

Midvale Plaza – Sequoya Commons Traffic

This is a self-inflicted problem due to poor design.

The UDC approved the original Sequoya Commons plan with the garage entrance on Midvale Blvd.; it was Mr. Krupp who changed the plan when he presented it before the Planning Commission

With urban re-development (in-fill) this redevelopment was approved because it was located on 2 major streets: Midvale Blvd and Tokay Blvd. Yet all the traffic is being diverted onto Caromar Dr. and S. Owen Dr. (residential streets).

The old Midvale Plaza had on Midvale Blvd: 1 entrance/exit and 1 exit only; on Tokay Blvd: 2 entrance/exits; on Caromar Dr.: 1 entrance/exit. The current plan calls for 3 entrance/exits on Caromar Dr., and 1 entrance/exit on Midvale Blvd. Caromar Dr. is being set up for 3 times the amount of traffic.

Dan McCormick of the City of Madison Traffic Engineering states Mr. Krupp **can** put a garage entrance/exit on Midvale Blvd.

There is a large amount of traffic at Caromar and S. Owen Dr. intersection. Due to:

1. Queen of Peace Elementary School: of approx 450 student, 400 students are driven to school because the families do not live in the neighborhood.
2. Midvale Elementary School: parents drive their children to school if they live on the other side of Mineral Point Rd or the opposite side of Midvale, because of obvious safety concerns with crossing these 'streets'.

With the enlargement of the Sequoya Library there will be an increase in the traffic generated (82 trips during peak hour increased to 142 trips during peak hour). 75% of that traffic will travel out the Caromar surface parking lot.

Dan McCormick of the City of Madison Traffic Engineering states that Mr. Krupp has the right and would support a garage entrance on either side (Midvale Blvd or Caromar Dr).

Dan McCormick/City of Madison Traffic Engineering and John Lichtenheld/Krupp's Traffic Engineer have only offered the sidewalk 'bump out' to increase safety. This *may* slow down traffic. This does not decrease the number of cars traveling on Caromar Dr. and S. Owen Dr.

Dan McCormick/City of Madison Traffic Engineering would not recommend stop signs on Caromar at the Caromar and S. Owen Dr intersection b/c there is not enough traffic. Nor would they recommend a 'table top' at that intersection because of the cost (approx \$150,000).

The Caromar entrance would be positioned at one end of an 'S' curve street. The Caromar residents have voted down the speed bumps to slow traffic on Caromar Dr. Cars tend to speed up from the 'S' curve to Tokay Blvd.

Phase II garage will hold 136 cars. Per John Lichtenheld/ Krupp's Traffic Engineer, this will increase traffic on Caromar (North of S. Owen) by 40-57 cars per peak hour.

During peak traffic hours the increase on Midvale will not be noticed 57/18,100 VS. A very noticeable increase in traffic Caromar 57/880.

Crosswalks painted on the streets do Neither SLOW Nor STOP cars when pedestrians are present. That is why there are the Red Flags at crosswalks all over Madison – to remind cars to stop.

Peak hours coincides with peak times that children are going to/from school, after school activities, the Sequoya Library and the Chocolate Shoppe.

It comes down to the Midvale Blvd. garage entrance: car vs. car. Or Caromar Dr garage entrance: car vs. children/pedestrian.

Let's make the Sequoya Commons a pedestrian friendly location for children and our aging population.

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