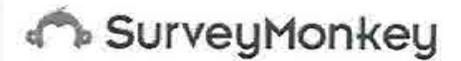


Johnson Street Survey

All Respondents



1. Please indicate where you live (see map above for Zone locations).		Response Percent	Response Count
I live outside the City of Madison		4.4%	22
Directly on E Johnson or E Gorham in Zone 1 (North of E Washington Ave between Wisconsin Ave and the Yahara River)		38.1%	190
Not Directly on E Johnson or E Gorham in Zone 1 (North of E Washington Ave between Wisconsin Ave and the Yahara River)		18.4%	92
Zone 2 (South of E Washington Ave between Blair Street and Atwood Ave)		10.0%	50
Zone 3 (East of the Yahara River and north of E Washington Ave)		8.2%	41
Zone 4 (East of Atwood Ave and south of E Washington Ave)		5.2%	26
Zone 5 (West of Wisconsin Ave and Blair St)		15.6%	78
		answered question	499

skipped question 0

2. How do you travel the Johnson/Gorham corridor?

	Daily	A few times per week	A few times per month	Response Count
Personal vehicle to/from work.	43.5% (113)	30.0% (78)	26.5% (69)	260
Personal vehicle errands/other travel.	18.9% (75)	50.5% (200)	30.6% (121)	396
Metro Transit or other shared ride.	32.7% (68)	25.5% (53)	41.8% (87)	208
Bicycle.	28.9% (80)	31.8% (88)	39.4% (109)	277
Pedestrian/wheelchair.	45.3% (112)	34.8% (86)	19.8% (49)	247
			answered question	494
			skipped question	5

3. Improving safety for all travelers is always a goal of street reconstruction projects. In addition to this, what would you say are the top three transportation goals for the Johnson/Gorham corridor?

	Slower car speeds	Fewer cars on Johnson/Gorham	Fewer cars on other local streets	Maintain parking	Improve pedestrian crossing conditions	Improve conditions for bicyclists	Maintain/improve transit service	Other	Response Count
Number 1 Priority	16.6% (81)	12.5% (61)	4.3% (21)	13.3% (65)	16.4% (80)	20.5% (100)	11.9% (58)	4.5% (22)	488
Number 2 Priority	13.7% (66)	10.2% (49)	5.8% (28)	11.6% (56)	18.7% (90)	21.8% (105)	12.9% (62)	5.2% (25)	481
Number 3 Priority	11.2% (53)	6.8% (32)	7.8% (37)	12.7% (60)	18.9% (89)	15.9% (75)	18.2% (86)	8.5% (40)	472
								answered question	488
								skipped question	11

4. What would you say are the most important neighborhood livability goals for the E Johnson St project?

	Improve air quality	Increase owner occupancy	Improve the corridor aesthetics/streetscape	Maintain current businesses and/or attract new ones	Maintain mature trees	Reduce/improve storm runoff to lakes	Other	Response Count
Number 1 Priority	7.4% (36)	16.9% (82)	15.1% (73)	28.9% (140)	17.7% (86)	10.5% (51)	3.5% (17)	485
Number 2 Priority	6.9% (33)	7.1% (34)	23.8% (114)	25.1% (120)	18.8% (90)	16.3% (78)	2.1% (10)	479
Number 3 Priority	9.4% (45)	9.2% (44)	18.0% (86)	19.1% (91)	21.4% (102)	17.6% (84)	5.2% (25)	477
							answered question	485
							skipped question	14

5. What is your greatest concern associated with converting the Johnson/Gorham corridor to two-way operation?

	Response Percent	Response Count
It may increase traffic congestion and/or increase traffic volumes on other local streets	41.4%	205
It may be less safe for pedestrians and bikes	24.8%	123
It may hurt local businesses	2.4%	12
It may hurt bus service	2.2%	11
It may be expensive	2.2%	11
None of the above	15.4%	76
I need more information before forming an opinion	11.5%	57
	answered question	495
	skipped question	4

6. What would be the most important advantage to converting the Johnson/Gorham corridor to two-way operation?

	Response Percent	Response Count
It may reduce traffic volume on the corridor	9.7%	48
It may result in lower travel speeds	12.9%	64
It may encourage the use of alternate travel modes	6.7%	33
It may create a safer environment for pedestrians and/or bikes	10.5%	52
It may benefit local businesses	9.9%	49
None of the above	34.3%	170
I need more information before forming an opinion	16.0%	79
answered question		495
skipped question		4

7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

	Response Count
	272
answered question	272
skipped question	227

Page 2, Q7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

- | | | |
|---|---|-----------------------|
| 1 | I am concerned the roads have been this way for so long that there will be a lot of accidents because people are not aware of the change. As it is now, traffic flows very well. I think it will make for slower commuting traffic in general to change it. [Pro One-Way] | Dec 27, 2011 9:56 AM |
| 2 | It's an isthmus. There are only just so many places for people to go. If you're looking to reduce congestion and traffic, coordinate starting/stopping times for downtown offices and businesses to thin out the rush hours, don't just increase the general frustration level. | Dec 25, 2011 9:22 PM |
| 3 | The two streets are a vital, efficient way to get across town. It works well the way it is. If converted to 2-way streets, there will be increase congestion and emergency vehicles will also have a hard time navigating to the hospitals. [Pro One-Way] | Dec 17, 2011 7:07 PM |
| 4 | I am concerned about biking. I fear biking down Johnson, especially. This is partly due to high traffic, but mostly due to the potholes and small shoulder. Crossing the streets is difficult and often dangerous. When I drive on the streets, I rarely find that traffic is a big problem. I am concerned that making it a two-way street may exacerbate traffic. Whatever the project is, it would be nice if biking were safer and cars were more aware of pedestrians. | Dec 17, 2011 12:11 PM |
| 5 | Given the number of one-way streets in the immediate downtown area, and, the inevitable need for street/utilities reconstruction, having both E. Gorham and E. Johnson as one-ways creates a mess during the reconstruction season. I have dealt with it as a driver and observed it (much less stressful) as a pedestrian. We need better alternatives to accommodate repairs/upgrades. Streets feeding into E. Gorham are particularly dangerous for pedestrians. Drivers are focused to their right line of vision and forget to look left. Not godd!!!! I've become a very defensive wqlker, crossing the streets after the last car waiting to turn. Pedestrians are just not seen. Thank you for considering my coments. Hope they are helpful. (and not over 200 words). | Dec 16, 2011 6:57 PM |
| 6 | It's hard enough crossing the street or entering Johnson from my driveway. Two-way traffic would make it impossible. [Pro One-Way] | Dec 16, 2011 3:41 PM |
| 7 | do not make this a two way street! johnson st becoming a two way street would be a huge mistake. leave it how it is and just repair the street. [Pro One-Way] | Dec 16, 2011 1:01 PM |
| 8 | The Johnson/Gorham corridor is a major in and out of the city. Changing it to two-way would cause more parking problems for residents. The streets are already too narrow. In addition, I think there would be more congestion and less safety with traffic going both ways on the street. There would also be less efficient traffic flow in and out of the city, one way streets are more efficient. Are you are trying to make drivers use E.Washington by making it more difficult to use Johnson/Gorham, corridor ? Drivers need more than one major corridor to the downtown and University areas. Leave Johnson and Gorham one way ! [Pro One-Way] | Dec 16, 2011 7:48 AM |
| 9 | How f'ing stupid. Leave it the way it is. It is a corridor to ALL HOSPITALS IN THE CITY. Having driven an ambulance, I | Dec 15, 2011 8:56 PM |

Page 2, Q7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

- know how hard it is to get thru rush hour traffic. Just so parents don't have to pay attention to their kids from getting in the street. [Pro One-Way]
- 10 There are no straight-shot arterial roads through the city. Like it or not we are stuck on a very narrow strip of land. Making the main corridor roads through the city a two way will ultimately dampen one of the following: traffic flow, bike lane availability, or street parking availability. I love Williamson St., but it is no fun to travel on regardless of what form of transport I use. Besides, it's not like Willy isn't one of the busiest streets in the city anyway. It's two-way, why would gumming up Johnson and Gorham be any different? [Pro One-Way] Dec 15, 2011 8:39 PM
- 11 Converting to two way streets is a most likely a poor idea. It will not reduce traffic volume or speed, and will most likely increase congestion. [Pro One-Way] Dec 15, 2011 8:12 PM
- 12 Converting Johnson/Gorham to two-way is a poor idea because it would result in vast disruption for transit services, would greatly harm pedestrian and bicycle safety, and it would result in greatly reduced mobility through the isthmus. [Pro One-Way] Dec 15, 2011 8:10 PM
- 13 I would really appreciate it if there wasn't such an extreme crown in the road as it damages our car when pulling in/out of the driveway. I'd like to see the bike lane not have an asphalt seam right in the prime riding part of it. I'm open to two-way traffic if the flow is still smooth without a lot of stop and start...that creates the acceleration noise. General sprucing up of many homes would be nice too. [Pro Two-Way] Dec 15, 2011 7:25 PM
- 14 I would like to see through (commuter) traffic reduced by diverting to East Washington and by encouraging other modes of transportation (such as buses and bicycles). The heavy traffic load and speed of the traffic (backing out of our driveway into Johnson St is always a bit iffy, especially when the view of on-coming traffic is obscured by parked cars. Feeder streets that carry heavy traffic such as Foredam Ave should be redirected to First St and East Washington by revamping the configuration at the train yards. Dec 15, 2011 2:29 PM
- 15 It's fine, just as it is. [Pro One-Way] Dec 14, 2011 7:46 PM
- 16 My biggest concern involves getting into and out of my driveway, especially in the winter. I do not see any clear advantages to 2-way traffic. Dec 14, 2011 6:51 PM
- 17 The goal should be to limit traffic to local residents and businesses as much as possible and to avoid being the "shortcut" that many vehicles seek. Dec 14, 2011 5:49 PM
- 18 We would like to see two-way traffic with parking on both sides of the street on both Johnson and Gorham. [Pro Two-Way] Dec 14, 2011 5:38 PM

Page 2, Q7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

19	Before changing to a 2-way street one must ask themselves "why is it the way it is". The overriding concerns of pedestrian and bike safety, traffic diverted to other local streets, the decrease in air quality in the corridor, the slowing down of transit travel therefore affecting transit service city wide and the substantial reduction in parking for residents must be really seriously considered. There is a older saying about traffic diversion programs and that is the "waterbed theory". When you push down on the bed the problems pop up somewhere else and often worse problems than before. The transportation and safety effects on the local streets adjacent to the corridor will be significantly affected. One is guilty of wishful thinking if they believe that the traffic will automatically be diverted to E. Washinton Ave which at the same time Johnson and Gorham are congested is like wise congested. [Pro One-Way]	Dec 14, 2011 8:54 AM
20	My biggest priority would be making it so that the sidewalks are more level and wider in sections.	Dec 14, 2011 6:17 AM
21	I think the most important thing re: these streets is to maintain efficient traffic flow. Congestion, stop-and-go traffic, and long waits at stops lights are what frustrate automobile drivers, and ultimately leads to risk taking that endangers pedestrians, cyclists, and other drivers. Keep auto traffic flowing efficiently. It is naive to think that anything the city does to Johnson and Gorham will lead the citizenry to giving up their cars.	Dec 13, 2011 3:22 PM
22	I'm sick of construction in my area (Wisconsin and Gorham). The main issues for me are: too much traffic, too little parking, and too much noise/dust.	Dec 13, 2011 3:14 PM
23	Johnson deserves to flourish as Willy & Atwood have. Look at why they succeed: Make it 2-way! Do not widen! Do not kill trees! Maximize stormwater management on site (raingardens in curb terraces, structured soil under sidewalks/roads, for tree health and water management)! I own rental property on the 900 block of E. Johnson; I lived there for 5 years. I bike & walk there to maintain the properties. My tenants and I would love to see a 2-way Johnson! A traffic calmed neighborhood business district is the way to go! [Pro Two-Way]	Dec 13, 2011 1:59 PM
24	Why spend unnecessary money on a needless, counterproductive move. It works as it is. [Pro One-Way]	Dec 13, 2011 10:12 AM
25	Improving the ability of pedestrians to cross the streets should be a priority, given that it currently takes a lot of waiting and some speed to cross East Johnson.	Dec 12, 2011 8:41 PM
26	Hello, Feel free to contact me if I haven't articulated any of this well. I bike everywhere I go, and although I live on Johnson, I prefer to use the E Mifflin bicycle boulevard. My main concern with converting E Johnson to a two way street is that it is likely to divert more car traffic onto Mifflin. It is fairly easy to cross Johnson. The lights are well timed, and the cars come in predictable waves, so a pedestrian can cross even without a light. The left side bike lane is a fantastic concept, but it is quite jarring to ride at full speed on a road bike right now. Ideally, I think Mifflin should be converted to multi-use trail (half the road) and a one way lane for cars, especially local traffic. That way NE side bicyclists could safely get downtown on a trail, car drivers could rush out of town on Johnson (or Wash), and Mifflin residents (including a school and park) would be on a safe slow street. If Johnson becomes a two way it will just become	Dec 12, 2011 7:23 PM

Page 2, Q7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

	another Regent St: crowded, impossible to cross, and dangerous (it is only a matter of time before someone dies trying to get across it). Thanks for your time. [Pro One-Way]	
27	I lived on North Hamilton Street for 4 years. I believe we should address: first-safety, second-health of citizens, third-environment, fourth-built environment, fifth-business. Thanks for the survey, its a great way to learn and share ideas!	Dec 12, 2011 6:13 PM
28	It would hopefully spread traffic load to other streets. [Pro Two-Way]	Dec 12, 2011 5:36 PM
29	why is it necessary?	Dec 12, 2011 3:37 PM
30	I have missed the bus too many times after waiting for a platoon of cars to pass on Gorham. Takes VERY long time to cross street at peak travel periods. Slower traffic is not necessarily bad. Considering East Wash is already a highway of a canyon that divides two great neighborhoods, it might be worth exploring diverting more traffic to that street in order to make the Johnson neighborhood a little more livable. The traffic flow is incredible on Gorham and Johnson given the residential density. Any way to slow down traffic would be a victory for the neighborhood.	Dec 12, 2011 3:16 PM
31	I'm not interested in what it MAY do. Just leave it alone. [Pro One-Way]	Dec 12, 2011 12:08 PM
32	I have lived near the corner of Johnson and Pinckney Streets for nineteen years. I bike from my home, walk to work and use my car to travel Johnson Street. Based on my experience I cannot understand how a two-way Johnson Street will meet the goal of improving safety. I fear that if implemented it will worsen the safety issues that exist and likely create additional problems for residents. [Pro One-Way]	Dec 12, 2011 11:55 AM
33	Converting back to two-way would benefit a few at the expense of many. Don't buy a house on a busy street if you don't want to live on a busy street. [Pro One-Way]	Dec 12, 2011 7:15 AM
34	While I am not necessarily against a change, I am not sure why a change to two-way streets would be beneficial, necessary or fiscally responsible. [Pro One-Way]	Dec 11, 2011 9:39 PM
35	It is not clear that creating a 2-way street will actually slow down traffic. Couldn't that be achieved by lowering the speed limit (and enforcing it) on the current 1-way plan? A 2-way street might have just as high speeds, with twice as much traffic, and twice as many accidents, and be twice as difficult for pedestrians to cross. [Pro One-Way]	Dec 11, 2011 7:21 PM
36	This is the central city where people live and it should be theirs first, not a corridor for folks rushing from Sun Prairie to Middleton.	Dec 11, 2011 7:04 PM
37	decreasing run off is also important	Dec 11, 2011 5:33 PM

Page 2, Q7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

- | | | |
|----|--|-----------------------|
| 38 | Thanks for asking my opinion, it's a beautiful neighborhood. | Dec 11, 2011 4:28 PM |
| 39 | The residents need more information on why 2-way streets would be better than what we have now. | Dec 11, 2011 1:49 PM |
| 40 | Leave the Johnson St. corridor the way it is-no two way streets! The traffic pattern allows cars to travel freely. [Pro One-Way] | Dec 11, 2011 10:40 AM |
| 41 | 2 lanes??? where do you people live?? have you even driven on these streets?? i travel this route every day...it would be a nightmare @ a.m / p.m. rush houb times...i've travelled this route for 18 years east high to hilldale. [Pro One-Way] | Dec 11, 2011 6:46 AM |
| 42 | Ald. Maniaci has turned out to be a Union tool just like her predessor. Supporting the 15% over the 85%! | Dec 11, 2011 6:44 AM |
| 43 | My greatest concerns are (1) loss of parking and (2)cars that turn left onto crossing streets will bring traffic to a standstill at times because everyone will be confined to one lane. Also, it's not practical to think that everyone can use East Wash. [Pro One-Way] | Dec 10, 2011 8:26 PM |
| 44 | Please keep our wonderful 25 mile per hour signs, if one drives with the flow you can almost see them as you speed by. Also could we get the motorcycle racers, on E Johnson St. to start a bit earlier on those nice summer nights. I love a good loud race but am usually in bed at 1:00 AM so I only get to hear them. I also wonder if they get airborne by the the time they go over the Yahara River bridge. | Dec 10, 2011 7:59 PM |
| 45 | I have lived at E. Johnson and Hancock St. for 20 years. The biggest problem I see are the poor sight lines when trying to cross E. Johnson in a car either from Franklin or Hancock St. It is downright dangerous bc parked cars block any ability to see if there is a break in traffic. Couple that with cyclists and pedestrians whizzing by (often in the wrong direction) and it is very, very dangerous for all concerned during rush hours! Why can't a stop light be put up at Franklin and E. Johnson?! Why is there an unnecessary pedestrian crossing light at Blair and Dayton - and nothing at Franklin and E. Johnson?? Also, I hope this project will take care of the flooding that occurs on E. Johnson (between Franklin and Hancock) every time there is a hard rain. I have fotos of people canoeing down the street and have seen people's parked cars completely flooded bc E. Johnson St. turns into a lake. Thanks for the opportunity for input. | Dec 10, 2011 7:09 PM |
| 46 | Converting to way is a stupid idea. Why wasn't the idea brought up when Gorham was under construction The few businesses on Johnson will not be helped by conversion and plenty of cats will die because they do not know how to look both left and right before crossing Johnson. Grow up and get over it. [Pro One-Way] | Dec 10, 2011 6:50 PM |
| 47 | Two-way traffic will go a long way to creating an environment where businesses can make it the neighborhood by creating a slower traffic pattern and - by becoming two way - creating easier access to local business. And from that stems a more cohesive community that becomes more stable. Somewhat outside of this survey but I'd like to add: Included in the broader planning should be a housing plan that maintains a broad spectrum of housing options for all | Dec 10, 2011 6:05 PM |

Page 2, Q7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

	incomes to foster and maintain diversity in the neighborhood. Thank you,	[Pro Two-Way]	
48	OPPOSE TWO WAY CONVERSION. WINTER CONDITIONS ARE A HUGE FACTOR TO CONSIDER. Also would slow down traffic too much. Isthmus needs to maintain efficient traffic flow patterns. One way streets allow traffic to flow more smoothly. [Pro One-Way]		Dec 10, 2011 5:53 PM
49	I've lived on Johnson St for 4 years now, and its incredibly dangerous for drivers. In front of my apt alone, there is at least one accident daily because traffic suddenly and unexpectedly stops creating 20-30mph speed differentials between cars in close proximity, and the alignments of the street impair ability to see more than a couple cars ahead (most accidents go unreported because damage is <\$1000). If you compare the 2010 TED Crash Report with the AASHTO "Green Book", you'll find that people can't reasonably react under the conditions that prevail in what is basically a corridor of destruction. Fixing this has to be an underlying priority & prerequisite if either traffic flow or safety concerns are going to be effectively addressed.		Dec 10, 2011 4:07 PM
50	700 block create area for busses to safely stop and rest so riders have bigger window to enter busses and/or transfer area		Dec 10, 2011 1:24 PM
51	I hope that no apartments are threatened by the construction.		Dec 10, 2011 1:00 PM
52	Want to maintain residential feel for majority of area, but increase business destination of existing commercial pockets. Want street to go back to two ways but understand it may be more difficult for those of us trying to get out of our driveways onto a 2 way streets. Would be satisfied if speed could be permanently reduced(speed bumps??) as well as number of vehicles/day reduced without street being 2 two way		Dec 10, 2011 9:45 AM
53	Lane division of Johnson St. near the Baldwin intersection is a mess: A left turn lane abruptly forms and a parking lane abruptly vanishes, which has caused many accidents over the years. Hopefully, this will be an improvement on that. Also, the bike lane is not well maintained and the current way it ends at Breary St. creates problems.		Dec 10, 2011 8:41 AM
54	Turning Johnson and Gorham streets into two way streets is just an awful idea. I don't even see the reason for it - it's not as though the current system is that difficult to understand. Many cities control traffic flow this way. These streets are the main coridor through the Isthmus. Putting that many cars on a two way street would require the addition of traffic lights and left turn lanes. Do we even have room for added left turn lanes? Also, would we add bike lanes on both sides of the street, or would bicyclists still use the old one way model? If there was some way to encourage people to use Washington Avenue as a main thoroughfare, that would be great. Turning Gorham and Johnson into two way streets is dangerous and ill thought out from an urban planning perspective. I'm wonder what the council even hopes to accomplish by doing it [Pro One-Way]		Dec 10, 2011 8:38 AM
55	The current traffic plan makes Gorham and Johnson streets conduits (like an expressway) at rush hour. It detracts from		Dec 10, 2011 7:24 AM

Page 2, Q7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

an historic residential neighborhood and makes it less appealing for home ownership. Restoring a two way approach to traffic on E. Johnson is a good idea. [Pro Two-Way]

56 The creation of the paired one way streets is what forced out owner occupancy from almost every block of these streets, due to increased traffic volume, speed, reduced safety, air pollution, noise and inability to park, access vehicles in the street, and to cross the street. Change it back and there may be hope for reclaiming the neighborhood for owner occupancy. Unfil then, forget it. [Pro Two-Way] Dec 9, 2011 9:23 PM

57 Your classification of Johnson and Gorham as local streets which should have a low volume of traffic moving at slow speeds is, simply put, unfounded. These two streets are currently the only direct thoroughfares connecting the east and west branches of the city and FREQUENTLY become overly congested due to a combination of factors: 1) They simply do not have enough lanes to handle the traffic that is forced upon them by the layout of the city 2) There is often construction on one or the other which exacerbates traffic 3) The speed limit (contrary to your extremely biased survey options) is too low given the function of these streets. Making these roads two way streets would make traversing the city impossible for all forms of transportation, be it by car, bus, bike, or on foot. It would likely kill many local businesses as well. The best solution, in my opinion, would be to leave the roads largely unchanged, but perhaps add a lane going in each direction on both Gorham and Johnson. The density of pre-existing buildings may make this a difficult or impossible task, but if it could be done, this would be the best option. Another good option would be to focus on the south side of the isthmus and perhaps open up thoroughfares that would be akin to Johnson and Gorham (opening up a second direct route connecting the east to west sides). Again, this might be impossible, but it's an idea. If there is anything you shouldn't do, however, it is make decisions based upon the notion that slowing down traffic or trying to force these major roads to become more like "local roads" (a ridiculous notion given that they are in the middle of a densely packed and ever-growing downtown center). You need to consult some actual traffic engineers and see what you can do to alleviate congestion problems here to make the city more functional and livable for everyone. I hope you'll take this advice into account, and I thank you for your time in reading this. [Pro One-Way] Dec 9, 2011 8:13 PM

58 I think the problem with downtown travel right now isn't traffic being too fast, but rather it being too congested. Converting Johnson and Gorham would not only worsen traffic conditions (which are almost unbearable as they are during morning and evening rush hour), but would make travel by car MORE dangerous. There is no way to create protected left turn lanes for all the intersections that would need them, so you would in effect be creating more traffic jams by having cars pile up on the streets attempting to turn left. One way streets are safer for all parties involved, especially cyclists and pedestrians. The reason motorists may drive fast or dangerously right now is not a product of the streets but rather a product of poor traffic flow design--people get frustrated sitting in traffic because there are not enough lanes, the speed limits are too low, and the signals are poorly timed. People would drive more predictably and perhaps pose less of a threat to pedestrians and cyclists if the money currently on the table to renovate the streets would be put towards something more useful like redesigning the traffic signal timing scheme or adding more lanes. Johnson and Gorham are NOT local streets, they are among the ONLY main thoroughfares to get across the isthmus. Converting them to two way Dec 9, 2011 8:13 PM

Page 2, Q7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

roads would be a dangerous and serious mistake that would greatly compromise the happiness of people living along them. Your question that lists "it would increase traffic congestion on other streets" is misleading because this project would increase traffic on Johnson and Gorham mostly. Overall it would be much worse and more dangerous than it is now. Bad, bad idea. The idea of attempting to shoehorn the ever-growing downtown area into something it's not--a small town, will only worsen the problem. This is a misguided effort. [Pro One-Way]

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|----|--|----------------------|
| 59 | It would be awesome to have one street become a Biker/Bus boulevard, similar to state street-- Perhaps Johnson because of the number of businesses already there. And then have gorham be a two way street, and encourage the bulk of traffic to travel on E washington. [Pro Two-Way] | Dec 9, 2011 4:51 PM |
| 60 | Too bad Madison can't (won't) do what the people of Paris did: build an underground corridor for vehicles (a great boon to the rush hour commute), so that they could have a wonderful, safe and genuine pedestrian zone above at street level. The French are so smart! | Dec 9, 2011 12:21 PM |
| 61 | E. Johnson St. and E. Gorham St. are major corridors. Transportation for cars, bikes, and pedestrians are important for accessing E. Washington. I am a cyclist, and I understand how vital these roads are. Slowing traffic would encourage foot traffic to the local businesses, and it would encourage cycling into the city. | Dec 9, 2011 12:21 PM |
| 62 | Two way street for Johnson and/or Gorham is a bad idea. [Pro One-Way] | Dec 9, 2011 10:53 AM |
| 63 | I don't think it's a good idea to form these streets into two way roads! [Pro One-Way] | Dec 9, 2011 10:29 AM |
| 64 | COME ON !!!!! ALL THE MONEY SPENT ON THIS SURVEY AND THE COMMISSION TO CHANGE THE ONE WAY TO TWO WAY THESE PEOPLE SHOULD CHECK THERE HISTORY-IT WAS LOOKED AT IN THE EARLY/MID 70'S AND DIDN'T WORK BACK TO THE SURVEY, IT WON'T PRESENT THE FACT'S THAT YOU NEED FOR A PROPER EVALUATION. QUESTION # 5THERE'S NO WAY TO CHECK THE FIRST 5 BULLETS, IT WILL AFFECT THEM ALL. Q#6 IT WILL REDUCE VOLUME AND CREATE ALTERNATIVE MODES OF TRAVEL AND IT WILL AFFECT BUSINESS,HELLO. SAFETY??? THERE IS NO WAY TO SLOW THE TRAFFIC SPEEDS,BIKES DON'T OBEY ANY LAWS. | Dec 9, 2011 10:06 AM |
| 65 | I live on Gorham near the intersection with brearly. My biggest and, truly, only major concern regards parking. Currently it can be quite difficult, before 9 AM or after 5 PM, to find any parking spots on the one side of Gorham or on any side streets. If Gorham were made a two-way street, I imagine parking spaces will be drastically reduced. I don't know where all the cars will park. It will become difficult-to-impossible to find parking even during business hours. I can't understand how this project can go forward considering the impact it will have on those living on or near Gorham. Note that we take public transit whenever possible, however, that does not obviate the need for us to park our car somewhere. I hope that those officials in charge of this project seriously consider the negative impact that a drastically reduced number of parking spaces will have on the residents of this neighborhood. Thank you. [Pro One-Way] | Dec 9, 2011 10:05 AM |

Page 2, Q7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

- 66 We think converting Gorham/Johnson to 2-way is a critical step to maintain businesses in the area and keep a neighborhood feel. There are several great local shops there that we've seen turnover or struggle to get foot traffic because of the busy street. [Pro Two-Way] Dec 9, 2011 8:04 AM
- 67 Just driving through the other day I noticed for the umteenth time how run down a lot of the houses are. There is potential to improve so many of them and retain the historical character of Madison but I don't think it will happen unless there is owner occupancy. It is a great place to live for families, couples and singles that want to own. I think these properties which are a gateway to downtown and its prosperity have deteriorated for far too long. Nobody wants to live on a busy, polluted street so reduced traffic is the first step. East Washington, a non residential corridor parallel to the neighborhood swiftly gets people to the same place downtown via Webster and Wisconsin. [Pro Two-Way] Dec 9, 2011 6:22 AM
- 68 Turning the corridor into a 2-way street would NOT improve air quality and would make traffic congestion horrible. There are not a lot of good alternatives for people traveling to the north of the city and I am of firm conviction that the congestion will make it less bike-friendly than it is now and less livable. Where would the traffic be diverted? [Pro One-Way] Dec 9, 2011 3:37 AM
- 69 really? we're looking at turning these streets into 2 ways? why? [Pro One-Way] Dec 8, 2011 10:17 PM
- 70 I think neighborhood livability and viability of neighborhood retail districts should take priority over accommodating through traffic. 2-way streets can handle much of the traffic that 1-way streets do, but can provide better environments for local businesses, pedestrians and a main street environment. [Pro Two-Way] Dec 8, 2011 9:38 PM
- 71 What's broken about it? I like the one-way streets. I don't think 25 mph is a good idea; that speed isn't maintainable, it's just going to result in more speeding tickets and actually make it less safe. A lot of people use those streets for work too. Johnson needs to stay a street where there are businesses, it makes the neighborhood livable because there is local business close by. [Pro One-Way] Dec 8, 2011 9:15 PM
- 72 Bridget, Thank you for providing your constituents a way to express their opinions online. I know alderpersons don't have a huge constituent outreach budget, but it would be great if you could start a regular email update, newsletter, etc. that could keep us informed on every step of the process while this project moves forward. One thing I wanted to add - one of the main concerns of residents that was not included in the survey is the ability to turn left into a residential driveway when there is oncoming traffic...it sounds insignificant, but its a real concern...sometimes we have to sit on the road while we wait for bikers and pedestrians to clear our driveway so we can pull in, and that's on a ONE-WAY street...making this a two-way street may make it nearly impossible to safely pull into a driveway from the opposite lane... Please add me to any list you have (mail, email, etc.) so I can be kept in the loop on this. Thanks again,
Pro One-Way] Dec 8, 2011 9:11 PM
- 73 The livability of not just Johnson & Gorham will be improved if 2-way. The entire neighborhood will be walkable, bike-able and have an improved sense of community. More businesses will open up too. [Pro Two-Way] Dec 8, 2011 8:21 PM

Page 2, Q7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

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| 74 | E Johnson and Gorham are neighborhoods, not freeways. I have seen a lot of businesses come and go in the last 7 years on E Johnson because cars don't stop, and then people don't shop. I have ridden my bicycle E Johnson at non-peak and peak times, both are uncomfortable because of the speed and proximity of the cars. I think both Johnson and Gorham must revert to two way. The grading of Gorham near Pinckney may need to change to prevent accidents, especially in winter. Thanks. [Pro Two-Way] | Dec 8, 2011 8:02 PM |
| 75 | I think it's important to really question why this project needs to be done...construction is a HUGE inconvenience and will definitely make things worse while it's going on. The downtown area has enough traffic issues/construction going on, so I think it should be left alone! [Pro One-Way] | Dec 8, 2011 7:58 PM |
| 76 | The current one-way streets cater first to commuters and not to the neighborhood. A residential neighborhood should always cater first to the residents. East Washington is primarily commercial, and has just been improved to handle higher traffic - treat it as the primary commuter corridor. [Pro Two-Way] | Dec 8, 2011 7:42 PM |
| 77 | We sold our single family owner occupied house at 1041 E Johnson St. three years ago. despite loving many things about the neighborhood (the park, the local businesses and yes including our grad student neighbors!) after our oldest child was almost five we no longer felt that it was a safe place to raise our two kids - not because of students, or crime but because of the traffic. We knew that street was busy but the previous owners had raised kids in that house and were there for 30 years... we thought we were up for it - the traffic in that street kills that neighborhood. We didn't leave to go to the burbs, just to a street where there is more neighborhood - I still miss my E Johnson House. I support the study and the efforts of the city to assess the impacts of a two way street. I feel like the neighborhood could really be saved by such a move. [Pro Two-Way] | Dec 8, 2011 7:36 PM |
| 78 | Right now, that stretch is ideal for bikers because you can anticipate cars' actions. I think it would become much less ideal to bike on if it were made into a two way road. [Pro One-Way] | Dec 8, 2011 7:02 PM |
| 79 | I couldn't answer some of these as the iPad has some limitations for filling in some of these questions. I see Johnson/Gorham from my apt, and here it is two way. I bike and avoid the streets in question as Dayton/mifflin are bike friendly already. I vote for one lane one way with giant bike/bus lanes and turning lanes. [Pro One-Way] | Dec 8, 2011 6:09 PM |
| 80 | I don't want E. Johnson St. to be 2-way. [Pro One-Way] | Dec 8, 2011 5:53 PM |
| 81 | I do not see any benefits to changing the way these streets have been for numerous years. I believe that it will make the traffic both in and out of downtown even worse than it is now. Also, I believe that we are people of habit and it will take a long time for peds and cars to look both ways. There are many reasons why this is a waste of money that will only cause more problems. [Pro One-Way] | Dec 8, 2011 5:53 PM |
| 82 | Two-way streets will make turning onto and off of Johnson and Gorham more difficult at intersections without traffic lights. | Dec 8, 2011 5:48 PM |

Page 2, Q7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

[Pro One-Way]

