



Traffic Engineering and Parking Divisions

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DATE: September 17, 2018

FROM: City Traffic Engineering and Parking Utility

TO: Plan Commission

RE: Summary of Transportation Commission Recommendation – 118-126 Carroll Street Hotel

Ascendant Holdings has worked with Traffic Engineering and Parking Utility to find a solution to the transportation needs of the proposed development and potential impacts on the surrounding businesses. Due to its location and unique geometry, standard on-site loading accommodations proved challenging. Traffic Engineering and Ascendant Holdings worked together to provide several options to accommodate their valet services to present to the Transportation Commission for a final recommendation.

The proposed options for the 100 N block of Carroll Street are as follows (preliminary drafts of the options, including staff comments, are attached as a supplement to this memo for your reference).

- Option 1: Parallel Stalls in public Right of Way
- Option 2: Perpendicular Stalls in public Right of Way
- Option 3: One-way drive from Dayton Street to Carroll Street with on-site loading

On 08/22/18, Transportation Commission recommended approval of Option 1: Parallel Stalls for the Right of Way concept in order to allow for loading zones for the proposed development at 118-126 Carroll Street and other businesses in the area. (See attached package previously submitted to Transportation Commission for your reference). Option 1 allows for an eighteen foot (18') sidewalk and terrace area while removing seven (7) metered parking stalls and relocating one ADA stall to Dayton Street. Parking Utility will require compensation for the parking stalls to be removed; the total cost will be based on the net present value of the revenue stream for the next twenty years for each space removed. Traffic Engineering has determined that Option 1 has the potential to be a workable solution that can maintain acceptable traffic operations for the 100 block of N Carroll Street with the addition of the proposed development.

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YT:TWL:EPH:SJT:SDM



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DATE: August 21, 2018

FROM: City Traffic Engineering and Parking Utility

TO: Transportation Commission

RE: Traffic Engineering Recommendation – 118-126 Carroll Street Hotel

Commissioners should reference the decision matrix and attached diagrams to supplement the recommendations from City Traffic Engineering and Parking Utility.

Traffic Engineering and Parking Utility have determined all three of the options in the decision matrix, have the potential to maintain safe and efficient traffic operations for the 100 block of N Carroll Street. Options 1 and 2 would increase pedestrian activity on Carroll Street.

The Parking Utility prefers Option 2 because it has the least impact on the public and Parking Utility, and retains the disabled/veteran stall in its current location. The current Carroll Street location of the disabled/veteran stall is preferred over relocation to Dayton Street, which is further from the Capitol Square and has higher volumes and travel speed. Additionally, Option 3 may increase potential pedestrian/motorists conflicts due to the new entering driveway onto W. Dayton Street and the exiting driveway on N Carroll Street. Option 3 also removes the second greatest number of metered spaces of the options presented.

Traffic Engineering recommends, in all options, the applicant submit a Parking Management Plan to be reviewed by Traffic Engineering which includes a valet operations plan and a plan to reduce queueing during peak valet hours. Traffic Engineering further recommends the applicant participate in, or help create a potential Downtown Traffic Management Association (TMA) for employees. If the Commission finds one or all of these options to be acceptable, Traffic Engineering recommends they be approved with the following conditions:

Option 1 conditions:

- Applicant shall compensate the Parking Utility for revenue lost through the removal of metered parking stalls
- Applicant shall enter into a developer's agreement with City Engineering for the reconfiguration of the 100 block of N Carroll Street
- Applicant shall design building with a recessed entrance to keep the sidewalk clear from door swing encroachment and valet station.

Option 2 conditions:

- Applicant shall compensate the Parking Utility for revenue lost through the removal of metered parking stalls
- Applicant provide 13' of Sidewalk/Terrace area from back of curb to face of building, this would require an additional 2' of Right of Way dedication or an easement
- Applicant shall enter into a developer's agreement with City Engineering for the reconfiguration of the 100 block of N Carroll Street
- Applicant shall design building with a recessed entrance to keep the sidewalk clear from door

swing encroachment and valet station.

