

To: May, Michael
Subject: RE: Median Ordinance, Legistar No. 44204

From: Dryer, David
Sent: Wednesday, December 28, 2016 2:52 PM
To: May, Michael
Subject: Fwd: Median Ordinance

Attorney May

You asked me some questions about the "arterial streets" in the median protection ordinance, Legistar No.44204.

The arterial streets in the ordinance are busiest streets in the city and thus those with the greatest risk of injury to pedestrians or car crashes. You will see from this link that these streets all have Average Weekly Traffic counts above 5,000 and ranging up to 50,000 and above. Only streets like the Beltline have more traffic use.

<http://cityofmadison.maps.arcgis.com/apps/webappviewer/index.html?id=8c2d43c18d8542c7bdf8a93a11d7e545>

Here is information from the Wisconsin DOT on arterial streets:

URBAN FUNCTIONAL CLASSIFICATION

The functional classification process of urban streets and highways organizes routes according to the character of service provided, ranging from travel mobility to land access. The functional class system also sub-classifies routes by facility type and by their rural relationship (connecting links of the rural functional class system).

Urban functions are as follows:

Principal Arterial: Principal arterials serve major economic activity centers of an urban(ized) area, the highest Average Daily Traffic (ADT) corridors, and regional and intra-urban trip length desires. In every urban(ized) area, the longest trip lengths and highest ADT are characteristic of the main entrance and exit routes. Because they have the longest trip lengths, highest ADTs, and are generally extensions of the highest rural functional routes, such routes should be principal arterials. Principal arterial trip lengths are indicative of the rural-oriented traffic entering and exiting the urban(ized) area on the rural arterial system, as well as the longest trans-urban(ized) area travel demands.

Minor Arterial: Urban minor arterials serve important economic activity centers, have moderate ADT, and serve intercommunity trip length desires interconnecting and augmenting the principal arterial system. Trip lengths are characteristic of the rural-oriented traffic entering and exiting the urban(ized) area on the rural collector system. In conjunction with principal arterials, minor arterials should provide an urban extension of the rural collector system to the urban(ized) area Central Business District (CBD) and connect satellite community CBD's with the main CBD. Although the predominant function of minor arterials is traffic mobility, minor arterials serve some local traffic while providing greater land access than principal arterials. As such, minor arterials may be stub-ended at major traffic generators.

Collector: Collectors provide direct access to residential neighborhoods, commercial, and industrial areas, and serve moderate to low ADT and inter-neighborhood trips. As the name implies, these routes collect and distribute traffic between local streets and arterials. In the CBD and areas of similar development and traffic density, the collector system may include the street grid, which forms the logical entity for traffic circulation. Collectors may stub-end in penetrating residential neighborhood and serving isolated traffic generators, but should be linked to other collectors and arterials for traffic circulation. Generally, the travel mobility and land access functions of collectors are equal.

Local Street: Urban local streets predominantly serve to access adjacent land uses. They serve the ends of most trips. All streets not classified as arterials or collectors are local function streets.

Let me know if you need further information.

DDryer
City Traffic Engineer and Parking Utility Manager