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| 83 | I need to back out of my driveway onto E. Gorham every day, cutting into two lanes, and I think this will be very difficult if traffic becomes two-way. I don't see how the street can accomodate cars in the other direction and maintain parking, unless it could be widened. [Pro One-Way] | Dec 8, 2011 5:32 PM |
| 84 | I really don't understand the motivation for making Gorham and Johnson two-way streets. Judging by the amount of time even seemingly-trivial road construction tasks take around Madison, this is going to really screw things up for people living in the area for a significant amount of time, and I just don't see what is really going to be gained from the project. Everyone I know feels close to the same way. This sounds like a terrible idea. [Pro One-Way] | Dec 8, 2011 4:15 PM |
| 85 | If this happens I will move out of this neighborhood. [Pro One-Way] | Dec 8, 2011 4:07 PM |
| 86 | Changing Johnson/Gorham to two-way streets would not be at all helpful in my opinion. I have lived in the area for just under four years, and have had experience with congestion and inaccessibility to/from side streets even with the one-way design. I fear that a two-way design would interrupt traffic flow more than it would help. Drivers going to/from side streets would either have to wait a very long time to find a sizeable gap in traffic in which to turn (thereby impeding the other traffic in their lane), or more traffic control infrastructure would need to be implemented - money that could be much better spent elsewhere. This might be avoided by removing on-street parking, but for what it's worth, I disagree with this idea as well. Johnson St. is already strapped for space, as on-street parking is not allowed during the afternoon rush, and there is too little off-street parking available on Gorham and side streets to accommodate its full removal. Overall I feel that the way the corridor works is best left alone, and suggesting any fundage available be spent in improving the state of the corridor, rather than the function. [Pro One-Way] | Dec 8, 2011 3:58 PM |
| 87 | Turning Johnson and Gorham Streets into two-way streets would be a poor decision. I feel like it could potentially turn both streets into a crawl at high-volume times of day. The two streets work like an artery and a vein, and quite well I might add. [Pro One-Way] | Dec 8, 2011 3:41 PM |
| 88 | Why change something that is working? Two-way on those streets will make it very difficult to turn across the streets. It will hold up traffic. Two-way streets on those two streets is as stupid as what the Republicans are doing to our state! [Pro One-Way] | Dec 8, 2011 3:29 PM |
| 89 | Converting Gorham/Johnson to 2-way is a critical step in revitalizing the neighborhood. To encourage long-term renters, owner-occupants and families the traffic speed and volume must be reduced. Without this, the houses that provide our history and neighborhood character are deteriorating. The schools need families, and families need houses with yards, porches and mature trees. For investment to truly flower, the streetscape needs to reflect a residential, 2-way, 25mph nature, not the current one-way, 35mph thoroughfare. Finally, the business district needs vehicle visibility from both directions, and slower traffic speeds making it more conducive for customers to stop. Thank you. [Pro Two-Way] | Dec 8, 2011 3:21 PM |

Page 2, Q7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

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| 90 | I'm not convinced that changing to 2-way would necessarily improve things. If lowering speed and amt of traffic is main goal, then consistently enforce existing speed limits - especially during rush hours! And re-time traffic lights so that if you exceed 25 mph you end up getting stopped at a light. I'd also like to see bright curb markings (repainted every year or two) for ALL no parking zones - especially at bus stops. Ideal but probably impractical: a separate bike lane NOT adjacent to parked cars. | Dec 8, 2011 2:44 PM |
| 91 | I think it's very unrealistic to think of converting Johnson and Gorham to two way streets. The current one-way system allows for efficient movement of traffic, and converting them to two way streets will lead to mass chaos. This will only increase traffic on other side streets. Do not raise my taxes or I will have to sell the home I lived in for 14 years. [Pro One-Way] | Dec 8, 2011 2:25 PM |
| 92 | The two, one-way configuration of this road system is well known. Changing to two, two-way roads will increase congestion on both if any parking and bike lane are preserved (ie, single lane for each direction). Parts of Gorham St. are dramatically off-camber for drainage. It is severe enough that you can see cars involuntarily drift over a few feet before "catching" themselves. If the road could be graded flatter it would be an improvement. [Pro One-Way] | Dec 8, 2011 1:26 PM |
| 93 | I own an apt building in the study area and believe that have the calming effects of 2 way traffic would enhance the value of my building and all others in the area. [Pro Two-Way] | Dec 8, 2011 12:52 PM |
| 94 | This is a neighborhood and not a highway for commuters. Changing to two way will slow and lessen traffic. [Pro Two-Way] | Dec 8, 2011 12:39 PM |
| 95 | I don't own a car and I live on Gorham St, so I walk everywhere.. my concerns are different from most, I realize. A key thing for me: try to conserve old trees where possible. Good luck! | Dec 8, 2011 11:59 AM |
| 96 | This is a really bad idea. Changing to two way on both streets would really congest traffic. It's a no brainer. [Pro One-Way] | Dec 8, 2011 11:41 AM |
| 97 | It seems like the questions were leading. No mention of efficiency at all. Allowing as many potential customers into downtown/business/work should be the #1 goal. Thank you for seeking the input of your constituents. [Pro One-Way] | Dec 8, 2011 11:20 AM |
| 98 | This survey had no options for me to select my opinions. Only to select which of your opinions I agree with. It was a complete waste of my time, and did not allow me to voice my opinion on the project, which, for the record, is "leave it alone, I dont see any problems with the current design whatsoever" [Pro One-Way] | Dec 8, 2011 10:43 AM |
| 99 | This is an unnecessary solution to a non-existent problem. I've lived on E Johnson for 3 years and where the congestion results is nowhere near where the 2 way construction/road will occur. Please dont pursue this option. [Pro One-Way] | Dec 8, 2011 9:58 AM |

Page 2, Q7: You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

- 100 I live/own a building in the 800 block of E Gorham. It's like a speedway!!! The exhaust and noise are toxic; it's an insult to the beauty of the Lakes, our Neighborhood and the buildings!! Dec 8, 2011 9:00 AM
- 101 If I had a vote I would vote for leaving both streets as one ways. [Pro One-Way] Dec 8, 2011 7:33 AM
- 102 Having Johnson and Gorham be two one-way streets is convenient and effective. As a person who lives in the neighborhood, it makes traveling around simple as a pedestrian, driver, and an occasional biker. I do not think either street should be made two-way. [Pro One-Way] Dec 8, 2011 7:30 AM
- 103 As a business owner on E Johnson I am concerned about keeping our loading zone & access to the store at 301 N Hamilton My vote would be to keep the streets one way. Seems to work fine [Pro One-Way] Dec 8, 2011 6:48 AM
- 104 The 2 way corridor is a bad idea that will make the area much more congested, decrease air quality, and decrease overall safety. There is no significant benefit to 2 way traffic. [Pro One-Way] Dec 8, 2011 6:42 AM
- 105 Converting Johnson to two way would be a very bad idea. The Gorham/Johnson corridor is working well and should be maintained. The road surface needs to be replaced, but the general traffic flow is fine and should not be changed. [Pro One-Way] Dec 8, 2011 6:39 AM
- 106 Though we currently live in another zone, it is my expectation that we will be living at this property by the planned date of reconstruction. Dec 8, 2011 6:35 AM
- 107 This is a great idea, and certain to face a lot of blow back from outside commuters. But Marquette was transformed when Rutledge ceased to be a highway. Johnson and Gorham are neighborhood streets. Make them true to their purpose! [Pro Two-Way] Dec 8, 2011 6:28 AM
- 108 Please at least make bike lanes in both Gorham and Johnson. The lane where the cars park can be very dangerous if the people aren't looking for bikes before they move their car or open their door. I have had multiple close calls and for that reason I ride on the sidewalk versus the road. I would really also like to see the area less congested as well. Dec 8, 2011 5:51 AM
- 109 The biggest advantage of converting back to two way is the capture or return to a neighborhood street! Owner occupied, neighborhood not a pass through avenue. Give the inner city a chance to become what it can be. Strong vibrant neighborhood. Owner occupied and or long term rental. [Pro Two-Way] Dec 8, 2011 5:35 AM
- 110 Please maintain or extend existing bicycle lanes. Avoid cut-outs and traffic circles, they are dangerous and unnecessary on residential roads. Dec 8, 2011 2:07 AM
- 111 Living on Johnson St. and Ingersoll for 4 years now, I feel that providing the benefits of a two-way road system on the Dec 7, 2011 11:38 PM

Page 2, Q7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

- corridor to residents would be helpful. Traffic on Gorham and Johnson streets are congested enough; how would making it two-way streets be beneficial?
- 112 I don't think that Johnson St should be changed into a 2-way. Johnson and Gorham do a fine job of moving traffic as it is. [Pro One-Way] Dec 7, 2011 10:59 PM
- 113 I am completely opposed to making these streets 2-way. It will double the danger for both motorists and pedestrians. I can barely back out of my driveway now. With 2-way traffic, it would be almost impossible, plus unsafe! Trying to return this neighborhood to how it was 50 years ago is not practical. Deal with reality! Don't hurt businesses either. Thanks for listening. [Pro One-Way] Dec 7, 2011 9:41 PM
- 114 There is not enough room for 2 lanes of cars and bikes on E Johnson. I would like to see it remain one way, but would like improved accommodations for biking - the road needs to be more even and the bike lane needs to be wider and stand out more (e.g. painted green). Currently the cars do not respect the boundaries of the bike lane, making it unsafe. [Pro One-Way] Dec 7, 2011 9:34 PM
- 115 The current bike lane on situation is unacceptable. East Johnson is the only bike lane nearby that has a lane on the left hand side of drivers, creating an unnecessary hazard to bicyclists when drivers are unaccustomed to seeing bikes on the side of the road. A two way E Johnson would reduce traffic volumes, and combined with a 2 way E Gorham would not impact overall volumes in either direction. Johnson/Gorham is a residential neighborhood, and the traffic speeds should reflect that. [Pro Two-Way] Dec 7, 2011 9:16 PM
- 116 I don't understand why this would be a good idea or how it work without disrupting regular traffic, bicycle lanes and available parking. Johnson and Gorham work well as one way corridors and I think they should stay that way. This project seems like a big waste of money. [Pro One-Way] Dec 7, 2011 9:01 PM
- 117 Look most of the people travelling on Johnson at 1am Have been drinking downtown in the State st. area and the police are doing a piss poor job at monitoring the speed on Johnson st already. Almost every night I see people travelling above 60MPH and I can only assume it's because of the booze and a complete lack of police enforcement. I live on Johnson st Baldwin st area and every year during winter, a car parked that is forced into he street area slightly due to the snow is destroyed because of drunk drivers and nobody can seem to stop it, drive down Johnson around Jan and look at the drivers mirrors count how many are broken and it's due to hit and run drivers for the most part. They can't stop drunk drivers from achieving ridiculous speeds nor can they catch the people that hit and run cars parked along the street and the desire is to make it a two way street? Look it's a small space that is confusing to tourists, that doesn't stop places like Boston from embracing the unique downtown area. I think we should have more enforcement or BETTER signs that explain the street patterns. Dec 7, 2011 8:45 PM
- 118 Would not like to see Johnson/Gorham switch to a two way street. This would slow down traffic and cause more Dec 7, 2011 8:38 PM

Page 2, Q7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

- congestion. Leave it like it is and save the money for more important things. [Pro One-Way]
- 119 One way is safer for peds. There should be education signage that lights are well timed to the 25 mph limit. This timing makes for very smooth travel when obeyed. Travel across isthmus would be bad as Johnson is funneled into one lane. I don't care about trees; cut them down to improve other aspects. [Pro One-Way] Dec 7, 2011 8:24 PM
- 120 current 2 one way streetss with Mifflin bike corridor better than 2 congested 2 way streets. [Pro One-Way] Dec 7, 2011 8:22 PM
- 121 I bike that route twice a day every day for work, and I love the trees in the spring and fall. I don't own a car and don't really care about cars in general, but anything you can do to improve bike lanes for safety along the roads would be perfect. Dec 7, 2011 8:19 PM
- 122 We live on E. Johnson and converting the street to a two-way traffic would negatively impact everyone living there. First, it would be impossible to get out of the driveway during rush hour, because traffic would be flowing from both sides. It would jam the traffic with constant left turns and it would make it very difficult for pedestrians to cross. Super bad idea. [Pro One-Way] Dec 7, 2011 8:17 PM
- 123 Making Johnson/Gorham two-way would mean that the city would either have to widen the entire street or eat into the generous bike lane/shoulder. This corridor is heavily used by bicycle commuters, and I fear it would lead to more clashes with motorists. At the same time, I dislike biking to work in the heavy car fumes, but I would need to be convinced that a two-way street would significantly reduce this. Dec 7, 2011 8:08 PM
- 124 I'd love more information about the goals of the project and impact on local business and commuters Dec 7, 2011 8:07 PM
- 125 This survey was certainly into the whole brevity thing. Six questions? I fear that regardless of the results of this survey those living outside of the area in question are going to have the biggest impact on the final decision. Some yahoo who drives in from Waunakee everyday is going to cry fowl that the City is inconveniencing him/her by making them drive an extra .3 miles to get to work. Those living in WilMar and Schenk Atwood will also likely bellyache about how much their quality of life will suffer due to this repugnant evil done unto them. NIMBY will be the order of the day for that irreproachable mob. If I am to continue to live so near to this intercity freeway, should I not see a reflection of this in my property taxes? For six big ones a year I get the thrill of what it must be like to live at Angel Park Speedway. The stench of the engine exhaust coupled with the high speed maniacs is enough to put you off your food. Best of luck. Dec 7, 2011 8:03 PM
- 126 This is one of the dumbest ideas I've ever heard. Ald. Bridget Maniaci, please reconsider this and put time and energy into projects that will actually be beneficial to our city. [Pro One-Way] Dec 7, 2011 8:00 PM
- 127 I think making E Johnson and E Gorham 2-way streets would be a bad idea making it less safe for pedestrians to cross the streets, making parking more difficult, and increasing traffic congestion in the area. [Pro One-Way] Dec 7, 2011 7:55 PM

Page 2, Q7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

128	I understand why residents of these streets want this change, but I am very concerned on the impact it will have on bus travel.	Dec 7, 2011 7:53 PM
129	I believe conversion to two way streets would not improve the situation, but make traffic worse. Please don't do it. [Pro One-Way]	Dec 7, 2011 7:48 PM
130	I think making Gorham and Johnson both 2-way streets would help neighborhood businesses, like the Williamson St. neighborhood. [Pro Two-Way]	Dec 7, 2011 7:47 PM
131	Please be sure to maintain a bicycle lane on E Johnson and add one to E Gorham	Dec 7, 2011 7:44 PM
132	Please change to two-way for better business access, and slower auto speeds. This corridor needs a "road diet". It will experience the opposite of induced traffic: discouraged traffic. It will be better for bikes, transit, and peds. [Pro Two-Way]	Dec 7, 2011 7:32 PM
133	I am concerned about the possible loss of parking. I would also be opposed to changing Johnson and/or Gorham to two-way if this meant widening the streets. This would take even more land away from the homes which have tiny terraces and front yards now. [Pro One-Way]	Dec 7, 2011 7:30 PM
134	Please continue to make Madison a bike friendly town. You have completed many projects which support safer roads for bicycles. Thank you. It makes my city a much better place to live.	Dec 7, 2011 7:28 PM
135	Converting the Johnson and Gorham corridor to two way streets, will confuse people more so than the current set up. Traffic will not be diminished in any way, adversely it will create more problems than it solves. [Pro One-Way]	Dec 7, 2011 7:16 PM
136	Converting Gorham and Johnson streets to two-way would significantly increase traffic on Gorham and Johnson streets, reduce the safety of bikers and pedestrians, and reduce the number of open lanes, amount of available parking, or both. [Pro One-Way]	Dec 7, 2011 7:01 PM
137	East Johnson is chaotic as it is, making it a two way street seems it would only add to the chaos. The only cars that have trouble with the one way system are from out of town. Trust me on this. My other main concern is when pulling out of any driveway on East Johnson, visibility of on-coming traffic is always clouded, would be nice to have less parked cars on the street. Please save as many big trees in the reconstruction- not only environmental reasons but because it is absolutely beautiful year round. [Pro One-Way]	Dec 7, 2011 6:55 PM
138	Parked cars on Gorham (Brearily to Ingersoll) are constantly sideswiped by drivers (hit and runs) and cars race by all night making it scary to walk.	Dec 7, 2011 5:20 PM
139	I oppose two way. Have lived on Johnson 4 yrs. Left turns=bad news. Bikes/peds have to have clearing from both ways.	Dec 7, 2011 5:03 PM

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	Unnes expense. One of 2 ways through isthmus, maintaining the flow it has is very impt. [Pro One-Way]	
140	Converting to two-way is insane. Johnson is a major car corridor and is essential to the traffic flow within the city. Those supporting the conversion of Johnson to two-way are deluded at best and self-centered at worst. Two-way won't increase safety at all and will have a detrimental effect on traffic. You can't convert the Johnson corridor into some sort of pedestrian utopia by doing this, and this is coming from a pedestrian! [Pro One-Way]	Dec 7, 2011 4:25 PM
141	I think switching Johnson and Gorham to two-way traffic is foolish. It is difficult enough to cross either one, especially not at traffic lights, right now as it is. I think this would make it more difficult to cross the streets. Additionally, I am concerned that this would cause even more problems with parking. I think that it is fine with each being one-way. [Pro One-Way]	Dec 7, 2011 4:17 PM
142	Intentionally increasing travel times is the opposite of what we should be doing. A two-way street increases travel times, which decreases air quality and quality of life. Until public transit is so good that you can go anywhere on short notice, I object to going out of our way to make it harder to drive. [Pro One-Way]	Dec 7, 2011 4:15 PM
143	My biggest concern is not listed as an option - it's about maintaining resident (and to a lesser extent, business) parking. Many if not most apartment dwellers don't have access to a driveway. Parking is somewhat difficult as-is, especially in the May-November street sweeping/alternate side parking period. I hope that the two-way scheme is not approved, but if it is I strongly encourage measures to be taken to ensure that residents continue to have access to adequate street parking (some other, more congested neighborhoods have permit schemes). [Pro One-Way]	Dec 7, 2011 3:58 PM
144	My main concern involves the intersection of Baldwin/Gorham/Johnson. How would the merging of traffic be treated at that intersection if the streets were to become two way streets?	Dec 7, 2011 3:40 PM
145	i love the one-way pair. It works well for making left turns, moving traffic into and out of the downtown, accessing businesses on both sides of the roadway, crossing peds and bikes safely, and parking. plus the signal system is already set up for the one-way pair. [Pro One-Way]	Dec 7, 2011 3:33 PM
146	We feel that two-way traffic on Johnson and Gorham will reduce traffic flow (which should be on East Wash anyway), reduce traffic speeds, improve the general feel of the area and attract more owner occupiers and businesses, particularly to the current business area on Johnson which is a dead zone due to the current one way system. [Pro Two-Way]	Dec 7, 2011 3:22 PM
147	I do NOT want the streets to be two ways. Making the streets two-ways would make the neighborhood completely unlivable. Who comes up with these ideas anyway? It is a dumb idea and a waste of money to even consider this. [Pro One-Way]	Dec 7, 2011 3:20 PM
148	Making these streets two-way would have absolutely no benefit. Without doubt, the public would be paying for this one way or another. To change the format would be absolutely unnecessary. [Pro One-Way]	Dec 7, 2011 3:07 PM

Page 2, Q7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

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| 149 | There is no reason why E. Johnson can't become the Willy St. on the north side of E. Washington. As it is, people rush by @ 35 mph and public safety and businesses suffer. So many accidents and near accidents at Johnson and Paterson! I would like to see two way traffic, reconfigured parking with rush hour no parking/tow zones, MUCH better ped crossing and traffic markings/lights (+more school zone markings), grants and loans for current businesses and landlords to improve their properties, and better upkeep of the city easements/trees/grass. [Pro Two-Way] | Dec 7, 2011 3:01 PM |
| 150 | Won't making it two-way increase traffic congestion on Johnson. Traffic already backs up at rush hour. Travel times will increase. Some traffic may move to Washington but that's crowded too. I like the fact that the lights are timed so you don't get caught at too many. We need to preserve parking for businesses and residents. [Pro One-Way] | Dec 7, 2011 2:57 PM |
| 151 | I think that converting Johnson and Gorham Streets to two-ways is a terrible idea. They are major corridors, and this can only mean increased traffic, which impacts not only drivers negatively but cyclists as well. [Pro One-Way] | Dec 7, 2011 2:52 PM |
| 152 | I don't believe there is an advantage to making it two way. It will increase traffic congestion. Lights will not be timed properly making traffic stop at more lights. Crossing Johnson by car, pedestrian or bike at streets that do not have lights will be much more difficult and dangerous - there will be no break in the traffic if it goes both ways. It will be noisier and probably increase traffic accidents. I don't want any of my front lawn taken for more street and I want to preserve parking on the street. Whose crazy idea is it to make it two way? [Pro One-Way] | Dec 7, 2011 2:50 PM |
| 153 | This project is going to be very hard on E. Johnson St. businesses. Please don't do anything that will make it even harder for us. | Dec 7, 2011 2:48 PM |
| 154 | I think it is a good idea! [Pro Two-Way] | Dec 7, 2011 2:36 PM |
| 155 | Gorham and Johnson are residential streets with houses and other structures close to the streets. Reverting to 2-way traffic will lower traffic volumes and speeds, which will greatly enhance both corridors. The improved conditions will lead to higher owner occupancy, increased property values, and increased tax revenues. These results have been proven by other projects in other cities. These streets are not designed to handle these high traffic volumes and never should have been made 1-way in the first place. The improved conditions for residents, pedestrians, and bicyclists will more than offset any negative effects on the small businesses due to reduced traffic volumes and / or parking changes. The businesses may actually see improved conditions as well. [Pro Two-Way] | Dec 7, 2011 2:10 PM |
| 156 | I have seen many discussions on making these two streets two-way and I have a lot of concerns. I do not feel that Gorham would be able to be converted and maintain the amount of parking. I fear that this conversion would push a lot of traffic elsewhere. I do not think it would lead to a safer environment for pedestrians and bicyclists. [Pro One-Way] | Dec 7, 2011 12:56 PM |
| 157 | My wife is visually impaired and travels with a guide dog. She cannot cross the uncontrolled Johnson St. intersections (e.g. Blair St.) because traffic is nearly continuous and comes at higher than posted speeds. | Dec 7, 2011 12:45 PM |

Page 2, Q7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

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| 158 | Please maintain one-way traffic on both roads. Continue the bike lanes! [Pro One-Way] | Dec 7, 2011 12:34 PM |
| 159 | My biggest complaint about the current corridor is the noise. Between the thumpers (people playing loud music), the emergency vehicles, bad mufflers, screeching tires, horns, and buses, the noise level is significant. If traffic could be encouraged to take Washington, which is bordered by business instead of residential, then that would alleviate the problem significantly. I really appreciate the Mifflin bike corridor, which I use everyday. I loved how two stop signs were recently rotated on that street, making it easier to use. I think bikes shouldn't even be on Johnson and Gorham with Mifflin so easy to use. | Dec 7, 2011 11:58 AM |
| 160 | My answer to the last question is that improved neighborhood feel/aesthetics to increase property values and make our neighborhood a destination and not a doormat would be the most important advantage to converting the Johnson/Gorham corridor to two-way operation. [Pro Two-Way] | Dec 5, 2011 6:37 AM |
| 161 | leave it the way it is. I remember when gorham was two way. it was slow, congested, and put more traffic on washington. [Pro One-Way] | Dec 2, 2011 9:12 PM |
| 162 | As witnessed by Willy construction this summer, ALL three (Johnson/Gorham, Willy, EWA) corridors are vital to handle the traffic volume on the isthmus. The one way pair configuration provides the maximum traffic volume while still keeping the narrow width through the neighborhood. With NO arterial crossings the signals can be optimized for traffic flow in both directions without sacrificing any other movements. It would be an extremely foolish and expensive move to reduce the capacity of isthmus arterials and create a signal timing nightmare as proposed by this idea. [Pro One-Way] | Dec 2, 2011 9:32 AM |
| 163 | Keep the street one-way. I think it is foolish to turn any existing one-way street to two-way. Such a conversion will only increase congestion, make the street less bike-, and pedestrian-friendly, increase accidents and delays, and is poor policy. Improve the aesthetics, as well as bike and pedestrian safety, but keep Johnson and Gorham as one-way streets. [Pro One-Way] | Nov 29, 2011 3:13 PM |
| 164 | Thanks for asking | Nov 27, 2011 7:43 AM |
| 165 | Streets like Johnson, Gorham, Monroe, Regent should be more than in/out access routes for commuters. They should primarily belong to those who live there and the businesses that serve the neighborhoods. If that means someone's commute might take a little longer then perhaps we'll see more use of public transportation which is a good thing. Commuter car use should be discouraged, not encouraged as it is by special parking prohibitions at certain times of the day. We need less noise and cleaner air in the downtown area. [Pro Two-Way] | Nov 21, 2011 7:12 AM |
| 166 | a waste of money when there are more important needs in Madison, nothing but another political move, studies have already been done [Pro One-Way] | Nov 20, 2011 4:27 PM |

Page 2, Q7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

- 167 traffic shifted to east wash successfully when gorham closed for construction. two way traffic calms traffic. parked cars and mature trees also slow down traffic. Business district would fare better under two-way. I don't trust traffic engineering. [Pro Two-Way] Nov 17, 2011 10:20 AM
- 168 Reduce autos! Nov 17, 2011 6:51 AM
- 169 As a walker/user of public transportation and MV driver, I am aware of lots of overlapping issues. One way traffic works fine. Creating two way traffic will cause too much congestion and take longer for commuting. Additionally it will pose a greater risk to pedestrians. Bicyclists are already taking over the streets as bike boulevards of E/ Mifflin and E. Wilson demonstrate. Too many bicyclists think they are god's gift to humanity and drive reckless often blowing through traffic lights and stop signs. Enough of this ridiculous pandering for bicyclists. I enjoy riding a bike but am not a nazi about it. I tend to use the bike trails when riding. not the streets. [Pro One-Way] Nov 17, 2011 4:30 AM
- 170 Like it or not, Johnson and Gorham are important city arterial streets. There is no other street, East Washington included, that seamlessly connects the east and west side without capitol square getting in the way. Using the capitol loop or the posted US 151 route is not as attractive an alternative. Too often, I feel that people who do the traffic engineering for Madison are the same people who solved traffic problems in the game SimCity by erasing the streets entirely. [Pro One-Way] Nov 16, 2011 7:17 PM
- 171 I think the streets should remain one way. I think problems can be solved by enforcing the speed limit of 25 mph. [Pro One-Way] Nov 16, 2011 2:31 PM
- 172 This would not decrease vehicles, just make easy flow during rush hours and special events more difficult for turning vehicles causing more smog from idling cars. Decreasing main east/west arteries through middle of city is not going to cut down on vehicles, just congest the two other ones, again increasing smog from idling cars due to stop/start problem. We need a beltline north of us to cut down on inner city traffic. [Pro One-Way] Nov 16, 2011 5:05 AM
- 173 This is a very bad idea. It will greatly cause increased traffic problems/volumes on other streets in the area. The flow of traffic thru the Isthmus will be negatively impacted. Traffic thru-flow will be greatly reduced and traffic congestion will be greatly increased. "If it isn't broke, don't fix it" applies here. This is a bad idea. [Pro One-Way] Nov 15, 2011 5:02 PM
- 174 I would strongly prefer to see Johnson/Gorham remain one-way. The timing of traffic lights is important to help keep traffic flow relatively good in both directions, but if the streets become 2-way then you can't have good light timing so congestion would get worse with more idling at red lights. And I think it would be harder for peds to cross if having to watch for traffic both ways instead of one. [Pro One-Way] Nov 14, 2011 6:51 PM
- 175 Glad you are doing a survey. Nov 14, 2011 2:06 PM

Page 2, Q7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

176	I really don't know much about the project, but if it increases safety, walkability, bikability, helps small business, improves air quality and the aesthetics of the streetscape, I'm for it.	Nov 14, 2011 1:54 PM
177	If you want to live on Willy Street, you should buy a house on Willy Street. This will cause gridlock and will only benefit a small number of people on Gorham and Johnson Streets. [Pro One-Way]	Nov 14, 2011 12:51 PM
178	The most important thing is to align street use with the built environment. Gorham st. is 100% residential and should not be an arterial street. Ah [Pro Two-Way]	Nov 14, 2011 9:12 AM
179	I think the people who actually live along this corridor and in this neighborhood should have most input on the decision. It is not currently safe to park or garden in front of my house, because of high-speed, reckless commuter traffic and frequent crashes. [Pro Two-Way]	Nov 14, 2011 4:31 AM
180	Two way traffic will result in more stops, more noise, more air pollution, less pedestrian and bike safety and more congestion. [Pro One-Way]	Nov 13, 2011 3:24 PM
181	If it ain't broke, don't fix it. If it's bending, don't fix it by breaking it! The city's densest area is on narrow and un-expandable terrain. OK. Driving there is dumb, and it can only be so safe and convenient. The present set-up is about as good as it's gonna get. [Pro One-Way]	Nov 13, 2011 1:15 PM
182	Strongly opposed to converting Johnson Gorham to two-way [Pro One-Way]	Nov 13, 2011 8:59 AM
183	Please maintain trees lining both streets. It is very aesthetic and healthy.	Nov 12, 2011 8:14 PM
184	I would like whatever street plan you choose to be appropriate for future bus "rapid transit" (very frequent buses along some streets). I would take the bus much more if I could just walk to a main street and catch one.	Nov 12, 2011 2:31 PM
185	Right now if you drive the speed limit you can drive down Johnson or Gorham and only hit green lights. That is AWESOME. Going to two-way will eliminate that and increase idling time. Its fine as one way streets. Don't change it. [Pro One-Way]	Nov 12, 2011 2:28 PM
186	My personal support/opposition will, in a large part, be derived from where the two-way/one-way transition areas are placed and how they impact the surrounding area and the corridor as a whole.	Nov 12, 2011 12:58 PM
187	Most motorists travel at 35mph on these 25mph neighborhood streets, and this dangerous behavior is enabled/encouraged by having two lanes side by side going the same direction. Switching both streets to 2-way would allow the same volume of traffic to flow, but would psychologically discourage speeding and make it physically more difficult to speed (would not be able to just switch lanes if driving behind someone who is not speeding). [Pro Two-Way]	Nov 12, 2011 12:11 PM

Page 2, Q7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

188	The current one-way system is the only useful way to get to and from the west side to the airport. East Washington is way too slow with traffic lights and congested, as would any two-way street be. Thanks. [Pro One-Way]	Nov 12, 2011 7:20 AM
189	The current situation is dangerous. It's time to try an alternative. [Pro Two-Way]	Nov 12, 2011 6:45 AM
190	You didn't give room in the survey for people to check that they use the corridor for specific purposes never or a few times per year. I had to check "a few times per month" even though that's not true – I use it less than that for almost all of your options.	Nov 12, 2011 6:15 AM
191	No 'Increase/improve traffic flow through corridor' option for 'transportation goals'. No 'Decreased traffic flow' as a 'concerns' option. Survey obviously skewed towards position that two-way would be better for ped/bike traffic irregardless of effect on traffic, and traffic is of secondary consideration.	Nov 12, 2011 1:02 AM
192	I think traffic would be unbearably congested if these two streets were made two way.... [Pro One-Way]	Nov 11, 2011 9:04 PM
193	I lived on E Johnson at Brearly and the traffic speed caused the noise level to be unacceptable. Also, there were many car crashes after the lights switched to flashing yellow, which seemed to increase speeds even more. I think 2-way streets will create a much more neighborhood feel. Now it feels like a freeway. I am highly in favor of trying 2-way traffic out. Thanks. [Pro Two-Way]	Nov 11, 2011 8:23 PM
194	I'm worried that two-way traffic would dramatically increase the dangers for pedestrians crossing the street, bicyclists biking down E. Johnson who are already in danger, and will add additional traffic to an already busy street. [Pro One-Way]	Nov 11, 2011 8:21 PM
195	Traffic is always way over the speed limit. Since Madison police don't stop that, at least when all cars are going one way, it is safer. [Pro One-Way]	Nov 11, 2011 8:13 PM
196	The Alder should make significantly more effort to reach out to all affected neighbors/neighborhoods, not just the ones she prefers.	Nov 11, 2011 7:30 PM
197	I can not see any real advantage to changing this corridor, I can see it failing quickly and reverting back to one ways causing even more disruption to business and residence. [Pro One-Way]	Nov 11, 2011 5:14 PM
198	As parents who have walked children to Lapham school, we have watched in horror all sorts of traffic shenanigans on Johnson and Gorham (including left hand turns --sometimes on a red light-- from Ingersoll to Gorham that have endangered pedestrians). We strongly support converting Johnson and Gorham to two-way traffic. [Pro Two-Way]	Nov 11, 2011 4:36 PM
199	No two-way streets. [Pro One-Way]	Nov 11, 2011 4:01 PM

Page 2, Q7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

- 200 Please do not convert these streets to 2-way traffic. Traffic flow during peak rush-hour times would come to a standstill. [Pro One-Way] Nov 11, 2011 3:02 PM
- 201 If Johnson and Gorham are converted to two way streets a lot of street parking will be eliminated unless the streets are widened which would cause many families to lose lawn space and trees. 2 one way streets are more efficient for traffic, especially for left turns. [Pro One-Way] Nov 11, 2011 2:55 PM
- 202 This surveyed is skewed so that the answers will result in the public saying Johnson and Gorham is too congested with traffic. If the end result is to reduce overall traffic or slow down motorist create a better a way to get across the ismus. Nov 11, 2011 2:51 PM
- 203 Those last 3 questions are good but after more information we need to be able to prioritize them not just choose one. We may desire all these results. Nov 11, 2011 2:49 PM
- 204 Turning across oncoming traffic when traffic moves both ways creates backups/congestion, more slowdowns and more frustration. Traffic can "flow" best in one direction. Traffic lights might allow cars to turn but it requires more traffic to stop to accommodate them. [Pro One-Way] Nov 11, 2011 2:41 PM
- 205 I believe this will create more of a traffic mess for cars and bicycles. Having the streets one-way keeps traffic consistent for cars and bicycles, and flowing smoothly. [Pro One-Way] Nov 11, 2011 2:26 PM
- 206 To approach this question strictly as an engineering problem misses the vision for neighborhood and business revitalization. The City needs to see that the decision in 1959(?) to reclassify and redeploy Johnson/Gorham as a primary arterial pair exacted a cost on the City by deteriorating the land use of this neighborhood for the next five or more decades. Explain this the public. The redevelopment of East Washington as an employment center should make revitalizing Johnson/Gorham as a residential and neighborhood business corridor more urgent. Imagine how great this area could be! Solving this residential/arterial problem will require a transportation strategy with more moving parts than just engineering. Transportation Demand Management strategies and alternatives to the single-occupant-vehicle that are attractive and convenient for commuters have to be part of the mix. Making people-moving more efficient and revitalizing the urban environment must go hand in hand. Involve staff from Planning and Metro. Be creative. Be visionary. Nov 11, 2011 1:57 PM
- 207 Conversion to two-way will definitely result in more accidents, injuries, and driver confusion [Pro One-Way] Nov 11, 2011 1:51 PM
- 208 Please don't do a 2-way. We've lived there for years, and the 1-way streets are essential to the character of the neighborhood. [Pro One-Way] Nov 11, 2011 1:41 PM
- 209 I think turning any of the one way streets in the Madison near East and downtown areas is a huge mistake that will get people killed. I have yet to see a good reason to change the flow of traffic. Also: how will you deal with the Univ. Ave/Johnson street one way situation? Those would be terrible to make 2 way and would result in many students getting Nov 11, 2011 1:21 PM