Option 3 conditions:

- Applicant shall compensate the Parking Utility for revenue lost through the removal of metered parking stalls
- Applicant shall design building with a recessed entrance to keep the sidewalk clear from door swing encroachment and valet station.

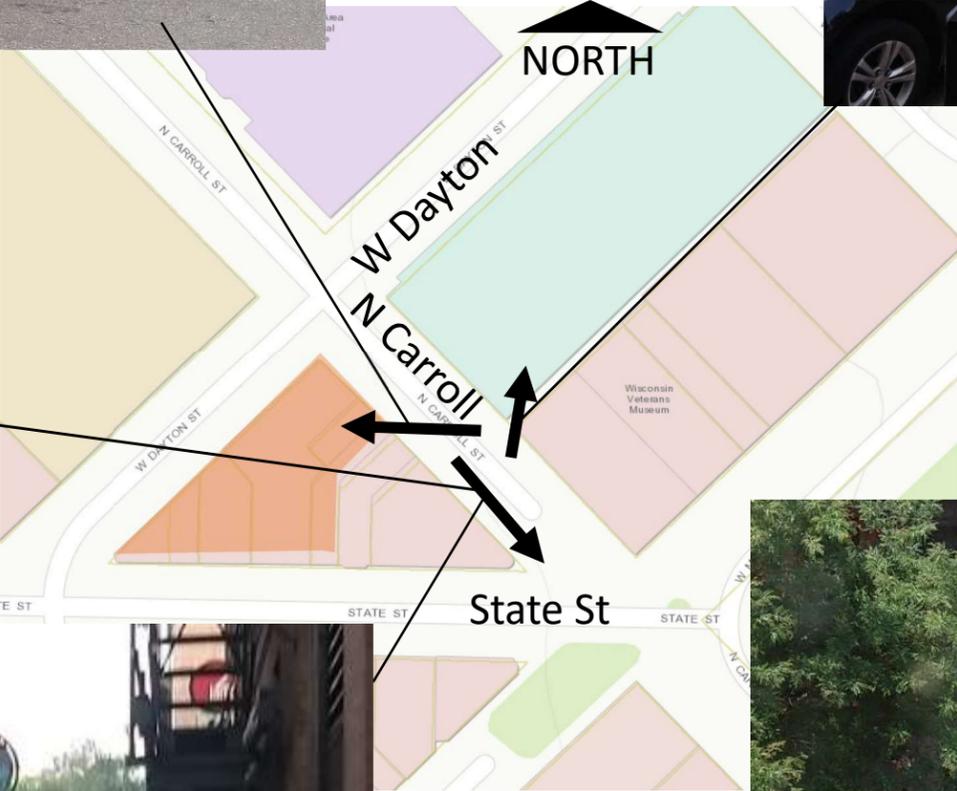
A handwritten signature in black ink, appearing to read "Thomas W. Lynch". The signature is written in a cursive style with a large initial "T" and "L".

