



Traffic Engineering and Parking Divisions

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DATE: April 27, 2015

TO: University Hill Farms Ad Hoc Steering Committee

FROM: Scott Langer, Asst. City Traffic Engineer

SUBJECT: Responses on Transportation Plan Recommendations in the Draft University Hill Farms Neighborhood Plan (04-16-15)

The purpose of this letter is to address questions that have been raised pertaining to the transportation plan recommendations in the Draft University Hill Farms Neighborhood Plan. Below are responses to those questions.

Issue: The Draft University Hill Farms Plan identifies redevelopment opportunities for the property located on the southeast corner of University Avenue at N. Whitney Way. The Triangle concept plan proposes to utilize a '*right-in/right-out*' access onto University Avenue to relieve some of the pressure from the N. Whitney Way access point (pg. 27-29).

TE Staff Response: The concept plan proposes an elevated '*right-in/right-out*' access point onto University Avenue. Traffic Engineering, whenever possible, recommends multiple access points to redevelopment sites. 'Right-in/right-out' operations operate at safe levels when properly spaced from other access points. It is anticipated that this driveway will have the proper spacing and sight distance to permit safe operation. The addition of multiple entry/exits points to the site will also dilute the amount of traffic that has to circulate through the Whitney Way-University Avenue intersection. This reduces the chances of overloading the Whitney Way-University Avenue traffic signal control.

Issue: The Draft University Hill Farms Plan identifies redevelopment opportunities for the property located on the southeast corner of University Avenue at N. Whitney Way. A concern was raised that eastbound and/or westbound vehicular headlamps will penetrate/infiltrate the windows of buildings located along the frontage of University Avenue (on the curve). It was suggested that the Draft UHF Plan recommend a greater setback from University Avenue.

TE Staff Response: The existing public right-of-way of 75' feet is a sufficient buffer. In addition, the City of Madison zoning ordinance provides front yard, side yard, and rear yard setback requirements which will provide sufficient setback that would mitigate any safety concerns. Traffic Engineering also sketched out the direct sight lines of vehicles proceeding westbound on University Avenue. The direct motor-vehicle sight line resides within the existing public right-of-way, and vehicle lights are not anticipated to shine directly into the building.

SAL:abc