



Traffic Engineering and Parking Divisions

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November 20, 2006

TO: Pedestrian/Bicycle/Motor Vehicle Commission
FROM: David C. Dryer, City Traffic Engineer & Parking Manager
SUBJECT: St. Mary's/South Park Street Reconstruction Project

St. Mary's Conditions of Approval

The conditions of approval for the St. Mary's Hospital expansion project require St. Mary's to reconstruct South Park Street to a) install a traffic signal at Erin Street; b) lengthen the northbound Park Street left-turn lane at Erin Street; and c) add a left-turn lane for northbound Park Street traffic at Delaplaine Court. Initially the plan had been for St. Mary's to fund these improvements exclusively but this subsequently changed when the project was switched to using TIF funds and having the project be done as a City public works project.

Storm Sewer Project

The project's scope of reconstruction was intended to only deal with the redesign issues noted above. However, a July 27, 2006 storm pointed out a serious drainage problem with St. Mary's in the 700 block of Park Street. City Engineering has developed a solution involving raising the grade on Park Street, raising the building entrance and installing a major storm sewer to the lake immediately east of the mid-700 block. St. Mary's and the City are in agreement with the proposed solution.

The storm sewer project adds another layer of reconstruction on South Park Street. The storm sewer project requires a major reconstruction project involving really all of Park Street from Haywood Drive to Erin Street such that most lanes of the street will be reconstructed. It is likely that Park Street will have to be narrowed to one lane in each direction for approximately two to three months for the storm sewer project. The project schedule for S. Park St is planned for mid-May to mid-August of 2007. Funding for both the storm sewer project and the Park Street left-turn lanes is still required to be finalized and approved by the Common Council.

S. Park St. Recommended Design

Attached for information are two sketches showing the City Engineering design of Park Street with the storm sewer plan overlaid and a second drawing of the Traffic Engineering design of Park Street. The recommended Traffic Engineering design shows reconstruction in the median along Park Street to provide for the following:

1. Narrowing of the median-side traffic lanes from 11 feet to 10 feet to provide more median space for landscaping, streetscaping and pedestrian refuge crossings. The median noses would be extended and widened from 5 ft to 7 ft.
2. A left-turn in only at Delaplaine Court.
3. The lengthening of the left-turn storage bay at Erin Street.
4. Removal of the exclusive left-turn lane into the Octopus Car Wash for a wider pedestrian and bicycle median refuge at Haywood Drive to cross Park St. Left turns into Octopus would not be restricted. The median nose would be extended and widened from 5 ft to 12-plus ft.

DCD:DJM:gep
enclosure



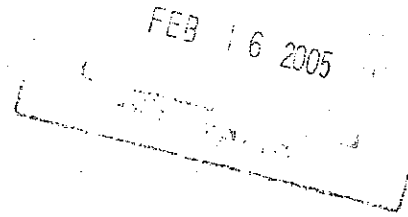
Department of Planning & Development
Planning Unit

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January 19, 2005

Barbara K. Miller, Vice President
SSM Healthcare of Wisconsin, Inc.
707 South Mills Street
Madison, WI 53715



SUBJECT: St. Mary's Hospital Medical Center

Dear Ms. Miller:

The Common Council, at its January 3, 2005 meeting, conditionally approved your application for rezoning from PUD-GDP-SIP to Amended PUD(GDP-SIP) for property located at 707 South Mills Street.

The conditions of approval are:

1. Adherence to the previous conditions of approval as specified in the April 7, 2004 City approval letter unless modified by the following conditions.