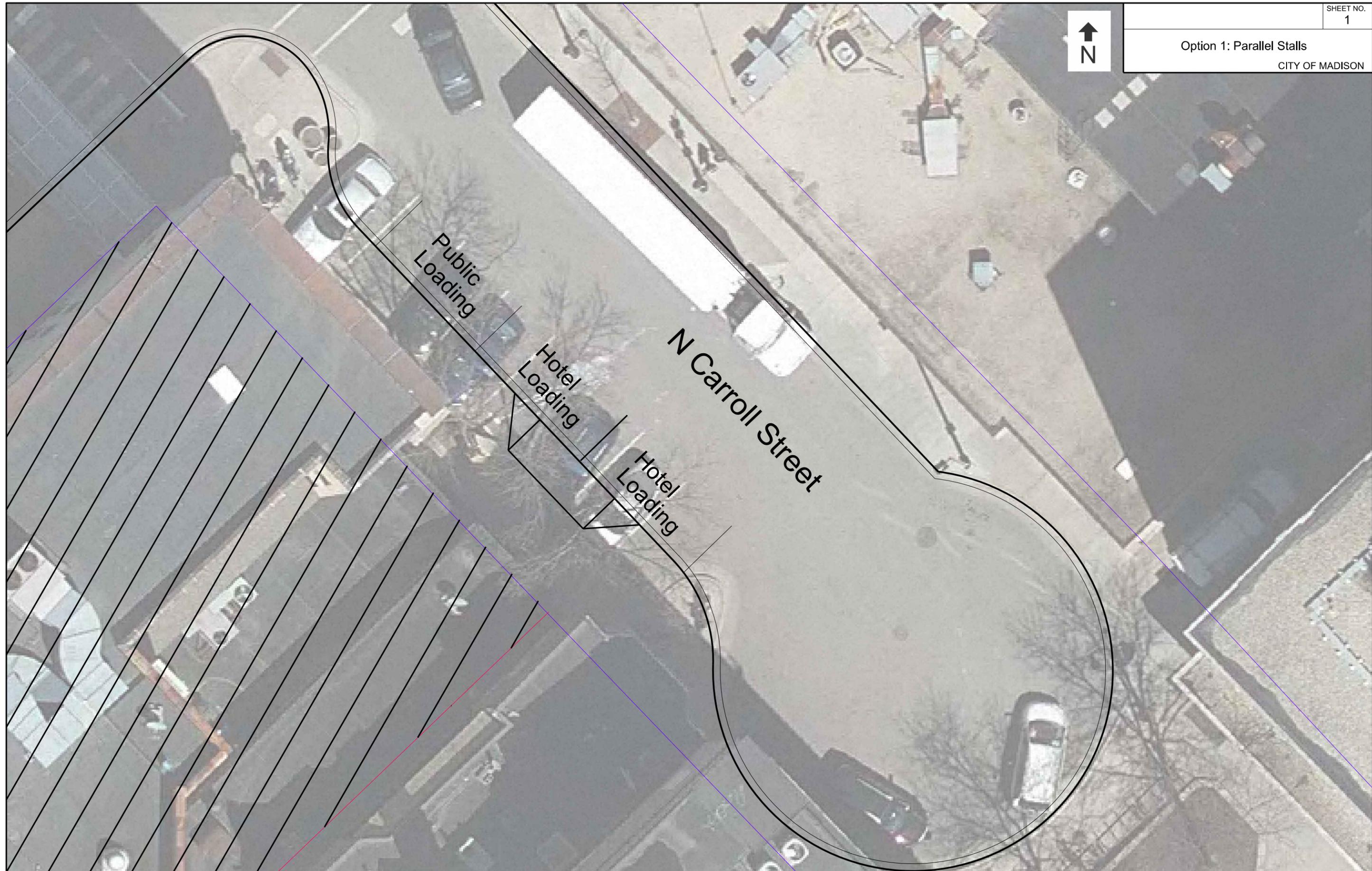
Thomas W Lynch, for

Yang Tao, PhD, P.E., Interim City Traffic Engineer Parking Manager

YT:TWL:EPH:SJT:SDM

North Carroll Street Photos





Public Loading

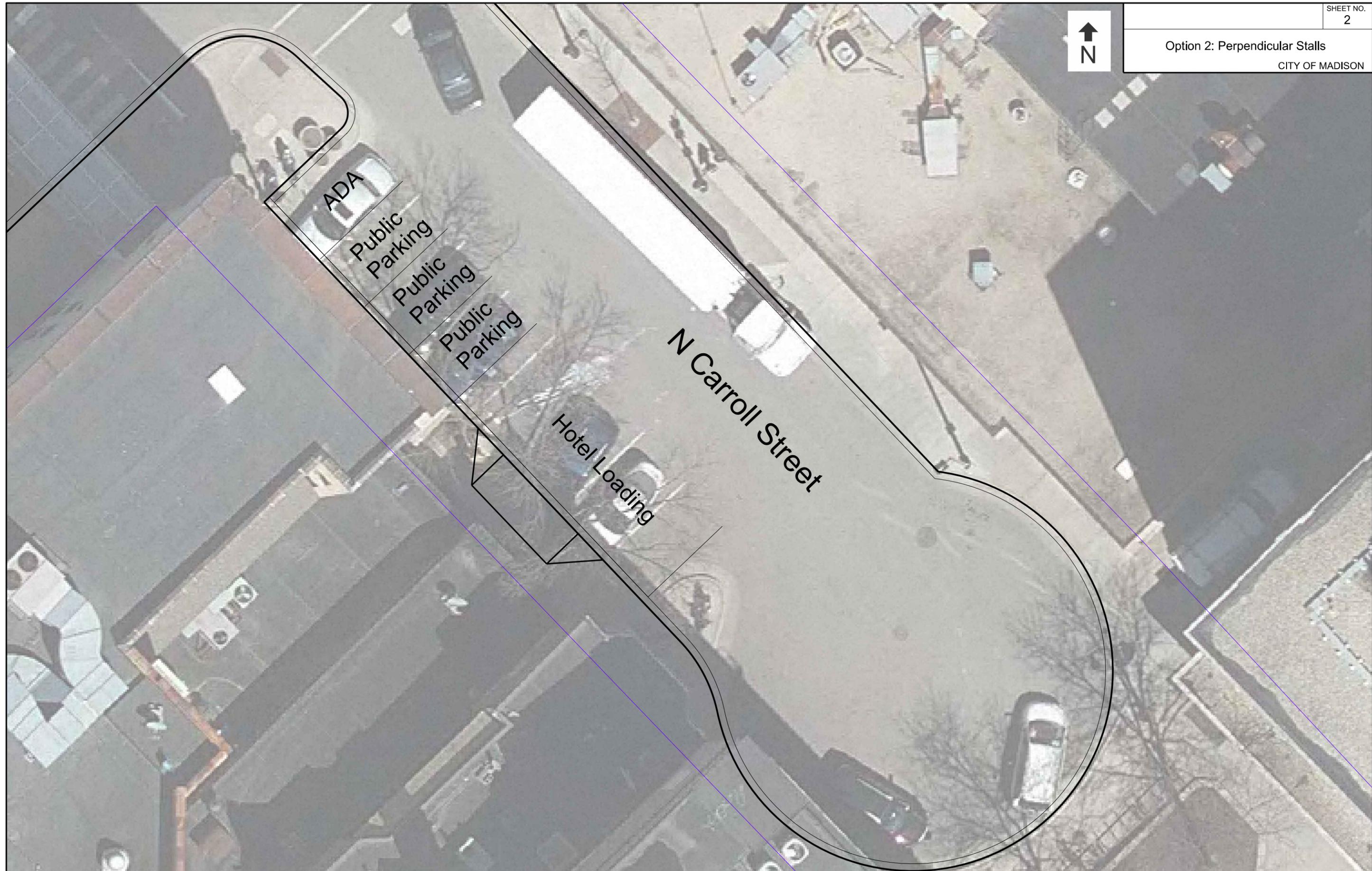
Hotel Loading

Hotel Loading

N Carroll Street

SALOON

PLOT SCALE:
PLOT NAME:
REV. DATE:
ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.



PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.



W Dayton Street

N Carroll Street

Freight Loading

ADA

Public Parking

Public Parking

Public Parking

Hotel Loading

Public Parking

Public Parking

PLOT SCALE:
PLOT NAME:
REV. DATE:
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W Dayton Street