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- hit by cars. [Pro One-Way]
- 210 This sounds like it will divert more traffic to E. Washington when that corridor can handle more traffic, or (during peak periods) divert traffic onto E. Mifflin/E. Dayton St. and maybe Sherman Ave., which I think would NOT be a desired result. I am concerned about impeded traffic flow and how that will influence drivers' mindsets as they interact with pedestrian and bicycle traffic in the area. [Pro One-Way] Nov 11, 2011 1:17 PM
- 211 I think converting these to 2-way would be a disaster for traffic going to and from the UW and points beyond. [Pro One-Way] Nov 11, 2011 12:57 PM
- 212 I'm really not sure this is a good idea at all. But, I could be persuaded if provided information/data on what the envisioned benefits might be. Nov 11, 2011 11:37 AM
- 213 I've lived in Madison for 38 years, lived in the Johnson/Gorham corridor for 5 years, and lived another 9 additional years on the isthmus. I worry that converting the J/G corridor into two way streets will adversely affect business and parking in that neighborhood and adversely affect traffic on other streets. I get the idea that some people think apartment living is a problem. There is absolutely nothing wrong with apartment housing, and a good number of people prefer it for a wide variety of reasons. The J/G corridor is a great place to have a wide variety of income levels and ages living together (unlike Madison's more stressed neighborhoods where the majority of residents are low income with little access to jobs, fresh food and opportunities). Instead of focusing on merely changing traffic patterns, which will adversely affect parking, businesses and traffic on other streets, why not instead focus on building a community that people want to stay in and visit. Yes, obviously improve the streets so there is better pedestrian and bike access. Don't lose the parking (that is already terribly limited). Build a community center that all ages can access. Encourage new development that allows for business as well as living space. Keep those old homes as apartments as well as single family residences! The new block of condos is neither attractive nor a housing option most people seek out (seriously? It's been up a short time and always has for sale signs outside of it), but instead settle for (essentially purchasing an apartment that you then also have to pay "monthly fees" on top of taxes, utilities, etc? - there is a reason why every condo development I see in Madison is not filled and constantly has "for sale" signs out) Have programming and activities for all ages in the parks when the seasons permit. Maybe focus "ride the drives" in that section of town once in a while, and encourage community celebrations and block parties. Nov 11, 2011 11:20 AM
- 214 I think that the benefit of turning gorhman and johnson to a two way would make the neighborhood much more attractive and vibrant. [Pro Two-Way] Nov 11, 2011 11:18 AM
- 215 There is already a truck route turnoff from Johnson St. at Blair. Why not divert most traffic to the newly refinished three-lane E Wash at that point? I would like to see the Johnson St. area become a stronger neighborhood. I think about Monroe St. and Willy St. -- both of which are high-traffic -- but both of which (I think) are more pedestrian & bike friendly and do not have the speeding, screeching, drag-racing rush of the Johnson St. traffic. I imagine that a two-way street Nov 11, 2011 10:56 AM

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would make the Johnson St area feel more livable and neighborhood-ey. [Pro Two-Way]

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| 216 | Part of this assessment should include an estimate of the increased property taxes the city will collect from an increased property assessment that would result from a two-way configuration. These streets have some of the best homes on the Isthmus, but no one will invest in them with a highway in their front yards. [Pro Two-Way] | Nov 11, 2011 10:55 AM |
| 217 | If you do this, please consider including bike lanes both ways on both Johnson and Gorham. I think the left-side bike lane on Johnson is dangerous and scary as a cyclist. Cars do not know to watch for a bike coming up on the left. | Nov 11, 2011 10:28 AM |
| 218 | Two-way streets are much friendlier to local residents and businesses, which have been sacrificed to create a commuter route with the current arrangement. Please strongly consider converting to two-way. [Pro Two-Way] | Nov 11, 2011 10:19 AM |
| 219 | My biggest concern is Winter driving. The pitch of the Gorham hill just past James Madison Park is horrible. In the Winter, more than once, cars and buses will not make it up the hill. They begin to slide sideways. A two way street in the Winter would be frightening in my opinion. I am curious how garbage pick up would happen if the streets become two way. I would rather the corridor remain one way on each street, the way it is. Better bicycle lanes and bus stops would help. Better signage to help prevent people from making a left turn from the right lane would be useful. Thank you for asking. [Pro One-Way] | Nov 11, 2011 10:08 AM |
| 220 | I fully support the conversion of E. Johnson and E. Gorham to 2-way streets. I feel strongly it will improve the quality of life for all in the greater neighborhood. [Pro Two-Way] | Nov 11, 2011 10:05 AM |
| 221 | I've lived in this neighborhood for nearly 10 years, and I've never found the fact that either is a one-way to be bothersome. With budgets tight I see no reason to go through the trouble to fix what I don't see to be a problem. Besides, it makes is helpful in giving people directions to downtown or the east side! [Pro One-Way] | Nov 11, 2011 10:04 AM |
| 222 | Why not just leave well enough alone ? This all stinks of just another scheme to transfer our tax money to developers and road builders in return for political payoffs and kickbacks to local pols. [Pro One-Way] | Nov 11, 2011 9:25 AM |
| 223 | Our neighborhood is going through changes in housing types. The change to 2-way traffic on these streets would have a positive influence on creating a neighborhood that attracts more owner occupied, family housing. [Pro Two-Way] | Nov 11, 2011 9:01 AM |
| 224 | I never bike on Johnson/Gorham - there are too many cars and I find it far too dangerous. It's so hard to cross the street on a bike or walking as well. I think a 2-way street would encourage people (including those in cars) to populate the East Johnson business area more as it would be more of a destination instead of a means to get somewhere else in the city faster. Take East Wash if you want to get somewhere faster! [Pro Two-Way] | Nov 11, 2011 8:55 AM |
| 225 | I use this corridor as a short cut. I could easily use E Washington as an alternative. | Nov 11, 2011 8:52 AM |

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226	One-way streets are really bad urban design that benefit cars above all else. They create fast flowing "rivers" of cars that make it difficult for pedestrians to get across streets. Motorists pay less attention, which makes the streets less safe. It's difficult for bicycles who are riding with traffic to move across and make left-hand turns. It's also really unfriendly for visitors. When visitors drive into town, it is confusing for them to leave, because they have to drive a different way out instead of going the same way they came. [Pro Two-Way]	Nov 11, 2011 8:52 AM
227	The speed limit there is 25, and here is my secret magic: if one actually drives the speed limit, it's driving in time with the lights--so you can get all the way across town hitting only one or two reds, making for a much more pleasant experience! Safer, too... I think the biggest thing that can be done is (repeated, constant) education of the users. It's cheaper than an infrastructure change, and hopefully can have an impact on roadways beyond the ones being discussed. [Pro One-Way]	Nov 11, 2011 8:49 AM
228	I've lived in this neighborhood for 20 years and do not think this is a good idea. [Pro One-Way]	Nov 11, 2011 8:42 AM
229	There is already lots of confusion regarding two-way vs. one-way streets. I don't think that we should convert these streets from one-way. [Pro One-Way]	Nov 11, 2011 8:31 AM
230	Personally, I think having 2 one-way streets through the isthmus is an efficient and effective way to move traffic through a congested part of town. I like the current arrangement. [Pro One-Way]	Nov 11, 2011 8:29 AM
231	I'm not sure that converting these streets would really have a big impact. In many ways, I value a smoother and somewhat quicker route to go through the isthmus. If traffic was dramatically slowed and re-routed, then I wonder what type of bottlenecks this could create.	Nov 11, 2011 8:15 AM
232	I feel that turning Johnson and Gorham St will create safety issues for pedestrians and decrease the amount of parking in an area that is already lacking quality parking [Pro One-Way]	Nov 11, 2011 8:15 AM
233	East Washington Avenue seems like it could handle a lot more traffic than it does at present. Diverting more of the Johnson-Gorham traffic (Fordem/Hwy 113) out to 'Eest Wash' would take a lot of pressure off of the residential Tenney-Lapham neighborhood. [Pro Two-Way]	Nov 11, 2011 8:10 AM
234	Improved traffic flow between downtown-west-of-capitol and airport	Nov 11, 2011 8:06 AM
235	I'd take speed bumps if the 2-way option is shot down. Cars and trucks drive too fast for a mainly residential area. Thanks	Nov 11, 2011 7:54 AM
236	My bottom line is that I DO NOT want restricted parking during commute times if that is a side effect. I also worry about getting out of my driveway safely. If the street must be widened, I'm not sure I could support it either. We need all the parking we have all the time. On the plus side, it would likely slow existing traffic and perhaps lessen the volume--both	Nov 11, 2011 7:47 AM

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	would be great. It just must be approached carefully and some guarantees must be in place. I also strongly support more, more attractive, and least-dirty public transportation. I would like to see a trolley line (unless it is very, very noisy) This is my wish list as a twenty-five year resident on E. Gorham who also owns two rentals right next to my house. If we don't get two-way, we should at least get traffic calming. Thanks for the opportunity to express my views. I thought the first meeting was very well-run and attendance proves that it is a topic in which many people are interested and are stake-holders.	
237	These are the transportation goals from the Tenney-Lapham Neighborhood Association Plan that include the vision of returning the Johnson and Gorham streets to two-way traffic, already adopted by the City Council on 2/5/2008: Neighborhood Goals Goal 1: Reduce the arterial use (speed and volume) of East Johnson and Gorham streets between First Street and Wisconsin Avenue. Align their street use with their residential and local retail land uses. Goal 2: Introduce transit alternatives connecting Tenney-Lapham to other neighborhoods and downtown. Goal 3: Make bicycle transportation for commuting and recreation more convenient.	Nov 11, 2011 7:38 AM
238	The most important aspect for me is the neighborhood feeling you have with a two-way (better!) than one-way (just a through-way). Williamson and Monroe are examples of strong business and neighborhood environments, destinations, instead of just a place to get through. [Pro Two-Way]	Nov 11, 2011 7:37 AM
239	Who is conducting this survey, and will the results be shared?	Nov 11, 2011 7:23 AM
240	Major concern is cars flowing back & forth on side streets between Gorham & Johnson trying to find the quickest way through the isthmus when traffic slows. It WILL likely happen. Potentially dangerous & will reduce quality of life there. [Pro One-Way]	Nov 11, 2011 7:20 AM
241	your survey does not include improving the ability of autos to travel through the corridor, only "transit" which i take to mean buses. i want to maintain/improve the ability of cars to get downtown and across town, and am concerned that converting to 2-way will slow traffic down, increase my travel time (and hydrocarbon emissions) when i need to travel downtown or across town. [Pro One-Way]	Nov 11, 2011 6:56 AM
242	"Other" for first question - Improve snow removal to prevent street narrowing "Other" for second question - No more bailouts to for-profit corporations disguised as "TIFs". Let the market play itself out and let entrepreneurs assume their own risks.	Nov 11, 2011 6:49 AM
243	Changing these streets to two way would create two Williamson Streets whci would be worse than the current situation. Traffic will not divert to E. Washington as the traffic that uses the corridor heads to UW, Middleton and the near south side. E Washington takes people in the other direction and is not a good alternative. [Pro One-Way]	Nov 11, 2011 6:29 AM
244	Attract more businesses and owner occupied / children / homes; and pedestrian safety. I take my life in my hands every	Nov 11, 2011 6:08 AM

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time I cross Gorham Street unless I walk three blocks to a light. [Pro Two-Way]

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| 245 | Because of Madison's unique geography, most crosstown traffic must be squeezed on to E Wash or Johnson/Gorham. The current one-ways with traffic light timing provides a good balance between expeditious transportation and keeping speeds low. Making Johnson/Gorham two way streets would mean more time sitting at red lights, more congestion and longer commute times. Please don't do it! [Pro One-Way] | Nov 11, 2011 6:08 AM |
| 246 | This is a horrible idea. Stop wasting tax payer money studying something that works. [Pro One-Way] | Nov 11, 2011 6:03 AM |
| 247 | 2 way traffic will slow travel time and increase chance for accidents with bikes and running over the pedestrians. Think about snow issues with snow piles reducing width of street and problems for snow plows putting the snow some place. It is already tight. I used to live on Johnson for many years. The parking is difficult too. [Pro One-Way] | Nov 11, 2011 5:50 AM |
| 248 | As someone living on E Gorham and travelling to Middleton everyday for work, I cannot even imagine how much more awful the commute will be if Gorham is a two way. First concern - if I am parked on the street - crossing the street to get to my vehicle - this already takes time (up to 5 minutes some days) waiting for waves of traffic to pass and with only one lane moving in that direction will take even longer. Second concern is if I am using my driveway (odd side of street) that it will take FOREVER to pull out of the driveway with traffic coming in both directions. The congestion is already bad and for people who work on University Ave either downtown or further out - there really is no good alternate route to take to ease congestion. This project doesn't make sense. [Pro One-Way] | Nov 11, 2011 5:03 AM |
| 249 | The one way roads divide the community and make it unsafe for kids. They encourage speeding. Making them one way was a bad idea when it happened; the city was thinking only of moving traffic and not of safety or livability. They must be changed back to the way they were originally set up to be. [Pro Two-Way] | Nov 11, 2011 4:47 AM |
| 250 | Every person clamoring for a change to 2-way streets moved in or bought knowing the streets are 1-way. If it was so bad, why would they buy? The corridor has a city-wide value - it's not just a local issue. The harsh reality is that traffic needs to move through downtown, and trying to change the streets to 2-way will be disastrous. They were converted to 1-way for a very good reason. Congested areas in all cities eventually go 1-way because it's better overall. Don't make this another train-horn situation where newbies want silence at the expense of safety. [Pro One-Way] | Nov 10, 2011 11:55 PM |
| 251 | It is wrong to lump biking and walking together as 'alternative transport.' The relation between cars, bikes, and peds is the relation between dogs, cats, and mice. A dog will go for cats, but may ignore mice; a cat will go for mice. Keep the d'mned bikes off my sidewalks. | Nov 10, 2011 10:02 PM |
| 252 | I think converting to two way traffic is a recipe for disaster. The pairs effectively move traffic and with the amount of traffic traveling in the isthmus they need to remain that way. I understand the neighborhood concern but they knew that the streets served this purpose when they moved there. [Pro One-Way] | Nov 10, 2011 9:29 PM |

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253	This survey seems extremely limited in it's choices, thus quite. Useless.	Nov 10, 2011 9:03 PM
254	Two way streets will slow traffic and make the area more desirable, less of a highway, more attractive for permanent residents and more attractive for businesses. If it takes longer for commuters to enter/exit the isthmus if traffic must slow on two way streets, then that is an acceptable price to pay for improving Madison as a place to live and do business. [Pro Two-Way]	Nov 10, 2011 8:11 PM
255	East Johnson is fine as a one way street. Parking would need to be eliminated if two way traffic is reintroduced. When the snow falls, it narrows the roads which would cause more accidents. [Pro One-Way]	Nov 10, 2011 7:56 PM
256	I think that converting Johnson St. to a two-way corridor is the best way to achieve the goals previously set forth in the TLNA plan, and that it should be done in 2014 if possible. [Pro Two-Way]	Nov 10, 2011 7:53 PM
257	The survey didn't list the priority of moving the greatest volume of traffic.	Nov 10, 2011 7:47 PM
258	The two-way concept should go further west through the MH neighborhood. Gorham is a residential street. It should not be a major street. [Pro Two-Way]	Nov 10, 2011 6:56 PM
259	Cars are not going away. This will help move the increased car traffic and get people in and out of city events faster. Stop worrying about bike and trees	Nov 10, 2011 6:56 PM
260	With the decrease ability to use Mifflin street I am worried about ways to get around this city in a timely manner.	Nov 10, 2011 6:33 PM
261	The mostly residential Johnson/Gorham neighborhood deserves the same safety and aesthetic consideration as residents of Monroe St, Willy St, Sherman Ave, and the residential part of Regent. Why should our neighborhood have to bear the safety and economic brunt of people shortcutting off E. Wash? [Pro Two-Way]	Nov 10, 2011 6:31 PM
262	I think changing to 2-way would be a great idea. [Pro Two-Way]	Nov 10, 2011 6:24 PM
263	I think it is a great idea. It will improv the business environment and will reduce traffic speeds. Both extremely important. [Pro Two-Way]	Nov 10, 2011 5:34 PM
264	This would be a detriment to the neighborhood as a whole and a disaster for the city, all to benefit a few people who live on Johnson/Gorham. We should not waste money to study something that will never happen. [Pro One-Way]	Nov 10, 2011 5:32 PM
265	It seems counter-productive to make these streets 1-way when the rest of the corridor (i.e., outside of this neighborhood) would be 2-way. What happens when the streets go from 1-way to 2-way? It seems like that will cause a large number of cars on small streets. And it makes it more difficult for people to get downtown, which is bad for downtown businesses	Nov 10, 2011 5:14 PM

Page 2; Q7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

and neighborhoods. [Pro One-Way]

- 266 For those who commute through the area, the E Johnson/E Gorham area means a quick shot to work and very little else. Nov 10, 2011 5:04 PM
For those of us who live in the neighborhood and surrounding area, the E Johnson/E Gorham traffic means beat-up roads; noise, unsafe driving, and the sense that there's a highway through our front yard. We want people to savor our neighborhood and stop at the businesses; not shoot through without a second thought. Get the traffic off the isthmus; it's not for driving, it's for living. [Pro Two-Way]
- 267 I would like to reiterate my concern that transitioning to 2-way traffic on these streets could increase traffic congestion. Nov 10, 2011 4:59 PM
Not only is that infuriating for those times when I do drive, it also makes me concerned for traffic safety, bike/car harmony, and pedestrian crossing availability. [Pro One-Way]
- 268 Two way traffic would help build the neighborhood. [Pro Two-Way] Nov 10, 2011 4:57 PM
- 269 One-way couplets are an inherently outdated idea in urban traffic management. They turn what should be welcoming neighborhood corridors into urban highways by elevating the needs of motor vehicles over other modes of travel, to say nothing of prioritizing the vehicular thoroughfare over the public realm as a whole. Cities are for people. [Pro Two-Way] Nov 10, 2011 4:49 PM
- 270 This survey seems to be very slanted towards "Two way is good". For example, no acknowledgement that the 1-way configuration now leads to lower transit times - traffic moves easier with the one ways, and that's what I want to preserve. It doesn't seem to occur to the survey author that people think it's a bad idea to convert to two way. [Pro One-Way] Nov 10, 2011 4:47 PM
- 271 We need more options for car-free lifestyles. Nov 10, 2011 4:44 PM
- 272 I live here, directly on Gorham & have lived directly on Johnson for many years. Not into 2 way traffic, but would like a better pedestrian experience. Thx!! [Pro One-Way] Nov 10, 2011 4:35 PM

Johnson Street Survey

All TLN



1. Please indicate where you live (see map above for Zone locations).

		Response Percent	Response Count
I live outside the City of Madison		0.0%	0
Directly on E Johnson or E Gorham in Zone 1 (North of E Washington Ave between Wisconsin Ave and the Yahara River)		67.4%	190
Not Directly on E Johnson or E Gorham in Zone 1 (North of E Washington Ave between Wisconsin Ave and the Yahara River)		32.6%	92
Zone 2 (South of E Washington Ave between Blair Street and Atwood Ave)		0.0%	0
Zone 3 (East of the Yahara River and north of E Washington Ave)		0.0%	0
Zone 4 (East of Atwood Ave and south of E Washington Ave)		0.0%	0
Zone 5 (West of Wisconsin Ave and Blair St)		0.0%	0
		answered question	282

skipped question 0

2. How do you travel the Johnson/Gorham corridor?

	Daily	A few times per week	A few times per month	Response Count
Personal vehicle to/from work	54.4% (87)	26.9% (43)	18.8% (30)	160
Personal vehicle errands/other travel	29.1% (65)	52.0% (116)	18.8% (42)	223
Metro Transit or other shared ride	37.6% (56)	26.2% (39)	36.2% (54)	149
Bicycle	37.7% (66)	36.0% (63)	26.3% (46)	175
Pedestrian/wheelchair	53.8% (105)	36.4% (71)	9.7% (19)	195

answered question 280

skipped question 2

3. Improving safety for all travelers is always a goal of street reconstruction projects. In addition to this, what would you say are the top three transportation goals for the Johnson/Gorham corridor?

	Slower car speeds	Fewer cars on Johnson/Gorham	Fewer cars on other local streets	Maintain parking	Improve pedestrian crossing conditions	Improve conditions for bicyclists	Maintain/improve transit service	Other	Response Count
Number 1 Priority	16.8% (46)	15.0% (41)	3.7% (10)	19.4% (53)	15.0% (41)	16.8% (46)	9.9% (27)	3.3% (9)	273
Number 2 Priority	14.8% (40)	11.9% (32)	5.6% (15)	11.5% (31)	17.8% (48)	20.0% (54)	14.1% (38)	4.4% (12)	270
Number 3 Priority	11.4% (30)	7.6% (20)	4.5% (12)	13.6% (36)	21.6% (57)	17.4% (46)	14.4% (38)	9.5% (25)	264
								answered question	273
								skipped question	9

4. What would you say are the most important neighborhood livability goals for the E Johnson St project?

	Improve air quality	Increase owner occupancy	Improve the corridor aesthetics/streetscape	Maintain current businesses and/or attract new ones	Maintain mature trees	Reduce/improve storm runoff to lakes	Other	Response Count
Number 1 Priority	7.7% (21)	16.8% (46)	14.7% (40)	28.9% (79)	18.3% (50)	9.2% (25)	4.4% (12)	273
Number 2 Priority	6.3% (17)	8.5% (23)	24.4% (66)	27.4% (74)	16.3% (44)	14.4% (39)	2.6% (7)	270
Number 3 Priority	10.9% (29)	9.4% (25)	17.2% (46)	18.0% (48)	18.4% (49)	18.7% (50)	7.5% (20)	267
							answered question	273
							skipped question	9

5. What is your greatest concern associated with converting the Johnson/Gorham corridor to two-way operation?

	Response Percent	Response Count
It may increase traffic congestion and/or increase traffic volumes on other local streets	38.7%	108
It may be less safe for pedestrians and bikes	25.8%	72
It may hurt local businesses	2.2%	6
It may hurt bus service	2.9%	8
It may be expensive	2.2%	6
None of the above	16.8%	47
I need more information before forming an opinion	11.5%	32
	answered question	279
	skipped question	3

6. What would be the most important advantage to converting the Johnson/Gorham corridor to two-way operation?

	Response Percent	Response Count
It may reduce traffic volume on the corridor	11.1%	31
It may result in lower travel speeds	12.9%	36
It may encourage the use of alternate travel modes	5.4%	15
It may create a safer environment for pedestrians and/or bikes	9.3%	26
It may benefit local businesses	10.4%	29
None of the above	34.8%	97
I need more information before forming an opinion	16.1%	45
	answered question	279
	skipped question	3

7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

	Response Count
	177
answered question	177
skipped question	105

Page 2, Q7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

- 1 The two streets are a vital, efficient way to get across town. It works well the way it is. If converted to 2-way streets, there will be increase congestion and emergency vehicles will also have a hard time navigating to the hospitals. [Pro One-Way] Dec 17, 2011 7:07 PM
- 2 I am concerned about biking. I fear biking down Johnson, especially. This is partly due to high traffic, but mostly due to the potholes and small shoulder. Crossing the streets is difficult and often dangerous. When I drive on the streets, I rarely find that traffic is a big problem. I am concerned that making it a two-way street may exacerbate traffic. Whatever the project is, it would be nice if biking were safer and cars were more aware of pedestrians. Dec 17, 2011 12:11 PM
- 3 Given the number of one-way streets in the immediate downtown area, and, the inevitable need for street/utilities reconstruction, having both E. Gorham and E. Johnson as one-ways creates a mess during the reconstruction season. I have dealt with it as a driver and observed it (much less stressful) as a pedestrian. We need better alternatives to accommodate repairs/upgrades. Streets feeding into E. Gorham are particularly dangerous for pedestrians. Drivers are focused to their right line of vision and forget to look left. Not godd!!!! I've become a very defensive wqiker, crossing the streets after the last car waiting to turn. Pedestrians are just not seen. Thank you for considering my coments. Hope they are helpful. (and not over 200 words). Dec 16, 2011 6:57 PM
- 4 It's hard enough crossing the street or entering Johnson from my driveway. Two-way traffic would make it impossible. [Pro One-Way] Dec 16, 2011 3:41 PM
- 5 do not make this a two way street! johnson st becoming a two way street would be a huge mistake, leave it how it is and just repair the street. [Pro One-Way] Dec 16, 2011 1:01 PM
- 6 The Johnson/Gorham corridor is a major in and out of the city. Changing it to two-way would cause more parking problems for residents. The streets are already too narrow. In addition, I think there would be more congestion and less safety with traffic going both ways on the street. There would also be less efficient traffic flow in and out of the city, one way streets are more efficient. Are you are trying to make drivers use E.Washington by making it more difficult to use Johnson/Gorham, corridor ? Drivers need more than one major corridor to the downtown and University areas. Leave Johnson and Gorham one way ! [Pro One-Way] Dec 16, 2011 7:48 AM
- 7 How f*ing stupid. Leave it the way it is. It is a comidor to ALL HOSPITALS IN THE CITY. Having driven an ambulance, I know how hard it is to get thru rush-hour traffic. Just so parents don't have to pay attention to their kids from getting in the street. [Pro One-Way] Dec 15, 2011 8:56 PM
- 8 There are no straight-shot arterial roads through the city. Like it or not we are stuck on a very narrow strip of land. Making the main corridor roads through the city a two way will ultimately dampen one of the following: traffic flow, bike lane availability, or street parking availability. I love Williamson St., but it is no fun to travel on regardless of what form of transport I use. Besides, it's not like Willy isn't one of the busiest streets in the city anyway. It's two-way, why would gumming up Johnson and Gorham be any different? [Pro One-Way] Dec 15, 2011 8:39 PM

Page 2, Q7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

- 9 Converting to two way streets is a most likely a poor idea. It will not reduce traffic volume or speed, and will most likely increase congestion. [Pro One-Way] Dec 15, 2011 8:12 PM
- 10 Converting Johnson/Gorham to two-way is a poor idea because it would result in vast disruption for transit services, would greatly harm pedestrian and bicycle safety, and it would result in greatly reduced mobility through the isthmus. [Pro One-Way] Dec 15, 2011 8:10 PM
- 11 I would really appreciate it if there wasn't such an extreme crown in the road as it damages our car when pulling in/out of the driveway. I'd like to see the bike lane not have an asphalt seam right in the prime riding part of it. I'm open to two-way traffic if the flow is still smooth without a lot of stop and start...that creates the acceleration noise. General sprucing up of many homes would be nice too. [Pro Two-Way] Dec 15, 2011 7:25 PM
- 12 I would like to see through (commuter) traffic reduced by diverting to East Washington and by encouraging other modes of transportation (such as buses and bicycles). The heavy traffic load and speed of the traffic (backing out of our driveway into Johnson St is always a bit iffy, especially when the view of on-coming traffic is obscured by parked cars. Feeder streets that carry heavy traffic such as Foreдам Ave should be redirected to First St and East Washington by revamping the configuration at the train yards. Dec 15, 2011 2:29 PM
- 13 My biggest concern involves getting into and out of my driveway, especially in the winter. I do not see any clear advantages to 2-way traffic. Dec 14, 2011 6:51 PM
- 14 The goal should be to limit traffic to local residents and businesses as much as possible and to avoid being the "shortcut" that many vehicles seek. Dec 14, 2011 5:49 PM
- 15 We would like to see two-way traffic with parking on both sides of the street on both Johnson and Gorham. [Pro Two-Way] Dec 14, 2011 5:38 PM
- 16 Before changing to a 2-way street one must ask themselves "why is it the way it is". The overriding concerns of pedestrian and bike safety, traffic diverted to other local streets, the decrease in air quality in the corridor, the slowing down of transit travel therefore affecting transit service city wide and the substantial reduction in parking for residents must be really seriously considered. There is a older saying about traffic diversion programs and that is the "waterbed theory". When you push down on the bed the problems pop up somewhere else and often worse problems than before. The transportation and safety effects on the local streets adjacent to the corridor will be significantly affected. One is guilty of wishful thinking if they believe that the traffic will automatically be diverted to E. Washinton Ave which at the same time Johnson and Gorham are congested is like wise congested. [Pro One-Way] Dec 14, 2011 8:54 AM
- 17 My biggest priority would be making it so that the sidewalks are more level and wider in sections. Dec 14, 2011 6:17 AM

Page 2, Q7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

- | | | |
|----|--|-----------------------|
| 18 | I think the most important thing re: these streets is to maintain efficient traffic flow. Congestion, stop-and-go traffic, and long waits at stops lights are what frustrate automobile drivers, and ultimately leads to risk taking that endangers pedestrians, cyclists, and other drivers. Keep auto traffic flowing efficiently. It is naive to think that anything the city does to Johnson and Gorham will lead the citizenry to giving up their cars. | Dec 13, 2011 3:22 PM |
| 19 | I'm sick of construction in my area (Wisconsin and Gorham). The main issues for me are: too much traffic, too little parking, and too much noise/dust. | Dec 13, 2011 3:14 PM |
| 20 | Why spend unnecessary money on a needless, counterproductive move. It works as it is. [Pro One-Way] | Dec 13, 2011 10:12 AM |
| 21 | Hello, Feel free to contact me if I haven't articulated any of this well. I bike everywhere I go, and although I live on Johnson, I prefer to use the E Mifflin bicycle boulevard. My main concern with converting E Johnson to a two way street is that it is likely to divert more car traffic onto Mifflin. Right now it is fairly easy to cross Johnson. The lights are well timed, and the cars come in predictable waves, so a pedestrian can cross even without a light. The left side bike lane is a fantastic concept, but it is quite jarring to ride at full speed on a road bike right now. Ideally, I think Mifflin should be converted to multi-use trail (half the road) and a one way lane for cars, especially local traffic. That way NE side bicyclists could safely get downtown on a trail, car drivers could rush out of town on Johnson (or Wash), and Mifflin residents (including a school and park) would be on a safe slow street. If Johnson becomes a two way it will just become another Regent St: crowded, impossible to cross, and dangerous (it is only a matter of time before someone dies trying to get across it). Thanks for your time. [Pro One-Way] | Dec 12, 2011 7:23 PM |
| 22 | It would hopefully spread traffic load to other streets. [Pro Two-Way] | Dec 12, 2011 5:36 PM |
| 23 | why is it necessary? | Dec 12, 2011 3:37 PM |
| 24 | I have missed the bus too many times after waiting for a platoon of cars to pass on Gorham. Takes VERY long time to cross street at peak travel periods. Slower traffic is not necessarily bad. Considering East Wash is already a highway of a canyon that divides two great neighborhoods, it might be worth exploring diverting more traffic to that street in order to make the Johnson neighborhood a little more livable. The traffic flow is incredible on Gorham and Johnson given the residential density. Any way to slow down traffic would be a victory for the neighborhood. | Dec 12, 2011 3:16 PM |
| 25 | I'm not interested in what it MAY do. Just leave it alone. [Pro One-Way] | Dec 12, 2011 12:08 PM |
| 26 | Converting back to two-way would benefit a few at the expense of many. Don't buy a house on a busy street if you don't want to live on a busy street. [Pro One-Way] | Dec 12, 2011 7:15 AM |
| 27 | While I am not necessarily against a change, I am not sure why a change to two-way streets would be beneficial, necessary or fiscally responsible. [Pro One-Way] | Dec 11, 2011 9:39 PM |

Page 2, Q7: You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

- 28 It is not clear that creating a 2-way street will actually slow down traffic. Couldn't that be achieved by lowering the speed limit (and enforcing it) on the current 1-way plan? A 2-way street might have just as high speeds, with twice as much traffic, and twice as many accidents, and be twice as difficult for pedestrians to cross. [Pro One-Way] Dec 11, 2011 7:21 PM
- 29 decreasing run.off is also important Dec 11, 2011 5:33 PM
- 30 Thanks for asking my opinion, it's a beautiful neighborhood. Dec 11, 2011 4:28 PM
- 31 The residents need more information on why 2-way streets would be better than what we have now. Dec 11, 2011 1:49 PM
- 32 Leave the Johnson St. corridor the way it is-no two way streets! The traffic pattern allows cars to travel freely. [Pro One-Way] Dec 11, 2011 10:40 AM
- 33 Ald. Maniaci has turned out to be a Union tool just like her predecessor. Supporting the 15% over the 85%! Dec 11, 2011 6:44 AM
- 34 Please keep our wonderful 25 mile per hour signs, if one drives with the flow you can almost see them as you speed by. Also could we get the motorcycle racers, on E Johnson St. to start a bit earlier on those nice summer nights. I love a good loud race but am usually in bed at 1:00 AM so I only get to hear them. I also wonder if they get airborne by the the time they go over the Yahara River bridge. Dec 10, 2011 7:59 PM
- 35 I have lived at E. Johnson and Hancock St. for 20 years. The biggest problem I see are the poor sight lines when trying to cross E. Johnson in a car either from Franklin or Hancock St. It is downright dangerous bc parked cars block any ability to see if there is a break in traffic. Couple that with cyclists and pedestrians whizzing by (often in the wrong direction) and it is very, very dangerous for all concerned during rush hours! Why can't a stop light be put up at Franklin and E. Johnson?! Why is there an unnecessary pedestrian crossing light at Blair and Dayton - and nothing at Franklin and E. Johnson?? Also, I hope this project will take care of the flooding that occurs on E. Johnson (between Franklin and Hancock) every time there is a hard rain. I have photos of people canoeing down the street and have seen people's parked cars completely flooded bc E. Johnson St. turns into a lake. Thanks for the opportunity for input. Dec 10, 2011 7:09 PM
- 36 Converting to way is a stupid idea. Why wasn't the idea brought up when Gorham was under construction: The few businesses on Johnson will not be helped by conversion and plenty of cats will die because they do not know how to look both left and right before crossing Johnson. Grow up and get over it. [Pro One-Way] Dec 10, 2011 6:50 PM
- 37 Two-way traffic will go a long way to creating an environment where businesses can make it the neighborhood by creating a slower traffic pattern and - by becoming two way - creating easier access to local business. And from that stems a more cohesive community that becomes more stable. Somewhat outside of this survey but I'd like to add: Included in the broader planning should be a housing plan that maintains a broad spectrum of housing options for all incomes to foster and maintain diversity in the neighborhood. Thank you, [Pro Two-Way] Dec 10, 2011 6:05 PM

