



## Traffic Engineering and Parking Divisions

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

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August 2, 2007

TO: Plan Commission

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

SUBJECT: **4802 Sheboygan Avenue – Rezoning – C2 to PUD (GDP) – Mixed Use Redevelopment**

The City Traffic Engineering Division has reviewed the subject development and has the following comments.

**MAJOR OR NON-STANDARD REVIEW COMMENTS** (Comments which are special to the project and/or may require additional work beyond a standard, more routine project.)

1. The Developer will need to execute and revise the GDP text to include the following:

Approval of the subject rezoning is conditioned upon the findings of the Hill Farms Site Redevelopment Traffic Impact Analysis dated May 2007 and additional related studies except as modified herein and below as noted. This includes recognition of increased transportation demands on the streets, intersections and neighborhoods surrounding the development. Specific recommendations of the subject studies that involve major changes to City intersections and streets outside those shown on the GDP site plan will need final review and approval by the City. Additionally, the package of needs and responsibilities shall be reviewed and revisited at each stage of development, at each individual SIP and/or subdivision. Unless otherwise modified by an alternative financing plan or exception noted, the Developer is expected to finance 100% of the street or transportation facilities reconstruction, traffic signal costs, and studies for the changes proposed in the GDP for City streets and transportation facilities. The Developer/Owner shall enter into a developer's agreement/subdivision contract with the City for these and the following specific improvements required to adequately support the development and neighborhood concerns.

- a. For what is anticipated to be Phase 1 – Site C -- (new WisDOT facility):
  - 1) Construct B Street and D Street including sidewalk and bike lanes on both sides of the street.
  - 2) Construct a new full access intersection and traffic signal at University Ave and B Street (includes metering of eastbound Old Middleton Rd. on-ramp).
  - 3) Study feasibility/timing of University Ave underpass. The Developer/Owner will need to provide this through their own independent engineering study with the City's involvement/concurrence, or provide financial support to the City for this portion of the engineering design study costs as part of an expanded University Ave design.

- 4) Install sidewalk along north side of Site C (University Ave) with trees/landscaping/buffer.
- 5) Install a modern roundabout at Sheboygan Ave and Segoe Rd, including pedestrian and bicycle treatments (if not already complete). Both the Hill Farms site and the Hilldale SIP 2 rely on this intersection improvement to adequately support the development and neighborhood concerns. The State shall dedicate the land required on its site for this roundabout by March 30, 2008 so that the reconstruction can occur in 2008 by the City. The State shall also execute a waiver for their reasonable and proportional share of the costs the roundabout reconstruction and provide a deposit for their estimated share of area wide intersection and traffic signal costs prior to SIP and subdivision sign off.

For what is anticipated to be Phase 2 – Sites A and B:

- 6) Construct A Street including sidewalks and bike lanes on both sides of the street.
- 7) Improve the bicycle and pedestrian crossing of Segoe Rd. at Frey St (if not already complete).
- 8) Make Go/No Go decision on underpass with City's concurrence/agreement; construct if "Go" decision is made.
- 9) Install sidewalk along north side of Sites A and B (University Ave) with trees/landscaping/buffer.
- 10) Construct improvements to Old Middleton Rd and Whitney Way; Old Middleton and Eau Claire Ave; and Whitney Way and Sheboygan Ave intersections. The changes to Old Middleton Rd involve a minimum of adding one lane westbound and eastbound and the extension of the Blackhawk Bike Path from Eau Claire to a distance west of Whitney Way; the maximum would be the minimum noted plus dual left turn lanes on Old Middleton Rd and Whitney Way. These changes may involve removing on-street parking and are likely subject to approval by the Office of Commissioner of Railroads.
- 11) Evaluate and install if standards met all-way stops at Sheboygan Ave and Eau Claire Ave (to be implemented as early as Phase 2 but not later than Phase 3).
- 12) Upgrade pedestrian crossings at Metro stops (to be implemented as early as Phase 2 but not later than Phase 3). This may include islands, enhanced markings and signage, curb extensions, and or speed tables.
- 13) Evaluate and install if standards met new signal phase for protected NBL at Midvale and Regent intersection.

