



Traffic Engineering and Parking Divisions

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To: Pedestrian, Bicycle, and Motor vehicle Commission

Subject: **University Avenue Corridor Plan**

Thank you for the opportunity to comment on the University Avenue Corridor 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 University Avenue Corridor

The Traffic Engineering Division has the following recommendations for amendments to the plan:

1. (Page 43 paragraph B.) "A 839 stall addition to the U.W. Hospital and Clinics parking ramp is being built to mitigate the loss of the parking ramp being replaced by the new U.W. School of Nursing across the street from the hospital. The net increase is 352 parking spaces".
 - a. The actual numbers for the addition are 770 gross parking spaces and 347 net parking spaces. City staff recommends replacing with above mentioned figures.
2. (Page 43 paragraph C.) "The new 500 stall parking ramp built by the VA to accommodate more visitors."
 - a. The new ramp contains 473 new parking stalls. City staff recommends replacing with the above mentioned figures.
3. (Page 58 Campus Drive considerations) "Signage should be installed to discourage bicycle traffic on Campus Drive."
 - a. It is legal to bike on Campus Drive and the facility is a preferred route for some bicyclist due to limited cross street intersections. Wide shoulders on the facility provide a safe space for bicyclist to ride without interfering with traffic on Campus Drive. There is no significant history of bicycle crashes on Campus Drive. Traffic Engineering does not recommend prohibiting bicyclists on Campus Drive and recommends removal of this comment from the plan.

4. (Page 64 At Alicia Ashman Bridge) “The crosswalk could be improved by changing pedestrian activated lights from flashing yellow lights to flashing red lights.”
 - a. The use of flashing red lights in this case is not allowed by the federal highway administration. The comment should be removed from the plan and amended with the following. Explore installation of a pedestrian hybrid beacon such as exists currently at the intersection of Blair and Mifflin Streets.

5. (Page 64 automobile traffic) “Way finding signs should be installed at the intersections with Highland Avenue and Walnut Street.”
 - a. Way finding should be a well thought out process with defined destinations throughout the city. The plan does not include a destination for the way finding at these intersections. Traffic Engineering recommends the comment be amended to following: Way finding for the University Avenue Corridor should be considered as part of a citywide way finding plan.

6. (Page 64 Parking) “Parking meters should be installed in the City parking lot on the north side of the 2500 block.”
 - a. The feasibility of meters in any location needs to be studied by the parking utility to determine whether they are financially sustainable. Meters that are not financially sustainable often do not achieve the desired impact. Traffic Engineering recommends the comment be amended to the following: Parking meters should be evaluated for installation in the city parking lot on the north side of the 2500 block.

7. (Page 68 Street level improvements) “Way finding signs should be installed to direct visitors to area schools, hospitals, bridges and bicycle paths, restaurants and shops.”
 - a. See comment 5 regarding way finding.

8. (Page 70 Highland Avenue and Walnut Street bridges and underpasses) “Safety for pedestrians and bicyclists should be increased by widening sidewalks, marking bicycle lanes and adding pedestrian-level lighting. Way finding signs are needed.”
 - a. See comment 5 regarding way finding.

Regards,

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