Page 2, Q7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

- 38 OPPOSE TWO WAY CONVERSION. WINTER CONDITIONS ARE A HUGE FACTOR TO CONSIDER. Also would slow down traffic too much. Isthmus needs to maintain efficient traffic flow patterns. One way streets allow traffic to flow more smoothly. [Pro One-Way] Dec 10, 2011 5:53 PM
- 39 I've lived on Johnson St for 4 years now, and its incredibly dangerous for drivers. In front of my apt alone, there is at least one accident daily because traffic suddenly and unexpectedly stops creating 20-30mph speed differentials between cars in close proximity, and the alignments of the street impair ability to see more than a couple cars ahead (most accidents go unreported because damage is <\$1000). If you compare the 2010 TED Crash Report with the AASHTO "Green Book", you'll find that people can't reasonably react under the conditions that prevail in what is basically a corridor of destruction. Fixing this has to be an underlying priority & prerequisite if either traffic flow or safety concerns are going to be effectively addressed. Dec 10, 2011 4:07 PM
- 40 700 block create area for busses to safely stop and rest so riders have bigger window to enter busses and/or transfer area Dec 10, 2011 1:24 PM
- 41 I hope that no apartments are threatened by the construction. Dec 10, 2011 1:00 PM
- 42 Want to maintain residential feel for majority of area, but increase business destination of existing commercial pockets. Want street to go back to two ways but understand it may be more difficult for those of us trying to get out of our driveways onto a 2 way streets. Would be satisfied if speed could be permanently reduced(speed bumps??) as well as number of vehicles/day reduced without street being 2 two way Dec 10, 2011 9:45 AM
- 43 Lane division of Johnson St. near the Baldwin intersection is a mess: A left turn lane abruptly forms and a parking lane abruptly vanishes, which has caused many accidents over the years. Hopefully, this will be an improvement on that. Also, the bike lane is not well maintained and the current way it ends at Brearly St. creates problems. Dec 10, 2011 8:41 AM
- 44 Turning Johnson and Gorham streets into two way streets is just an awful idea. I don't even see the reason for it - it's not as though the current system is that difficult to understand. Many cities control traffic flow this way. These streets are the main corridor through the Isthmus. Putting that many cars on a two way street would require the addition of traffic lights and left turn lanes. Do we even have room for added left turn lanes? Also, would we add bike lanes on both sides of the street, or would bicyclists still use the old one way model? If there was some way to encourage people to use Washington Avenue as a main thoroughfare, that would be great. Turning Gorham and Johnson into two way streets is dangerous and ill thought out from an urban planning perspective. I'm wonder what the council even hopes to accomplish by doing it [Pro One-Way] Dec 10, 2011 8:38 AM
- 45 The current traffic plan makes Gorham and Johnson streets conduits (like an expressway) at rush hour. It detracts from an historic residential neighborhood and makes it less appealing for home ownership. Restoring a two way approach to traffic on E. Johnson is a good idea. [Pro Two-Way] Dec 10, 2011 7:24 AM

Page 2, Q7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

- 46 Your classification of Johnson and Gorham as local streets which should have a low volume of traffic moving at slow speeds is, simply put, unfounded. These two streets are currently the only direct thoroughfares connecting the east and west branches of the city and FREQUENTLY become overly congested due to a combination of factors: 1) They simply do not have enough lanes to handle the traffic that is forced upon them by the layout of the city 2) There is often construction on one or the other which exacerbates traffic 3) The speed limit (contrary to your extremely biased survey options) is too low given the function of these streets. Making these roads two way streets would make traversing the city impossible for all forms of transportation, be it by car, bus, bike, or on foot. It would likely kill many local businesses as well. The best solution, in my opinion, would be to leave the roads largely unchanged, but perhaps add a lane going in each direction on both Gorham and Johnson. The density of pre-existing buildings may make this a difficult or impossible task, but if it could be done, this would be the best option. Another good option would be to focus on the south side of the isthmus and perhaps open up thoroughfares that would be akin to Johnson and Gorham (opening up a second direct route connecting the east to west sides). Again, this might be impossible, but it's an idea. If there is anything you shouldn't do, however, it is make decisions based upon the notion that slowing down traffic or trying to force these major roads to become more like "local roads" (a ridiculous notion given that they are in the middle of a densely packed and ever-growing downtown center). You need to consult some actual traffic engineers and see what you can do to alleviate congestion problems here to make the city more functional and livable for everyone. I hope you'll take this advice into account, and I thank you for your time in reading this. [Pro One-Way] Dec 9, 2011 8:13 PM
- 47 I think the problem with downtown travel right now isn't traffic being too fast, but rather it being too congested. Converting Johnson and Gorham would not only worsen traffic conditions (which are almost unbearable as they are during morning and evening rush hour), but would make travel by car MORE dangerous. There is no way to create protected left turn lanes for all the intersections that would need them, so you would in effect be creating more traffic jams by having cars pile up on the streets attempting to turn left. One way streets are safer for all parties involved, especially cyclists and pedestrians. The reason motorists may drive fast or dangerously right now is not a product of the streets but rather a product of poor traffic flow design—people get frustrated sitting in traffic because there are not enough lanes, the speed limits are too low, and the signals are poorly timed. People would drive more predictably and perhaps pose less of a threat to pedestrians and cyclists if the money currently on the table to renovate the streets would be put towards something more useful like redesigning the traffic signal timing scheme or adding more lanes. Johnson and Gorham are NOT local streets, they are among the ONLY main thoroughfares to get across the isthmus. Converting them to two way roads would be a dangerous and serious mistake that would greatly compromise the happiness of people living along them. Your question that lists "it would increase traffic congestion on other streets" is misleading because this project would increase traffic on Johnson and Gorham mostly. Overall it would be much worse and more dangerous than it is now. Bad, bad idea. The idea of attempting to shoehorn the ever-growing downtown area into something it's not—a small town, will only worsen the problem. This is a misguided effort. [Pro One-Way] Dec 9, 2011 8:13 PM
- 48 It would be awesome to have one street become a Biker/Bus boulevard, similar to state street-- Perhaps Johnson because of the number of businesses already there. And then have gorham be a two way street, and encourage the bulk Dec 9, 2011 4:51 PM

Page 2, Q7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

of traffic to travel on E Washington. [Pro Two-Way]

- | | | |
|----|--|----------------------|
| 49 | E. Johnson St. and E. Gorham St. are major corridors. Transportation for cars, bikes, and pedestrians are important for accessing E. Washington. I am a cyclist, and I understand how vital these roads are. Slowing traffic would encourage foot traffic to the local businesses, and it would encourage cycling into the city. | Dec 9, 2011 12:21 PM |
| 50 | I don't think it's a good idea to form these streets into two way roads! [Pro One-Way] | Dec 9, 2011 10:29 AM |
| 51 | COME ON !!!!! ALL THE MONEY SPENT ON THIS SURVEY AND THE COMMISSION TO CHANGE THE ONE WAY TO TWO WAY THESE PEOPLE SHOULD CHECK THEIR HISTORY IT WAS LOOKED AT IN THE EARLY/MID 70'S AND DIDN'T WORK BACK TO THE SURVEY, IT WON'T PRESENT THE FACTS THAT YOU NEED FOR A PROPER EVALUATION. QUESTION # 5 THERE'S NO WAY TO CHECK THE FIRST 5 BULLETS, IT WILL AFFECT THEM ALL. Q#6 IT WILL REDUCE VOLUME AND CREATE ALTERNATIVE MODES OF TRAVEL AND IT WILL AFFECT BUSINESS, HELLO. SAFETY??? THERE IS NO WAY TO SLOW THE TRAFFIC SPEEDS, BIKES DON'T OBEY ANY LAWS. | Dec 9, 2011 10:06 AM |
| 52 | I live on Gorham near the intersection with Brearly. My biggest and, truly, only major concern regards parking. Currently it can be quite difficult, before 9 AM or after 5 PM, to find any parking spots on the one side of Gorham or on any side streets. If Gorham were made a two-way street, I imagine parking spaces will be drastically reduced. I don't know where all the cars will park. It will become difficult-to-impossible to find parking even during business hours. I can't understand how this project can go forward considering the impact it will have on those living on or near Gorham. Note that we take public transit whenever possible; however, that does not obviate the need for us to park our car somewhere. I hope that those officials in charge of this project seriously consider the negative impact that a drastically reduced number of parking spaces will have on the residents of this neighborhood. Thank you. [Pro One-Way] | Dec 9, 2011 10:05 AM |
| 53 | We think converting Gorham/Johnson to 2-way is a critical step to maintain businesses in the area and keep a neighborhood feel. There are several great local shops there that we've seen turnover or struggle to get foot traffic because of the busy street. [Pro Two-Way] | Dec 9, 2011 8:04 AM |
| 54 | Just driving through the other day I noticed for the umpteenth time how run down a lot of the houses are. There is potential to improve so many of them and retain the historical character of Madison but I don't think it will happen unless there is owner occupancy. It is a great place to live for families, couples and singles that want to own. I think these properties which are a gateway to downtown and its prosperity have deteriorated far too long. Nobody wants to live on a busy, polluted street so reduced traffic is the first step. East Washington, a non-residential corridor parallel to the neighborhood swiftly gets people to the same place downtown via Webster and Wisconsin. [Pro Two-Way] | Dec 9, 2011 6:22 AM |
| 55 | Turning the corridor into a 2-way street would NOT improve air quality and would make traffic congestion horrible. There are not a lot of good alternatives for people traveling to the north of the city and I am of firm conviction that the congestion | Dec 9, 2011 3:37 AM |

Page 2, Q7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

will make it less bike-friendly than it is now and less livable. Where would the traffic be diverted? [Pro One-Way]

56 really? we're looking at turning these streets into 2 ways? why? [Pro One-Way] Dec 8, 2011 10:17 PM

57 Bridget, Thank you for providing your constituents a way to express their opinions online. I know alderpersons don't have a huge constituent outreach budget, but it would be great if you could start a regular email update, newsletter, etc. that could keep us informed on every step of the process while this project moves forward. One thing I wanted to add - one of the main concerns of residents that was not included in the survey is the ability to turn left into a residential driveway when there is oncoming traffic...it sounds insignificant, but its a real concern...sometimes we have to sit on the road while we wait for bikers and pedestrians to clear our driveway so we can pull in, and that's on a ONE-WAY street...making this a two-way street may make it nearly impossible to safely pull into a driveway from the opposite lane... Please add me to any list you have (mail, email, etc.) so I can be kept in the loop on this. Thanks again;
Pro One-Way] Dec 8, 2011 9:11 PM

58 The livability of not just Johnson & Gorham will be improved if 2-way. The entire neighborhood will be walkable, bike-able and have an improved sense of community. More businesses will open up too. [Pro Two-Way] Dec 8, 2011 8:21 PM

59 E Johnson and Gorham are neighborhoods, not freeways. I have seen a lot of businesses come and go in the last 7 years on E Johnson because cars don't stop, and then people don't shop. I have ridden my bicycle E Johnson at non-peak and peak times, both are uncomfortable because of the speed and proximity of the cars. I think both Johnson and Gorham must revert to two way. The grading of Gorham near Pinckney may need to change to prevent accidents, especially in winter. Thanks. [Pro Two-Way] Dec 8, 2011 8:02 PM

60 I think it's important to really question why this project needs to be done...construction is a HUGE inconvenience and will definitely make things worse while it's going on. The downtown area has enough traffic issues/construction going on, so I think it should be left alone! [Pro One-Way] Dec 8, 2011 7:58 PM

61 I couldn't answer some of these as the iPad has some limitations for filling in some of these questions. I see johnson/Gorham from my apt; and here it is two way. I bike and avoid the streets in question as Dayton/mifflin are bike friendly already. I vote for one lane one way with giant bike/bus lanes and turning lanes. [Pro One-Way] Dec 8, 2011 6:09 PM

62 I don't want E. Johnson St. to be 2-way. [Pro One-Way] Dec 8, 2011 5:53 PM

63 I do not see any benefits to changing the way these streets have been for numerous years. I believe that it will make the traffic both in and out of downtown even worse than it is now. Also, I believe that we are people of habit and it will take a long time for peds and cars to look both ways. There are many reasons why this is a waste of money that will only cause more problems. [Pro One-Way] Dec 8, 2011 5:53 PM

Page 2, Q7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

- 64 Two-way streets will make turning onto and off of Johnson and Gorham more difficult at intersections without traffic lights. [Pro One-Way] Dec 8, 2011 5:48 PM
- 65 I need to back out of my driveway onto E. Gorham every day, cutting into two lanes, and I think this will be very difficult if traffic becomes two-way. I don't see how the street can accommodate cars in the other direction and maintain parking, unless it could be widened. [Pro One-Way] Dec 8, 2011 5:32 PM
- 66 I really don't understand the motivation for making Gorham and Johnson two-way streets. Judging by the amount of time even seemingly-trivial road construction tasks take around Madison, this is going to really screw things up for people living in the area for a significant amount of time, and I just don't see what is really going to be gained from the project. Everyone I know feels close to the same way. This sounds like a terrible idea. [Pro One-Way] Dec 8, 2011 4:15 PM
- 67 If this happens I will move out of this neighborhood. [Pro One-Way] Dec 8, 2011 4:07 PM
- 68 Changing Johnson/Gorham to two-way streets would not be at all helpful in my opinion. I have lived in the area for just under four years, and have had experience with congestion and inaccessibility to/from side streets even with the one-way design. I fear that a two-way design would interrupt traffic flow more than it would help. Drivers going to/from side streets would either have to wait a very long time to find a sizeable gap in traffic in which to turn (thereby impeding the other traffic in their lane), or more traffic control infrastructure would need to be implemented - money that could be much better spent elsewhere. This might be avoided by removing on-street parking, but for what it's worth, I disagree with this idea as well. Johnson St. is already strapped for space, as on-street parking is not allowed during the afternoon rush, and there is too little off-street parking available on Gorham and side streets to accommodate its full removal. Overall I feel that the way the corridor works is best left alone, and suggesting any fundage available be spent in improving the state of the corridor, rather than the function. [Pro One-Way] Dec 8, 2011 3:58 PM
- 69 Turning Johnson and Gorham Streets into two-way streets would be a poor decision. I feel like it could potentially turn both streets into a crawl at high-volume times of day. The two streets work like an artery and a vein, and quite well I might add. [Pro One-Way] Dec 8, 2011 3:41 PM
- 70 Converting Gorham/Johnson to 2-way is a critical step in revitalizing the neighborhood. To encourage long-term renters, owner-occupants and families the traffic speed and volume must be reduced. Without this, the houses that provide our history and neighborhood character are deteriorating. The schools need families, and families need houses with yards, porches and mature trees. For investment to truly flower, the streetscape needs to reflect a residential, 2-way, 25mph nature, not the current one-way, 35mph thoroughfare. Finally, the business district needs vehicle visibility from both directions, and slower traffic speeds making it more conducive for customers to stop. Thank you! [Pro Two-Way] Dec 8, 2011 3:21 PM
- 71 I'm not convinced that changing to 2-way would necessarily improve things. If lowering speed and amt of traffic is main goal, then consistently enforce existing speed limits - especially during rush hours! And re-time traffic lights so that if you Dec 8, 2011 2:44 PM

Page 2, Q7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

exceed 25 mph you end up getting stopped at a light. I'd also like to see bright curb markings (repainted every year or two) for ALL no parking zones - especially at bus stops. Ideal but probably impractical: a separate bike lane NOT adjacent to parked cars.

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| 72 | I think it's very unrealistic to think of converting Johnson and Gorham to two way streets. The current one-way system allows for efficient movement of traffic, and converting them to two way streets will lead to mass chaos. This will only increase traffic on other side streets. Do not raise my taxes or I will have to sell the home I lived in for 14 years. [Pro One-Way] | Dec 8, 2011 2:25 PM |
| 73 | This is a neighborhood and not a highway for commuters. Changing to two way will slow and lessen traffic. [Pro Two-Way] | Dec 8, 2011 12:39 PM |
| 74 | I don't own a car and I live on Gorham St, so I walk everywhere.. my concerns are different from most, I realize. A key thing for me: try to conserve old trees where possible. Good luck! | Dec 8, 2011 11:59 AM |
| 75 | This is a really bad idea. Changing to two way on both streets would really congest traffic. It's a no brainer. [Pro One-Way] | Dec 8, 2011 11:41 AM |
| 76 | It seems like the questions were leading. No mention of efficiency at all. Allowing as many potential customers into downtown/business/work should be the #1 goal. Thank you for seeking the input of your constituents. [Pro One-Way] | Dec 8, 2011 11:20 AM |
| 77 | This survey had no options for me to select my opinions. Only to select which of your opinions I agree with. It was a complete waste of my time, and did not allow me to voice my opinion on the project, which, for the record, is "leave it alone, I dont see any problems with the current design whatsoever" [Pro One-Way] | Dec 8, 2011 10:43 AM |
| 78 | This is an unnecessary solution to a non-existent problem. I've lived on E Johnson for 3 years and where the congestion results is nowhere near where the 2 way construction/road will occur. Please dont pursue this option. [Pro One-Way] | Dec 8, 2011 9:58 AM |
| 79 | I live/own a building in the 800 block of E Gorham. It's like a speedway!!! The exhaust and noise are toxic; it's an insult to the beauty of the Lakes, our Neighborhood and the buildings!! | Dec 8, 2011 9:00 AM |
| 80 | If I had a vote I would vote for leaving both streets as one ways. [Pro One-Way] | Dec 8, 2011 7:33 AM |
| 81 | Having Johnson and Gorham be two one-way streets is convenient and effective. As a person who lives in the neighborhood, it makes traveling around simple as a pedestrian, driver, and an occasional biker. I do not think either street should be made two-way. [Pro One-Way] | Dec 8, 2011 7:30 AM |
| 82 | Converting Johnson to two way would be a very bad idea. The Gorham/Johnson corridor is working well and should be | Dec 8, 2011 6:39 AM |

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maintained. The road surface needs to be replaced, but the general traffic flow is fine and should not be changed. [Pro One-Way]

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| 83 | Please at least make bike lanes in both Gorham and Johnson. The lane where the cars park can be very dangerous if the people aren't looking for bikes before they move their car or open their door. I have had multiple close calls and for that reason I ride on the sidewalk versus the road. I would really also like to see the area less congested as well. | Dec 8, 2011 5:51 AM |
| 84 | The biggest advantage of converting back to two way is the capture or return to a neighborhood street! Owner occupied, neighborhood not a pass through avenue. Give the inner city a chance to become what it can be. Strong vibrant neighborhood. Owner occupied and or long term rental. [Pro Two-Way] | Dec 8, 2011 5:35 AM |
| 85 | Please maintain or extend existing bicycle lanes. Avoid cut-outs and traffic circles, they are dangerous and unnecessary on residential roads. | Dec 8, 2011 2:07 AM |
| 86 | Living on Johnson St. and Ingersoll for 4 years now, I feel that providing the benefits of a two-way road system on the corridor to residents would be helpful. Traffic on Gorham and Johnson streets are congested enough; how would making it two-way streets be beneficial? | Dec 7, 2011 11:38 PM |
| 87 | I don't think that Johnson St should be changed into a 2-way. Johnson and Gorham do a fine job of moving traffic as it is. [Pro One-Way] | Dec 7, 2011 10:59 PM |
| 88 | I am completely opposed to making these streets 2-way. It will double the danger for both motorists and pedestrians. I can barely back out of my driveway now. With 2-way traffic, it would be almost impossible, plus unsafe! Trying to return this neighborhood to how it was 50 years ago is not practical. Deal with reality! Don't hurt businesses either. Thanks for listening. [Pro One-Way] | Dec 7, 2011 9:41 PM |
| 89 | There is not enough room for 2 lanes of cars and bikes on E Johnson. I would like to see it remain one way, but would like improved accommodations for biking - the road needs to be more even and the bike lane needs to be wider and stand out more (e.g. painted green). Currently the cars do not respect the boundaries of the bike lane, making it unsafe. [Pro One-Way] | Dec 7, 2011 9:34 PM |
| 90 | The current bike lane on situation is unacceptable. East Johnson is the only bike lane nearby that has a lane on the left hand side of drivers, creating an unnecessary hazard to bicyclists when drivers are unaccustomed to seeing bikes on the side of the road. A two way E Johnson would reduce traffic volumes, and combined with a 2 way E Gorham would not impact overall volumes in either direction. Johnson/Gorham is a residential neighborhood, and the traffic speeds should reflect that. [Pro Two-Way] | Dec 7, 2011 9:16 PM |
| 91 | I don't understand why this would be a good idea or how it work without disrupting regular traffic, bicycle lanes and | Dec 7, 2011 9:01 PM |

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available parking. Johnson and Gorham work well as one way corridors and I think they should stay that way. This project seems like a big waste of money. [Pro One-Way]

- 92 Look most of the people travelling on Johnson at 1am Have been drinking downtown in the State st. area and the police are doing a piss poor job at monitoring the speed on Johnson st already. Almost every night I see people travelling above 60MPH and I can only assume it's because of the booze and a complete lack of police enforcement. I live on Johnson st Baldwin st area and every year during winter, a car parked that is forced into he street area slightly due to the snow is destroyed because of drunk drivers and nobody can seem to stop it; drive down Johnson around Jan and look at the drivers mirrors count how many are broken and it's due to hit and run drivers for the most part. They can't stop drunk drivers from achieving ridiculous speeds nor can they catch the people that hit and run cars parked along the street and the desire is to make it a two way street? Look it's a small space that is confusing to tourists; that doesn't stop places like Boston from embracing the unique downtown area. I think we should have more enforcement or BETTER signs that explain the street patterns. Dec 7, 2011 8:45 PM
- 93 Would not like to see Johnson/Gorham switch to a two way street. This would slow down traffic and cause more congestion. Leave it like it is and save the money for more important things. [Pro One-Way] Dec 7, 2011 8:38 PM
- 94 I bike that route twice a day every day for work, and I love the trees in the spring and fall. I don't own a car and don't really care about cars in general, but anything you can do to improve bike lanes for safety along the roads would be perfect. Dec 7, 2011 8:19 PM
- 95 We live on E. Johnson and converting the street to a two-way traffic would negatively impact everyone living there. First, it would be impossible to get out of the driveway during rush hour, because traffic would be flowing from both sides. It would jam the traffic with constant left turns and it would make it very difficult for pedestrians to cross. Super bad idea. [Pro One-Way] Dec 7, 2011 8:17 PM
- 96 Making Johnson/Gorham two-way would mean that the city would either have to widen the entire street or eat into the generous bike lane/shoulder. This corridor is heavily used by bicycle commuters, and I fear it would lead to more clashes with motorists. At the same time, I dislike biking to work in the heavy car fumes, but I would need to be convinced that a two-way street would significantly reduce this. Dec 7, 2011 8:08 PM
- 97 This survey was certainly into the whole brevity thing. Six questions? I fear that regardless of the results of this survey those living outside of the area in question are going to have the biggest impact on the final decision. Some yahoo who drives in from Waunakee everyday is going to cry fowl that the City is inconveniencing him/her by making them drive an extra .3 miles to get to work. Those living in WilMar and Schenk Atwood will also likely bellyache about how much their quality of life will suffer due to this repugnant evil done unto them. NIMBY will be the order of the day for that irreproachable mob. If I am to continue to live so near to this intercity freeway, should I not see a reflection of this in my property taxes? For six big ones a year I get the thrill of what it must be like to live at Angel Park Speedway. The stench of the engine exhaust coupled with the high speed maniacs is enough to put you off your food. Best of luck. Dec 7, 2011 8:03 PM

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- 98 I think making E Johnson and E Gorham 2-way streets would be a bad idea making it less safe for pedestrians to cross the streets, making parking more difficult, and increasing traffic congestion in the area. [Pro One-Way] Dec 7, 2011 7:55 PM
- 99 I believe conversion to two way streets would not improve the situation, but make traffic worse. Please don't do it. [Pro One-Way] Dec 7, 2011 7:48 PM
- 100 I am concerned about the possible loss of parking. I would also be opposed to changing Johnson and/or Gorham to two-way if this meant widening the streets. This would take even more land away from the homes which have tiny terraces and front yards now. [Pro One-Way] Dec 7, 2011 7:30 PM
- 101 Converting the Johnson and Gorham corridor to two way streets, will confuse people more so than the current set up. Traffic will not be diminished in any way, adversely it will create more problems than it solves. [Pro One-Way] Dec 7, 2011 7:16 PM
- 102 Converting Gorham and Johnson streets to two-way would significantly increase traffic on Gorham and Johnson streets, reduce the safety of bikers and pedestrians, and reduce the number of open lanes, amount of available parking, or both. [Pro One-Way] Dec 7, 2011 7:01 PM
- 103 East Johnson is chaotic as it is, making it a two way street seems it would only add to the chaos. The only cars that have trouble with the one way system are from out of town. Trust me on this. My other main concern is when pulling out of any driveway on East Johnson, visibility of on-coming traffic is always clouded, would be nice to have less parked cars on the street. Please save as many big trees in the reconstruction- not only environmental reasons but because it is absolutely beautiful year round. [Pro One-Way] Dec 7, 2011 6:55 PM
- 104 Parked cars on Gorham (Brearly to Ingersoll) are constantly sideswiped by drivers (hit and runs) and cars race by all night making it scary to walk. Dec 7, 2011 5:20 PM
- 105 I oppose two way. Have lived on Johnson 4 yrs. Left turns=bad news. Bikes/peds have to have clearing from both ways. Unnes expense. One of 2 ways through isthmus, maintaining the flow it has is very imp. [Pro One-Way] Dec 7, 2011 5:03 PM
- 106 Converting to two-way is insane. Johnson is a major car corridor and is essential to the traffic flow within the city. Those supporting the conversion of Johnson to two-way are deluded at best and self-centered at worst. Two-way won't increase safety at all and will have a detrimental effect on traffic. You can't convert the Johnson corridor into some sort of pedestrian utopia by doing this, and this is coming from a pedestrian! [Pro One-Way] Dec 7, 2011 4:25 PM
- 107 I think switching Johnson and Gorham to two-way traffic is foolish. It is difficult enough to cross either one, especially not at traffic lights, right now as it is. I think this would make it more difficult to cross the streets. Additionally, I am concerned that this would cause even more problems with parking. I think that it is fine with each being one-way. [Pro One-Way] Dec 7, 2011 4:17 PM

Page 2, Q7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

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| 108 | Intentionally increasing travel times is the opposite of what we should be doing. A two-way street increases travel times, which decreases air quality and quality of life. Until public transit is so good that you can go anywhere on short notice, I object to going out of our way to make it harder to drive. [Pro One-Way] | Dec 7, 2011 4:15 PM |
| 109 | My biggest concern is not listed as an option - it's about maintaining resident (and to a lesser extent, business) parking. Many if not most apartment dwellers don't have access to a driveway. Parking is somewhat difficult as-is, especially in the May-November street sweeping/alternate side parking period. I hope that the two-way scheme is not approved, but if it is I strongly encourage measures to be taken to ensure that residents continue to have access to adequate street parking (some other, more congested neighborhoods have permit schemes). [Pro One-Way] | Dec 7, 2011 3:58 PM |
| 110 | My main concern involves the intersection of Baldwin/Gorham/Johnson. How would the merging of traffic be treated at that intersection if the streets were to become two way streets? | Dec 7, 2011 3:40 PM |
| 111 | i love the one-way pair. it works well for making left turns, moving traffic into and out of the downtown, accessing businesses on both sides of the roadway, crossing peds and bikes safely, and parking. plus the signal system is already set up for the one-way pair. [Pro One-Way] | Dec 7, 2011 3:33 PM |
| 112 | We feel that two-way traffic on Johnson and Gorham will reduce traffic flow (which should be on East Wash anyway), reduce traffic speeds, improve the general feel of the area and attract more owner occupiers and businesses, particularly to the current business area on Johnson which is a dead zone due to the current one way system. [Pro Two-Way] | Dec 7, 2011 3:22 PM |
| 113 | I do NOT want the streets to be two ways. Making the streets two-ways would make the neighborhood completely unlivable. Who comes up with these ideas anyway? It is a dumb idea and a waste of money to even consider this. [Pro One-Way] | Dec 7, 2011 3:20 PM |
| 114 | Making these streets two-way would have absolutely no benefit. Without doubt, the public would be paying for this one way or another. To change the format would be absolutely unnecessary. [Pro One-Way] | Dec 7, 2011 3:07 PM |
| 115 | There is no reason why E. Johnson can't become the Willy St. on the north side of E. Washington. As it is, people rush by @ 35 mph and public safety and businesses suffer. So many accidents and near accidents at Johnson and Paterson! I would like to see two way traffic; reconfigured parking with rush hour no parking/tow zones; MUCH better ped crossing and traffic markings/lights (+more school zone markings); grants and loans for current businesses and landlords to improve their properties, and better upkeep of the city easements/trees/grass. [Pro Two-Way] | Dec 7, 2011 3:01 PM |
| 116 | Won't making it two-way increase traffic congestion on Johnson. Traffic already backs up at rush hour. Travel times will increase. Some traffic may move to Washington but that's crowded too. I like the fact that the lights are timed so you don't get caught at too many. We need to preserve parking for businesses and residents. [Pro One-Way] | Dec 7, 2011 2:57 PM |

Page 2, Q7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

- 117 I think that converting Johnson and Gorham Streets to two-ways is a terrible idea. They are major corridors, and this can only mean increased traffic, which impacts not only drivers negatively but cyclists as well. [Pro One-Way] Dec 7, 2011 2:52 PM
- 118 I don't believe there is an advantage to making it two way. It will increase traffic congestion. Lights will not be timed properly making traffic stop at more lights. Crossing Johnson by car, pedestrian or bike at streets that do not have lights will be much more difficult and dangerous - there will be no break in the traffic if it goes both ways. It will be noisier and probably increase traffic accidents. I don't want any of my front lawn taken for more street and I want to preserve parking on the street. Whose crazy idea is it to make it two way? [Pro One-Way] Dec 7, 2011 2:50 PM
- 119 This project is going to be very hard on E. Johnson St. businesses. Please don't do anything that will make it even harder for us. Dec 7, 2011 2:48 PM
- 120 I think it is a good idea! [Pro Two-Way] Dec 7, 2011 2:36 PM
- 121 Gorham and Johnson are residential streets with houses and other structures close to the streets. Reverting to 2-way traffic will lower traffic volumes and speeds, which will greatly enhance both corridors. The improved conditions will lead to higher owner occupancy, increased property values, and increased tax revenues. These results have been proven by other projects in other cities. These streets are not designed to handle these high traffic volumes and never should have been made 1-way in the first place. The improved conditions for residents, pedestrians, and bicyclists will more than offset any negative effects on the small businesses due to reduced traffic volumes and / or parking changes. The businesses may actually see improved conditions as well. [Pro Two-Way] Dec 7, 2011 2:10 PM
- 122 I have seen many discussions on making these two streets two-way and I have a lot of concerns. I do not feel that Gorham would be able to be converted and maintain the amount of parking. I fear that this conversion would push a lot of traffic elsewhere. I do not think it would lead to a safer environment for pedestrians and bicyclists. [Pro One-Way] Dec 7, 2011 12:56 PM
- 123 My wife is visually impaired and travels with a guide dog. She cannot cross the uncontrolled Johnson St. intersections (e.g. Blair St.) because traffic is nearly continuous and comes at higher than posted speeds. Dec 7, 2011 12:45 PM
- 124 Please maintain one-way traffic on both roads. Continue the bike lanes! [Pro One-Way] Dec 7, 2011 12:34 PM
- 125 My biggest complaint about the current corridor is the noise. Between the thumpers (people playing loud music), the emergency vehicles, bad mufflers, screeching tires, horns, and buses, the noise level is significant. If traffic could be encouraged to take Washington, which is bordered by business instead of residential, then that would alleviate the problem significantly. I really appreciate the Mifflin bike corridor, which I use everyday. I loved how two stop signs were recently rotated on that street, making it easier to use. I think bikes shouldn't even be on Johnson and Gorham with Mifflin so easy to use. Dec 7, 2011 11:58 AM

Page 2, Q7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

126	My answer to the last question is that improved neighborhood feel/aesthetics to increase property values and make our neighborhood a destination and not a doormat would be the most important advantage to converting the Johnson/Gorham corridor to two-way operation. [Pro Two-Way]	Dec 5, 2011 6:37 AM
127	Thanks for asking	Nov 27, 2011 7:43 AM
128	traffic shifted to east wash successfully when gorham closed for construction. two way traffic calms traffic. parked cars and mature trees also slow down traffic. Business district would fare better under two-way. I don't trust traffic engineering. [Pro Two-Way]	Nov 17, 2011 10:20 AM
129	I think the streets should remain one way. I think problems can be solved by enforcing the speed limit of 25 mph. [Pro One-Way]	Nov 16, 2011 2:31 PM
130	I really don't know much about the project, but if it increases safety, walkability, bikability, helps small business, improves air quality and the aesthetics of the streetscape, I'm for it.	Nov 14, 2011 1:54 PM
131	If you want to live on Willy Street, you should buy a house on Willy Street. This will cause gridlock and will only benefit a small number of people on Gorham and Johnson Streets. [Pro One-Way]	Nov 14, 2011 12:51 PM
132	The most important thing is to align street use with the built environment. Gorham st. is 100% residential and should not be an arterial street. Ah [Pro Two-Way]	Nov 14, 2011 9:12 AM
133	I think the people who actually live along this corridor and in this neighborhood should have most input on the decision. It is not currently safe to park or garden in front of my house, because of high-speed, reckless commuter traffic and frequent crashes. [Pro Two-Way]	Nov 14, 2011 4:31 AM
134	The current situation is dangerous. It's time to try an alternative. [Pro Two-Way]	Nov 12, 2011 6:45 AM
135	I'm worried that two-way traffic would dramatically increase the dangers for pedestrians crossing the street, bicyclists biking down E. Johnson who are already in danger, and will add additional traffic to an already busy street. [Pro One-Way]	Nov 11, 2011 8:21 PM
136	The Alder should make significantly more effort to reach out to all affected neighbors/neighborhoods, not just the ones she prefers.	Nov 11, 2011 7:30 PM
137	As parents who have walked children to Lapham school, we have watched in horror all sorts of traffic shenanigans on Johnson and Gorham (including left hand turns --sometimes on a red light-- from Ingersoll to Gorham that have endangered pedestrians). We strongly support converting Johnson and Gorham to two-way traffic. [Pro Two-Way]	Nov 11, 2011 4:36 PM