For what is anticipated to be Phase 3 – Sites D, E and F:

- 14) Construct C Street including sidewalks and bike lanes on both sides of the street.
- 15) Add bike lanes to Whitney Way, Sheboygan Ave, and Segoe Rd. These changes may involve removing on-street parking and widening of the street particularly for Sheboygan Ave.
- 16) Extend the off-street bike path (Blackhawk Bike Trail) from Eau Claire through Whitney Way (this may be implemented as early as Phase 2, but no later than Phase 3).
- 17) Investigate signal phasing/timing changes at University Ave and Whitney Way.
- 18) Evaluate and install if standards met re-striping the WB approach on Regent St at

Whitney Way for 2 lanes.

- 19) Install ped/bike connection through Rennebohm Park both north and south to Sheboygan and Regent St (including the Van Hise school midblock walkway), and east-west from Eau Claire to Segoe Rd. (to be coordinated with future park projects).
- 20) Construct underpass (dependent on Go/No Go decision made during Phase 2).

For application with Phase 1, 2, or 3 at City's discretion:

- 21) As part of Phase 1, 2, or 3, the City may require that the Sheboygan Ave be widened from 42 feet wide to 48 feet on the Hill Farms side to accomplish bike lanes, on street parking, Metro upgrades, and pedestrian improvements.
- 22) The City may require that the speed limit on Sheboygan Ave be lowered from 30 mph to 25 mph to accommodate the development's new intersections and new activity.
- 23) As part of Phase 1, 2, or 3, the City may require that one corridor be identified and improved as a main bike corridor and make such improvements as a bike boulevard to support that designation. Eau Claire Ave or the ped-bike path through Rennebohm Park and through the Hill Farms site to University Ave may be this corridor.
- 24) As part of Phase 1, 2, or 3, the City may require that the development provide bicycle wayfinding signage related to the development at locations determined by the City.
- 25) As part of Phase 1, 2, or 3, pending coordination with City staff and local advocates, anticipated ped-bike improvements may also include: raised/textured ped crossings; possible bumpouts/median islands at intersections and mid-blocks; sidewalks and trees/landscaping/buffer on both sides of all streets; abundant, well-located bike parking.
- 26) Provide well-connected and direct sidewalk system with marked crosswalks at intersections and/or mid-block locations.
- 27) Enhance new crossing at new full access, signalized intersection of University Avenue and B Street to provide a better link for pedestrians and bicyclists to the Blackhawk Path north of University Avenue. This includes constructing the median nose on University Ave and ped-bike ramps on both sides.
- 28) Provide abundant bike racks distributed throughout the site (JFA). The final number, location, and design of the bike rack shall be reviewed and approved by the Traffic Engineer.
- 29) For the new full access, signalized intersection of University Avenue and B Street, the Developer/Owner will have to enter into agreement with the City TE for 100% of the signal operation and maintenance costs of this intersection (similar to other locations). This signal shall require additional conduit and interconnection along University Ave, from approximately Whitney Way, Old Middleton Road to Segoe Rd
- 30) The Developer/Owner shall submit a construction staging and traffic control plan prior to approval of the GDP and each SIP. A condition of these plans is that the development construction cannot impact pedestrian and bicycle access and mobility.

## PEDESTRIAN AND BICYCLE TRANSPORTATION REVIEW COMMENTS

2. See above.

## GENERAL OR STANDARD REVIEW COMMENTS

In addition, we offer the following General or Standard Review Comments:

3. The attached Traffic Signal/Street Light declaration of conditions and covenants shall be executed and returned with each SIP and/or subdivision.

Please contact John Leach, City Traffic Engineering at 267-8755 if you have questions regarding the above items.

