



Traffic Engineering and Parking Divisions

David C. Dryer, P.E., City Traffic Engineer and Parking Manager
100

Madison Municipal Building, Suite

215 Martin Luther King, Jr. Boulevard
P.O. Box 2986
Madison, Wisconsin 53701-2986
Phone: (608) 266-4761
Fax: (608) 267-1158
www.cityofmadison.com

October 7, 2014

115 South Hamilton Street & 25 West Main Street
ID 35356
ID 35359

Existing Conditions

The parking ramp on the 100 block of West Doty Street currently serves as a commercial parking ramp for approximately 250 vehicles. This ramp has a single ingress/egress located on West Doty Street approximately 135' from the crosswalk. The ingress/egress points are cross configured resulting in conflicting movements between vehicles entering and exiting the facility (See exhibit A). West Doty Street is a one-way street with dedicated vehicular travel lanes (20' wide lane on the north and an 11' wide lane in the middle) with one floating lane which accommodates parking, bicycles and peak hour vehicular travel. The signal at South Fairchild Street and West Doty Street is an eighty second cycle during peak operations with a protected 10 second pedestrian walk phase for West Doty Street. This walk time provides additional gaps for vehicles exiting the parking ramp.

Exhibit A



Current configuration: vehicles attempting entry must drive past the exit, thus limiting exiting opportunities.
Photo taken 9/30/14 during am peak

Exhibit B



Due to the close proximity of the entry gate to the Public Right-of-Way queuing on West Doty happens upon arrival of the second vehicle attempting entry.

Photo taken 9/30/14 during am peak

Proposed Conditions

The applicant has proposed a new parking ramp to be constructed spanning the 10 & 100 block of West Doty St for approximately 550 vehicles (450 commercial and 100 residential). The new ramp would have an ingress/egress point located on West Doty Street approximately 100' from the crosswalk. The ingress point will have room for approximately 9 vehicles to queue before having to use the Public Right-of-Way on West Doty Street. No changes are proposed for the West Doty Street public Right-of-Way.

Recommendations

1. Provide an RFID for all regular parking customers which upon entry will signal the gate to lift without the customers need to swipe a card or enter an entry code.
2. Modify the ingress point to provide for two gates thus limiting the chances for queuing on West Doty Street Public Right-of-Way.
3. The applicant shall provide a deposit for signing and marking to be determined by the Traffic Engineering Department.

Conclusions

Traffic Engineering views the proposed parking ramp to be an improvement to the current parking ramp configuration and provides for a reasonable expectation of operational safety. The proposal corrects the cross configured ingress/egress by putting the ingress point first. This does put any potential queuing on West Doty Street closer to the South Fairchild Street and West Doty Street intersection. This is mitigated through the use of on-site queuing and the reversing of the entrances similar to ULI's facility located in block 89. As a result an overall improvement to traffic operations and safety is anticipated. With the proposed conditions, traffic engineering expects the site to operate in a safe and efficient manner.