Page 2, Q7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

- 138 No two-way streets. [Pro One-Way] Nov 11, 2011 4:01 PM
- 139 If Johnson and Gorham are converted to two way streets a lot of street parking will be eliminated unless the streets are widened which would cause many families to lose lawn space and trees. 2 one way streets are more efficient for traffic, especially for left turns. [Pro One-Way] Nov 11, 2011 2:55 PM
- 140 To approach this question strictly as an engineering problem misses the vision for neighborhood and business revitalization. The City needs to see that the decision in 1959(?) to reclassify and redeploy Johnson/Gorham as a primary arterial pair exacted a cost on the City by deteriorating the land use of this neighborhood for the next five or more decades. Explain this to the public. The redevelopment of East Washington as an employment center should make revitalizing Johnson/Gorham as a residential and neighborhood business corridor more urgent. Imagine how great this area could be! Solving this residential/arterial problem will require a transportation strategy with more moving parts than just engineering. Transportation Demand Management strategies and alternatives to the single-occupant-vehicle that are attractive and convenient for commuters have to be part of the mix. Making people-moving more efficient and revitalizing the urban environment must go hand in hand. Involve staff from Planning and Metro. Be creative. Be visionary. Nov 11, 2011 1:57 PM
- 141 Please don't do a 2-way. We've lived there for years, and the 1-way streets are essential to the character of the neighborhood. [Pro One-Way] Nov 11, 2011 1:41 PM
- 142 I think that the benefit of turning Gorham and Johnson to a two way would make the neighborhood much more attractive and vibrant. [Pro Two-Way] Nov 11, 2011 11:18 AM
- 143 There is already a truck route turnoff from Johnson St. at Blair. Why not divert most traffic to the newly refinished three-lane E Wash at that point? I would like to see the Johnson St. area become a stronger neighborhood. I think about Monroe St. and Willy St. -- both of which are high-traffic -- but both of which (I think) are more pedestrian & bike friendly and do not have the speeding, screeching, drag-racing rush of the Johnson St. traffic. I imagine that a two-way street would make the Johnson St area feel more livable and neighborhood-ey. [Pro Two-Way] Nov 11, 2011 10:56 AM
- 144 I fully support the conversion of E. Johnson and E. Gorham to 2-way streets. I feel strongly it will improve the quality of life for all in the greater neighborhood. [Pro Two-Way] Nov 11, 2011 10:05 AM
- 145 I've lived in this neighborhood for nearly 10 years, and I've never found the fact that either is a one-way to be bothersome. With budgets tight I see no reason to go through the trouble to fix what I don't see to be a problem. Besides, it makes it helpful in giving people directions to downtown or the east side! [Pro One-Way] Nov 11, 2011 10:04 AM
- 146 Our neighborhood is going through changes in housing types. The change to 2-way traffic on these streets would have a positive influence on creating a neighborhood that attracts more owner occupied, family housing. [Pro Two-Way] Nov 11, 2011 9:01 AM

Page 2, Q7: You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

- 147 I never bike on Johnson/Gorham - there are too many cars and I find it far too dangerous. It's so hard to cross the street on a bike or walking as well. I think a 2-way street would encourage people (including those in cars) to populate the East Johnson business area more as it would be more of a destination instead of a means to get somewhere else in the city faster. Take East Wash if you want to get somewhere faster! [Pro Two-Way] Nov 11, 2011 8:55 AM
- 148 One-way streets are really bad urban design that benefit cars above all else. They create fast flowing "rivers" of cars that make it difficult for pedestrians to get across streets. Motorists pay less attention, which makes the streets less safe. It's difficult for bicycles who are riding with traffic to move across and make left-hand turns. It's also really unfriendly for visitors. When visitors drive into town, it is confusing for them to leave, because they have to drive a different way out instead of going the same way they came. [Pro Two-Way] Nov 11, 2011 8:52 AM
- 149 I've lived in this neighborhood for 20 years and do not think this is a good idea. [Pro One-Way] Nov 11, 2011 8:42 AM
- 150 There is already lots of confusion regarding two-way vs. one-way streets. I don't think that we should convert these streets from one-way. [Pro One-Way] Nov 11, 2011 8:31 AM
- 151 Personally, I think having 2 one-way streets through the isthmus is an efficient and effective way to move traffic through a congested part of town. I like the current arrangement. [Pro One-Way] Nov 11, 2011 8:29 AM
- 152 I'm not sure that converting these streets would really have a big impact. In many ways, I value a smoother and somewhat quicker route to go through the Isthmus. If traffic was dramatically slowed and re-routed, then I wonder what type of bottlenecks this could create. Nov 11, 2011 8:15 AM
- 153 I feel that turning Johnson and Gorham St will create safety issues for pedestrians and decrease the amount of parking in an area that is already lacking quality parking [Pro One-Way] Nov 11, 2011 8:15 AM
- 154 East Washington Avenue seems like it could handle a lot more traffic than it does at present. Diverting more of the Johnson-Gorham traffic (Fordem/Hwy 113) out to 'East Wash' would take a lot of pressure off of the residential Tenney-Lapham neighborhood. [Pro Two-Way] Nov 11, 2011 8:10 AM
- 155 I'd take speed bumps if the 2-way option is shot down. Cars and trucks drive too fast for a mainly residential area. Thanks. Nov 11, 2011 7:54 AM
- 156 My bottom line is that I DO NOT want restricted parking during commute times if that is a side effect. I also worry about getting out of my driveway safely. If the street must be widened, I'm not sure I could support it either. We need all the parking we have all the time. On the plus side, it would likely slow existing traffic and perhaps lessen the volume--both would be great. It just must be approached carefully and some guarantees must be in place. I also strongly support more, more attractive, and least-dirty public transportation. I would like to see a trolley line (unless it is very, very noisy) Nov 11, 2011 7:47 AM

Page 2, Q7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

This is my wish list as a twenty-five year resident on E. Gorham who also owns two rentals right next to my house. If we don't get two-way, we should at least get traffic calming. Thanks for the opportunity to express my views. I thought the first meeting was very well-run and attendance proves that it is a topic in which many people are interested and are stake-holders:

- | | | |
|-----|---|----------------------|
| 157 | These are the transportation goals from the Tenney-Lapham Neighborhood Association Plan that include the vision of returning the Johnson and Gorham streets to two-way traffic, already adopted by the City Council on 2/5/2008:
Neighborhood Goals Goal 1: Reduce the arterial use (speed and volume) of East Johnson and Gorham streets between First Street and Wisconsin Avenue. Align their street use with their residential and local retail land uses. Goal 2: Introduce transit alternatives connecting Tenney-Lapham to other neighborhoods and downtown. Goal 3: Make bicycle transportation for commuting and recreation more convenient. | Nov 11, 2011 7:38 AM |
| 158 | The most important aspect for me is the neighborhood feeling you have with a two-way (better!) than one-way (just a through-way). Williamson and Monroe are examples of strong business and neighborhood environments, destinations, instead of just a place to get through. [Pro Two-Way] | Nov 11, 2011 7:37 AM |
| 159 | Who is conducting this survey, and will the results be shared? | Nov 11, 2011 7:23 AM |
| 160 | "Other" for first question - Improve snow removal to prevent street narrowing "Other" for second question - No more bailouts to for-profit corporations disguised as "TIFs". Let the market play itself out and let entrepreneurs assume their own risks. | Nov 11, 2011 6:49 AM |
| 161 | Attract more businesses and owner occupied / children / homes; and pedestrian safety. I take my life in my hands every time I cross Gorham Street unless I walk three blocks to a light. [Pro Two-Way] | Nov 11, 2011 6:08 AM |
| 162 | As someone living on E Gorham and travelling to Middleton everyday for work, I cannot even imagine how much more awful the commute will be if Gorham is a two way. First concern - if I am parked on the street - crossing the street to get to my vehicle - this already takes time (up to 5 minutes some days) waiting for waves of traffic to pass and with only one lane moving in that direction will take even longer. Second concern is if I am using my driveway (odd side of street) that it will take FOREVER to pull out of the driveway with traffic coming in both directions. The congestion is already bad and for people who work on University Ave either downtown or further out - there really is no good alternate route to take to ease congestion. This project doesn't make sense. [Pro One-Way] | Nov 11, 2011 5:03 AM |
| 163 | The one way roads divide the community and make it unsafe for kids. They encourage speeding. Making them one way was a bad idea when it happened; the city was thinking only of moving traffic and not of safety or livability. They must be changed back to the way they were originally set up to be. [Pro Two-Way] | Nov 11, 2011 4:47 AM |
| 164 | I think that converting Johnson St. to a two-way corridor is the best way to achieve the goals previously set forth in the | Nov 10, 2011 7:53 PM |

Page 2, Q7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

TLNA plan, and that it should be done in 2014 if possible. [Pro Two-Way]

- | | | |
|-----|--|----------------------|
| 165 | The survey didn't list the priority of moving the greatest volume of traffic. | Nov 10, 2011 7:47 PM |
| 166 | Cars are not going away. This will help move the increased car traffic and get people in and out of city events faster. Stop worrying about bike and trees. | Nov 10, 2011 6:56 PM |
| 167 | With the decrease ability to use Mifflin street I am worried about ways to get around this city in a timely manner. | Nov 10, 2011 6:33 PM |
| 168 | The mostly residential Johnson/Gorham neighborhood deserves the same safety and aesthetic consideration as residents of Monroe St, Willy St, Sherman Ave, and the residential part of Regent. Why should our neighborhood have to bear the safety and economic brunt of people shortcutting off E. Wash? [Pro Two-Way] | Nov 10, 2011 6:31 PM |
| 169 | I think changing to 2-way would be a great idea. [Pro Two-Way] | Nov 10, 2011 6:24 PM |
| 170 | This would be a detriment to the neighborhood as a whole and a disaster for the city, all to benefit a few people who live on Johnson/Gorham. We should not waste money to study something that will never happen. [Pro One-Way] | Nov 10, 2011 5:32 PM |
| 171 | It seems counter-productive to make these streets 1-way when the rest of the corridor (i.e., outside of this neighborhood) would be 2-way. What happens when the streets go from 1-way to 2-way? It seems like that will cause a large number of cars on small streets. And it makes it more difficult for people to get downtown, which is bad for downtown businesses and neighborhoods. [Pro One-Way] | Nov 10, 2011 5:14 PM |
| 172 | For those who commute through the area, the E Johnson/E Gorham area means a quick shot to work and very little else. For those of us who live in the neighborhood and surrounding area, the E Johnson/E Gorham traffic means beat-up roads, noise, unsafe driving, and the sense that there's a highway through our front yard. We want people to savor our neighborhood and stop at the businesses, not shoot through without a second thought. Get the traffic off the isthmus; it's not for driving; it's for living. [Pro Two-Way] | Nov 10, 2011 5:04 PM |
| 173 | I would like to reiterate my concern that transitioning to 2-way traffic on these streets could increase traffic congestion. Not only is that infuriating for those times when I do drive, it also makes me concerned for traffic safety, bike/car harmony, and pedestrian crossing availability. [Pro One-Way] | Nov 10, 2011 4:59 PM |
| 174 | Two way traffic would help build the neighborhood. [Pro Two-Way] | Nov 10, 2011 4:57 PM |
| 175 | This survey seems to be very slanted towards "Two way is good". For example, no acknowledgement that the 1-way configuration now leads to lower transit times - traffic moves easier with the one ways, and that's what I want to preserve. It doesn't seem to occur to the survey author that people think it's a bad idea to convert to two way. [Pro One-Way] | Nov 10, 2011 4:47 PM |

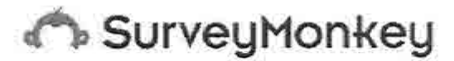
Page 2, Q7: You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

176 We need more options for car-free lifestyles. Nov 10, 2011 4:44 PM

177 I live here, directly on Gorham & have lived directly on Johnson for many years. Not into 2 way traffic, but would like a better pedestrian experience. Thx!! [Pro One-Way] Nov 10, 2011 4:35 PM

Johnson Street Survey

TLN - Not On John / Gor



1. Please indicate where you live (see map above for Zone locations).

	Response Percent	Response Count
I live outside the City of Madison	0.0%	0
Directly on E Johnson or E Gorham in Zone 1 (North of E Washington Ave between Wisconsin Ave and the Yahara River)	0.0%	0
Not Directly on E Johnson or E Gorham in Zone 1 (North of E Washington Ave between Wisconsin Ave and the Yahara River)	100.0%	92
Zone 2 (South of E Washington Ave between Blair Street and Atwood Ave)	0.0%	0
Zone 3 (East of the Yahara River and north of E Washington Ave)	0.0%	0
Zone 4 (East of Atwood Ave and south of E Washington Ave)	0.0%	0
Zone 5 (West of Wisconsin Ave and Blair St)	0.0%	0
	answered question	92

skipped question 0

2. How do you travel the Johnson/Gorham corridor?

	Daily	A few times per week	A few times per month	Response Count
Personal vehicle to/from work.	41.3% (19)	41.3% (19)	17.4% (8)	46
Personal vehicle errands/other travel.	12.8% (10)	69.2% (54)	17.9% (14)	78
Metro Transit or other shared ride.	17.5% (7)	40.0% (16)	42.5% (17)	40
Bicycle.	31.7% (19)	30.0% (18)	38.3% (23)	60
Pedestrian/wheelchair.	37.7% (23)	49.2% (30)	13.1% (8)	61
			answered question	91
			skipped question	1

3. Improving safety for all travelers is always a goal of street reconstruction projects. In addition to this, what would you say are the top three transportation goals for the Johnson/Gorham corridor?

	Slower car speeds	Fewer cars on Johnson/Gorham	Fewer cars on other local streets	Maintain parking	Improve pedestrian crossing conditions	Improve conditions for bicyclists	Maintain/improve transit service	Other	Response Count
Number 1 Priority	17.8% (16)	18.9% (17)	7.8% (7)	10.0% (9)	15.6% (14)	17.8% (16)	10.0% (9)	2.2% (2)	90
Number 2 Priority	23.3% (21)	8.9% (8)	5.6% (5)	11.1% (10)	22.2% (20)	13.3% (12)	12.2% (11)	3.3% (3)	90
Number 3 Priority	9.1% (8)	8.0% (7)	4.5% (4)	13.6% (12)	21.6% (19)	20.5% (18)	15.9% (14)	6.8% (6)	88
								answered question	90
								skipped question	2

4. What would you say are the most important neighborhood livability goals for the E Johnson St project?

	Improve air quality	Increase owner occupancy	Improve the corridor aesthetics/streetscape	Maintain current businesses and/or attract new ones	Maintain mature trees	Reduce/improve storm runoff to lakes	Other	Response Count
Number 1 Priority	4.5% (4)	21.3% (19)	11.2% (10)	36.0% (32)	16.9% (15)	5.6% (5)	4.5% (4)	89
Number 2 Priority	7.9% (7)	12.4% (11)	29.2% (26)	20.2% (18)	14.6% (13)	13.5% (12)	2.2% (2)	89
Number 3 Priority	9.0% (8)	12.4% (11)	16.9% (15)	15.7% (14)	18.0% (16)	18.0% (16)	10.1% (9)	89
							answered question	89
							skipped question	3

5. What is your greatest concern associated with converting the Johnson/Gorham corridor to two-way operation?

	Response Percent	Response Count
It may increase traffic congestion and/or increase traffic volumes on other local streets	42.9%	39
It may be less safe for pedestrians and bikes	23.1%	21
It may hurt local businesses	1.1%	1
It may hurt bus service	0.0%	0
It may be expensive	2.2%	2
None of the above	19.8%	18
I need more information before forming an opinion	11.0%	10
answered question		91
skipped question		1

6. What would be the most important advantage to converting the Johnson/Gorham corridor to two-way operation?

	Response Percent	Response Count
It may reduce traffic volume on the corridor	12.1%	11
It may result in lower travel speeds	15.4%	14
It may encourage the use of alternate travel modes	6.6%	6
It may create a safer environment for pedestrians and/or bikes	12.1%	11
It may benefit local businesses	18.7%	17
None of the above	20.9%	19
I need more information before forming an opinion	14.3%	13
	answered question	91
	skipped question	1

7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

Response
Count

54

answered question

54

skipped question

38

Page 2, Q7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

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|----|--|----------------------|
| 1 | The two streets are a vital, efficient way to get across town. It works well the way it is. If converted to 2-way streets, there will be increase congestion and emergency vehicles will also have a hard time navigating to the hospitals. [Pro One-Way] | Dec 17, 2011 7:07 PM |
| 2 | do not make this a two way street! johnson st becoming a two way street would be a huge mistake. leave it how it is and just repair the street. [Pro One-Way] | Dec 16, 2011 1:01 PM |
| 3 | The goal should be to limit traffic to local residents and businesses as much as possible and to avoid being the "shortcut" that many vehicles seek. | Dec 14, 2011 5:49 PM |
| 4 | I think the most important thing re: these streets is to maintain efficient traffic flow. Congestion, stop-and-go traffic, and long waits at stops lights are what frustrate automobile drivers, and ultimately leads to risk taking that endangers pedestrians, cyclists, and other drivers. Keep auto traffic flowing efficiently. It is naive to think that anything the city does to Johnson and Gorham will lead the citizenry to giving up their cars. | Dec 13, 2011 3:22 PM |
| 5 | I'm sick of construction in my area (Wisconsin and Gorham). The main issues for me are: too much traffic, too little parking, and too much noise/dust. | Dec 13, 2011 3:14 PM |
| 6 | Converting back to two-way would benefit a few at the expense of many. Don't buy a house on a busy street if you don't want to live on a busy street. [Pro One-Way] | Dec 12, 2011 7:15 AM |
| 7 | decreasing run off is also important | Dec 11, 2011 5:33 PM |
| 8 | The residents need more information on why 2-way streets would be better than what we have now. | Dec 11, 2011 1:49 PM |
| 9 | Please keep our wonderful 25 mile per hour signs, if one drives with the flow you can almost see them as you speed by. Also could we get the motorcycle racers, on E Johnson St. to start a bit earlier on those nice summer nights. I love a good loud race but am usually in bed at 1:00 AM so I only get to hear them. I also wonder if they get airborne by the time they go over the Yahara River bridge. | Dec 10, 2011 7:59 PM |
| 10 | Converting to way is a stupid idea. Why wasn't the idea brought up when Gorham was under construction The few businesses on Johnson will not be helped by conversion and plenty of cats will die because they do not know how to look both left and right before crossing Johnson. Grow up and get over it. [Pro One-Way] | Dec 10, 2011 6:50 PM |
| 11 | Two-way traffic will go a long way to creating an environment where businesses can make it the neighborhood by creating a slower traffic pattern and - by becoming two way - creating easier access to local business. And from that stems a more cohesive community that becomes more stable. Somewhat outside of this survey but I'd like to add: Included in the broader planning should be a housing plan that maintains a broad spectrum of housing options for all incomes to foster and maintain diversity in the neighborhood. Thank you, Two-Way] | Dec 10, 2011 6:05 PM |

Page 2, Q7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

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| 12 | Turning Johnson and Gorham streets into two way streets is just an awful idea. I don't even see the reason for it - it's not as though the current system is that difficult to understand. Many cities control traffic flow this way. These streets are the main corridor through the Isthmus. Putting that many cars on a two way street would require the addition of traffic lights and left turn lanes. Do we even have room for added left turn lanes? Also, would we add bike lanes on both sides of the street, or would bicyclists still use the old one way model? If there was some way to encourage people to use Washington Avenue as a main thoroughfare, that would be great. Turning Gorham and Johnson into two way streets is dangerous and ill thought out from an urban planning perspective. I'm wonder what the council even hopes to accomplish by doing it [Pro One-Way] | Dec 10, 2011 8:38 AM |
| 13 | The current traffic plan makes Gorham and Johnson streets conduits (like an expressway) at rush hour: It detracts from an historic residential neighborhood and makes it less appealing for home ownership. Restoring a two way approach to traffic on E. Johnson is a good idea. [Pro Two-Way] | Dec 10, 2011 7:24 AM |
| 14 | We think converting Gorham/Johnson to 2-way is a critical step to maintain businesses in the area and keep a neighborhood feel. There are several great local shops there that we've seen turnover or struggle to get foot traffic because of the busy street. [Pro Two-Way] | Dec 9, 2011 8:04 AM |
| 15 | Just driving through the other day I noticed for the umteenth time how run down a lot of the houses are. There is potential to improve so many of them and retain the historical character of Madison but I don't think it will happen unless there is owner occupancy. It is a great place to live for families, couples and singles that want to own. I think these properties which are a gateway to downtown and its prosperity have deteriorated for far too long. Nobody wants to live on a busy, polluted street so reduced traffic is the first step. East Washington, a non residential corridor parallel to the neighborhood swiftly gets people to the same place downtown via Webster and Wisconsin. [Pro Two-Way] | Dec 9, 2011 6:22 AM |
| 16 | The livability of not just Johnson & Gorham will be improved if 2-way. The entire neighborhood will be walkable, bike-able and have an improved sense of community. More businesses will open up too. [Pro Two-Way] | Dec 8, 2011 8:21 PM |
| 17 | E Johnson and Gorham are neighborhoods, not freeways. I have seen a lot of businesses come and go in the last 7 years on E Johnson because cars don't stop, and then people don't shop. I have ridden my bicycle E Johnson at non-peak and peak times, both are uncomfortable because of the speed and proximity of the cars. I think both Johnson and Gorham must revert to two way. The grading of Gorham near Pinckney may need to change to prevent accidents, especially in winter. Thanks. [Pro Two-Way] | Dec 8, 2011 8:02 PM |
| 18 | I think it's important to really question why this project needs to be done...construction is a HUGE inconvenience and will definitely make things worse while it's going on. The downtown area has enough traffic issues/construction going on, so I think it should be left alone! [Pro One-Way] | Dec 8, 2011 7:58 PM |
| 19 | I couldn't answer some of these as the iPad has some limitations for filling in some of these questions. I see | Dec 8, 2011 6:09 PM |

Page 2, Q7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

johnson/Gorham from my apt, and here it is two way. I bike and avoid the streets in question as Dayton/mifflin are bike friendly already. I vote for one lane one way with giant bike/bus lanes and turning lanes. [Pro One-Way]

- | | | |
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| 20 | I'm not convinced that changing to 2-way would necessarily improve things. If lowering speed and amt of traffic is main goal, then consistently enforce existing speed limits - especially during rush hours! And re-time traffic lights so that if you exceed 25 mph you end up getting stopped at a light. I'd also like to see bright curb markings (repainted every year or two) for ALL no parking zones - especially at bus stops. Ideal but probably impractical: a separate bike lane NOT adjacent to parked cars. | Dec 8, 2011 2:44 PM |
| 21 | This is a neighborhood and not a highway for commuters. Changing to two way will slow and lessen traffic. [Pro Two-Way] | Dec 8, 2011 12:39 PM |
| 22 | If I had a vote I would vote for leaving both streets as one ways. [Pro One-Way] | Dec 8, 2011 7:33 AM |
| 23 | I don't think that Johnson St should be changed into a 2-way. Johnson and Gorham do a fine job of moving traffic as it is. [Pro One-Way] | Dec 7, 2011 10:59 PM |
| 24 | I bike that route twice a day every day for work, and I love the trees in the spring and fall. I don't own a car and don't really care about cars in general, but anything you can do to improve bike lanes for safety along the roads would be perfect. | Dec 7, 2011 8:19 PM |
| 25 | This survey was certainly into the whole brevity thing. Six questions? I fear that regardless of the results of this survey those living outside of the area in question are going to have the biggest impact on the final decision. Some yahoo who drives in from Waunakee everyday is going to cry fowl that the City is inconveniencing him/her by making them drive an extra .3 miles to get to work. Those living in WilMar and Schenk Atwood will also likely bellyache about how much their quality of life will suffer due to this repugnant evil done unto them. NIMBY will be the order of the day for that irreproachable mob. If I am to continue to live so near to this intercity freeway, should I not see a reflection of this in my property taxes? For six big ones a year I get the thrill of what it must be like to live at Angel Park Speedway. The stench of the engine exhaust coupled with the high speed maniacs is enough to put you off your food. Best of luck. | Dec 7, 2011 8:03 PM |
| 26 | I believe conversion to two way streets would not improve the situation, but make traffic worse. Please don't do it. [Pro One-Way] | Dec 7, 2011 7:48 PM |
| 27 | My wife is visually impaired and travels with a guide dog. She cannot cross the uncontrolled Johnson St. intersections (e.g. Blair St.) because traffic is nearly continuous and comes at higher than posted speeds. | Dec 7, 2011 12:45 PM |
| 28 | Please maintain one-way traffic on both roads. Continue the bike lanes! [Pro One-Way] | Dec 7, 2011 12:34 PM |
| 29 | Thanks for asking | Nov 27, 2011 7:43 AM |

Page 2, Q7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

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|----|---|-----------------------|
| 30 | traffic shifted to east wash successfully when gorham closed for construction. two way traffic calms traffic. parked cars and mature trees also slow down traffic. Business district would fare better under two-way. I don't trust traffic engineering. [Pro Two-Way] | Nov 17, 2011 10:20 AM |
| 31 | I think the streets should remain one way. I think problems can be solved by enforcing the speed limit of 25 mph. [Pro One-Way] | Nov 16, 2011 2:31 PM |
| 32 | I really don't know much about the project, but if it increases safety, walkability, bikability, helps small business, improves air quality and the aesthetics of the streetscape, I'm for it. | Nov 14, 2011 1:54 PM |
| 33 | If you want to live on Willy Street, you should buy a house on Willy Street. This will cause gridlock and will only benefit a small number of people on Gorham and Johnson Streets. [Pro One-Way] | Nov 14, 2011 12:51 PM |
| 34 | The most important thing is to align street use with the built environment. Gorham st. is 100% residential and should not be an arterial street. Ah [Pro Two-Way] | Nov 14, 2011 9:12 AM |
| 35 | As parents who have walked children to Lapham school, we have watched in horror all sorts of traffic shenanigans on Johnson and Gorham (including left hand turns --sometimes on a red light-- from Ingersoll to Gorham that have endangered pedestrians). We strongly support converting Johnson and Gorham to two-way traffic. [Pro Two-Way] | Nov 11, 2011 4:36 PM |
| 36 | No two-way streets. [Pro One-Way] | Nov 11, 2011 4:01 PM |
| 37 | To approach this question strictly as an engineering problem misses the vision for neighborhood and business revitalization. The City needs to see that the decision in 1959(?) to reclassify and redeploy Johnson/Gorham as a primary arterial pair exacted a cost on the City by deteriorating the land use of this neighborhood for the next five or more decades. Explain this the public. The redevelopment of East Washington as an employment center should make revitalizing Johnson/Gorham as a residential and neighborhood business corridor more urgent. Imagine how great this area could be! Solving this residential/arterial problem will require a transportation strategy with more moving parts than just engineering. Transportation Demand Management strategies and alternatives to the single-occupant-vehicle that are attractive and convenient for commuters have to be part of the mix. Making people-moving more efficient and revitalizing the urban environment must go hand in hand. Involve staff from Planning and Metro. Be creative. Be visionary. | Nov 11, 2011 1:57 PM |
| 38 | Our neighborhood is going through changes in housing types. The change to 2-way traffic on these streets would have a positive influence on creating a neighborhood that attracts more owner occupied, family housing. [Pro Two-Way] | Nov 11, 2011 9:01 AM |
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Page 2, Q7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

visitors. When visitors drive into town, it is confusing for them to leave, because they have to drive a different way out instead of going the same way they came. [Pro Two-Way]

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| 45 | Who is conducting this survey, and will the results be shared? | Nov 11, 2011 7:23 AM |
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| 47 | With the decrease ability to use Mifflin street I am worried about ways to get around this city in a timely manner. | Nov 10, 2011 6:33 PM |
| 48 | I think changing to 2-way would be a great idea. [Pro Two-Way] | Nov 10, 2011 6:24 PM |
| 49 | This would be a detriment to the neighborhood as a whole and a disaster for the city, all to benefit a few people who live on Johnson/Gorham. We should not waste money to study something that will never happen. [Pro One-Way] | Nov 10, 2011 5:32 PM |
| 50 | For those who commute through the area, the E Johnson/E Gorham area means a quick shot to work and very little else. For those of us who live in the neighborhood and surrounding area, the E Johnson/E Gorham traffic means beat-up roads, noise, unsafe driving, and the sense that there's a highway through our front yard. We want people to savor our neighborhood and stop at the businesses, not shoot through without a second thought. Get the traffic off the isthmus; it's not for driving, it's for living. [Pro Two-Way] | Nov 10, 2011 5:04 PM |

Page 2, Q7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

- 51 I would like to reiterate my concern that transitioning to 2-way traffic on these streets could increase traffic congestion. Not only is that infuriating for those times when I do drive, it also makes me concerned for traffic safety, bike/car harmony, and pedestrian crossing availability. [Pro One-Way] Nov 10, 2011 4:59 PM
- 52 Two way traffic would help build the neighborhood. [Pro Two-Way] Nov 10, 2011 4:57 PM
- 53 This survey seems to be very slanted towards "Two way is good". For example, no acknowledgement that the 1-way configuration now leads to lower transit times - traffic moves easier with the one ways, and that's what I want to preserve. It doesn't seem to occur to the survey author that people think it's a bad idea to convert to two way. [Pro One-Way] Nov 10, 2011 4:47 PM
- 54 We need more options for car-free lifestyles. Nov 10, 2011 4:44 PM

Johnson Street Survey

TLN On John / Gor



1. Please indicate where you live (see map above for Zone locations).

	Response Percent	Response Count
I live outside the City of Madison	0.0%	0
Directly on E Johnson or E Gorham in Zone 1 (North of E Washington Ave between Wisconsin Ave and the Yahara River)	100.0%	190
Not Directly on E Johnson or E Gorham in Zone 1 (North of E Washington Ave between Wisconsin Ave and the Yahara River)	0.0%	0
Zone 2 (South of E Washington Ave between Blair Street and Atwood Ave)	0.0%	0
Zone 3 (East of the Yahara River and north of E Washington Ave)	0.0%	0
Zone 4 (East of Atwood Ave and south of E Washington Ave)	0.0%	0
Zone 5 (West of Wisconsin Ave and Blair St)	0.0%	0
answered question		190

skipped question 0

2. How do you travel the Johnson/Gorham corridor?

	Daily	A few times per week	A few times per month	Response Count
Personal vehicle to/from work.	59.6% (68)	21.1% (24)	19.3% (22)	114
Personal vehicle errands/other travel.	37.9% (55)	42.8% (62)	19.3% (28)	145
Metro Transit or other shared ride.	45.0% (49)	21.1% (23)	33.9% (37)	109
Bicycle.	40.9% (47)	39.1% (45)	20.0% (23)	115
Pedestrian/wheelchair.	61.2% (82)	30.6% (41)	8.2% (11)	134

answered question 189

skipped question 1

3. Improving safety for all travelers is always a goal of street reconstruction projects. In addition to this, what would you say are the top three transportation goals for the Johnson/Gorham corridor?