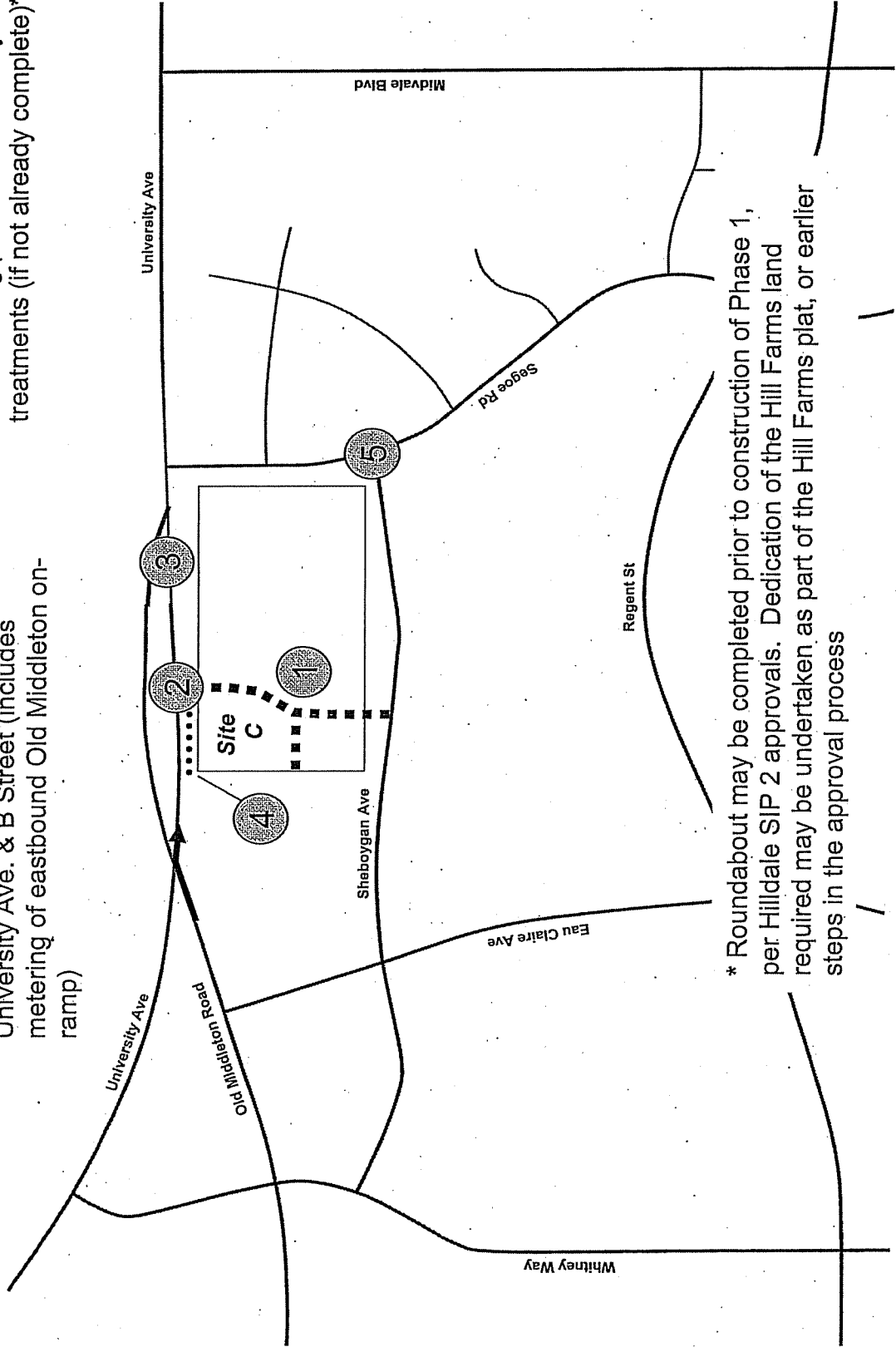
Contact Person: Brian Munson  
Fax: 608-255-0814  
Email: [bmunson@vandewalle.com](mailto:bmunson@vandewalle.com)

DCD: DJM: dm

# Hill Farms Redevelopment: Planned Major Transportation Improvements

## Phase 1 – Site C (new WisDOT facility)

1. Construct B Street and D Street including sidewalk and bike lanes on both sides of the street
2. Full access and new traffic signal at University Ave. & B Street (includes metering of eastbound Old Middleton on-ramp)
3. Study feasibility/timing of University Ave. underpass
4. Sidewalk along north side of Site C (University Ave.)
5. Roundabout at Sheboygan Ave. & Segoe Rd. including pedestrian and bicycle treatments (if not already complete)\*

