

DRAFT

Identification of the Recommended North Mendota Parkway and an Associated Strategy Package

In December of 2002, and January and February of 2003, the North Mendota Parkway Advisory Committee (NMPAC) met to discuss the results of the public open houses and to make Study recommendations.

At its February 6th meeting, Committee members came to a preliminary agreement on some recommendations to take to the local governments, the general public and the County Board. Following this meeting, these consensus items were analyzed and refined by project consultants and County staff to reflect the Committee's recommendations in their most logical implementation sequence. At its May 29th meeting, Committee members endorsed the following Draft Agreement, agreed to seek the review and comment of participating municipalities; the Dane County Board, Executive, and agencies; and directed the project staff to seek public review and comment over the Summer of 2003. Immediate and Short-Term items are necessary to address existing problems and challenges. Mid-Term items are prerequisites to Long-Term items.

Note that Steps 1-7 must be completed before the Parkway route is finalized and placed on Official Maps in Step 8. Also note that construction of the Parkway will occur as Step 10, when funding is available.

1) Dane County Completes Currently Programmed County Highway Improvements in the MPO / Dane County TIP (Transportation Improvement Program)

- *On-Going*
- *By Dane County*
 - a) Intersection of CTH K and CTH Q (*now complete*)
 - b) Curves in CTH K
 - c) CTH M:
 - i) Two-lane improvement on CTH M between Middleton and Willow Road, including the intersection of CTH K and CTH M, the intersection of CTH M and Westport Road, and the intersection of CTH M and Woodland
 - ii) CTH M from Willow Road east to STH 113
 - iii) CTH M (east side of Middleton)

2) Adopt a Binding North Mendota Intergovernmental Agreement with City of Madison, City of Middleton, Village of Waunakee, Town of Springfield, Town of Westport, Dane County and State of Wisconsin that Includes:

- *Immediately*
- *By Madison, Middleton, Waunakee, Springfield, Westport, Dane County and State*
 - a) Commitment to Proceed Per Following Items 3-10
 - b) Could consider including Village of DeForest and Town of Vienna in agreement
 - c) Establish a North Mendota Implementation Committee to Coordinate the Implementation of this Package (Steps 3-10)
 - d) Establish this Agreement as a 20-year agreement with a cycling renewal period every five years in order to extend the Agreement through the 50-year planning period identified in Step 7)b), below.

DRAFT

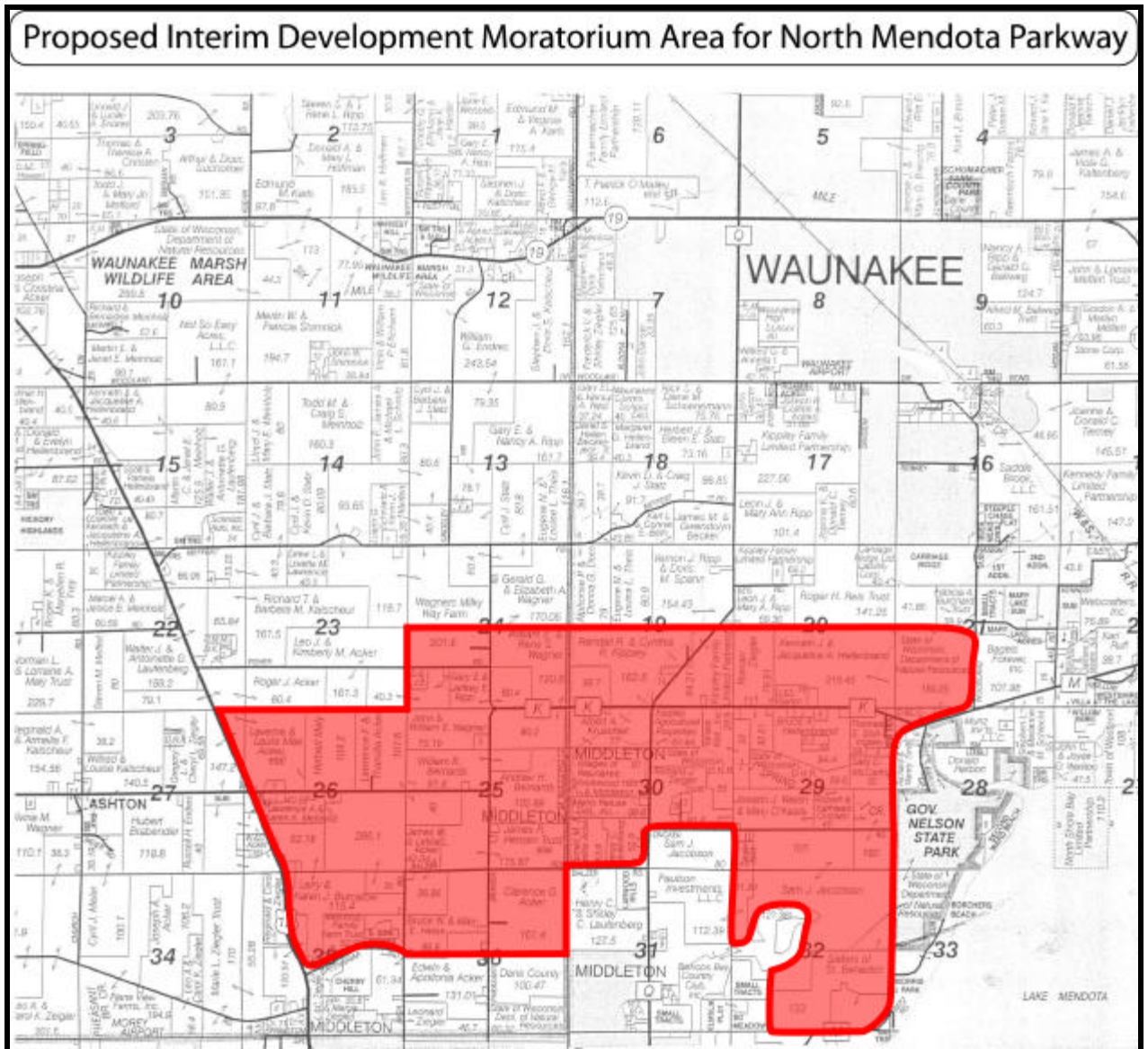
3) Municipalities Adopt an Interim North Mendota Transportation Policy