	Slower car speeds	Fewer cars on Johnson/Gorham	Fewer cars on other local streets	Maintain parking	Improve pedestrian crossing conditions	Improve conditions for bicyclists	Maintain/improve transit service	Other	Response Count
Number 1 Priority	16.4% (30)	13.1% (24)	1.8% (3)	24.0% (44)	14.8% (27)	16.4% (30)	9.8% (18)	3.8% (7)	183
Number 2 Priority	10.6% (19)	13.3% (24)	5.6% (10)	11.7% (21)	15.6% (28)	23.3% (42)	15.0% (27)	5.0% (9)	180
Number 3 Priority	12.5% (22)	7.4% (13)	4.5% (8)	13.8% (24)	21.6% (38)	15.9% (28)	13.8% (24)	10.8% (19)	176
								answered question	183
								skipped question	7

4. What would you say are the most important neighborhood livability goals for the E Johnson St project?

	Improve air quality	Increase owner occupancy	Improve the corridor aesthetics/streetscape	Maintain current businesses and/or attract new ones	Maintain mature trees	Reduce/improve storm runoff to lakes	Other	Response Count
Number 1 Priority	9.2% (17)	14.7% (27)	16.3% (30)	25.5% (47)	19.0% (35)	10.9% (20)	4.3% (8)	184
Number 2 Priority	5.5% (10)	6.6% (12)	22.1% (40)	30.9% (56)	17.1% (31)	14.9% (27)	2.8% (5)	181
Number 3 Priority	11.8% (21)	7.9% (14)	17.4% (31)	19.1% (34)	18.5% (33)	19.1% (34)	6.2% (11)	178
							answered question	184
							skipped question	6

5. What is your greatest concern associated with converting the Johnson/Gorham corridor to two-way operation?

	Response Percent	Response Count
It may increase traffic congestion and/or increase traffic volumes on other local streets	36.7%	69
It may be less safe for pedestrians and bikes	27.1%	51
It may hurt local businesses	2.7%	5
It may hurt bus service	4.3%	8
It may be expensive	2.1%	4
None of the above	15.4%	29
I need more information before forming an opinion	11.7%	22
answered question		188
skipped question		2

6. What would be the most important advantage to converting the Johnson/Gorham corridor to two-way operation?

	Response Percent	Response Count
It may reduce traffic volume on the corridor	10.6%	20
It may result in lower travel speeds	11.7%	22
It may encourage the use of alternate travel modes	4.8%	9
It may create a safer environment for pedestrians and/or bikes	8.0%	15
It may benefit local businesses	6.4%	12
None of the above	41.5%	78
I need more information before forming an opinion	17.0%	32
	answered question	188
	skipped question	2

7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

**Response
Count**

123

answered question 123

skipped question 67

Page 2, Q7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

- | | | |
|---|---|-----------------------|
| 1 | I am concerned about biking. I fear biking down Johnson, especially. This is partly due to high traffic, but mostly due to the potholes and small shoulder. Crossing the streets is difficult and often dangerous. When I drive on the streets, I rarely find that traffic is a big problem. I am concerned that making it a two-way street may exacerbate traffic. Whatever the project is, it would be nice if biking were safer and cars were more aware of pedestrians. | Dec 17, 2011 12:11 PM |
| 2 | Given the number of one-way streets in the immediate downtown area, and, the inevitable need for street/utilities reconstruction, having both E. Gorham and E. Johnson as one-ways creates a mess during the reconstruction season. I have dealt with it as a driver and observed it (much less stressful) as a pedestrian. We need better alternatives to accommodate repairs/upgrades. Streets feeding into E. Gorham are particularly dangerous for pedestrians. Drivers are focused to their right line of vision and forget to look left. Not godd!!!! I've become a very defensive wqlker, crossing the streets after the last car waiting to turn. Pedestrians are just not seen. Thank you for considering my coments. Hope they are helpful. (and not over 200 words). | Dec 16, 2011 6:57 PM |
| 3 | It's hard enough crossing the street or entering Johnson from my driveway. Two-way traffic would make it impossible. [Pro One-Way] | Dec 16, 2011 3:41 PM |
| 4 | The Johnson/Gorham corridor is a major in and out of the city. Changing it to two-way would cause more parking problems for residents. The streets are already too narrow. In addition, I think there would be more congestion and less safety with traffic going both ways on the street. There would also be less efficient traffic flow in and out of the city, one way streets are more efficient. Are you are trying to make drivers use E.Washington by making it more difficult to use Johnson/Gorham, corridor ? Drivers need more than one major corridor to the downtown and University areas. Leave Johnson and Gorham one way ! [Pro One-Way] | Dec 16, 2011 7:48 AM |
| 5 | How f*ing stupid. Leave it the way it is. It is a corridor to ALL HOSPITALS IN THE CITY. Having driven an ambulance, I know how hard it is to get thru rush hour traffic. Just so parents don't have to pay attention to their kids from getting in the street. [Pro One-Way] | Dec 15, 2011 8:56 PM |
| 6 | There are no straight-shot arterial roads through the city. Like it or not we are stuck on a very narrow strip of land. Making the main corridor roads through the city a two way will ultimately dampen one of the following: traffic flow, bike lane availability, or street parking availability. I love Williamson St., but it is no fun to travel on regardless of what form of transport I use. Besides, it's not like Willy isn't one of the busiest streets in the city anyway. It's two-way, why would gumming up Johnson and Gorham be any different? [Pro One-Way] | Dec 15, 2011 8:39 PM |
| 7 | Converting to two way streets is a most likely a poor idea. It will not reduce traffic volume or speed, and will most likely increase congestion. [Pro One-Way] | Dec 15, 2011 8:12 PM |
| 8 | Converting Johnson/Gorham to two-way is a poor idea because it would result in vast disruption for transit services, would greatly harm pedestrian and bicycle safety, and it would result in greatly reduced mobility through the isthmus. [Pro | Dec 15, 2011 8:10 PM |

Page 2, Q7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

One-Way]

- | | | |
|----|---|-----------------------|
| 9 | I would really appreciate it if there wasn't such an extreme crown in the road as it damages our car when pulling in/out of the driveway. I'd like to see the bike lane not have an asphalt seam right in the prime riding part of it. I'm open to two-way traffic if the flow is still smooth without a lot of stop and start...that creates the acceleration noise. General sprucing up of many homes would be nice too. [Pro Two-Way] | Dec 15, 2011 7:25 PM |
| 10 | I would like to see through (commuter) traffic reduced by diverting to East Washington and by encouraging other modes of transportation (such as buses and bicycles). The heavy traffic load and speed of the traffic (backing out of our driveway into Johnson St is always a bit iffy, especially when the view of on-coming traffic is obscured by parked cars. Feeder streets that carry heavy traffic such as Foredam Ave should be redirected to First St and East Washington by revamping the configuration at the train yards. | Dec 15, 2011 2:29 PM |
| 11 | My biggest concern involves getting into and out of my driveway, especially in the winter. I do not see any clear advantages to 2-way traffic. | Dec 14, 2011 6:51 PM |
| 12 | We would like to see two-way traffic with parking on both sides of the street on both Johnson and Gorham. [Pro Two-Way] | Dec 14, 2011 5:38 PM |
| 13 | Before changing to a 2-way street one must ask themselves "why is it the way it is". The overriding concerns of pedestrian and bike safety, traffic diverted to other local streets, the decrease in air quality in the corridor, the slowing down of transit travel therefore affecting transit service city wide and the substantial reduction in parking for residents must be really seriously considered. There is a older saying about traffic diversion programs and that is the "waterbed theory". When you push down on the bed the problems pop up somewhere else and often worse problems than before. The transportation and safety effects on the local streets adjacent to the corridor will be significantly affected. One is guilty of wishful thinking if they believe that the traffic will automatically be diverted to E. Washinton Ave which at the same time Johnson and Gorham are congested is like wise congested. [Pro One-Way] | Dec 14, 2011 8:54 AM |
| 14 | My biggest priority would be making it so that the sidewalks are more level and wider in sections. | Dec 14, 2011 6:17 AM |
| 15 | Why spend unnecessary money on a needless, counterproductive move. It works as it is. [Pro One-Way] | Dec 13, 2011 10:12 AM |
| 16 | Hello, Feel free to contact me if I haven't articulated any of this well. I bike everywhere I go, and although I live on Johnson, I prefer to use the E Mifflin bicycle boulevard. My main concern with converting E Johnson to a two way street is that it is likely to divert more car traffic onto Mifflin. Right now it is fairly easy to cross Johnson. The lights are well timed, and the cars come in predictable waves, so a pedestrian can cross even without a light. The left side bike lane is a fantastic concept, but it is quite jarring to ride at full speed on a road bike right now. Ideally, I think Mifflin should be converted to multi-use trail (half the road) and a one way lane for cars, especially local traffic. That way NE side | Dec 12, 2011 7:23 PM |

Page 2, Q7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

bicyclists could safely get downtown on a trail, car drivers could rush out of town on Johnson (or Wash), and Mifflin residents (including a school and park) would be on a safe slow street. If Johnson becomes a two way it will just become another Regent St: crowded, impossible to cross, and dangerous (it is only a matter of time before someone dies trying to get across it). Thanks for your time. [Pro One-Way]

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|----|---|-----------------------|
| 17 | It would hopefully spread traffic load to other streets. [Pro Two-Way] | Dec 12, 2011 5:36 PM |
| 18 | why is it necessary? | Dec 12, 2011 3:37 PM |
| 19 | I have missed the bus too many times after waiting for a platoon of cars to pass on Gorham. Takes VERY long time to cross street at peak travel periods. Slower traffic is not necessarily bad. Considering East Wash is already a highway of a canyon that divides two great neighborhoods, it might be worth exploring diverting more traffic to that street in order to make the Johnson neighborhood a little more livable. The traffic flow is incredible on Gorham and Johnson given the residential density. Any way to slow down traffic would be a victory for the neighborhood. | Dec 12, 2011 3:16 PM |
| 20 | I'm not interested in what it MAY do. Just leave it alone. [Pro One-Way] | Dec 12, 2011 12:08 PM |
| 21 | While I am not necessarily against a change, I am not sure why a change to two-way streets would be beneficial, necessary or fiscally responsible. [Pro One-Way] | Dec 11, 2011 9:39 PM |
| 22 | It is not clear that creating a 2-way street will actually slow down traffic. Couldn't that be achieved by lowering the speed limit (and enforcing it) on the current 1-way plan? A 2-way street might have just as high speeds, with twice as much traffic, and twice as many accidents, and be twice as difficult for pedestrians to cross. [Pro One-Way] | Dec 11, 2011 7:21 PM |
| 23 | Thanks for asking my opinion, it's a beautiful neighborhood. | Dec 11, 2011 4:28 PM |
| 24 | Leave the Johnson St. corridor the way it is--no two way streets! The traffic pattern allows cars to travel freely. [Pro One-Way] | Dec 11, 2011 10:40 AM |
| 25 | Ald. Maniaci has turned out to be a Union tool just like her predecessor. Supporting the 15% over the 85%! | Dec 11, 2011 6:44 AM |
| 26 | I have lived at E. Johnson and Hancock St. for 20 years. The biggest problem I see are the poor sight lines when trying to cross E. Johnson in a car either from Franklin or Hancock St. It is downright dangerous bc parked cars block any ability to see if there is a break in traffic. Couple that with cyclists and pedestrians whizzing by (often in the wrong direction) and it is very, very dangerous for all concerned during rush hours! Why can't a stop light be put up at Franklin and E. Johnson?! Why is there an unnecessary pedestrian crossing light at Blair and Dayton - and nothing at Franklin and E. Johnson?? Also, I hope this project will take care of the flooding that occurs on E. Johnson (between Franklin and Hancock) every time there is a hard rain. I have photos of people canoeing down the street and have seen people's parked cars | Dec 10, 2011 7:09 PM |

Page 2, Q7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

completely flooded bc E. Johnson St. turns into a lake. Thanks for the opportunity for input.

- 27
Dec 10, 2011 5:53 PM

OPPOSE TWO WAY CONVERSION. WINTER CONDITIONS ARE A HUGE FACTOR TO CONSIDER. Also would slow down traffic too much. Isthmus needs to maintain efficient traffic flow patterns. One way streets allow traffic to flow more smoothly. [Pro One-Way]
- 28
Dec 10, 2011 4:07 PM

I've lived on Johnson St for 4 years now, and its incredibly dangerous for drivers. In front of my apt alone, there is at least one accident daily because traffic suddenly and unexpectedly stops creating 20-30mph speed differentials between cars in close proximity, and the alignments of the street impair ability to see more than a couple cars ahead (most accidents go unreported because damage is <\$1000). If you compare the 2010 TED Crash Report with the AASHTO "Green Book", you'll find that people can't reasonably react under the conditions that prevail in what is basically a corridor of destruction. Fixing this has to be an underlying priority & prerequisite if either traffic flow or safety concerns are going to be effectively addressed.
- 29
Dec 10, 2011 1:24 PM

700 block create area for busses to safely stop and rest so riders have bigger window to enter busses and/or transfer area
- 30
Dec 10, 2011 1:00 PM

I hope that no apartments are threatened by the construction.
- 31
Dec 10, 2011 9:45 AM

Want to maintain residential feel for majority of area, but increase business destination of existing commercial pockets. Want street to go back to two ways but understand it may be more difficult for those of us trying to get out of our driveways onto a 2 way streets. Would be satisfied if speed could be permanently reduced(speed bumps??) as well as number of vehicles/day reduced without street being 2 two way
- 32
Dec 10, 2011 8:41 AM

Lane division of Johnson St. near the Baldwin intersection is a mess: A left turn lane abruptly forms and a parking lane abruptly vanishes, which has caused many accidents over the years. Hopefully, this will be an improvement on that. Also, the bike lane is not well maintained and the current way it ends at Brearly St. creates problems.
- 33
Dec 9, 2011 8:13 PM

Your classification of Johnson and Gorham as local streets which should have a low volume of traffic moving at slow speeds is, simply put, unfounded. These two streets are currently the only direct thoroughfares connecting the east and west branches of the city and FREQUENTLY become overly congested due to a combination of factors: 1) They simply do not have enough lanes to handle the traffic that is forced upon them by the layout of the city 2) There is often construction on one or the other which exacerbates traffic 3) The speed limit (contrary to your extremely biased survey options) is too low given the function of these streets. Making these roads two way streets would make traversing the city impossible for all forms of transportation, be it by car, bus, bike, or on foot. It would likely kill many local businesses as well. The best solution, in my opinion, would be to leave the roads largely unchanged, but perhaps add a lane going in each direction on both Gorham and Johnson. The density of pre-existing buildings may make this a difficult or impossible task, but if it could be done, this would be the best option. Another good option would be to focus on the south side of the

Page 2, Q7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

isthmus and perhaps open up thoroughfares that would be akin to Johnson and Gorham (opening up a second direct route connecting the east to west sides). Again, this might be impossible, but it's an idea. If there is anything you shouldn't do, however, it is make decisions based upon the notion that slowing down traffic or trying to force these major roads to become more like "local roads" (a ridiculous notion given that they are in the middle of a densely packed and ever-growing downtown center). You need to consult some actual traffic engineers and see what you can do to alleviate congestion problems here to make the city more functional and livable for everyone. I hope you'll take this advice into account, and I thank you for your time in reading this. [Pro One-Way]

- | | | |
|----|---|----------------------|
| 34 | I think the problem with downtown travel right now isn't traffic being too fast, but rather it being too congested. Converting Johnson and Gorham would not only worsen traffic conditions (which are almost unbearable as they are during morning and evening rush hour), but would make travel by car MORE dangerous. There is no way to create protected left turn lanes for all the intersections that would need them, so you would in effect be creating more traffic jams by having cars pile up on the streets attempting to turn left. One way streets are safer for all parties involved, especially cyclists and pedestrians. The reason motorists may drive fast or dangerously right now is not a product of the streets but rather a product of poor traffic flow design—people get frustrated sitting in traffic because there are not enough lanes, the speed limits are too low, and the signals are poorly timed. People would drive more predictably and perhaps pose less of a threat to pedestrians and cyclists if the money currently on the table to renovate the streets would be put towards something more useful like redesigning the traffic signal timing scheme or adding more lanes. Johnson and Gorham are NOT local streets; they are among the ONLY main thoroughfares to get across the isthmus. Converting them to two way roads would be a dangerous and serious mistake that would greatly compromise the happiness of people living along them. Your question that lists "it would increase traffic congestion on other streets" is misleading because this project would increase traffic on Johnson and Gorham mostly. Overall it would be much worse and more dangerous than it is now. Bad, bad idea. The idea of attempting to shoehorn the ever-growing downtown area into something it's not—a small town, will only worsen the problem. This is a misguided effort. [Pro One-Way] | Dec 9, 2011 8:13 PM |
| 35 | It would be awesome to have one street become a Biker/Bus boulevard, similar to state street-- Perhaps Johnson because of the number of businesses already there. And then have gorham be a two way street, and encourage the bulk of traffic to travel on E washington. [Pro Two-Way] | Dec 9, 2011 4:51 PM |
| 36 | E. Johnson St. and E. Gorham St. are major corridors. Transportation for cars, bikes, and pedestrians are important for accessing E. Washington. I am a cyclist, and I understand how vital these roads are. Slowing traffic would encourage foot traffic to the local businesses, and it would encourage cycling into the city. | Dec 9, 2011 12:21 PM |
| 37 | I don't think it's a good idea to form these streets into two way roads! [Pro One-Way] | Dec 9, 2011 10:29 AM |
| 38 | COME ON !!!!! ALL THE MONEY SPENT ON THIS SURVEY AND THE COMMISSION TO CHANGE THE ONE WAY TO TWO WAY THESE PEOPLE SHOULD CHECK THERE HISTORY IT WAS LOOKED AT IN THE EARLY/MID 70'S AND | Dec 9, 2011 10:06 AM |

Page 2, Q7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

DIDN'T WORK BACK TO THE SURVEY, IT WON'T PRESENT THE FACT'S THAT YOU NEED FOR A PROPER EVALUATION. QUESTION # 5THERE'S NO WAY TO CHECK THE FIRST 5 BULLETS ,IT WILL AFFECT THEM ALL. Q#6 IT WILL REDUCE VOLUME AND CREATE ALTERNATIVE MODES OF TRAVEL AND IT WILL AFFECT BUSINESS,HELLO. SAFETY??? THERE IS NO WAY TO SLOW THE TRAFFIC SPEEDS,BIKES DON'T OBEY ANY LAWS.

- 39 I live on Gorham near the intersection with brearily. My biggest and, truly, only major concern regards parking. Currently it can be quite difficult, before 9:AM or after 5:PM, to find any parking spots on the one side of Gorham or on any side streets. If Gorham were made a two-way street, I imagine parking spaces will be drastically reduced. I don't know where all the cars will park. It will become difficult-to-impossible to find parking even during business hours. I can't understand how this project can go forward considering the impact it will have on those living on or near Gorham. Note that we take public transit whenever possible, however, that does not obviate the need for us to park our car somewhere. I hope that those officials in charge of this project seriously consider the negative impact that a drastically reduced number of parking spaces will have on the residents of this neighborhood. Thank you. [Pro One-Way] Dec 9, 2011 10:05 AM
- 40 Turning the corridor into a 2-way street would NOT improve air quality and would make traffic congestion horrible. There are not a lot of good alternatives for people traveling to the north of the city and I am of firm conviction that the congestion will make it less bike-friendly than it is now and less livable. Where would the traffic be diverted? [Pro One-Way] Dec 9, 2011 3:37 AM
- 41 really? we're looking at turning these streets into 2 ways? why? [Pro One-Way] Dec 8, 2011 10:17 PM
- 42 Bridget, Thank you for providing your constituents a way to express their opinions online. I know alderpersons don't have a huge constituent outreach budget, but it would be great if you could start a regular email update, newsletter, etc. that could keep us informed on every step of the process while this project moves forward. One thing I wanted to add - one of the main concerns of residents that was not included in the survey is the ability to turn left into a residential driveway when there is oncoming traffic...it sounds insignificant, but its a real concern...sometimes we have to sit on the road while we wait for bikers and pedestrians to clear our driveway so we can pull in, and that's on a ONE-WAY street...making this a two-way street may make it nearly impossible to safely pull into a driveway from the opposite lane... Please add me to any list you have (mail, email, etc.) so I can be kept in the loop on this. Thanks again, I
[Pro One-Way] Dec 8, 2011 9:11 PM
- 43 I don't want E. Johnson St. to be 2-way. [Pro One-Way] Dec 8, 2011 5:53 PM
- 44 I do not see any benefits to changing the way these streets have been for numerous years. I believe that it will make the traffic both in and out of downtown even worse than it is now. Also, I believe that we are people of habit and it will take a long time for peds and cars to look both ways. There are many reasons why this is a waste of money that will only cause more problems. [Pro One-Way] Dec 8, 2011 5:53 PM

Page 2, Q7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

- 45
Two-way streets will make turning onto and off of Johnson and Gorham more difficult at intersections without traffic lights. [Pro One-Way]
Dec 8, 2011 5:48 PM
- 46
I need to back out of my driveway onto E. Gorham every day, cutting into two lanes, and I think this will be very difficult if traffic becomes two-way. I don't see how the street can accomodate cars in the other direction and maintain parking, unless it could be widened. [Pro One-Way]
Dec 8, 2011 5:32 PM
- 47
I really don't understand the motivation for making Gorham and Johnson two-way streets. Judging by the amount of time even seemingly-trivial road construction tasks take around Madison; this is going to really screw things up for people living in the area for a significant amount of time, and I just don't see what is really going to be gained from the project. Everyone I know feels close to the same way. This sounds like a terrible idea. [Pro One-Way]
Dec 8, 2011 4:15 PM
- 48
If this happens I will move out of this neighborhood. [Pro One-Way]
Dec 8, 2011 4:07 PM
- 49
Changing Johnson/Gorham to two-way streets would not be at all helpful in my opinion. I have lived in the area for just under four years, and have had experience with congestion and inaccessibility to/from side streets even with the one-way design. I fear that a two-way design would interrupt traffic flow more than it would help. Drivers going to/from side streets would either have to wait a very long time to find a sizeable gap in traffic in which to turn (thereby impeding the other traffic in their lane), or more traffic control infrastructure would need to be implemented - money that could be much better spent elsewhere. This might be avoided by removing on-street parking, but for what it's worth, I disagree with this idea as well. Johnson St. is already strapped for space, as on-street parking is not allowed during the afternoon rush, and there is too little off-street parking available on Gorham and side streets to accommodate its full removal. Overall I feel that the way the corridor works is best left alone, and suggesting any fundage available be spent in improving the state of the corridor, rather than the function. [Pro One-Way]
Dec 8, 2011 3:58 PM
- 50
Turning Johnson and Gorham Streets into two-way streets would be a poor decision. I feel like it could potentially turn both streets into a crawl at high-volume times of day. The two streets work like an artery and a vein, and quite well I might add. [Pro One-Way]
Dec 8, 2011 3:41 PM
- 51
Converting Gorham/Johnson to 2-way is a critical step in revitalizing the neighborhood. To encourage long-term renters, owner-occupants and families the traffic speed and volume must be reduced. Without this, the houses that provide our history and neighborhood character are deteriorating. The schools need families, and families need houses with yards, porches and mature trees. For investment to truly flower, the streetscape needs to reflect a residential, 2-way, 25mph nature, not the current one-way, 35mph thoroughfare. Finally, the business district needs vehicle visibility from both directions, and slower traffic speeds making it more conducive for customers to stop. Thank you. [Pro Two-Way]
Dec 8, 2011 3:21 PM
- 52
I think it's very unrealistic to think of converting Johnson and Gorham to two way streets. The current one-way system allows for efficient movement of traffic, and converting them to two way streets will lead to mass chaos. This will only
Dec 8, 2011 2:25 PM

Page 2, Q7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

increase traffic on other side streets. Do not raise my taxes or I will have to sell the home I lived in for 14 years. [Pro One-Way]

- | | | |
|----|---|----------------------|
| 53 | I don't own a car and I live on Gorham St, so I walk everywhere.. my concerns are different from most, I realize. A key thing for me: try to conserve old trees where possible. Good luck! | Dec 8, 2011 11:59 AM |
| 54 | This is a really bad idea. Changing to two way on both streets would really congest traffic. It's a no brainer. [Pro One-Way] | Dec 8, 2011 11:41 AM |
| 55 | It seems like the questions were leading. No mention of efficiency at all. Allowing as many potential customers into downtown/business/work should be the #1 goal. Thank you for seeking the input of your constituents. [Pro One-Way] | Dec 8, 2011 11:20 AM |
| 56 | This survey had no options for me to select my opinions. Only to select which of your opinions I agree with. It was a complete waste of my time, and did not allow me to voice my opinion on the project, which, for the record, is "leave it alone, I dont see any problems with the current design whatsoever" [Pro One-Way] | Dec 8, 2011 10:43 AM |
| 57 | This is an unnecessary solution to a non-existent problem. I've lived on E Johnson for 3 years and where the congestion results is nowhere near where the 2 way construction/road will occur. Please dont pursue this option. [Pro One-Way] | Dec 8, 2011 9:58 AM |
| 58 | I live/own a building in the 800 block of E Gorham. It's like a speedway!!! The exhaust and noise are toxic; it's an insult to the beauty of the Lakes, our Neighborhood and the buildings!! | Dec 8, 2011 9:00 AM |
| 59 | Having Johnson and Gorham be two one-way streets is convenient and effective. As a person who lives in the neighborhood, it makes traveling around simple as a pedestrian, driver, and an occasional biker. I do not think either street should be made two-way. [Pro One-Way] | Dec 8, 2011 7:30 AM |
| 60 | Converting Johnson to two way would be a very bad idea. The Gorham/Johnson corridor is working well and should be maintained. The road surface needs to be replaced, but the general traffic flow is fine and should not be changed. [Pro One-Way] | Dec 8, 2011 6:39 AM |
| 61 | Please at least make bike lanes in both Gorham and Johnson. The lane where the cars park can be very dangerous if the people aren't looking for bikes before they move their car or open their door. I have had multiple close calls and for that reason I ride on the sidewalk versus the road. I would really also like to see the area less congested as well. | Dec 8, 2011 5:51 AM |
| 62 | The biggest advantage of converting back to two way is the capture or return to a neighborhood street! Owner occupied, neighborhood not a pass through avenue. Give the inner city a chance to become what it can be. Strong vibrant neighborhood. Owner occupied and or long term rental. [Pro Two-Way] | Dec 8, 2011 5:35 AM |

Page 2, Q7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

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|----|--|----------------------|
| 63 | Please maintain or extend existing bicycle lanes. Avoid cut-outs and traffic circles, they are dangerous and unnecessary on residential roads. | Dec 8, 2011 2:07 AM |
| 64 | Living on Johnson St. and Ingersoll for 4 years now, I feel that providing the benefits of a two-way road system on the corridor to residents would be helpful. Traffic on Gorham and Johnson streets are congested enough; how would making it two-way streets be beneficial? | Dec 7, 2011 11:38 PM |
| 65 | I am completely opposed to making these streets 2-way. It will double the danger for both motorists and pedestrians. I can barely back out of my driveway now. With 2-way traffic, it would be almost impossible, plus unsafe! Trying to return this neighborhood to how it was 50 years ago is not practical. Deal with reality! Don't hurt businesses either. Thanks for listening. [Pro One-Way] | Dec 7, 2011 9:41 PM |
| 66 | There is not enough room for 2 lanes of cars and bikes on E Johnson. I would like to see it remain one-way, but would like improved accommodations for biking - the road needs to be more even and the bike lane needs to be wider and stand out more (e.g. painted green). Currently the cars do not respect the boundaries of the bike lane, making it unsafe. [Pro One-Way] | Dec 7, 2011 9:34 PM |
| 67 | The current bike lane on situation is unacceptable. East Johnson is the only bike lane nearby that has a lane on the left hand side of drivers, creating an unnecessary hazard to bicyclists when drivers are unaccustomed to seeing bikes on the side of the road. A two way E Johnson would reduce traffic volumes, and combined with a 2 way E Gorham would not impact overall volumes in either direction. Johnson/Gorham is a residential neighborhood, and the traffic speeds should reflect that. [Pro Two-Way] | Dec 7, 2011 9:16 PM |
| 68 | I don't understand why this would be a good idea or how it work without disrupting regular traffic, bicycle lanes and available parking. Johnson and Gorham work well as one way corridors and I think they should stay that way. This project seems like a big waste of money. [Pro One-Way] | Dec 7, 2011 9:01 PM |
| 69 | Look most of the people travelling on Johnson at 1am Have been drinking downtown in the State st. area and the police are doing a piss poor job at monitoring the speed on Johnson st already. Almost every night I see people travelling above 60MPH and I can only assume it's because of the booze and a complete lack of police enforcement. I live on Johnson st Baldwin st area and every year during winter, a car parked that is forced into he street area slightly due to the snow is destroyed because of drunk drivers and nobody can seem to stop it, drive down Johnson around Jan and look at the drivers mirrors count how many are broken and it's due to hit and run drivers for the most part. They can't stop drunk drivers from achieving ridiculous speeds nor can they catch the people that hit and run cars parked along the street and the desire is to make it a two way street? Look it's a small space that is confusing to tourists; that doesn't stop places like Boston from embracing the unique downtown area. I think we should have more enforcement or BETTER signs that explain the street patterns. | Dec 7, 2011 8:45 PM |

Page 2, Q7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

- 70 Would not like to see Johnson/Gorham switch to a two way street. This would slow down traffic and cause more congestion. Leave it like it is and save the money for more important things. [Pro One-Way] Dec 7, 2011 8:38 PM
- 71 We live on E. Johnson and converting the street to a two-way traffic would negatively impact everyone living there. First, it would be impossible to get out of the driveway during rush hour, because traffic would be flowing from both sides. It would jam the traffic with constant left turns and it would make it very difficult for pedestrians to cross. Super bad idea. [Pro One-Way] Dec 7, 2011 8:17 PM
- 72 Making Johnson/Gorham two-way would mean that the city would either have to widen the entire street or eat into the generous bike lane/shoulder. This corridor is heavily used by bicycle commuters, and I fear it would lead to more clashes with motorists. At the same time, I dislike biking to work in the heavy car fumes, but I would need to be convinced that a two-way street would significantly reduce this. Dec 7, 2011 8:08 PM
- 73 I think making E Johnson and E Gorham 2-way streets would be a bad idea making it less safe for pedestrians to cross the streets, making parking more difficult, and increasing traffic congestion in the area. [Pro One-Way] Dec 7, 2011 7:55 PM
- 74 I am concerned about the possible loss of parking. I would also be opposed to changing Johnson and/or Gorham to two-way if this meant widening the streets. This would take even more land away from the homes which have tiny terraces and front yards now. [Pro One-Way] Dec 7, 2011 7:30 PM
- 75 Converting the Johnson and Gorham corridor to two way streets, will confuse people more so than the current set up. Traffic will not be diminished in any way, adversely it will create more problems than it solves. [Pro One-Way] Dec 7, 2011 7:16 PM
- 76 Converting Gorham and Johnson streets to two-way would significantly increase traffic on Gorham and Johnson streets, reduce the safety of bikers and pedestrians, and reduce the number of open lanes, amount of available parking, or both. [Pro One-Way] Dec 7, 2011 7:01 PM
- 77 East Johnson is chaotic as it is, making it a two way street seems it would only add to the chaos. The only cars that have trouble with the one way system are from out of town. Trust me on this. My other main concern is when pulling out of any driveway on East Johnson, visibility of on-coming traffic is always clouded, would be nice to have less parked cars on the street. Please save as many big trees in the reconstruction- not only environmental reasons but because it is absolutely beautiful year round. [Pro One-Way] Dec 7, 2011 6:55 PM
- 78 Parked cars on Gorham (Brearly to Ingersoll) are constantly sideswiped by drivers (hit and runs) and cars race by all night making it scary to walk. Dec 7, 2011 5:20 PM
- 79 I oppose two way. Have lived on Johnson 4 yrs. Left turns=bad news. Bikes/peds have to have clearing from both ways. Unnes expense. One of 2 ways through isthmus, maintaining the flow it has is very imp. [Pro One-Way] Dec 7, 2011 5:03 PM

Page 2, Q7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

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| 80 | Converting to two-way is insane. Johnson is a major car corridor and is essential to the traffic flow within the city. Those supporting the conversion of Johnson to two-way are deluded at best and self-centered at worst. Two-way won't increase safety at all and will have a detrimental effect on traffic. You can't convert the Johnson corridor into some sort of pedestrian utopia by doing this, and this is coming from a pedestrian! [Pro One-Way] | Dec 7, 2011 4:25 PM |
| 81 | I think switching Johnson and Gorham to two-way traffic is foolish. It is difficult enough to cross either one, especially not at traffic lights, right now as it is. I think this would make it more difficult to cross the streets. Additionally, I am concerned that this would cause even more problems with parking. I think that it is fine with each being one-way. [Pro One-Way] | Dec 7, 2011 4:17 PM |
| 82 | Intentionally increasing travel times is the opposite of what we should be doing. A two-way street increases travel times, which decreases air quality and quality of life. Until public transit is so good that you can go anywhere on short notice, I object to going out of our way to make it harder to drive. [Pro One-Way] | Dec 7, 2011 4:15 PM |
| 83 | My biggest concern is not listed as an option - it's about maintaining resident (and to a lesser extent, business) parking. Many if not most apartment dwellers don't have access to a driveway. Parking is somewhat difficult as-is, especially in the May-November street sweeping/alternate side parking period. I hope that the two-way scheme is not approved, but if it is I strongly encourage measures to be taken to ensure that residents continue to have access to adequate street parking (some other, more congested neighborhoods have permit schemes). [Pro One-Way] | Dec 7, 2011 3:58 PM |
| 84 | My main concern involves the intersection of Baldwin/Gorham/Johnson. How would the merging of traffic be treated at that intersection if the streets were to become two way streets? | Dec 7, 2011 3:40 PM |
| 85 | i love the one-way pair, it works well for making left turns, moving traffic into and out of the downtown, accessing businesses on both sides of the roadway, crossing peds and bikes safely, and parking. plus the signal system is already set up for the one-way pair. [Pro One-Way] | Dec 7, 2011 3:33 PM |
| 86 | We feel that two-way traffic on Johnson and Gorham will reduce traffic flow (which should be on East Wash anyway), reduce traffic speeds, improve the general feel of the area and attract more owner occupiers and businesses, particularly to the current business area on Johnson which is a dead zone due to the current one way system. [Pro Two-Way] | Dec 7, 2011 3:22 PM |
| 87 | I do NOT want the streets to be two ways. Making the streets two-ways would make the neighborhood completely unlivable. Who comes up with these ideas anyway? It is a dumb idea and a waste of money to even consider this. [Pro One-Way] | Dec 7, 2011 3:20 PM |
| 88 | Making these streets two-way would have absolutely no benefit. Without doubt, the public would be paying for this one way or another. To change the format would be absolutely unnecessary. [Pro One-Way] | Dec 7, 2011 3:07 PM |
| 89 | There is no reason why E. Johnson can't become the Willy St. on the north side of E. Washington. As it is, people rush by | Dec 7, 2011 3:01 PM |

Page 2, Q7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

- @ 35 mph and public safety and businesses suffer. So many accidents and near accidents at Johnson and Paterson! I would like to see two way traffic, reconfigured parking with rush hour no parking/tow zones, MUCH better ped crossing and traffic markings/lights (+more school zone markings), grants and loans for current businesses and landlords to improve their properties, and better upkeep of the city easements/trees/grass. [Pro Two-Way]
- 90 Won't making it two-way increase traffic congestion on Johnson. Traffic already backs up at rush hour. Travel times will increase. Some traffic may move to Washington but that's crowded too. I like the fact that the lights are timed so you don't get caught at too many. We need to preserve parking for businesses and residents. [Pro One-Way] Dec 7, 2011 2:57 PM
- 91 I think that converting Johnson and Gorham Streets to two-ways is a terrible idea. They are major corridors, and this can only mean increased traffic, which impacts not only drivers negatively but cyclists as well. [Pro One-Way] Dec 7, 2011 2:52 PM
- 92 I don't believe there is an advantage to making it two way. It will increase traffic congestion. Lights will not be timed properly making traffic stop at more lights. Crossing Johnson by car, pedestrian or bike at streets that do not have lights will be much more difficult and dangerous - there will be no break in the traffic if it goes both ways. It will be noisier and probably increase traffic accidents. I don't want any of my front lawn taken for more street and I want to preserve parking on the street. Whose crazy idea is it to make it two way? [Pro One-Way] Dec 7, 2011 2:50 PM
- 93 This project is going to be very hard on E. Johnson St. businesses. Please don't do anything that will make it even harder for us. Dec 7, 2011 2:48 PM
- 94 I think it is a good idea! [Pro Two-Way] Dec 7, 2011 2:36 PM
- 95 Gorham and Johnson are residential streets with houses and other structures close to the streets. Reverting to 2-way traffic will lower traffic volumes and speeds, which will greatly enhance both corridors. The improved conditions will lead to higher owner occupancy, increased property values, and increased tax revenues. These results have been proven by other projects in other cities. These streets are not designed to handle these high traffic volumes and never should have been made 1-way in the first place. The improved conditions for residents, pedestrians, and bicyclists will more than offset any negative effects on the small businesses due to reduced traffic volumes and / or parking changes. The businesses may actually see improved conditions as well. [Pro Two-Way] Dec 7, 2011 2:10 PM
- 96 I have seen many discussions on making these two streets two-way and I have a lot of concerns. I do not feel that Gorham would be able to be converted and maintain the amount of parking. I fear that this conversion would push a lot of traffic elsewhere. I do not think it would lead to a safer environment for pedestrians and bicyclists. [Pro One-Way] Dec 7, 2011 12:56 PM
- 97 My biggest complaint about the current corridor is the noise. Between the thumpers (people playing loud music), the emergency vehicles, bad mufflers, screeching tires, horns, and buses, the noise level is significant. If traffic could be encouraged to take Washington, which is bordered by business instead of residential, then that would alleviate the Dec 7, 2011 11:58 AM

Page 2, Q7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

problem significantly. I really appreciate the Mifflin bike corridor, which I use everyday. I loved how two stop signs were recently rotated on that street, making it easier to use. I think bikes shouldn't even be on Johnson and Gorham with Mifflin so easy to use.