Freight Loading

ADA

Public Parking

N Carroll Street

Public Parking

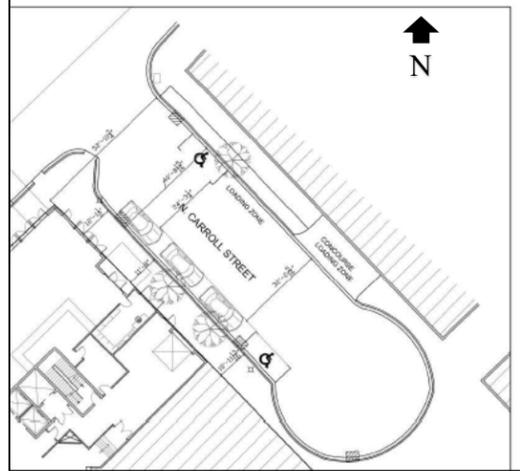
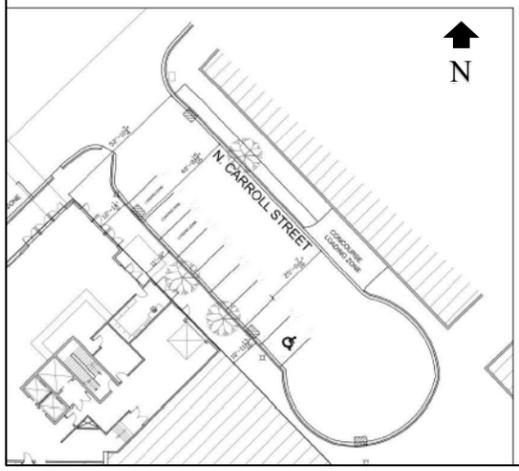
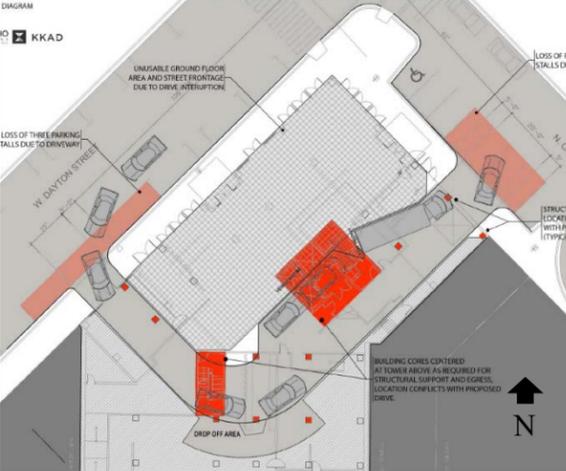
Public Parking

Public Parking

Public Parking

Public Parking

PLOT SCALE:
PLOT NAME:
REV. DATE:
ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.

