

AGENDA # _____

City of Madison, Wisconsin

A SUBSTITUTE RESOLUTION _____

Re. Street Width Standards for Local Streets

Drafted By: David C. Dryer, P.E., City Traffic Engineer

Date: February 10, 1998
June 9, 1998 (Substitute)

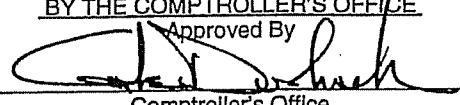
Fiscal Note: The City Engineer has estimated that narrower streets will result in a 15% cost savings for construction and maintenance.

Presented 3/3/98
Referred PBMVC, * BPW, Plan Com, Pub. Safety Rev. Bd.
City Engr, Streets, Fire, Traffic Engineering, Plan Dept.
BOE, CCOC 5/4

Rereferred 4/21/98; 6/2/98; 7/7/98; 8-4; BOE
PBMV, CCOC (9-15) (7-7)

Reported Back 4/21; 5/19; 7/7; 8/4; 9/15; 10/6

Adopted POF _____
Rules Suspended _____
Public Hearing _____

APPROVAL OF FISCAL NOTE IS NEEDED
BY THE COMPTROLLER'S OFFICE
Approved By 
Comptroller's Office

RESOLUTION NUMBER 5 5 6 0 5
ID NUMBER 23175

SPONSORS: Ald. Ken Golden (Request of Joint Transportation Commission/Plan Commission Subcommittee and Pedestrian/Bicycle/Motor Vehicle Commission)

P R E A M B L E

On August 8, 1995, the Joint Subcommittee of the Transportation Commission and Plan Commission published a report which recommended that the City's local street standards be revised to allow, in certain circumstances, streets of a narrower cross section and reduced curb radii.

The report states,

"By allowing local streets in new subdivisions and the reconstruction of local streets in existing neighborhoods to narrower standards, the Committee believes that several important objectives will be supported.

- "1. Narrower streets contribute more to improved neighborhood livability and the character of neighborhoods than do wider streets.
- "2. Narrower streets use less land, and therefore, contribute to a more compact development pattern. Narrower streets allow more land to be used to accommodate the City's increasing population and business expansions, while reducing the amount of land which has to be devoted to transportation facilities.
- "3. Narrower streets may allow additional land to be used for trees and shrubs along streets. In existing neighborhoods, reconstructing streets to narrower standards may reduce the need to remove existing vegetation along the street.
- "4. "By avoiding the over designing of local streets, construction and maintenance costs are minimized which means the City can save developers and home buyers land and money. New neighborhoods can be developed less expensively.
- "5. Narrower streets reduce traffic speeds and discourage non-local traffic from using neighborhood streets.

- "6. Narrower streets will result in less land area in neighborhoods being covered with impervious surfaces which contribute significantly to the pollutants in storm water run-off which reach the City's streams and lakes.
- "7. Narrower streets will avoid the possibility of a neighborhood being dominated visually by pavement.
- "8. Narrower streets and reduced corner radii create a more pedestrian-friendly environment within neighborhoods."

The subcommittee recommended that the City's local street width standards be reduced to achieve these objectives.

The Subcommittee working with City staff and emergency service providers initially was unable to reach a consensus. Subsequently, further review and analysis of crash data, street width, land use and density have provided a level of comfort to Engineering, Traffic Engineering and Planning and Development staff that they can support a reduction in the street width standards.

The proposed revisions to the street width standard are set forth in Table 1.

Service Level	Net Dwelling Unit per Acre	Right-of-way Width Feet	Right-of-Way Width Meters	Pavement Width Feet	Pavement Width Meters
Proposed Standard	<3	50.0	15.25 (See Note 1)	26.25	8.0
Proposed Standard	3 to 5	55.77	17.0	27.89	8.5
Proposed Standard	<5 to 10	59.06	18.0	31.99	9.75
Proposed Standard	>10	65.62	20.0	36.09	11.0
Abutting a Park or School		65.62	20.2	36.09	11.0
Abutting a Religious Facility		59.06	18.0	31.99	9.75

NOTE 1: This right-of-way width assumes that the street is constructed without sidewalk. If sidewalk is constructed the right-of-way shall be 17 meters.

NOW THEREFORE BE IT RESOLVED:

- (1) That the report of the Joint Transportation Commission/Plan Commission dated August 8, 1995, and the Report of the City Engineer dated March 5, 1997, are accepted.
- (2) That the 32 foot wide local street centered on a 60 foot right-of-way be revised to reflect the service needs of the abutting properties as shown in Table 1, and that the Madison General Ordinance Chapter 16 Subdivision Regulations, Section 16.23(8)(a)8.a. be amended accordingly; and
- (3) That for local street corner radii, the current standard of 30 feet shall be revised to a radius of 20 feet to curb;
- (4) That the subject revisions be added to the Standard Detail Drawings, Standard Specs for Public Works Construction, City of Madison, Department of Public Works;

- (5) That the Madison Fire Department with Traffic Engineering annually investigate streets constructed to these revised standards to determine those street segments where vehicles stored in the street restrict the service delivery of emergency vehicles and recommend that parking restrictions be imposed.
- (6) That the radius of cul-de-sacs of 36 feet (11 meters) be retained to minimize backing movements of City service vehicles.