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| 98 | My answer to the last question is that improved neighborhood feel/aesthetics to increase property values and make our neighborhood a destination and not a doormat would be the most important advantage to converting the Johnson/Gorham corridor to two-way operation. [Pro Two-Way] | Dec 5, 2011 6:37 AM |
| 99 | I think the people who actually live along this corridor and in this neighborhood should have most input on the decision. It is not currently safe to park or garden in front of my house, because of high-speed, reckless commuter traffic and frequent crashes. [Pro Two-Way] | Nov 14, 2011 4:31 AM |
| 100 | The current situation is dangerous. It's time to try an alternative. [Pro Two-Way] | Nov 12, 2011 6:45 AM |
| 101 | I'm worried that two-way traffic would dramatically increase the dangers for pedestrians crossing the street, bicyclists biking down E. Johnson who are already in danger, and will add additional traffic to an already busy street. [Pro One-Way] | Nov 11, 2011 8:21 PM |
| 102 | The Alder should make significantly more effort to reach out to all affected neighbors/neighborhoods, not just the ones she prefers. | Nov 11, 2011 7:30 PM |
| 103 | If Johnson and gorham are converted to two way streets a lot of street parking will be eliminated unless the streets are widened which would cause many families to lose lawn space and trees. 2 one way streets are more efficient for traffic, especially for left turns. [Pro One-Way] | Nov 11, 2011 2:55 PM |
| 104 | Please don't do a 2-way. We've lived there for years, and the 1-way streets are essential to the character of the neighborhood. [Pro One-Way] | Nov 11, 2011 1:41 PM |
| 105 | I think that the benefit of turning gorhman and johnson to a two way would make the neighborhood much more attractive and vibrant. [Pro Two-Way] | Nov 11, 2011 11:18 AM |
| 106 | There is already a truck route turnoff from Johnson St. at Blair. Why not divert most traffic to the newly refinished three-lane E Wash at that point? I would like to see the Johnson St. area become a stronger neighborhood. I think about Monroe St. and Willy St. -- both of which are high-traffic -- but both of which (I think) are more pedestrian & bike friendly and do not have the speeding, screeching, drag-racing rush of the Johnson St. traffic. I imagine that a two-way street would make the Johnson St area feel more livable and neighborhood-ey. [Pro Two-Way] | Nov 11, 2011 10:56 AM |
| 107 | I fully support the conversion of E. Johnson and E. Gorham to 2-way streets. I feel strongly it will improve the quality of | Nov 11, 2011 10:05 AM |

Page 2, Q7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

like for all in the greater neighborhood. [Pro Two-Way]

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| 108 | I've lived in this neighborhood for nearly 10 years, and I've never found the fact that either is a one-way to be bothersome. With budgets tight I see no reason to go through the trouble to fix what I don't see to be a problem. Besides, it makes is helpful in giving people directions to downtown or the east side! [Pro One-Way] | Nov 11, 2011 10:04 AM |
| 109 | I never bike on Johnson/Gorham - there are too many cars and I find it far too dangerous. It's so hard to cross the street on a bike or walking, as well. I think a 2-way street would encourage people (including those in cars) to populate the East Johnson business area more as it would be more of a destination instead of a means to get somewhere else in the city faster. Take East Wash if you want to get somewhere faster! [Pro Two-Way] | Nov 11, 2011 8:55 AM |
| 110 | Personally, I think having 2 one-way streets through the isthmus is an efficient and effective way to move traffic through a congested part of town. I like the current arrangement. [Pro One-Way] | Nov 11, 2011 8:29 AM |
| 111 | I feel that turning Johnson and Gorham St will create safety issues for pedestrians and decrease the amount of parking in an area that is already lacking quality parking [Pro One-Way] | Nov 11, 2011 8:15 AM |
| 112 | I'd take speed bumps if the 2-way option is shot down. Cars and trucks drive too fast for a mainly residential area. Thanks | Nov 11, 2011 7:54 AM |
| 113 | My bottom line is that I DO NOT want restricted parking during commute times if that is a side effect. I also worry about getting out of my driveway safely. If the street must be widened, I'm not sure I could support it either. We need all the parking we have all the time. On the plus side, it would likely slow existing traffic and perhaps lessen the volume--both would be great. It just must be approached carefully and some guarantees must be in place. I also strongly support more, more attractive, and least-dirty public transportation. I would like to see a trolley line (unless it is very, very noisy) This is my wish list as a twenty-five year resident on E. Gorham who also owns two rentals right next to my house. If we don't get two-way, we should at least get traffic calming. Thanks for the opportunity to express my views. I thought the first meeting was very well-run and attendance proves that it is a topic in which many people are interested and are stake-holders. | Nov 11, 2011 7:47 AM |
| 114 | These are the transportation goals from the Tenney-Lapham Neighborhood Association Plan that include the vision of returning the Johnson and Gorham streets to two-way traffic, already adopted by the City Council on 2/5/2008. Neighborhood Goals Goal 1: Reduce the arterial use (speed and volume) of East Johnson and Gorham streets between First Street and Wisconsin Avenue. Align their street use with their residential and local retail land uses. Goal 2: Introduce transit alternatives connecting Tenney-Lapham to other neighborhoods and downtown. Goal 3: Make bicycle transportation for commuting and recreation more convenient. | Nov 11, 2011 7:38 AM |
| 115 | Attract more businesses and owner occupied / children / homes; and pedestrian safety. I take my life in my hands every | Nov 11, 2011 6:08 AM |

Page 2, Q7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

time I cross Gorham Street unless I walk three blocks to a light. [Pro Two-Way]

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| 116 | As someone living on E Gorham and travelling to Middleton everyday for work, I cannot even imagine how much more awful the commute will be if Gorham is a two way. First concern - if I am parked on the street - crossing the street to get to my vehicle - this already takes time (up to 5 minutes some days) waiting for waves of traffic to pass and with only one lane moving in that direction will take even longer. Second concern is if I am using my driveway (odd side of street) that it will take FOREVER to pull out of the driveway with traffic coming in both directions. The congestion is already bad and for people who work on University Ave either downtown or further out - there really is no good alternate route to take to ease congestion. This project doesn't make sense. [Pro One-Way] | Nov 11, 2011 5:03 AM |
| 117 | The one way roads divide the community and make it unsafe for kids. They encourage speeding. Making them one way was a bad idea when it happened; the city was thinking only of moving traffic and not of safety or livability. They must be changed back to the way they were originally set up to be. [Pro Two-Way] | Nov 11, 2011 4:47 AM |
| 118 | I think that converting Johnson St. to a two-way corridor is the best way to achieve the goals previously set forth in the TLNA plan, and that it should be done in 2014 if possible. [Pro Two-Way] | Nov 10, 2011 7:53 PM |
| 119 | The survey didn't list the priority of moving the greatest volume of traffic. | Nov 10, 2011 7:47 PM |
| 120 | Cars are not going away. This will help move the increased car traffic and get people in and out of city events faster. Stop worrying about bike and trees | Nov 10, 2011 6:56 PM |
| 121 | The mostly residential Johnson/Gorham neighborhood deserves the same safety and aesthetic consideration as residents of Monroe St, Willy St, Sherman Ave, and the residential part of Regent. Why should our neighborhood have to bear the safety and economic brunt of people shortcutting off E. Wash? [Pro Two-Way] | Nov 10, 2011 6:31 PM |
| 122 | It seems counter-productive to make these streets 1-way when the rest of the corridor (i.e., outside of this neighborhood) would be 2-way. What happens when the streets go from 1-way to 2-way? It seems like that will cause a large number of cars on small streets. And it makes it more difficult for people to get downtown, which is bad for downtown businesses and neighborhoods. [Pro One-Way] | Nov 10, 2011 5:14 PM |
| 123 | I live here, directly on Gorham & have lived directly on Johnson for many years. Not into 2 way traffic, but would like a better pedestrian experience. Thx!! [Pro One-Way] | Nov 10, 2011 4:35 PM |

Johnson Street Survey

Outside TLN



1. Please indicate where you live (see map above for Zone locations).

		Response Percent	Response Count
I live outside the City of Madison		10.1%	22
Directly on E Johnson or E Gorham in Zone 1 (North of E Washington Ave between Wisconsin Ave and the Yahara River)		0.0%	0
Not Directly on E Johnson or E Gorham in Zone 1 (North of E Washington Ave between Wisconsin Ave and the Yahara River)		0.0%	0
Zone 2 (South of E Washington Ave between Blair Street and Atwood Ave)		23.0%	50
Zone 3 (East of the Yahara River and north of E Washington Ave)		18.9%	41
Zone 4 (East of Atwood Ave and south of E Washington Ave)		12.0%	26
Zone 5 (West of Wisconsin Ave and Blair St)		35.9%	78
		answered question	217

skipped question 0

2. How do you travel the Johnson/Gorham corridor?

	Daily	A few times per week	A few times per month	Response Count
Personal vehicle to/from work:	26.0% (26)	35.0% (35)	39.0% (39)	100
Personal vehicle errands/other travel:	5.8% (10)	48.6% (84)	45.7% (79)	173
Metro Transit or other shared ride:	20.3% (12)	23.7% (14)	55.9% (33)	59
Bicycle:	13.7% (14)	24.5% (25)	61.8% (63)	102
Pedestrian/wheelchair:	13.5% (7)	28.8% (15)	57.7% (30)	52
			answered question	214
			skipped question	3








3. Improving safety for all travelers is always a goal of street reconstruction projects. In addition to this, what would you say are the top three transportation goals for the Johnson/Gorham corridor?

	Slower car speeds	Fewer cars on Johnson/Gorham	Fewer cars on other local streets	Maintain parking	Improve pedestrian crossing conditions	Improve conditions for bicyclists	Maintain/improve transit service	Other	Response Count
Number 1 Priority	16.3% (35)	9.3% (20)	5.1% (11)	5.6% (12)	18.1% (39)	25.1% (54)	14.4% (31)	6.0% (13)	215
Number 2 Priority	12.3% (26)	8.1% (17)	6.2% (13)	11.8% (25)	19.9% (42)	24.2% (51)	11.4% (24)	6.2% (13)	211
Number 3 Priority	11.1% (23)	5.8% (12)	12.0% (25)	11.5% (24)	15.4% (32)	13.9% (29)	23.1% (48)	7.2% (15)	208
								answered question	215
								skipped question	2

4. What would you say are the most important neighborhood livability goals for the E Johnson St project?

	Improve air quality	Increase owner occupancy	Improve the corridor aesthetics/streetscape	Maintain current businesses and/or attract new ones	Maintain mature trees	Reduce/improve storm runoff to lakes	Other	Response Count
Number 1 Priority	7.1% (15)	17.0% (36)	15.6% (33)	28.8% (61)	17.0% (36)	12.3% (26)	2.4% (5)	212
Number 2 Priority	7.7% (16)	5.3% (11)	23.0% (48)	22.0% (46)	22.0% (46)	18.7% (39)	1.4% (3)	209
Number 3 Priority	7.6% (16)	9.0% (19)	19.0% (40)	20.5% (43)	25.2% (53)	16.2% (34)	2.4% (5)	210
							answered question	212
							skipped question	5

5. What is your greatest concern associated with converting the Johnson/Gorham corridor to two-way operation?

		Response Percent	Response Count
It may increase traffic congestion and/or increase traffic volumes on other local streets		44.9%	97
It may be less safe for pedestrians and bikes		23.6%	51
It may hurt local businesses		2.8%	6
It may hurt bus service		1.4%	3
It may be expensive		2.3%	5
None of the above		13.4%	29
I need more information before forming an opinion		11.6%	25
		answered question	216
		skipped question	1

6. What would be the most important advantage to converting the Johnson/Gorham corridor to two-way operation?

	Response Percent	Response Count
It may reduce traffic volume on the corridor	7.9%	17
It may result in lower travel speeds	13.0%	28
It may encourage the use of alternate travel modes	8.3%	18
It may create a safer environment for pedestrians and/or bikes	12.0%	26
It may benefit local businesses	9.3%	20
None of the above	33.8%	73
I need more information before forming an opinion	15.7%	34
	answered question	216
	skipped question	1

7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

**Response
Count**

95

answered question

95

skipped question

122

Page 2, Q7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

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| 1 | I am concerned the roads have been this way for so long that there will be a lot of accidents because people are not aware of the change. As it is now, traffic flows very well. I think it will make for slower commuting traffic in general to change it. [Pro One-Way] | Dec 27, 2011 9:56 AM |
| 2 | It's an isthmus. There are only just so many places for people to go. If you're looking to reduce congestion and traffic, coordinate starting/stopping times for downtown offices and businesses to thin out the rush hours, don't just increase the general frustration level. | Dec 25, 2011 9:22 PM |
| 3 | It's fine, just as it is. [Pro One-Way] | Dec 14, 2011 7:46 PM |
| 4 | Johnson deserves to flourish as Willy & Atwood have. Look at why they succeed: Make it 2-way! Do not widen! Do not kill trees! Maximize stormwater management on site (raingardens in curb terraces, structured soil under sidewalks/roads, for tree health and water management)! I own rental property on the 900 block of E. Johnson; I lived there for 5 years. I bike & walk there to maintain the properties. My tenants and I would love to see a 2-way Johnson! A traffic calmed neighborhood business district is the way to go! [Pro Two-Way] | Dec 13, 2011 1:59 PM |
| 5 | Improving the ability of pedestrians to cross the streets should be a priority, given that it currently takes a lot of waiting and some speed to cross East Johnson. | Dec 12, 2011 8:41 PM |
| 6 | I lived on North Hamilton Street for 4 years. I believe we should address: first-safety, second-health of citizens, third-environment, fourth-built environment, fifth-business. Thanks for the survey, its a great way to learn and share ideas! | Dec 12, 2011 6:13 PM |
| 7 | I have lived near the corner of Johnson and Pinckney Streets for nineteen years. I bike from my home, walk to work and use my car to travel Johnson Street. Based on my experience I cannot understand how a two-way Johnson Street will meet the goal of improving safety. I fear that if implemented it will worsen the safety issues that exist and likely create additional problems for residents. [Pro One-Way] | Dec 12, 2011 11:55 AM |
| 8 | This is the central city where people live and it should be theirs first, not a corridor for folks rushing from Sun Prairie to Middleton. | Dec 11, 2011 7:04 PM |
| 9 | 2 lanes??? where do you people live?? have you even driven on these streets?? i travel this route every day...it would be a nightmare @ a.m / p.m. rush houb timesr...i've travelled this route for 18 years east high to hilldale. [Pro One-Way] | Dec 11, 2011 6:46 AM |
| 10 | My greatest concerns are (1) loss of parking and (2)cars that turn left onto crossing streets will bring traffic to a standstill at times because everyone will be confined to one lane. Also, it's not practical to think that everyone can use East Wash. [Pro One-Way] | Dec 10, 2011 8:26 PM |
| 11 | The creation of the paired one way streets is what forced out owner occupancy from almost every block of these streets, | Dec 9, 2011 9:23 PM |

Page 2, Q7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

due to increased traffic volume, speed, reduced safety, air pollution, noise and inability to park, access vehicles in the street, and to cross the street. Change it back and there may be hope for reclaiming the neighborhood for owner occupancy. Until then, forget it. [Pro Two-Way]

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|----|--|----------------------|
| 12 | Too bad Madison can't (won't) do what the people of Paris did: build an underground corridor for vehicles (a great boon to the rush hour commute), so that they could have a wonderful, safe and genuine pedestrian zone above at street level. The French are so smart! | Dec 9, 2011 12:21 PM |
| 13 | Two way street for Johnson and/or Gorham is a bad idea. [Pro One-Way] | Dec 9, 2011 10:53 AM |
| 14 | I think neighborhood livability and viability of neighborhood retail districts should take priority over accommodating through traffic. 2-way streets can handle much of the traffic that 1-way streets do, but can provide better environments for local businesses, pedestrians and a main street environment. [Pro Two-Way] | Dec 8, 2011 9:38 PM |
| 15 | What's broken about it? I like the one-way streets. I don't think 25 mph is a good idea; that speed isn't maintainable, it's just going to result in more speeding tickets and actually make it less safe. A lot of people use those streets for work too. Johnson needs to stay a street where there are businesses, it makes the neighborhood livable because there is local business close by. [Pro One-Way] | Dec 8, 2011 9:15 PM |
| 16 | The current one-way streets cater first to commuters and not to the neighborhood. A residential neighborhood should always cater first to the residents. East Washington is primarily commercial, and has just been improved to handle higher traffic - treat it as the primary commuter corridor. [Pro Two-Way] | Dec 8, 2011 7:42 PM |
| 17 | We sold our single family owner occupied house at 1041 E Johnson St. three years ago. despite loving many things about the neighborhood (the park, the local businesses and yes including our grad student neighbors!) after our oldest child was almost five we no longer felt that it was a safe place to raise our two kids - not because of students, or crime but because of the traffic. We knew that street was busy but the previous owners had raised kids in that house and were there for 30 years... we thought we were up for it - the traffic in that street kills that neighborhood. We didn't leave to go to the burbs, just to a street where there is more neighborhood - I still miss my E Johnson House. I support the study and the efforts of the city to assess the impacts of a two way street. I feel like the neighborhood could really be saved by such a move. [Pro Two-Way] | Dec 8, 2011 7:36 PM |
| 18 | Right now, that stretch is ideal for bikers because you can anticipate cars' actions. I think it would become much less ideal to bike on if it were made into a two way road. [Pro One-Way] | Dec 8, 2011 7:02 PM |
| 19 | Why change something that is working? Two-way on those streets will make it very difficult to turn across the streets. It will hold up traffic. Two-way streets on those two streets is as stupid as what the Republicans are doing to our state! [Pro One-Way] | Dec 8, 2011 3:29 PM |

Page 2, Q7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

20	The two, one-way configuration of this road system is well known. Changing to two, two-way roads will increase congestion on both if any parking and bike lane are preserved (ie, single lane for each direction). Parts of Gorham St. are dramatically off-camber for drainage. It is severe enough that you can see cars involuntarily drift over a few feet before "catching" themselves. If the road could be graded flatter it would be an improvement. [Pro One-Way]	Dec 8, 2011 1:26 PM
21	I own an apt building in the study area and believe that have the calming effects of 2 way traffic would enhance the value of my building and all others in the area. [Pro Two-Way]	Dec 8, 2011 12:52 PM
22	As a business owner on E.Johnson I am concerned about keeping our loading zone & access to the store at 301 N Hamilton My vote would be to keep the streets one way, Seems to work fine [Pro One-Way]	Dec 8, 2011 6:48 AM
23	The 2 way corridor is a bad idea that will make the area much more congested, decrease air quality, and decrease overall safety. There is no significant benefit to 2 way traffic. [Pro One-Way]	Dec 8, 2011 6:42 AM
24	Though we currently live in another zone, it is my expectation that we will be living at this property by the planned date of reconstruction.	Dec 8, 2011 6:35 AM
25	This is a great idea, and certain to face a lot of blow back from outside commuters. But Marquette was transformed when Rutledge ceased to be a highway. Johnson and Gorham are neighborhood streets. Make them true to their purpose! [Pro Two-Way]	Dec 8, 2011 6:28 AM
26	One way is safer for peds. There should be education signage that lights are well timed to the 25 mph limit. This timing makes for very smooth travel when obeyed. Travel across isthmus would be bad as johnson is funneled into one lane. I don't care about trees; cut them down to improve other aspects. [Pro One-Way]	Dec 7, 2011 8:24 PM
27	current 2 one way streetss with Mifflin bike corridor better than 2 congested 2 way streets. [Pro One-Way]	Dec 7, 2011 8:22 PM
28	I'd love more information about the goals of the project and impact on local business and commuters	Dec 7, 2011 8:07 PM
29	This is one of the dumbest ideas I've ever heard. Ald. Bridget Maniaci, please reconsider this and put time and energy into projects that will actually be beneficial to our city. [Pro One-Way]	Dec 7, 2011 8:00 PM
30	I understand why residents of these streets want this change, but I am very concerned on the impact it will have on bus travel.	Dec 7, 2011 7:53 PM
31	I think making Gorham and Johnson both 2-way streets would help neighborhood businesses, like the Williamson St. neighborhood. [Pro Two-Way]	Dec 7, 2011 7:47 PM

Page 2, Q7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

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|----|---|----------------------|
| 32 | Please be sure to maintain a bicycle lane on E Johnson and add one to E Gorham | Dec 7, 2011 7:44 PM |
| 33 | Please change to two-way for better business access, and slower auto speeds. This corridor needs a "road diet". It will experience the opposite of induced traffic: discouraged traffic. It will be better for bikes, transit, and peds. [Pro Two-Way] | Dec 7, 2011 7:32 PM |
| 34 | Please continue to make Madison a bike friendly town. You have completed many projects which support safer roads for bicycles. Thank you. It makes my city a much better place to live. | Dec 7, 2011 7:28 PM |
| 35 | leave it the way it is. I remember when gorham was two way. it was slow, congested, and put more traffic on washington. [Pro One-Way] | Dec 2, 2011 9:12 PM |
| 36 | As witnessed by Willy construction this summer, ALL three (Johnson/Gorham, Willy, EWA) corridors are vital to handle the traffic volume on the isthmus. The one way pair configuration provides the maximum traffic volume while still keeping the narrow width through the neighborhood. With NO arterial crossings the signals can be optimized for traffic flow in both directions without sacrificing any other movements. It would be an extremely foolish and expensive move to reduce the capacity of isthmus arterials and create a signal timing nightmare as proposed by this idea. [Pro One-Way] | Dec 2, 2011 9:32 AM |
| 37 | Keep the street one-way. I think it is foolish to turn any existing one-way street to two-way. Such a conversion will only increase congestion, make the street less bike-, and pedestrian-friendly, increase accidents and delays, and is poor policy. Improve the aesthetics, as well as bike and pedestrian safety, but keep Johnson and Gorham as one-way streets. [Pro One-Way] | Nov 29, 2011 3:13 PM |
| 38 | Streets like Johnson, Gorham, Monroe, Regent should be more than in/out access routes for commuters. They should primarily belong to those who live there and the businesses that serve the neighborhoods. If that means someone's commute might take a little longer then perhaps we'll see more use of public transportation which is a good thing. Commuter car use should be discouraged, not encouraged as it is by special parking prohibitions at certain times of the day. We need less noise and cleaner air in the downtown area. [Pro Two-Way] | Nov 21, 2011 7:12 AM |
| 39 | a waste of money when there are more important needs in Madison; nothing but another political move, studies have already been done [Pro One-Way] | Nov 20, 2011 4:27 PM |
| 40 | Reduce autos! | Nov 17, 2011 6:51 AM |
| 41 | As a walker/user of public transportation and MV driver, I am aware of lots of overlapping issues. One way traffic works fine. Creating two way traffic will cause too much congestion and take longer for commuting. Additionally it will pose a greater risk to pedestrians. Bicyclist are already taking over the streets as bike boulevards of E/ Mifflin and E. Wilson demonstrate. Too many bicyclists think they are god's gift to humanity and drive reckless often blowing through traffic lights and stop signs. Enough of this ridiculus pandering for bicyclists. I enjoy riding a bike but am not a nazi about it. I | Nov 17, 2011 4:30 AM |

Page 2, Q7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

tend to use the bike trails when riding, not the streets. [Pro One-Way]

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| 42 | Like it or not, Johnson and Gorham are important city arterial streets. There is no other street, East Washington included, that seamlessly connects the east and west side without capitol square getting in the way. Using the capitol loop or the posted US 151 route is not as attractive an alternative. Too often, I feel that people who do the traffic engineering for Madison are the same people who solved traffic problems in the game SimCity by erasing the streets entirely. [Pro One-Way] | Nov 16, 2011 7:17 PM |
| 43 | This would not decrease vehicles, just make easy flow during rush hours and special events more difficult for turning vehicles causing more smog from idling cars. Decreasing main east/west arteries through middle of city is not going to cut down on vehicles, just congest the two other ones, again increasing smog from idling cars due to stop/start problem. We need a beltline north of us to cut down on inner city traffic. [Pro One-Way] | Nov 16, 2011 5:05 AM |
| 44 | This is a very bad idea. It will greatly cause increased traffic problems/volumes on other streets in the area. The flow of traffic thru the Isthmus will be negatively impacted. Traffic thru-flow will be greatly reduced and traffic congestion will be greatly increased. "If it isn't broke, don't fix it" applies here. This is a bad idea. [Pro One-Way] | Nov 15, 2011 5:02 PM |
| 45 | I would strongly prefer to see Johnson/Gorham remain one-way. The timing of traffic lights is important to help keep traffic flow relatively good in both directions, but if the streets become 2-way then you can't have good light timing so congestion would get worse with more idling at red lights. And I think it would be harder for peds to cross if having to watch for traffic both ways instead of one. [Pro One-Way] | Nov 14, 2011 6:51 PM |
| 46 | Glad you are doing a survey. | Nov 14, 2011 2:06 PM |
| 47 | Two way traffic will result in more stops, more noise, more air pollution, less pedestrian and bike safety and more congestion. [Pro One-Way] | Nov 13, 2011 3:24 PM |
| 48 | If it ain't broke, don't fix it. If it's bending, don't fix it by breaking it! The city's densest area is on narrow and un-expandable terrain. OK. Driving there is dumb, and it can only be so safe and convenient. The present set-up is about as good as it's gonna get. [Pro One-Way] | Nov 13, 2011 1:15 PM |
| 49 | Strongly opposed to converting Johnson Gorham to two-way [Pro One-Way] | Nov 13, 2011 8:59 AM |
| 50 | Please maintain trees lining both streets. It is very aesthetic and healthy. | Nov 12, 2011 8:14 PM |
| 51 | I would like whatever street plan you choose to be appropriate for future bus "rapid transit" (very frequent buses along some streets). I would take the bus much more if I could just walk to a main street and catch one. | Nov 12, 2011 2:31 PM |

Page 2, Q7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

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| 52 | Right now if you drive the speed limit you can drive down Johnson or Gorham and only hit green lights. That is AWESOME. Going to two-way will eliminate that and increase idling time. Its fine as one way streets. Don't change it. [Pro One-Way] | Nov 12, 2011 2:28 PM |
| 53 | My personal support/opposition will, in a large part, be derived from where the two-way/one-way transition areas are placed and how they impact the surrounding area and the corridor as a whole. | Nov 12, 2011 12:58 PM |
| 54 | Most motorists travel at 35mph on these 25mph neighborhood streets, and this dangerous behavior is enabled/encouraged by having two lanes side by side going the same direction. Switching both streets to 2-way would allow the same volume of traffic to flow, but would psychologically discourage speeding and make it physically more difficult to speed (would not be able to just switch lanes if driving behind someone who is not speeding). [Pro Two-Way] | Nov 12, 2011 12:11 PM |
| 55 | The current one-way system is the only useful way to get to and from the west side to the airport. East Washington is way too slow with traffic lights and congested, as would any two-way street be. Thanks. [Pro One-Way] | Nov 12, 2011 7:20 AM |
| 56 | You didn't give room in the survey for people to check that they use the corridor for specific purposes never or a few times per year. I had to check "a few times per month" even though that's not true -- I use it less than that for almost all of your options. | Nov 12, 2011 6:15 AM |
| 57 | No 'increase/improve traffic flow through corridor' option for 'transportation goals'. No 'Decreased traffic flow' as a 'concerns' option. Survey obviously skewed towards position that two-way would be better for ped/bike traffic regardless of effect on traffic, and traffic is of secondary consideration. | Nov 12, 2011 1:02 AM |
| 58 | I think traffic would be unbearably congested if these two streets were made two way.... [Pro One-Way] | Nov 11, 2011 9:04 PM |
| 59 | I lived on E Johnson at Brearly and the traffic speed caused the noise level to be unacceptable. Also, there were many car crashes after the lights switched to flashing yellow, which seemed to increase speeds even more. I think 2-way streets will create a much more neighborhood feel. Now it feels like a freeway. I am highly in favor of trying 2-way traffic out. Thanks. [Pro Two-Way] | Nov 11, 2011 8:23 PM |
| 60 | Traffic is always way over the speed limit. Since Madison police don't stop that, at least when all cars are going one way, it is safer. [Pro One-Way] | Nov 11, 2011 8:13 PM |
| 61 | I can not see any real advantage to changing this corridor, I can see it failing quickly and reverting back to one ways causing even more disruption to business and residence. [Pro One-Way] | Nov 11, 2011 5:14 PM |
| 62 | Please do not convert these streets to 2-way traffic. Traffic flow during peak rush-hour times would come to a standstill. [Pro One-Way] | Nov 11, 2011 3:02 PM |

Page 2, Q7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

63	This surveyed is skewed so that the answers will result in the public saying Johnson and Gorham is too congested with traffic. If the end result is to reduce overall traffic or slow down motorist create a better a way to get across the isthmus.	Nov 11, 2011 2:51 PM
64	Those last 3 questions are good but after more information we need to be able to prioritize them not just choose one. We may desire all these results.	Nov 11, 2011 2:49 PM
65	Turning across oncoming traffic when traffic moves both ways creates backups/congestion, more slowdowns and more frustration. Traffic can "flow" best in one direction. Traffic lights might allow cars to turn but it requires more traffic to stop to accommodate them. [Pro One-Way]	Nov 11, 2011 2:41 PM
66	I believe this will create more of a traffic mess for cars and bicycles. Having the streets one-way keeps traffic consistent for cars and bicycles, and flowing smoothly. [Pro One-Way]	Nov 11, 2011 2:26 PM
67	Conversion to two-way will definitely result in more accidents, injuries, and driver confusion [Pro One-Way]	Nov 11, 2011 1:51 PM
68	I think turning any of the one way streets in the Madison near East and downtown areas is a huge mistake that will get people killed. I have yet to see a good reason to change the flow of traffic. Also: how will you deal with the Univ. Ave/Johnson street one way situation? Those would be terrible to make 2 way and would result in many students getting hit by cars. [Pro One-Way]	Nov 11, 2011 1:21 PM
69	This sounds like it will divert more traffic to E. Washington when that coridor can handle more traffic, or (during peak periods) divert traffic onto E. Mifflin/E. Dayton St. and maybe Sherman Ave., which I think would NOT be a desired result. I am concerned about impeded traffic flow and how that will influence drivers' mindsets as they interact with pedestrian and bicycle traffic in the area. [Pro One-Way]	Nov 11, 2011 1:17 PM
70	I think converting these to 2-way would be a disaster for traffic going to and from the UW and points beyond. [Pro One-Way]	Nov 11, 2011 12:57 PM
71	I'm really not sure this is a good idea at all. But, I could be persuaded if provided information/data on what the envisioned benefits might be.	Nov 11, 2011 11:37 AM
72	I've lived in Madison for 38 years, lived in the Johnson/Gorham corridor for 5 years, and lived another 9 additional years on the isthmus. I worry that converting the J/G corridor into two way streets will adversely affect business and parking in that neighborhood and adversely affect traffic on other streets. I get the idea that some people think apartment living is a problem. There is absolutely nothing wrong with apartment housing, and a good number of people prefer it for a wide variety of reasons. The J/G corridor is a great place to have a wide variety of income levels and ages living together (unlike Madison's more stressed neighborhoods where the majority of residents are low income with little access to jobs, fresh food and opportunities). Instead of focusing on merely changing traffic patterns, which will adversely affect parking,	Nov 11, 2011 11:20 AM

Page 2, Q7: You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

businesses and traffic on other streets, why not instead focus on building a community that people want to stay in and visit. Yes, obviously improve the streets so there is better pedestrian and bike access. Don't lose the parking (that is already terribly limited). Build a community center that all ages can access. Encourage new development that allows for business as well as living space. Keep those old homes as apartments as well as single family residences! The new block of condos is neither attractive nor a housing option most people seek out (seriously? It's been up a short time and always has for sale signs outside of it), but instead settle for (essentially purchasing an apartment that you then also have to pay "monthly fees" on top of taxes, utilities, etc? - there is a reason why every condo development I see in Madison is not filled and constantly has "for sale" signs out) Have programming and activities for all ages in the parks when the seasons permit. Maybe focus "ride the drives" in that section of town once in a while, and encourage community celebrations and block parties.