	Existing Conditions	Option 1: Parallel Stalls	Option 2: Perpendicular Stalls	Option 3: On-site Loading
Layout	 <p>See attached sheet 4 for existing parking/geometric alignments</p>	 <p>See attached sheet 1 from TE for suggested parking/geometric alignments</p>	 <p>See attached sheet 2 from TE for suggested parking/geometric alignments</p>	 <p>See attached sheet 3 from TE for suggested parking/geometric alignments</p>
Suggested Design Revision	<ul style="list-style-type: none"> • 	<ul style="list-style-type: none"> • Minor redesign of building suggested to allow for valet operations • Building suggested to have recessed entrance to accommodate valet operations 	<ul style="list-style-type: none"> • Minor redesign of building suggested to allow for valet operations • Building suggested to have recessed entrance to accommodate valet operations 	<ul style="list-style-type: none"> • Major redesign of building suggested, current design of hotel has conflicting structural issues with proposed valet loading area.
Parking Impacts	<ul style="list-style-type: none"> • <u>Carroll Street</u> 7 metered public parking stalls 1 ADA parking stall • <u>Dayton Street</u> 3 metered public parking stalls 1 freight loading zone (non-revenue) 	<ul style="list-style-type: none"> • <u>Carroll Street</u> 2 Hotel Loading Zones (non-revenue) 1 Public Loading Zone (non-revenue) 1 ADA to be relocated to Dayton Street • <u>Dayton Street</u> 3 metered public parking stalls 1 freight loading zone (non-revenue) • <u>Total Impact</u> Net loss of 7 metered parking stalls Net addition of 3 loading zones (non-revenue) 	<ul style="list-style-type: none"> • <u>Carroll Street</u> 3 public metered parking stalls 1 ADA parking stall 1 Hotel Loading Zone (non-revenue) • <u>Dayton Street</u> 3 public metered parking stalls 1 freight loading zone (non-revenue) • <u>Total Impact</u> Net loss of 4 metered parking stalls Net addition of 1 loading zone (non-revenue) 	<ul style="list-style-type: none"> • <u>Carroll Street</u> 3 public metered parking stalls 1 ADA parking stall 1 Hotel Loading Zone (non-revenue) • <u>Dayton Street</u> 1 public metered parking stalls 1 freight loading zone (non-revenue) • <u>Total Impact</u> Net loss of 6 metered parking stalls Net addition of 1 loading zone (non-revenue)
Pedestrian/Terrace Environment	<ul style="list-style-type: none"> • 13' Sidewalk/Terrace area (existing building to curb) • No existing driveways on South side of street 	<ul style="list-style-type: none"> • 18' Sidewalk/Terrace area (proposed building to curb) • Proposed delivery driveway on South side of street • Valet loading will not cross the sidewalk pedestrian environment • Delivery loading will have to either back-in or back-off across the sidewalk 	<ul style="list-style-type: none"> • 13' Sidewalk/Terrace area (proposed building to curb) 2' easement suggested to allow for 13' area • Proposed delivery driveway on South side of street • Valet loading will not cross the sidewalk pedestrian environment • Delivery loading will have to either back-in or back-off across the sidewalk 	<ul style="list-style-type: none"> • 11' Sidewalk/Terrace area (proposed building to curb) • Proposed driveway on South side of street • Valet loading will cross the sidewalk pedestrian environment two separate times • Delivery loading will not have to back in or back off across the sidewalk
Loading Operations	<ul style="list-style-type: none"> • Currently, loading operations on Carroll Street are disorganized and sometimes results in partial blockage of the street and existing parking stalls 	<ul style="list-style-type: none"> • Potentially creates loading conflicts with reversing movement on street further complicated by presence of bulb and loading needs of other businesses. 	<ul style="list-style-type: none"> • Potentially creates loading conflicts with reversing movement on street further complicated by presence of bulb and loading needs of other businesses. 	<ul style="list-style-type: none"> • Potentially creates loading conflicts with reversing movement on street further complicated by presence of bulb and loading needs of other businesses.
Use of Right of Way	<ul style="list-style-type: none"> • Currently, 7 parking stalls and additional ADA stall on Carroll Street are available for public use and occupied the majority of the time. 	<ul style="list-style-type: none"> • Valet operations, during peak times, may conflict with general public usage of Carroll Street and lead to congestion and queueing issues 	<ul style="list-style-type: none"> • Valet operations, during peak times, may conflict with general public usage of Carroll Street and lead to congestion and queueing issues 	<ul style="list-style-type: none"> • Internal valet operations allows for greater general public usage of Carroll Street
Special Event Accessibility	<ul style="list-style-type: none"> • 	<ul style="list-style-type: none"> • Potential access issues during closures of Carroll Street for special events and future construction projects (Infrequent) 	<ul style="list-style-type: none"> • Potential access issues during closures of Carroll Street for special events and future construction projects (Infrequent) 	<ul style="list-style-type: none"> • Potential access issues during closures of Carroll Street for special events and future construction projects (Infrequent)
Traffic Circulation	<ul style="list-style-type: none"> • In most cases, vehicles parked in stalls do not use bulb • Motorists can be blocked by loading vehicles parking on North side of Carroll Street • Various loading operations dominate bulb area making it difficult for motorists to use 	<ul style="list-style-type: none"> • In most cases, valet operations and motorists will use bulb • When bulb is blocked by loading vehicles, motorists are required to make 3-point turn • Various loading operations often block bulb area making it difficult for motorists to use 	<ul style="list-style-type: none"> • In most cases, valet operations and motorists will not use bulb • Motorists can be blocked by loading vehicles parked on North side of Carroll Street. • Various loading operations often block bulb area making it difficult for motorists to use 	<ul style="list-style-type: none"> • Valet operations and motorists will not use bulb • Hotel users and loading vehicles enter on Dayton Street and circulate to Carroll Street exit.
Increasing Activity on Carroll	<ul style="list-style-type: none"> • Limited activity due to vacant store fronts 	<ul style="list-style-type: none"> • Proposed hotel will replace the existing vacant buildings and increase pedestrian activity on Carroll Street 	<ul style="list-style-type: none"> • Proposed hotel will replace the existing vacant buildings and increase pedestrian activity on Carroll Street 	<ul style="list-style-type: none"> • Proposed hotel is oriented toward Dayton Street, with Carroll Street functioning more as an alley with less pedestrian traffic