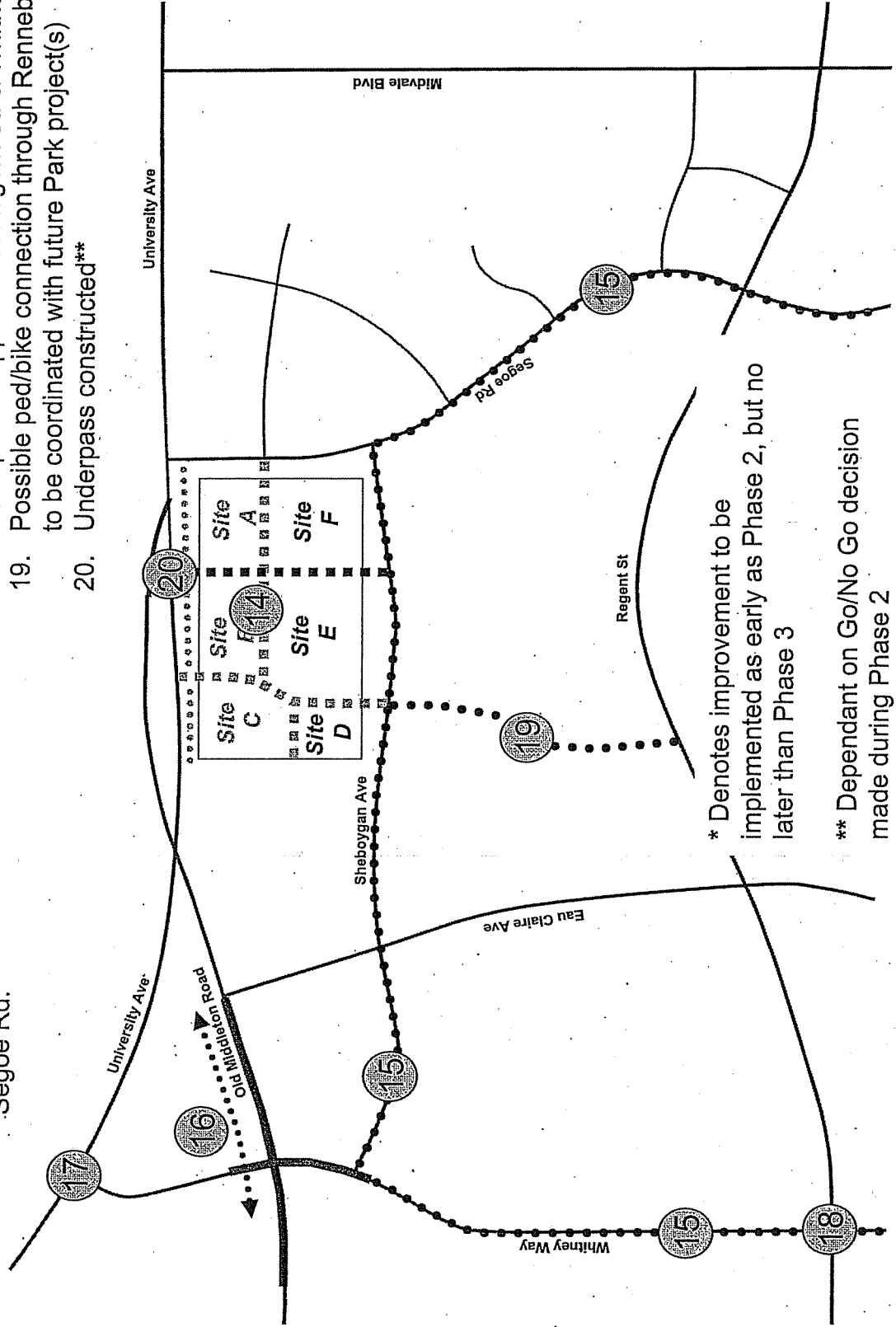


\* Roundabout may be completed prior to construction of Phase 1, per Hilldale SIP 2 approvals. Dedication of the Hill Farms land required may be undertaken as part of the Hill Farms plat, or earlier steps in the approval process

# Hill Farms Redevelopment: Planned Major Transportation Improvements

## Phase 3 – Sites D, E, and F

14. Construct C Street including sidewalks and bike lanes on both side of the street
15. City to consider adding bike lanes to Whitney Way, Sheboygan Ave. and Segoe Rd.
16. Extend off-street bike path from Eau Claire Ave. through Whitney Way\*
17. Investigate signal phasing/timing changes at University Ave. & Whitney Way
18. Restripe WB approach at Regent St. & Whitney Way
19. Possible ped/bike connection through Rennebohm Park, to be coordinated with future Park project(s)
20. Underpass constructed\*\*