- *Immediately*
 - *By Madison, Middleton, Waunakee, Springfield, Westport, and Dane County*
 - *Required by the Intergovernmental Agreement in Step 2, above.*
- a) A Uniform Interim Right-of-Way Dedication Policy of:
 - i) 120 feet for all US, State and County highways
 - ii) 100 feet for all local roads that exceed one mile in length
 - b) A Uniform Access Control Policy to:
 - i) Prohibit new driveway access for newly created lots to any road officially mapped for a right-of-way of 100 feet or more;
 - ii) Limit road intersections to one per one-quarter mile for any road mapped for a right-of-way of 100 feet;
 - iii) Limit road intersections to one per one-half mile for any road mapped for a right-of-way of 120 feet or more.
 - c) Adopt a Short-Term Development Moratorium on a band of land covering the potential routes of the Parkway from ½ mile north of CTH K on the north to the Oncken Road/ Greenbriar Road corridors on the south; and from USH 12 on the west to CTH M and Woodland Drive on the east. (See attached Map.)
 - i) The moratorium would reserve available Parkway route options until the actual route is placed on the Official Map in Step 9. It would cover land divisions, subdivisions, rezonings and conditional use permits. It would not cover building permits, which would proceed at their own risk.
 - ii) The moratorium would sunset when the Parkway is placed on the Official Map (Step 9.)
 - iii) The moratorium could have an “escape valve” via the conditional use process to review and potentially allow certain development projects to proceed, if they can demonstrate no harm to the potential routes of the Parkway nor to environmental resources.
 - iv) Moratoria adopted by City of Middleton, Village of Waunakee, Town of Springfield, Town of Westport and Dane County

The City of Middleton, Village of Waunakee, Town of Springfield, Town of Westport and Dane County should carefully review the proposed boundaries of the Moratorium Area.

See Map of the Draft Interim Development Moratorium Area on Following Page

DRAFT



4) Municipalities and County Adopt Interim Intergovernmental Official Maps that include:

- *Immediately*
 - *By Madison, Middleton, Waunakee, Springfield, Westport and Dane County*
 - *Required by the Intergovernmental Agreement in Step 2, above.*
- a) A General “North Mendota E-Way” to preserve potential open space system sites between USH 12 and IH 39/90/94, Lake Mendota and STH 19:
- i) Establish buffer areas around sensitive natural features
 - ii) Link the Dorn Creek environmental corridor with the Pheasant Branch Conservancy, Governor Nelson State Park, and Six Mile Creek Wetlands area and the Cherokee Marsh/Token Creek open space systems
- b) A Complete Local Roadway Grid, including:

