



Traffic Engineering and Parking Divisions

David C. Dryer, P.E., City Traffic Engineer

Suite 100
215 Martin Luther King, Jr. Boulevard
P.O. Box 2986
Madison, Wisconsin 53701-2986
PH 608 266 4761
FAX 608 267 1158

June 25, 2013

To: Pedestrian/Bicycle/Motor Vehicle Commission.

Subject: **Hoyt Park Area Joint Neighborhood Plan**

Thank you for the opportunity to comment on the Hoyt Park Area Joint Neighborhood Plan. The Plan encompasses many goals that are consistent with the City's overall transportation goals. These include the following:

1. Encouraging biking and walking to area destinations
2. Improving connectivity between neighborhoods and within the neighborhood
3. Expanding bicycle routes and connections throughout the Hoyt Park Area.

The Traffic Engineering Division however has some concerns regarding the detailed approaches to accomplishing these goals within the plan. The Division's concerns within the plan are as follows:

1. (Page 34) "Ingress/egress from the site should be directed toward University Avenue"
 - a. Development site access is best determined during the development process and involves working closely with the property owner while also minimizing impacts to the nearby neighborhood. To require all access to be taken from the regional Arterial Street may limit development opportunities and become a safety problem. Traffic Engineering recommends this comment be removed from the plan.
2. (Page 39) "Ingress/egress should be directed toward University Avenue"
 - a. See comment number 1.
3. (Page 60) "Although the public right-of-way exists to install curb, gutter and sidewalks, property-owners are concerned the installation of sidewalks is costly and will result in the loss of mature trees, front yard gardens and lawns and the rural-type ambience of the existing streets."
 - a. This comment is incongruent with the overall goal of the plan to encourage walking and biking to area destinations, as well as improving connectivity between neighborhoods and within the neighborhood. Sidewalk construction does not necessarily mean that mature trees are lost or that they are incompatible with City Neighborhoods. This comment is likely to result in gaps remaining in the pedestrian transportation system within the neighborhood. Traffic Engineering recommends this comment be removed from the plan.

4. (Page 60) “Map 7.1 depicts high priority improvements to pedestrian and bicycle movement by using other alternatives that allow exceptions to the existing city sidewalk standards.”
 - a. Traffic Engineering does not recommend deviating from city standards as this may result in a decreased level of safety for pedestrians. Traffic Engineering recommends removing “that allow exceptions to the existing city sidewalk standards” from the comment.

5. (Page 60) “Removal of on-street parking to allow pedestrian pathways adjacent to the existing street terrace”
 - a. This comment is unclear and seems to suggest narrowing and reconstructing the street and putting pedestrians in what was the parking lane. Any street narrowing will need to be carefully considered with the District Alder and all other City Agencies.

6. (Page 61) “Implement the extension of the Kendall Avenue Bike Boulevard through the area utilizing the Bluff Street, North Blackhawk, and Regent Street corridor or the possible use of Stevens Street. See Graphic 7.4a.”
 - a. The use of Steven’s Street as an extension of the bike boulevard is not recommended as it does not provide a continuous route that is necessary for the success of a bike boulevard. Traffic Engineering recommends “the possible use of Stevens Street” be removed from the comment.

7. (Page 66 figure 7.4b)
 - a. Per the city of Madison complete streets policy, and to increase pedestrian connectivity and safety, sidewalks should be installed on both sides of the street. The figure presents sidewalks only on one side of the street.
 - b. Sidewalks placed adjacent to the roadway next to the curb and gutter do not provide pedestrians with an inviting walking environment and do not meet the overarching goals of encouraging walking. This sidewalk placement also makes it extremely difficult to keep clear of snow during the winter as the terrace provides space between the sidewalk and roadway for snow storage. This is likely to lead to gaps in the pedestrian transportation system during winter months. Traffic Engineering recommends figure 7.4b be removed from the plan.

8. (Page 78 figure 9.3)
 - a. This proposed design concept is likely to lead to increased congestion and an increase in rear end crashes at the intersection. Traffic Engineering recommends this option be removed from the plan.

Regards,

David C. Dryer, P.E.
City Traffic Engineer and Parking Utility Manager
City of Madison, WI