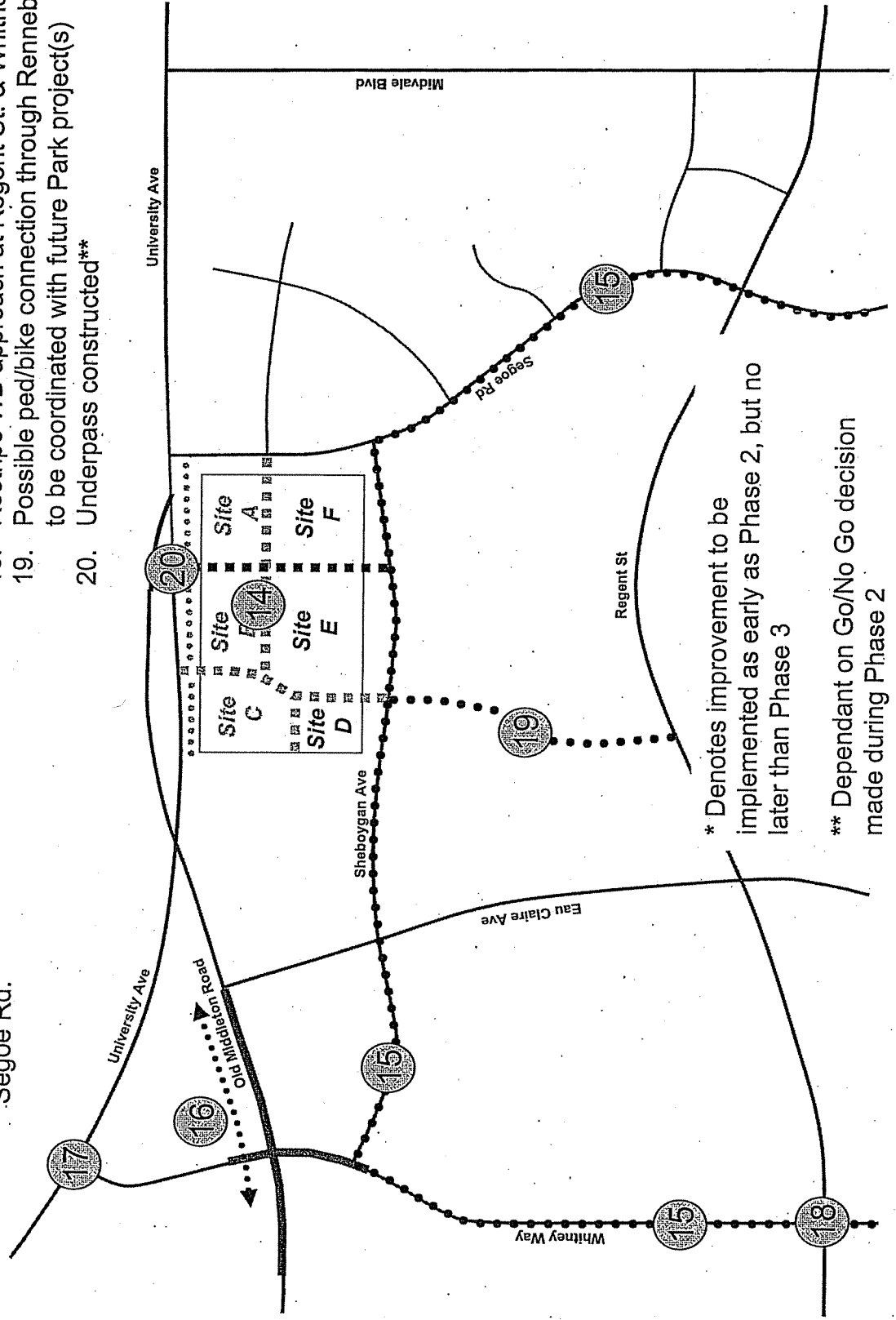
\* Denotes improvement to be implemented as early as Phase 2, but no later than Phase 3

