

Board of Public Works Members
3/4/2009

I am unable to attend tonight's BPW meeting and have some serious concerns about Agenda Item 8:

"Approving plans and specifications for public improvements necessary for the project known Union South Redevelopment and authorizing construction to be undertaken by the Developer, Private Contract No. 2220. (8th AD)"

While I support the project in general, concerns that both I and Tim Sobota of Madison Metro Transit noted in a January BPW review have not been addressed. Essentially few changes have been made in the design since that meeting. I am being told that timing is an issue, but it is more important to do it right even if delays are now necessary because of lack of response over the last two months.

Current Plan Comments:

- **Dayton Street.**

The design is good as currently proposed. The bike lane layout is good.

- **Randall Avenue-Dayton Street Intersection.**

The design is good as currently proposed. The bike lane layout and pedestrian crossings are good.

- **Randall Avenue-Engineering Drive Intersection.**

The intersection should also be designed for left-out. As is done at many intersections in Madison – the left-out movement can be restricted by time-of-day signage. Most of the day left-out is not a problem due to low traffic volumes on Randall Avenue. More important when there are large events (i.e. football) with heavy pedestrian movement it is not wise to force car to the Randall Avenue-Dayton Street intersection where congestion is extremely high after games. Typically during those events there is police traffic control at Engineering Drive so left-out is do-able and sensible. The exit from the parking areas onto Campus Drive although well-intended is not practical. Already at Engineering Drive movements will be simplified because straight-across will no longer exist.

Bike lane layout and pedestrian crossings are good at this intersection.

- **Randall Avenue in general.**

Layout is good for motor vehicles, pedestrians and bikes. One change – where there are a 10-foot lanes and an 11-foot lane, the 11-foot lane should be on the right.

Northbound lane layout makes sense until the Campus Drive intersection. North of the Randall Avenue-Monroe Street intersection there is one lane. 80 feet before the Dayton Street intersection a second lane is added (although there is no additional traffic), but that is OK. No doubt there is more NB traffic that turns right onto eastbound Dayton than WB Dayton traffic that turns north onto Randall. Some NB traffic turns left onto Engineering Drive. Net result should be less NB Randall traffic at Campus Drive than at Dayton Street. **Ironically a third lane is added at Campus Drive!**

- **Randall Avenue-Campus Drive**

This intersection has been designed as suburban intersection in an urban location!! It will remain a heavy pedestrian intersection no matter if pedestrian redirection is attempted. It is the most direct way to the Engineering Building front entrance and the front entrance of the new Union South.

The free flow right-turn lane design (even with signals) should not be attempted in an urban setting and heavy pedestrian area. The pedestrian crossings are out of Rube Goldberg! The heavily travelled Park Street and West Johnson Street intersection isn't nearly this complex. I even question the need for a separated right turn lane (third lane) when only 1-1/2 blocks to the south there is only one lane Northbound. Fast moving right turning vehicles will be looking left and not noticing pedestrians on their right.

Almost immediately vehicles will have to shift one or two lanes to the left. And there is also the problem of rear-ending a stopped bus.

Running the island out into Campus Drive thus blocking the right lane for buses and bikes is another problem. The right lane is actually pretty bike friendly and it serves as a de facto dedicated bus lane, thus making transit more efficient. Do not block that lane and force buses and bikes into the next lane to the left.

Design this intersection as an urban intersection. I strongly believe you do not need a dedicated right-turn lane. However run the "numbers" to see if you must. If you must, design it like NB Park Street at West Johnson – no island. That intersection takes more right turns than this one. And it is simple and urban. Whether deciding on two or three lanes, I know there is a radius problem at Randall and Campus, but you should not be directing traffic into the near lane on Campus Drive which serves as bus lane/right turn lane. Through marking, direct right turn traffic to the second lane (An example is the marking on the Square that directs right turning traffic to the left lane.) This will lessen the curb radius impact at Randall and Campus Drive while directing turning traffic to a through lane. The overall result will be a more urban-pedestrian location.

Resolution

- 1. I ask that the BPW approve the design south of Engineering Drive as presented.**
- 2. Request that Engineering Drive also be designed for left-out along with time of day turning restrictions.**
- 3. Request that that Randall Avenue-Campus Drive Intersection be redesigned from the proposed suburban intersection to an urban intersection without a right turn-lane island.**
- 4. Request that the design is closely integrated with the needs of Madison Metro Transit.**

Thank you for your considerations

Mike Rewey, PE
BPW member