facility.

DIFFERENCES

USH 12 & NORTH MENDOTA PARKWAY

➡ USH 12 RECONSTRUCTION IS A RELATIVE *CERTAINTY*.

- ➡ An Environmental Impact Statement (EIS) has been completed.
- ➡ Right-of-way (ROW) acquisition and design engineering is underway and in many cases near completion.
- ➡ Project funding has been acquired.
- ➡ Construction has been scheduled.

DIFFERENCES

USH 12 & NORTH MENDOTA PARKWAY

➔ NORTH MENDOTA PARKWAY IS A RELATIVE UNCERTAINTY.

Any major transportation improvement north of Lake Mendota is still very much in the concept stages; more analysis and public discussion is needed:

- ➔ The North Mendota Parkway Study still needs to be completed.
- ➔ An EIS is still going to be required for any major public investment in the area.
- ➔ Design engineering and ROW acquisition would have to occur.
- ➔ Project funding would need to be secured.
- ➔ Any major transportation improvement north of Lake Mendota of a North Mendota Parkway scale could not likely occur for at least another 10 years: Presently, there is no North Mendota Parkway type of improvement included in the 5-year Transportation Improvement Program (TIP) for the area.
- ➔ Dane County's [Long-Range] Land Use and Transportation Plan recommends that further study is needed in the area north of Lake Mendota, something like a Major Investment Study (MIS).

DISTINCTION BETWEEN NMPAC AND NORTH RING COMMITTEE

- ➡ The North Ring Corridor Committee was created on July 27, 1995 via Resolution 60, 1995-96 in the context of the Vision 2020 planning process:

“The charge to the committee was to conduct “preliminary discussions” related to the transportation issues in the North Ring corridor areas, for the purpose of providing input in the Vision 2020 planning process. We recognize that the issue of long-range transportation planning is complex and at times controversial, and that significant detailed planning will be required before any transportation improvements can be initiated in the North Ring Corridor area.”
(Cover letter to the Final Report of the North Ring Corridor Committee)

DISTINCTION BETWEEN NMPAC AND NORTH RING COMMITTEE

(cont.)

- ➡ NMPAC's charge is intended to go beyond "preliminary discussions" and broad-brushed regional travel forecasting.
- ➡ The North Mendota Parkway Study is oriented toward a much more in-depth and targeted analysis of the interdependent relationship between potential transportation facility improvements and land use patterns specifically in the area north of Lake Mendota.
- ➡ This sequence of studies is part of a natural and logical continuum of analysis that must occur before any major public investment occurs (i.e. working from the broader and more general toward the narrower and more detailed).
- ➡ NMPAC is generally charged with picking up with where the previous committee left off: The previous study was never intended to be the *final word* on this issue.

GENERAL ISSUES

- ➡ Among others, the North Mendota Parkway Advisory Committee and the associated study will encounter the following general issues related to public health, safety, and welfare:
 - ➡ Traffic congestion, travel safety and efficiency.
 - ➡ Resource conservation and environmental protection:
 - ➡ Air and water (surface water and groundwater) quality.
 - ➡ Preservation of agricultural land.
 - ➡ Preservation of other open spaces, plant and animal habitat, and other sensitive resources (e.g. wetlands, floodplains, steep slope topography, woodlands).
 - ➡ Public health (e.g. in the context of air and water quality).
 - ➡ Quality of life.
 - ➡ Personal property rights and local control.
 - ➡ Fiscal responsibility and efficiency (in the context of public policy and expenditures, government budgets, and taxes).

CONCLUDING SUMMARY

- ➡ A North Mendota Parkway is an uncertainty.
- ➡ The North Mendota Parkway Advisory Committee must address the following issues, ultimately making a recommendation to the County Board with regard to official mapping:
 - ➡ Is a transportation facility improvement needed north of Lake Mendota?
 - ➡ If so, what type of facility should it be?
 - ➡ Where should it go (i.e. alignment)?
 - ➡ What land use pattern should accompany the facility?
 - ➡ How should the facility improvement and land use pattern be implemented?
- ➡ The North Mendota Parkway Study is on a 13-month schedule, to be completed likely in October of 2002.