\*\* Dependant on Go/No Go decision made during Phase 2

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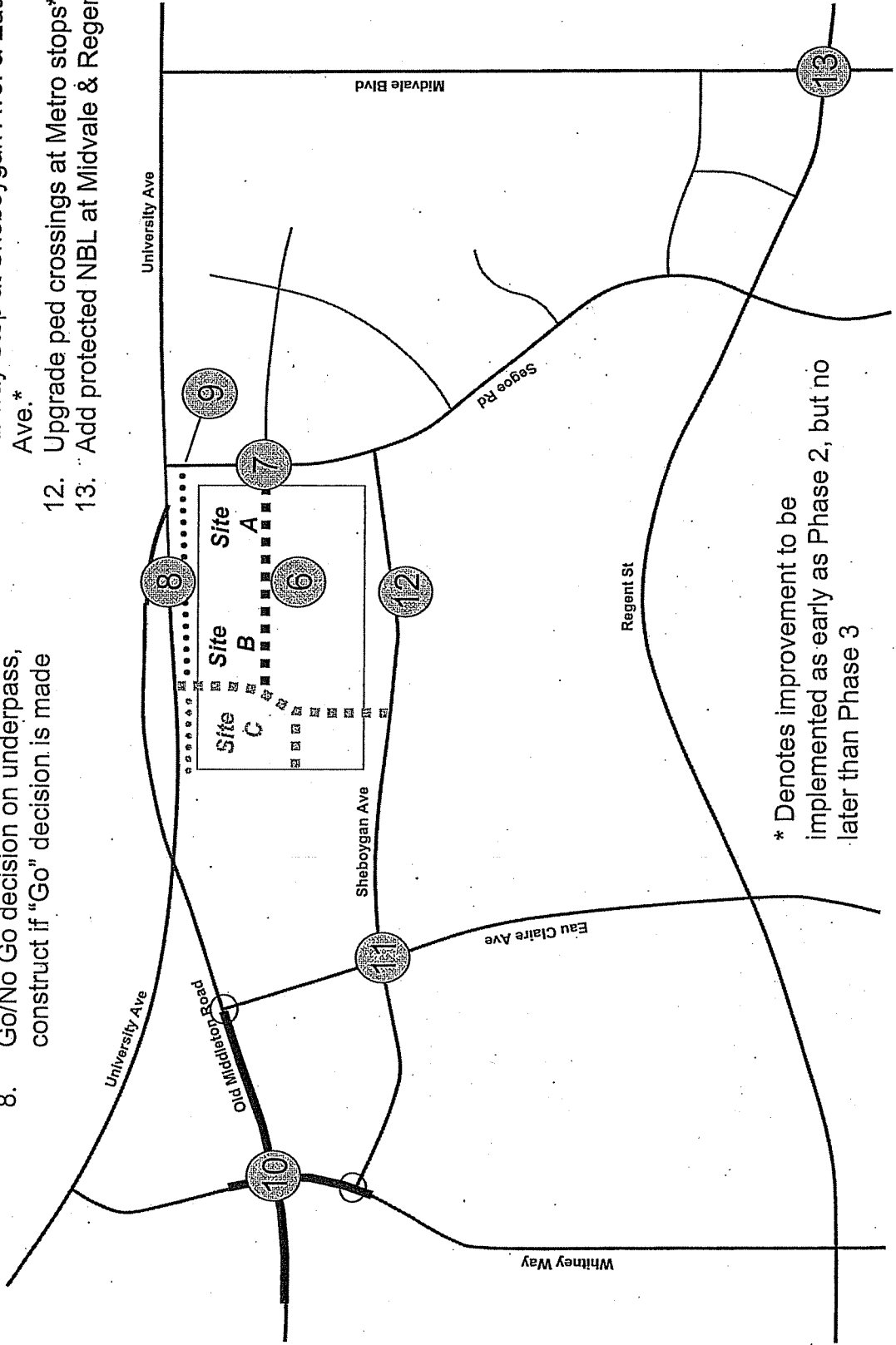
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# Hill Farms Redevelopment: Planned Major Transportation Improvements

## Phase 2 – Sites A and B

6. Construct A Street including sidewalks and bike lanes on both sides of the street
7. Improved bicycle crossing of Segoe Rd. at Frey St. (if not already complete)
8. Go/No Go decision on underpass, construct if "Go" decision is made
9. Sidewalk along north side of Sites A and B (University Ave.)
10. Improvements to Old Middleton Rd. & Whitney Way, Old Middleton Rd. & Eau Claire Ave., and Whitney Way & Sheboygan Ave. intersections\*
11. All-way Stop at Sheboygan Ave. & Eau Claire Ave.\*
12. Upgrade ped crossings at Metro stops\*
13. Add protected NBL at Midvale & Regent\*



\* Denotes improvement to be implemented as early as Phase 2, but no later than Phase 3