



Traffic Engineering and Parking Divisions

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DATE: June 4, 2018

FROM: City Traffic Engineering

TO: Plan Commission

RE: Traffic Engineering Conditions of Approval – 4814 Freedom Ring Road

As stated in condition 19,

19. *The applicant shall work with Traffic Engineering to limit access from the Siggelkow Road entrance to right-in/right-out only; typically, this is accomplished through creation or extensions of traffic medians for which the applicant is financially responsible. This will be done due to the proximity of the entrance to the intersection of Siggelkow Road and Freedom Ring Road, traffic volumes on Siggelkow Road, and the coincidence of peak traffic volumes for the adjacent Right-of-Way and drop-off/pick-up operations for the proposed use.*

Without condition 19 Traffic Engineering does not feel the site meets Conditional Use Approval Standards (MGO 28.183(6)(a)1)

The Establishment, maintenance or operation of the conditional use will not be detrimental to or endanger the public health, safety, or general welfare.

Currently, the adjacent section of Siggelkow Road produces 675 trips in the AM Peak Hour (7:00-8:00AM) and 840 trips in the PM Peak Hour (5:00 – 6:00PM). The new development is projected to contribute 120 trips in both the AM and PM peak hours which would result in a 18% increase in trips in the AM peak and 14% increase in trips in the PM peak. Traffic Engineering's concern is that the development's peak nature of drop off/pick up will create crash issues if access is not limited to Right In/Right Out. Traffic Engineering has found that the most effective way to enforce Right In/Right Out access in these situations is to construct physical barriers, such as medians. Traffic Engineering has found that other solutions, such as signage or an ingress/egress diverter, result in low compliance and hazardous vehicular movements. This condition is similar to other locations where there have been access concerns and is consistent with current Traffic Engineering access policy.

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