



Traffic Engineering and Parking Divisions

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DATE: August 21, 2018

FROM: City Traffic Engineering and Parking Utility

TO: Transportation Commission

RE: Traffic Engineering Recommendation – 118-126 Carroll Street Hotel

Commissioners should reference the decision matrix and attached diagrams to supplement the recommendations from City Traffic Engineering and Parking Utility.

Traffic Engineering and Parking Utility have determined all three of the options in the decision matrix, have the potential to maintain safe and efficient traffic operations for the 100 block of N Carroll Street. Options 1 and 2 would increase pedestrian activity on Carroll Street.

The Parking Utility prefers Option 2 because it has the least impact on the public and Parking Utility, and retains the disabled/veteran stall in its current location. The current Carroll Street location of the disabled/veteran stall is preferred over relocation to Dayton Street, which is further from the Capitol Square and has higher volumes and travel speed. Additionally, Option 3 may increase potential pedestrian/motorists conflicts due to the new entering driveway onto W. Dayton Street and the exiting driveway on N Carroll Street. Option 3 also removes the second greatest number of metered spaces of the options presented.

Traffic Engineering recommends, in all options, the applicant submit a Parking Management Plan to be reviewed by Traffic Engineering which includes a valet operations plan and a plan to reduce queueing during peak valet hours. Traffic Engineering further recommends the applicant participate in, or help create a potential Downtown Traffic Management Association (TMA) for employees. If the Commission finds one or all of these options to be acceptable, Traffic Engineering recommends they be approved with the following conditions:

Option 1 conditions:

- Applicant shall compensate the Parking Utility for revenue lost through the removal of metered parking stalls
- Applicant shall enter into a developer's agreement with City Engineering for the reconfiguration of the 100 block of N Carroll Street
- Applicant shall design building with a recessed entrance to keep the sidewalk clear from door swing encroachment and valet station.

Option 2 conditions:

- Applicant shall compensate the Parking Utility for revenue lost through the removal of metered parking stalls
- Applicant provide 13' of Sidewalk/Terrace area from back of curb to face of building, this would require an additional 2' of Right of Way dedication or an easement
- Applicant shall enter into a developer's agreement with City Engineering for the reconfiguration of the 100 block of N Carroll Street
- Applicant shall design building with a recessed entrance to keep the sidewalk clear from door

swing encroachment and valet station.

Option 3 conditions:

- Applicant shall compensate the Parking Utility for revenue lost through the removal of metered parking stalls
- Applicant shall design building with a recessed entrance to keep the sidewalk clear from door swing encroachment and valet station.

A handwritten signature in black ink, appearing to read "Thomas W. Lynch". The signature is written in a cursive style with a large initial 'T'.

Thomas W Lynch, for

Yang Tao, PhD, P.E., Interim City Traffic Engineer Parking Manager

YT:TWL:EPH:SJT:SDM