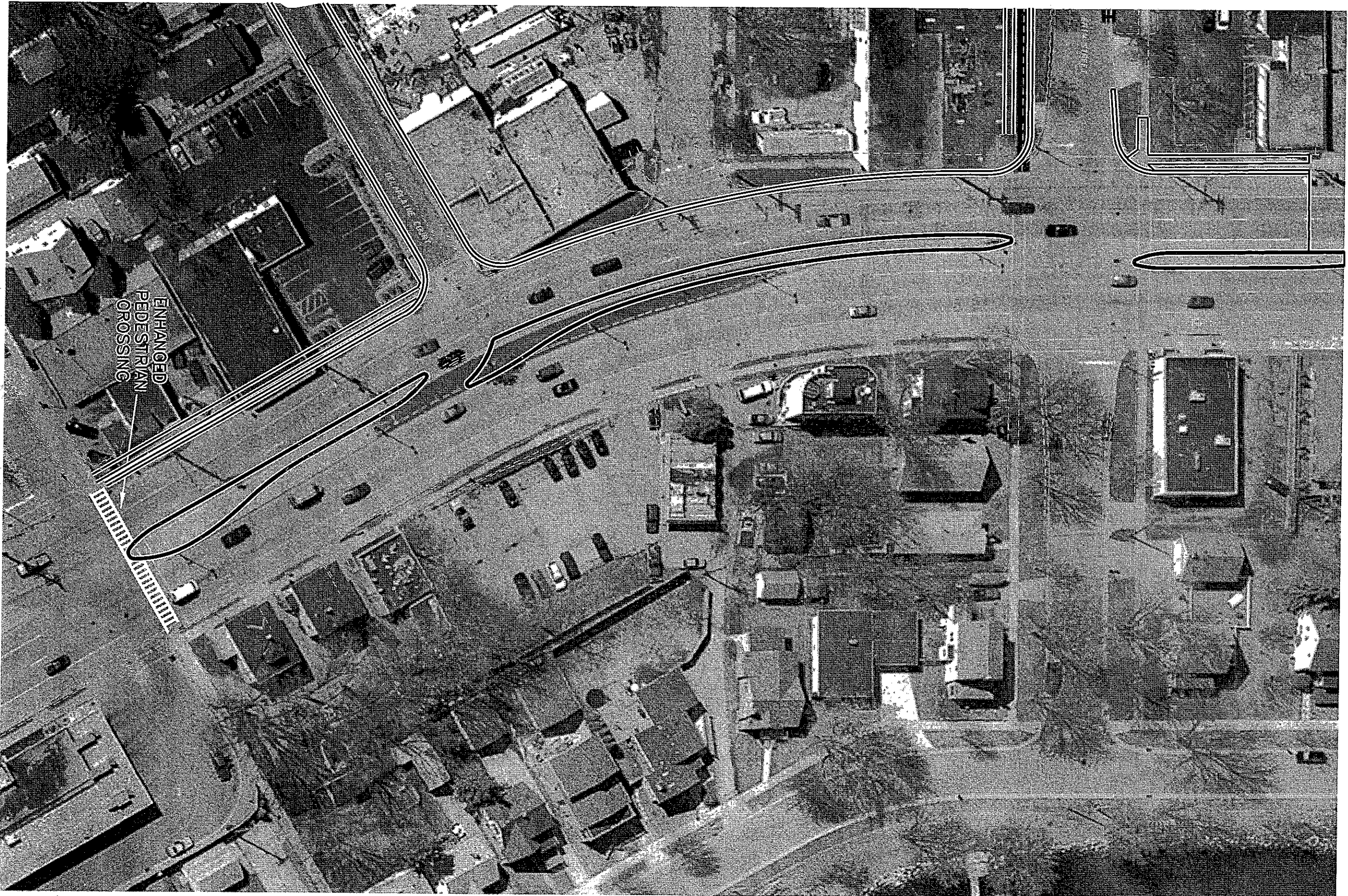
Please contact John Leach, City Traffic Engineering, at 266-4761 if you have questions regarding the following thirteen items:

2. Consistent with the studies provided by St. Mary's, specifically pages 1-4 through 1-7 of the *St. Mary's 10-year Plan Traffic Impact Analysis*, approval of the rezoning is conditioned upon the following recommendations to provide a package of transportation improvements and TDM plans as a reasonable set of measures to support the subject development, rezoning, CSM, street vacations, and master plan:
 - a. Install a signal at Erin Street.
 - b. Lengthen the northbound Park Street left turn lane at Erin Street.
 - c. Layout parking ramp driveways and the Erin Street intersection according to the configuration shown in Figure 1.B.4-1 (St. Mary's 10-Year Plan Traffic Impact Analysis, p. 1-5).
 - d. Add a left-turn lane for northbound Park Street traffic at Delaplaine Court.
 - e. Maintain Brooks Street's continuity.
 - f. Expand the transportation demand management program as noted in the St. Mary's 10-Year Plan Traffic Impact Analysis and St. Mary's 10-Year Plan Transportation Demand Management (TDM) Program. St. Mary's currently practices TDM with the employees on its existing campus. The campus is located in an area with excellent bicycle and pedestrian facilities, is served by five Madison Metro routes, and has numerous bicycle/pedestrian/transit connections nearby. Built on this



infrastructure, St. Mary's has TDM strategies in place, including subsidizing 100% of Metro passes/Quik Tix for employees.

