



Traffic Engineering and Parking Divisions

David C. Dryer, P.E., City Traffic Engineer and Parking Manager

Suite 100
215 Martin Luther King, Jr. Boulevard
P.O. Box 2986
Madison, Wisconsin 53701-2986
PH 608 266 4761
TTY 866-704-2315
FAX 608 267 1158

January 25, 2007

Rev: February 26, 2007

TO: Plan Commission

FROM: David C. Dryer, P.E., City Traffic Engineer and Parking Manager

SUBJECT: **801 Redan Drive – Conditional Use – Linden Park Elementary School**

The City Traffic Engineering Division has reviewed the subject development and has the following comments.

MAJOR OR NON-STANDARD REVIEW COMMENTS (Comments which are special to the project and/or may require additional work beyond a standard, more routine project.)

1. None.

PEDESTRIAN AND BICYCLE TRANSPORTATION REVIEW COMMENTS

2. The sidewalks in the sections adjacent to parking lots shall be modified to 10 feet wide.
3. The plans and detail for bike parking and rack design shall be modified to the City's standard of 11 feet between rows of racks and 4 feet between individual racks.
4. The asphalt pathway/ bike path shall be modified from 8 ft to 10 ft (AASHTO Bike Standard).
5. The bike path shall intersect at the northern crosswalk location of Redan Drive/winter Frost Place and include a crosswalk ramp of 10 feet wide to match the 10 ft wide bike path.
6. The entrance feature/walkway at Shining Rock Trail shall be redesigned to match evenly into the crosswalk ramps of Shining Rock Trail crossing Ancient Oak Lane.
7. The site sidewalk on the northeast side of the site, closest to Reflection Drive, shall be realigned to outlet at either Reflection Drive or Rung Way, not in the middle as proposed.
8. The bike path intersecting Ancient Oak Lane needs further review prior to approval. As currently shown, the bike path outlets at a mid-block location with no treatment or further plan for linkage to the north and east.
9. The applicant shall provide a deposit of \$55,000 for school flashers and signing and marking for the purposes of pedestrian crossings, safe routes to school and school safety zone.

GENERAL OR STANDARD REVIEW COMMENTS

In addition, we offer the following General or Standard Review Comments:

10. When the applicant submits final plans for approval, the applicant shall show the following: items in the terrace as existing (e.g., signs and street light poles), type of surfaces, existing property lines, addresses, one contiguous plan (showing all easements, all pavement markings, building placement, and stalls), across the street, signage, percent of slope, vehicle routes, dimensions of radii, aisles, driveways, stalls including the two (2) feet overhang, and a scaled drawing at 1" = 20'.
11. The applicant shall modify and demonstrate driveway approaches that vehicle headlights will have min. impact on housing across the street.
12. The applicant shall install an additional "Stop" for the visitor 7 drop-off drive. All signs at the approaches shall be installed behind the property line. All directional/regulatory signage and pavement markings on the site shall be shown and noted on the plan.
13. The applicant shall design the surface parking areas for stalls and backing up according to Figures II of the ordinance using the 9' or wider stall. The applicant will need to show the dimensions for proposed 60 degree parking stalls' items A, B, C, E, F and degree angle parking width and backing up, according to Figures II "Medium and Large Vehicles" parking design standards in Section 10.08(6)(b) 2.
14. The applicant shall modify the auto - driveway approaches according to the design criteria for a "Class III" driveway with five (5) ft flares not to encroach onto ramps or crosswalks in accordance to Madison General Ordinance Section 10.08(4). The Class III driveway approaches shall have two 5-foot flares. The applicant shall modify the "Visitor & Drop Off Access" to one 31.5 ft approach and the median island pulled back behind the property line or the approaches shall be a min. 10 ft apart/Median shall be 10 ft in width according to M.G.O. This change shall be revised on the plan.
15. The Bus driveway approach entrance on Redan Drive shall be a special design "Street Type Entrance" minimum of thirty (30) feet in width with a radius of twenty-five (25) feet at the right-of-way. A six (6) inch epoxy white lines for the six (6) foot wide crosswalk and twenty-four (24) inch epoxy white stop bar five (5) feet behind the crosswalk shall be painted at the intersection of the street. The Applicant shall provide a 1" – 20' detail drawing of the approach with markings.
16. The Developer shall post a deposit and reimburse the City for all costs associated with any modifications to Traffic Signals, Street Lighting, Signing and Pavement Marking, and conduit and handholes, including labor, engineering and materials for both temporary and permanent installations.
17. Public signing and marking related to the development may be required by the City Traffic Engineer for which the developer shall be financially responsible.

Please contact John Leach, City Traffic Engineering at 267-8755 if you have questions regarding the above items:

Contact Person: Doug Barnes
Fax: 414-476-8582
Email: dbarnes@zastudios.com

DCD: DJM: dm

