

UNIVERSITY OF WISCONSIN – MADISON
RESPONSE TO TRAFFIC ENGINEERING ZONING APPROVAL CONDITIONS
INCLUDING TRANSPORTATION MASTER PLAN
FOR CHAZEN/MUSIC PERFORMANCE BLOCK
750 UNIVERSITY AVENUE
DRAFT 07/09/09

TRANSPORTATION MASTER PLAN:

The following plan responds to comments from the City of Madison Traffic Engineering department and the Plan Commission dated January 7, 2008 regarding the demolition of 750 University Ave. and the construction of an addition to the Chazen Museum. This plan reflects the University's best current understanding of future development of a music performance space and offices on the site and is not based on actual plans or designs. Actual plans and designs have yet to be developed and those plans when develop may require changes in the transportation plan. However, it is understood that any of these changes required would nonetheless meet the City's conditions.

(a) Public service court from Lake St. to Fitch Ct.: The University will provide service access from Lake St. to businesses and other agency buildings on the block. The current plan calls for vacating the portion of Fitch Ct. that intersects University Ave. and replacing that portion with the University-owned roadway that accesses Lake St. along the north side of the current Extension Building. (Also see (f) below.) Land will be dedicated to the city for this access drive at the time of the future development for the Music Academic building.

(b) Additional right of way along Lake St.: With the elimination of parking at Lot 3, and eventually Lot 1 (Memorial Union), the University's generation of traffic along Lake St. will significantly decrease in the future. The biggest generator of traffic and resultant congestion on Lake St. is due to the City of Madison's Lake/Francis St. Parking Structure. The University will dedicate sufficient easement of its property to City right-of-way (approximately 200 feet) along Lake St. from University Ave. north to accommodate the shifting of the southbound right turn lane 10 feet to the west. This shift will, in turn, allow for two southbound through lanes. The exact configuration of this additional right-of-way will need to be determined and its alignment checked with the existing street on the south side of the intersection.

(c) Drop off along University Ave.: The plan and design for an enlarged drop-off area with accessible parking that replaces and improves existing facilities has been approved by the Plan Commission and Traffic Engineering staff. The current plan accommodates charter bus traffic (drop-off and pick-up only) and for three accessible parking stalls for use by event goers in the area.

(d) Provisions for truck service from University Ave.: Access from University Ave. to businesses situated on the East Campus Mall and nearby State St. Mall will be provided. Deliveries will be routed via Lake St. to the newly configured Fitch Ct. which will be designed to accommodate the turning movements of WB-50 (semi-sized) trucks. Delivery vehicles will have regular and easy access to the loading docks for the Chazen Museum, the future Music Performance Building, the Pres House Apartments, and the service/fire lane south of those apartments leading to the East Campus Mall. Delivery trucks will also have access to the eastern edge of the mall where it intersects the service lane between the Pres House Apartments and the Chazen Museum. Deliveries may then be hand trucked from that point to the University Club and Pres House vendor. The East Campus Mall will only be accessed by emergency vehicles and authorized service vehicles. No loading or unloading will be allowed on the mall.

(e) Loss of 14 parking meters on N. Murray Street: A separate agreement with the City addressed the loss of these meters as well as the meters at two other campus locations regarding both revenue issues and the provision of adequate public parking spaces. The agreement was approved by the Transit and Parking Commission 07/08/2008. Among other things, the agreement provided for campus meter price increases to make the City's Lake St. parking structure more competitive. Notably, the new performance space planned for this block will increase demand (and revenue) for the City's Lake St. ramp in the evening.

(f) Traffic impact study: No need for a study is seen at this time. Traffic to this block has been substantially reduced by the removal of Lot 3 parking to allow for the development of the Pres House Apartments, the demolition of Peterson and the building of the Chazen addition. The rest of Lot 3 parking will be removed for the music performance space further reducing trips assignable to this block.

OTHER CONDITIONS TO BE FULFILLED (07/09/2009)

Traffic Signal Agreement: A maintenance agreement for traffic signal operation and maintenance has been drawn up by Traffic Engineering regarding the new signal at East Campus Mall and University Ave. The final document is in the process of being signed by the University.

Signage: All necessary traffic control signage (stop signs, no left turn signs, do not enter signs, etc) are included in the design documents submitted for final approval by city staff.