DRAFT

- i) "Interim Reliever Road" that links CTH M with Old USH 12 via improvements (e.g. wider travel lanes and paved shoulders) to the existing two-lane roadway network including:
 - (a) 4-Lane existing CTH M from STH 113 to Oncken Road, phased as needed
 - (b) Improved 2-Lane Oncken Road
 - (c) New 2-lane "Balzer / Oncken Link" with cross intersection at CTH Q
 - (d) Improved 2-lane Balzer Road to High Road
 - (e) New gentle curve at Balzer Road intersections with High Road
 - (f) Improved 2-lane High Road to Greenbriar Road
 - (g) New gentle curve at High Road intersection with Balzer Road
 - (h) Improved 2-lane Greenbriar Road to Old USH 12
 - ii) "North Middleton Collector" per City of Middleton between Old USH 12 and Oncken Road, dependent on the City of Middleton's decision to design, fund, and construct.
 - iii) "South Waunakee Collector" per Village of Waunakee between CTH Q and STH 113 at River Road, dependent on the Village of Waunakee's decision to design, fund, and construct.
 - c) A North Mendota Parkway Corridor (containing the roadway and the bicycle/pedestrian path) Connecting USH 12 with CTH M at CTH K, plus the reservation of the route from CTH M at CTH K to STH 113 to STH 19 to IH 39/90/94
 - d) Include these Recommendations in the North Mendota Communities Comprehensive Plans
- 5) County Conducts an Environmental Study of the North Mendota Area**
- *Initiate Immediately and Complete in Short Term*
 - *By Dane County*
 - *Required by the Intergovernmental Agreement in Step 2, above.*
- a) Identify and map sensitive natural resources in the area of potential North E-Way and North Mendota Parkway routes (generally bounded by CTH K on the north, CTH M on the east and south, and USH 12 on the west, plus the CTH M "isthmus" area)
 - i) Recommend appropriate mitigation and protections strategies for these resources
 - ii) Recommend appropriate buffer areas around these areas
 - iii) Identify locations appropriate for stormwater management facilities
 - b) Add to the North Mendota Interim Official Map (4, above) a recommended North E-Way that includes and connects areas of environmental concern, productive agricultural areas and existing open space areas such as the Dorn Creek Natural Area, Pheasant Branch Conservancy, North Fork of Pheasant Branch, Waunakee Marsh, Governor Nelson State Park, and the Cherokee Marsh/Token Creek open space systems;
 - c) Detail the impacts of potential North Mendota Parkway alignments on these resources
- 6) Construct a 2-Lane" Interim Reliever Road" via improvements to the existing roadway network between CTH M and Old USH 12**
- *Short Term*
 - *Required by the Intergovernmental Agreement in Step 2, above.*
- a) Route described in 4) b) i), above. (This is the "beefed up" two-lane roadway work on Greenbriar, High, Balzer, CTH Q and Oncken.)
 - b) Construct road with wider travel lanes, paved shoulders and gentle curves
- 7) Adopt a Formal North Mendota Area Plan**
- *Intermediate*

DRAFT

- *By Madison, Middleton, Waunakee, Springfield, Westport and Dane County*
 - *Required by the Intergovernmental Agreement in Step 2, above.*
- a) A North Mendota Area Open Space Preservation Policy
- i) Continue to use existing agricultural preservation zoning, environmental corridor preservation, and related techniques
 - ii) Use a method per appropriate state statutes or via statutory intergovernmental agreement to fund and preserve permanent open space in fee simple or partial interest (conservation easement)
 - iii) Prioritize acquisition of the areas identified as “Permanent Open Space Preservation Areas” on the North Mendota Area Long-Range Development Plan Map in 7)b), below
- b) A North Mendota Area Long-Range Development Plan Map:
- i) Depict “Existing Development Areas”
 - ii) Depict “50-Year Development Areas”
 - iii) Depict “Permanent Preservation Areas”
 - (a) Areas identified for preservation or protection in adopted federal, state, county or local open space, agricultural or natural resource plans, including the North Mendota Environmental Study listed in 5), above
 - (b) Existing private conservation areas
 - (c) Existing traditional lowland environmental corridor components
 - (d) Additional sensitive environmental areas:
 - Steep slopes over 12%
 - Woodlands (limited to a maximum 30% clearing)
 - Prairie and Oak Savannas
 - (e) Planned Stormwater Facilities and Infiltration Areas (to serve b)i) and b)ii, above)
 - (f) Planned Permanent Farmland Protection Areas
 - (g) Planned Permanent Community Separation Areas
 - (h) Planned North E-Way
 - (i) Identified Significant Historic and Cultural Resources
 - iv) Depict “Indefinite Future Areas” that could evolve into development or preservation areas
 - v) Depict “Key Redevelopment Nodes”
 - vi) Depict “Key New Development Nodes” to reserve for major tax base development
 - vii) Depict “Key Community Character Nodes and Corridors” along highways and entry routes
- c) A North Mendota Area Long-Range Transportation Plan Map
- i) Depict future rights-of-way per 3 a) and Local Roadway Grid per 4 b), above
 - ii) Depict future North Mendota Parkway route per 4)c), above
 - iii) Depict recommended park-and-ride facility locations
 - iv) Depict recommended express bus routes
 - v) Depict recommended reserved transit corridors along all existing rail lines
 - vi) Depict recommended regional bike routes per municipal and county plans
 - vii) Depict recommended regional trail network per municipal and county plans, including a link to the Ice Age Trail