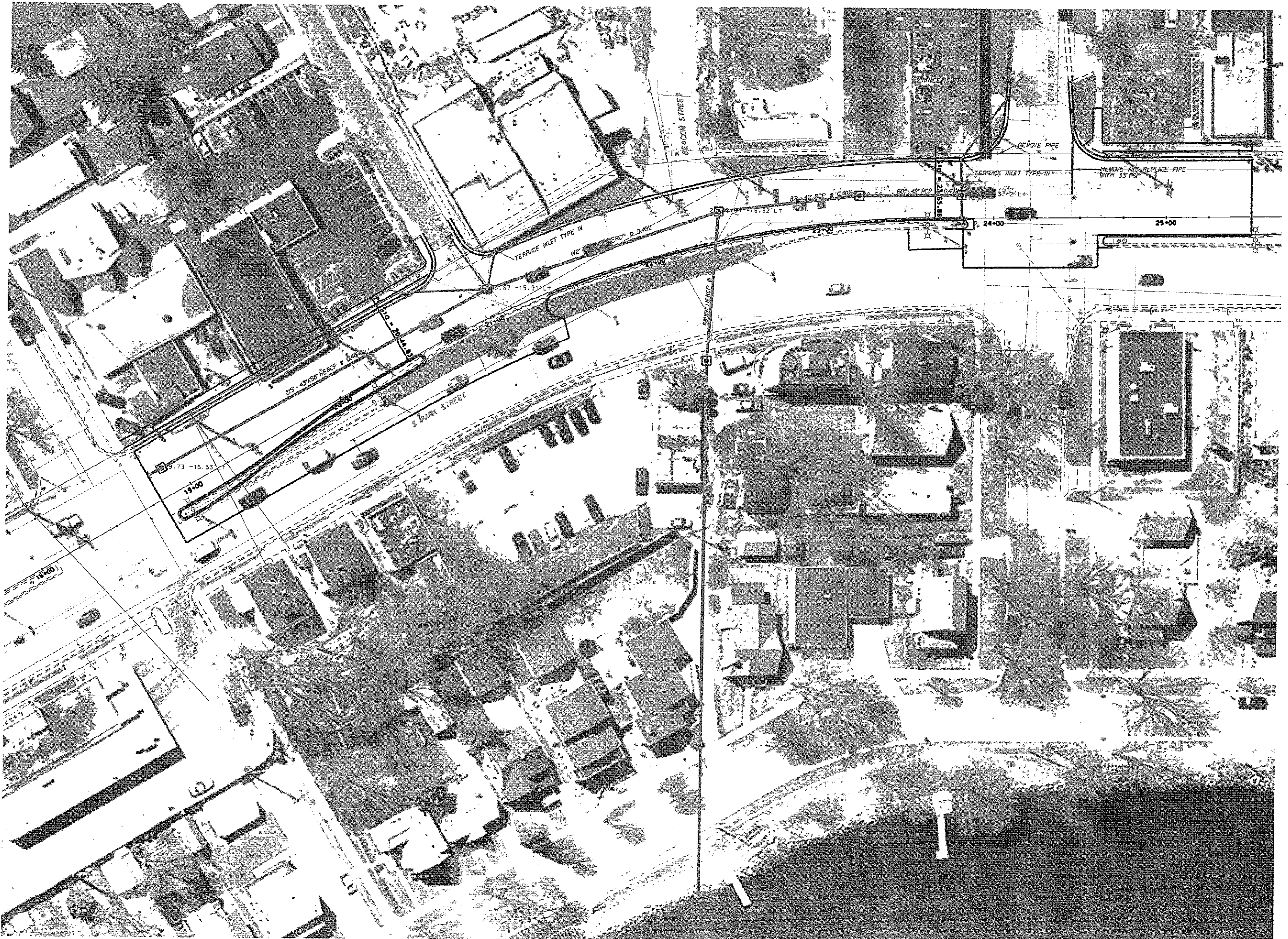
- g. Unless otherwise modified by an alternative financing plan, St. Mary's is expected to finance a portion of the signal costs and street reconstruction costs for Erin, Brooks, Delaplaine and Park Streets to accommodate the development. Standard City policy is that since the signal directly serves the development, it also participates in the operation and maintenance costs. In this case, it is appropriate to have St. Mary's share 50% of the operation/maintenance cost of the signal.
 - h. St. Mary's will need to enter into a developer's agreement/subdivision contract with the City for the public infrastructure items associated with their development. Specifically, this agreement shall include the attached "Special Provisions."
3. When the applicant submits final plans for approval, the applicant shall show the following: items in the terrace as existing (e.g., signs and street light poles), type of surfaces, existing property lines, addresses, one contiguous plan (showing all easements, all pavement markings, building placement and stalls), adjacent driveway approaches to lots on either side and across the street, signage, percent of slope, vehicle routes, dimensions of radii, aisles, driveways, stalls including the two (2) feet overhang, and a scaled drawing at 1" = 20'.
 4. The proposed location of the loading docks would require trucks to back onto the site to load and unload. The applicant shall note that Madison General Ordinance 10.08(a)6 requires all facilities to have adequate internal circulation in which no backing movement, except that required to leave a parking stall, is allowed. All parking facilities shall be designed so as not to utilize any portion of the public right-of-way except to permit ingress and egress in a forward manner: unless permitted by the Board of Public Works after the Board receives the recommendation of the City Traffic Engineer. This condition shall be approved prior to plans being submitted for approval, contact City Traffic Engineering for detail. Traffic Engineering staff will require a formal letter requesting the right to back off the street, (type of vehicles, reasons, hours of operation of the truck, etc.) and the applicant shall provide a 1" = 20' scale drawing and a drawing on an 8" by 11" sheet showing parking, parking stalls, pavement markings, type of truck turning and both sides of the street. If recommended by the City Traffic Engineer, staff will facilitate the approval of the Board of Public Works.
 5. The applicant shall modify the parking ramp structure and new outpatient building driveway approaches according to the design criteria for a "Class III" driveway in accordance to Madison General Ordinance Section 10.08(4).
 6. All existing driveway approaches on which are to be abandoned shall be removed and replaced with curb and gutter and noted on the plan.
 7. The applicant shall show the dimensions for proposed ER Ambulance Garage, Walk-In/Drop-Off surface and ramp parking stalls' items A, B, C, D, E, and F, wide stalls and backing up, according to Figures II "Medium and Large Vehicles" parking design standards in Section 10.08(6)(b)2. (If two (2) feet of overhang are used for a vehicle, it shall be shown on the plan.)
 8. The applicant shall note total existing and proposed number of parking spaces.
 9. The applicant shall submit with the parking lot plans a letter of operation of the ticket service points to the ramp; a detail drawing of the area showing queuing of at least three vehicles or two vehicles that will not be blocking the sidewalk.
 10. "Stop" signs shall be installed at a height of seven (7) feet at all driveway approaches. All directional/regulatory signage and pavement markings on the site shall be shown and noted on the plan.



Erin

Delaplane

Haywood



CITY ENGINEERING DESIGN:
ST. MARY'S/SOUTH PARK STREET