DRAFT

- d) A North Mendota Area Community Character Overlay Zoning District
 - i) Adopt an Overlay Zoning District addressing travel corridor and development node aesthetics similar to that be considered for USH 12 in northwest Dane County
 - ii) District would apply to all non-residential and multi-family development
 - iii) District would address exterior lighting, building orientation, exterior display, exterior storage and signage
- e) A North Mendota Area Affordable Housing Policy
 - i) Adopt a Regional Fair Share Affordable Housing Commitment for each municipality (as a minimum percentage of new housing)
 - ii) Distinguish several appropriate housing types and affordability levels to ensure an appropriate range of availability
- f) Implement the North Mendota Sustainability Program
 - i) Hold an annual North Mendota Area Intergovernmental Workshop to check progress on this implementation strategy
 - ii) Identify key challenges and potential adjustments to keep them vital
 - iii) Produce a short annual progress report describing i) and ii), above

8) Select a Route for the North Mendota Parkway

- *Intermediate*
- *By Consensus of Dane County and North Mendota Area Municipalities*
- *Required by the Intergovernmental Agreement in Step 2, above.*
- a) Parkway route between CTH M and USH 12 to be determined by the findings of the Environmental Study from 5), above, with a western terminus at the under-construction interchange of new USH 12 with old USH 12.
- b) Add the Parkway route to the Interim North Mendota Official Map (4, above) immediately upon study completion
- c) Parkway would have the following characteristics:
 - i) Route connecting from IH 39 /90 /94 at STH 19 westerly along STH 19 corridor to STH 113 at Waunakee; southerly along STH 113 corridor to CTH M at Westport; westerly along CTH M corridor to selected new alignment connecting to a free flow interchange with USH 12
 - ii) 4-lane configuration
 - iii) 55 mph speed limit between IH 39 / 90 / 94 and STH 113/CTH M interchange; 45 mph speed limit between STH 113/CTH M interchange and USH 12
 - iv) Public road intersections no closer than ½ mile spacing and controlled by an access management plan and restrictions that would also restrict access to streets that intersect the Parkway, within a ¼ mile or more of the Parkway.
 - v) No intersecting driveways
 - vi) Wide and attractive central median, where space allows
 - vii) Accommodations for transit and park-and-ride facilities
 - viii) Parallel recreation path with appropriate grade-separated connections across Parkway
 - ix) Generous landscaping and calm lighting
 - x) advanced stormwater quantity and quality management facilities
- d) Determine appropriate funding for the North Mendota Parkway

DRAFT

9) Municipalities and County Update their Official Maps

- *Intermediate*
 - *By Madison, Middleton, Waunakee, Springfield, Westport and Dane County*
 - *Required by the Intergovernmental Agreement in Step 2, above.*
- a) Incorporate the recommendations of the Interim North Mendota Official Maps (4, above), the North E-Way (5b), above), the North Mendota Parkway route (8, above), the community facility components of the North Mendota Area Long-Range Development Plan Map (7b)iii(e), above), and the North Mendota Area Long-Range Transportation Plan Map (7c), above)

10) Contingent upon available funding and all necessary steps outlined above being completed, fund, design and construct the North Mendota Parkway.

- *Long Range*
 - *Required by the Intergovernmental Agreement in Step 2, above.*
- a) Per 8, above