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| 73 | Part of this assessment should include an estimate of the increased property taxes the city will collect from an increased property assessment that would result from a two-way configuration. These streets have some of the best homes on the Isthmus, but no one will invest in them with a highway in their front yards. [Pro Two-Way] | Nov 11, 2011 10:55 AM |
| 74 | If you do this, please consider including bike lanes both ways on both Johnson and Gorham. I think the left-side bike lane on Johnson is dangerous and scary as a cyclist. Cars do not know to watch for a bike coming up on the left. | Nov 11, 2011 10:28 AM |
| 75 | Two-way streets are much friendlier to local residents and businesses, which have been sacrificed to create a commuter route with the current arrangement. Please strongly consider converting to two-way. [Pro Two-Way] | Nov 11, 2011 10:19 AM |
| 76 | My biggest concern is Winter driving. The pitch of the Gorham hill just past James Madison Park is horrible. In the Winter, more than once, cars and buses will not make it up the hill. They begin to slide sideways. A two way street in the Winter would be frightening in my opinion. I am curious how garbage pick up would happen if the streets become two way. I would rather the corridor remain one way on each street, the way it is. Better bicycle lanes and bus stops would help. Better signage to help prevent people from making a left turn from the right lane would be useful. Thank you for asking. [Pro One-Way] | Nov 11, 2011 10:08 AM |
| 77 | Why not just leave well enough alone? This all stinks of just another scheme to transfer our tax money to developers and road builders in return for political payoffs and kickbacks to local pols. [Pro One-Way] | Nov 11, 2011 9:25 AM |
| 78 | I use this corridor as a short cut. I could easily use E Washington as an alternative. | Nov 11, 2011 8:52 AM |
| 79 | The speed limit there is 25, and here is my secret magic: if one actually drives the speed limit, it's driving in time with the lights--so you can get all the way across town hitting only one or two reds, making for a much more pleasant experience! Safer, too... I think the biggest thing that can be done is (repeated, constant) education of the users. It's cheaper than an infrastructure change, and hopefully can have an impact on roadways beyond the ones being discussed. [Pro One-Way] | Nov 11, 2011 8:49 AM |

Page 2, Q7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

80	Improved traffic flow between downtown-west-of-capitol and airport	Nov 11, 2011 8:06 AM
81	Major concern is cars flowing back & forth on side streets between Gorham & Johnson trying to find the quickest way through the isthmus when traffic slows. It WILL likely happen. Potentially dangerous & will reduce quality of life there. [Pro One-Way]	Nov 11, 2011 7:20 AM
82	your survey does not include improving the ability of autos to travel through the corridor, only "transit" which i take to mean buses. i want to maintain/improve the ability of cars to get downtown and across town, and am concerned that converting to 2-way will slow traffic down, increase my travel time (and hydrocarbon emissions) when i need to travel downtown or across town. [Pro One-Way]	Nov 11, 2011 6:56 AM
83	Changing these streets to two way would create two Williamson Streets whci would be worse than the current situation. Traffic will not divert to E. Washington as the traffic that uses the corridor heads to UW, Middleton and the near south side. E Washington takes people in the other direction and is not a good alternative. [Pro One-Way]	Nov 11, 2011 6:29 AM
84	Because of Madison's unique geography, most crosstown traffic must be squeezed on to E Wash or Johnson/Gorham. The current one-ways with traffic light timing provides a good balance between expeditious transportation and keeping speeds low. Making Johnson/Gorham two way streets would mean more time sitting at red lights, more congestion and longer commute times. Please don't do it! [Pro One-Way]	Nov 11, 2011 6:08 AM
85	This is a horrible idea. Stop wasting tax payer money studying something that works. [Pro One-Way]	Nov 11, 2011 6:03 AM
86	2 way traffic will slow trAvel time and increase chance for accidents with bikes and running over the pedestrians. Think about snow issues with snow piles reducing width of street and problems for snow plows putting the snow some place. It is already tight. I used to live on johnson for many years. The parking is difficult too. [Pro One-Way]	Nov 11, 2011 5:50 AM
87	Every person clamoring for a change to 2-way streets moved in or bought knowing the streets are 1-way. If it was so bad, why would they buy? The corridor has a city-wide value - it's not just a local issue. The harsh reality is that traffic needs to move through downtown, and trying to change the streets to 2-way will be disastrous. They were converted to 1-way for a very good reason. Congested areas in all cities eventually go 1-way because it's better overall. Don't make this another train-horn situation where newbies want silence at the expense of safety. [Pro One-Way]	Nov 10, 2011 11:55 PM
88	It is wrong to lump biking and walking together as 'alternative transport.' The relation between cars, bikes, and peds is the relation between dogs, cats, and mice. A dog will go for cats, but may ignore mice; a cat will go for mice. Keep the d*mned bikes off my sidewalks.	Nov 10, 2011 10:02 PM
89	I think converging to two way traffic is a recipe for disaster. The pairs effectively move traffic and with the amount of traffic traveling in the isthmus they need to remain that way. I understand the neighborhood concern but they knew that the	Nov 10, 2011 9:29 PM

Page 2, Q7. You may provide additional comments in the space below. Please limit your comments to about two hundred words or less.

streets served this purpose when they moved there. [Pro One-Way]

- 90
This survey seems extremely limited in it's choices, thus quite. Useless.
Nov 10, 2011 9:03 PM
- 91
Two way streets will slow traffic and make the area more desirable, less of a highway, more attractive for permanent residents and more attractive for businesses. If it takes longer for commuters to enter/exit the isthmus if traffic must slow on two way streets, then that is an acceptable price to pay for improving Madison as a place to live and do business. [Pro Two-Way]
Nov 10, 2011 8:11 PM
- 92
East Johnson is fine as a one way street. Parking would need to be eliminated if two way traffic is reintroduced. When the snow falls, it narrows the roads which would cause more accidents. [Pro One-Way]
Nov 10, 2011 7:56 PM
- 93
The two-way concept should go further west through the MH neighborhood. Gorham is a residential street. It should not be a major street. [Pro Two-Way]
Nov 10, 2011 6:56 PM
- 94
I think it is a great idea. It will improv the business environment and will reduce traffic speeds. Both extremely important. [Pro Two-Way]
Nov 10, 2011 5:34 PM
- 95
One-way couplets are an inherently outdated idea in urban traffic management. They turn what should be welcoming neighborhood corridors into urban highways by elevating the needs of motor vehicles over other modes of travel, to say nothing of prioritizing the vehicular thoroughfare over the public realm as a whole. Cities are for people. [Pro Two-Way]
Nov 10, 2011 4:49 PM

East Johnson Street Traffic Study

Public Information Meeting #1

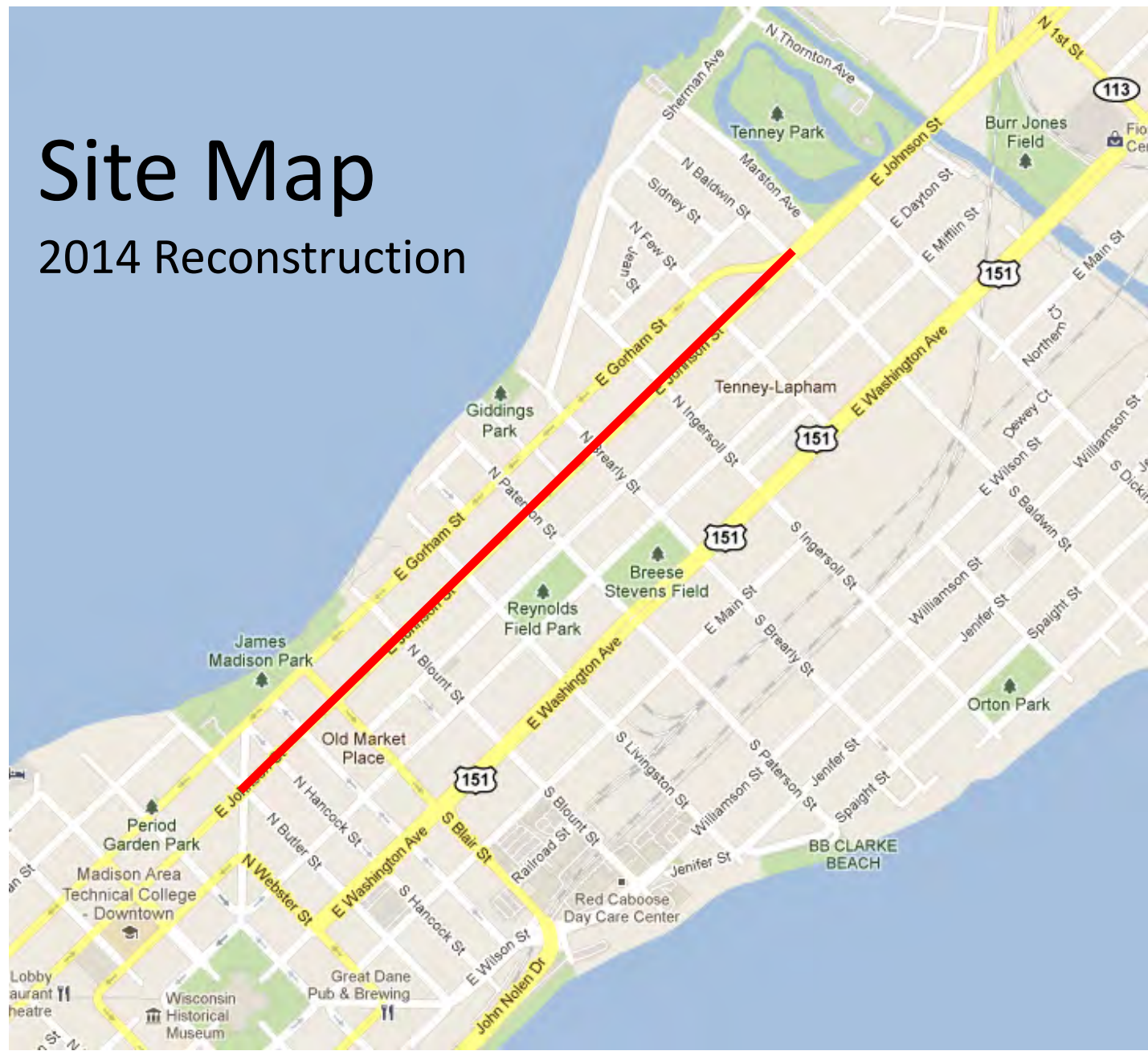
November 10, 2011

Presentation Outline:

- **Reason for Study**
- **Study Overview and Corridor Limits**
- **Current Conditions**
- **Key Elements**
- **Study Schedule**
- **Questions and Answers and Goals Exercise**

Site Map

2014 Reconstruction



Existing Conditions

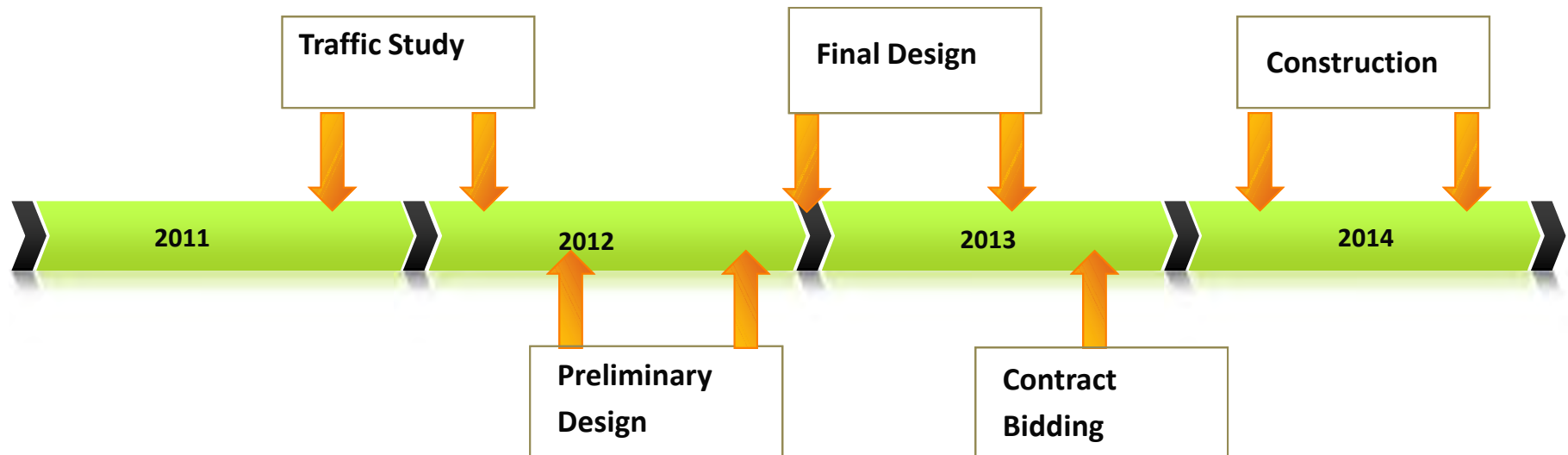


- Pavement rating 5 out of 10
- Curb rating 4 out of 10
- Storm Sewer 1900's & 1920's 12" clay pipe
- Sanitary Sewer 1900's 6" clay pipe
- Water Main 4" 1880's & 12" 1920's iron pipe

Construction

- New pavement, curb & gutter
- Sidewalk replacement as necessary
- New storm sewer, sanitary sewer & water main
- Street lights
- Streetscape
 - benches, bump-outs, colored crosswalks

Project Timeline



How to get info

- 4 PIM's this winter, more to come
- Project Manager
 - Chris Petykowski, City Engineering, 267-8678, cpetykowski@cityofmadison.com
 - Brian Smith, City Traffic Engineering, 261-9625, bsmith@cityofmadison.com
- Website
<http://www.cityofmadison.com/engineering/EJohnson/>
- My Account
<https://my.cityofmadison.com/>

Reason for Study:

- **Tenney-Lapham Neighborhood Association (TLNA) Plan**
 - Transportation Goal #1: Reduce the arterial use (**speed and volume**) of Johnson/Gorham
 - Overall desire to strengthen vitality of commercial core on E Johnson St, attract and retain businesses, increase homeownership, and improve livability



Reason for Study:

- **TLNA Plan**
 - Recommends investigating E Johnson and E Gorham two-way conversion
 - Council resolution asks Traffic Engineering to evaluate the feasibility of conversion



Reason for Study:

- **This study will:**
 - Develop a two-way conversion scenario
 - Evaluate the impact of two-way conversion
- **This study will not:**
 - Select final street lighting options, landscaping, pedestrian crossings, etc.
 - Constitute a larger Isthmus Area Transportation Master Plan
- **Bottom Line: You will have a better street in 2014 (one-way or two-way)**

Corridor Limits



Study Elements

Phase 1 – Planning Level Analysis

Two-way Scenario
Development

Regional Traffic
Modeling

Brief Initial Report

Meetings

- 2 Public Meetings
- 4 Board/
Committee

Nov. 2011 –
Jan. 2012

Phase 2 – Operational Intersection Analysis

Hourly traffic
forecasts

Intersection Traffic
Modeling

Overall Summary
Report

Meetings

- 2 Public Meetings
- 4 Board/
Committee

Feb. 2012 –
April 2012

Study Elements

- **If conversion occurs, what are the impacts within the neighborhood, on the isthmus, and beyond?**

Study Considerations

Motor vehicle congestion and queuing

Pedestrian, bicycle, and transit accessibility and mobility

Parking availability

Business vitality

Traffic diversion (location and time)

Aesthetics/streetscape impacts

Air quality

Capital Cost of Conversion

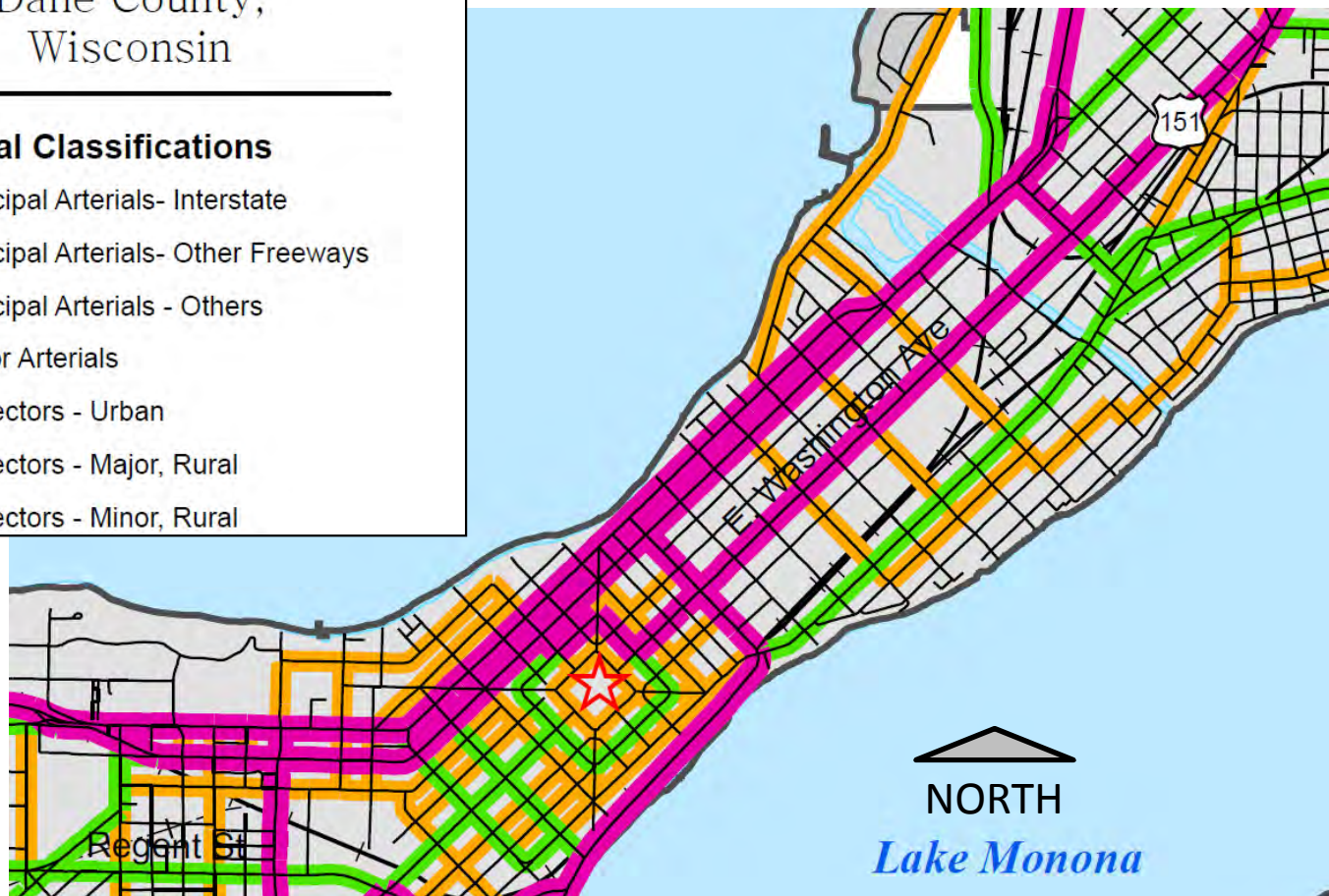
Current Conditions:

- **Street Classifications**

Dane County,
Wisconsin

Functional Classifications

- Principal Arterials- Interstate
- Principal Arterials- Other Freeways
- Principal Arterials - Others
- Minor Arterials
- Collectors - Urban
- Collectors - Major, Rural
- Collectors - Minor, Rural

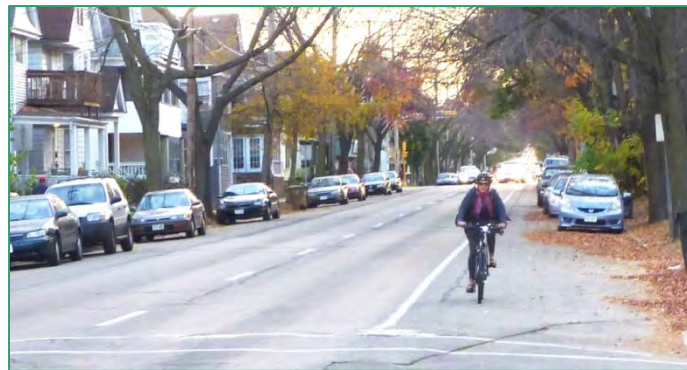


Current Conditions:

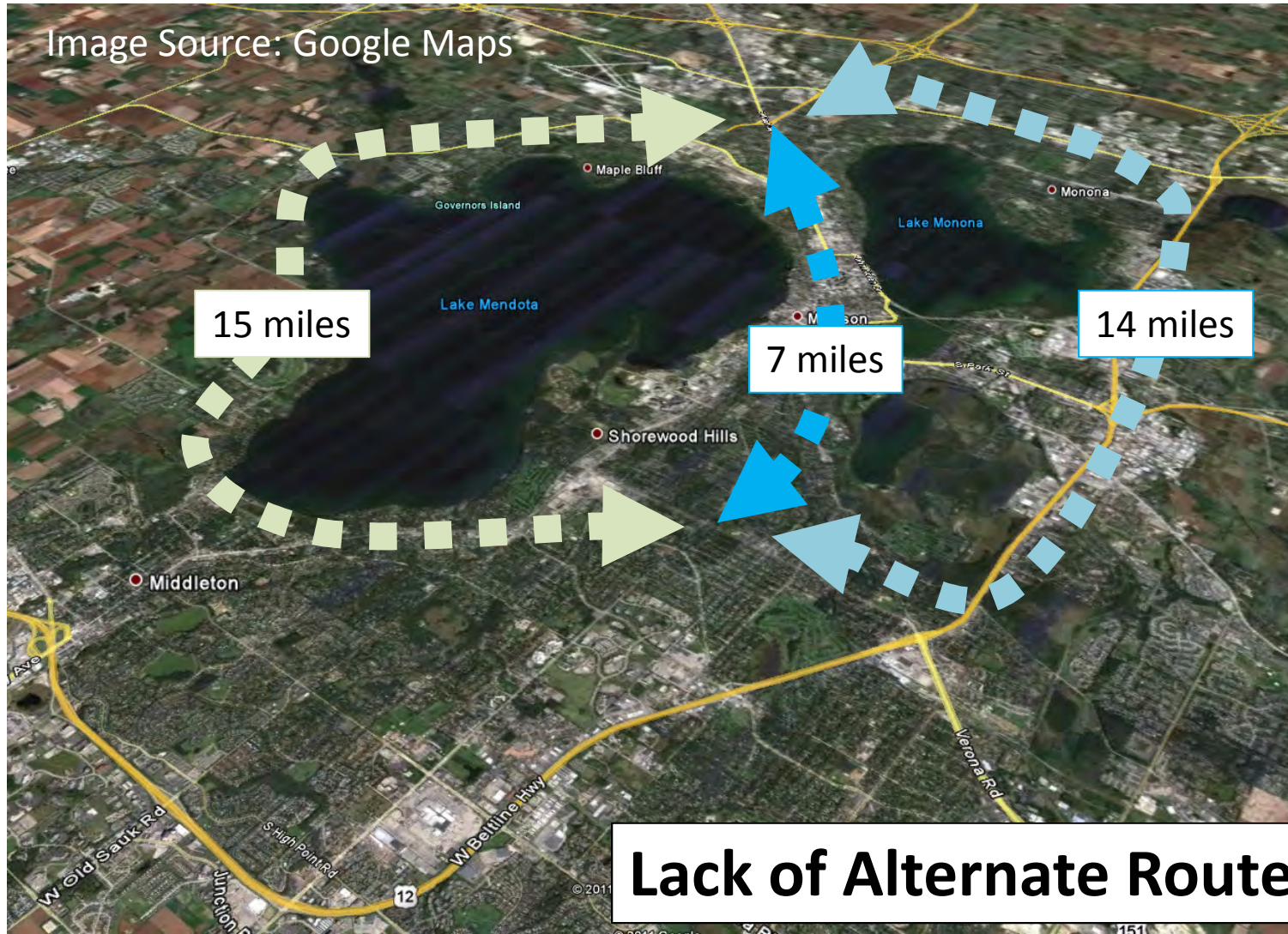
Item	E Johnson Street	E Gorham Street	Johnson/ Gorham Combined	E Washington Avenue	Williamson Street
2010 Motor Veh Volumes	15,000 – 21,500	13,000 – 19,000	28,000 – 40,500	45,000 – 51,000	17,000 – 21,500
Travel Lanes	2 (3 during peaks)	2	4 (5 during peaks)	6	2 (3 during peaks)
Parking Lanes	2	1	3	2	2 (1 during peaks)
Transit Routes	5	5	5	8	4

Current Conditions:

Item	E Johnson Street	E Gorham Street	E Washington Avenue	Williamson Street
Bicycle Facilities	Bike/ Parking Lane – Designated Bike Route	Bike/Parking Lane – Designated Bike Route	Bike/Parking Lane	Parking Lane
Average Speed	28 – 30 mph	28 – 29 mph	--	21 – 31 mph
85th Percentile Speed	32 – 34 mph	32 – 34 mph	--	27 – 35 mph



Key Elements:



Key Elements:

Image Source:
Bing Maps



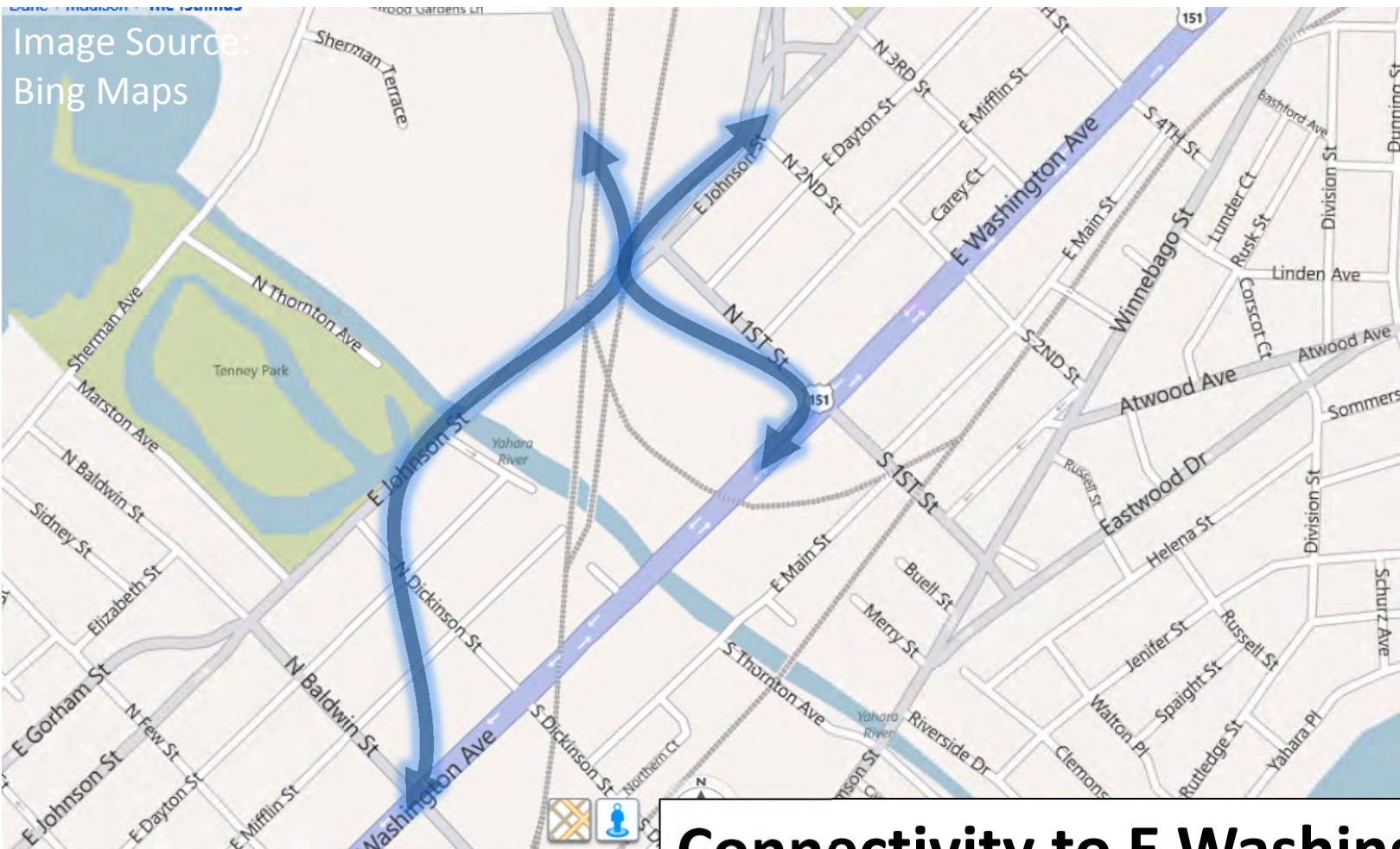
Rail and River Constraints

Key Elements:



Connectivity to E Washington

Key Elements:



Connectivity to E Washington

Key Elements:

- **Diverse Uses**

- High, medium, low density residential
- Commercial district
- Schools
- Churches
- Parks
- Bicycle routes
- Transit service
- Emergency response



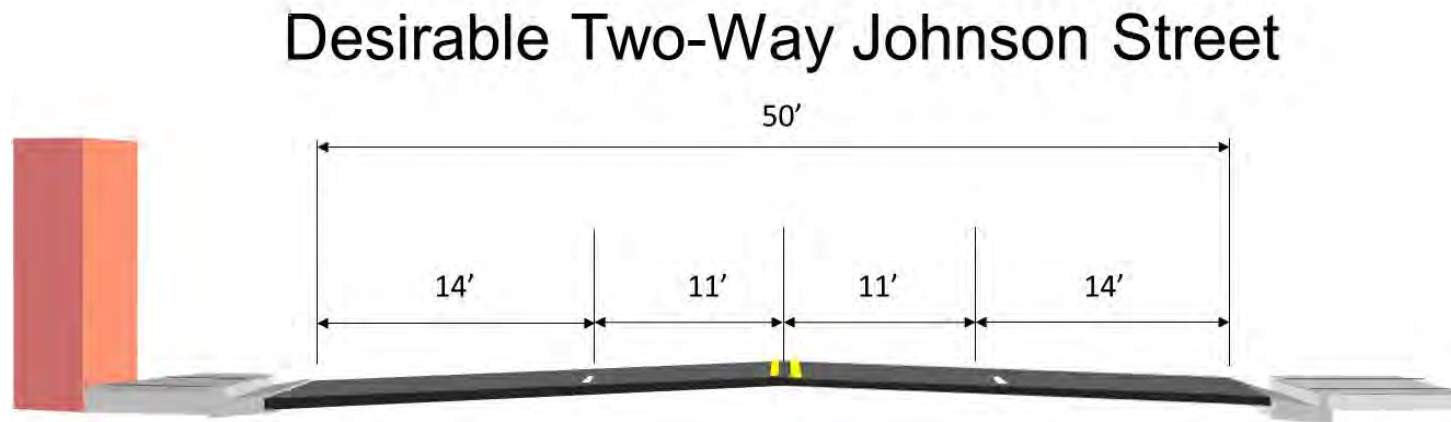
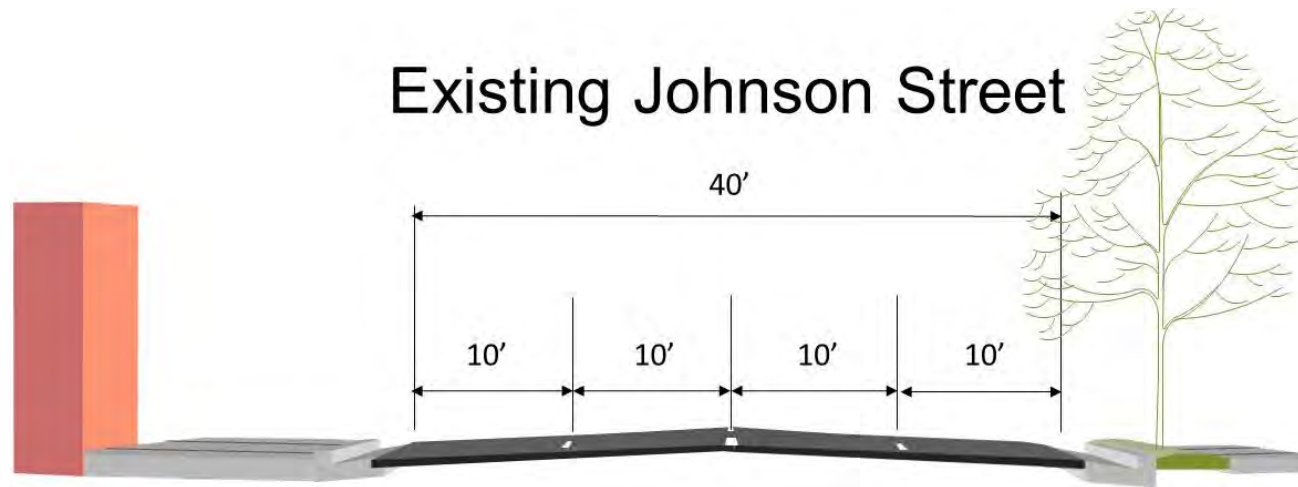
Key Elements:

- **Business Visibility vs. On-Street Parking**



Key Elements:

- **Tight Urban Corridor**



Study Schedule

- **Planning Level Analysis**

- Regional modeling: December 2011
- Public meeting #2: January 2012
- Initial report: January 2012

- **Operational Intersection Analysis**

- Intersection modeling: February 2012
- Public meeting #3: February 2012
- Draft overall report: March 2012
- Public meeting #4: March 2012
- Final overall report: April 2012

Study Schedule

- **Next Public Meeting will cover:**
 - Results of the survey
 - General two-way conversion scenarios
 - Results of the regional traffic modeling
 - Anticipated in January 2012

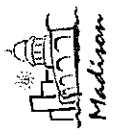
East Johnson Street Traffic Study

*Questions and Answers
and
Goals Exercise*

November 10, 2011

How to get more info

- Project Manager
 - Chris Petykowski, City Engineering, 267-8678, cpetykowski@cityofmadison.com
 - Brian Smith, City Traffic Engineering, 261-9625, bsmith@cityofmadison.com
- Website
<http://www.cityofmadison.com/engineering/EJohnson/>
- My Account
<https://my.cityofmadison.com/>
- User Survey
<http://www.surveymonkey.com/s/FQFPY88>



EAST JOHNSON STREET TRAFFIC STUDY - PUBLIC MEETING #1

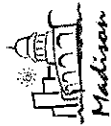
Location: Christ Presbyterian Church Fellowship Hall, 944 East Gorham Street, Madison, WI
November 10, 6:00 PM

NAME	REPRESENTING	ADDRESS (Optional)	CITY & ZIP CODE	E-MAIL (Optional)
Joseph Heygendorf	Self	2138 E Regent St.	Madison 53706	
Drew Latta	Self	511 N Hancock #301	MADISON 53703	LEJJA@CHOURS.NET
Cara Sandbass	Self	1904 Kessel	Madison 53726	
Bryan Post	Self	653 E Gorham	Madison 53703	
Don Backes	Self	3205 Baldwin	Madison 53703	
LOREN HOFFMANN	Self	5035 MARATHON DR	MADISON 53705	Loren.Hoffmann@gmail.com
John Kania	Self	7436 Johnson St.	Madison 53703	
Patrick Heck	"	123 N Blount St	"	patrick@jmail.com
Joseph Cerniglia	Mad Town Pizza	912 E Johnson	Madison WI	JACKRKC + charter.net
Jacqueline Kent	Self	427 E Gorham #108	53703	
Patrick McEwen	self	134 N. Butler #3	53703	
Brian Roessler	self	1041 E. Gorham St	53703	
JANE SCHARER	self	842 Prospect Pl	53703	
JOHN HEATON	Self	113 Harding St	53714	johnheaton@yahoo.com
Timothy Olsen	Timothy Olsen	1331 E. Johnson St.	53703	timothy.olsen@sbcglobal.net
Tim Bindner		205 N. Waterloo	53703	

EAST JOHNSON STREET TRAFFIC STUDY - PUBLIC MEETING #1

Location: Christ Presbyterian Church Fellowship Hall, 944 East Gorham Street, Madison, WI

November 10, 6:00 PM



NAME	REPRESENTING	ADDRESS (Optional)	CITY & ZIPCODE	E-MAIL (Optional)
Karen Corcoran	self	1114 E. Johnson st	Madison 53103	

Please Print



EAST JOHNSON STREET TRAFFIC STUDY - PUBLIC MEETING #1

Location: Christ Presbyterian Church Fellowship Hall, 944 East Gorham Street, Madison, WI
 November 10, 6:00 PM

NAME	REPRESENTING	ADDRESS (Optional)	CITY & ZIPCODE	E-MAIL (Optional)
Maagie Cardona	Self	121 N Ingersoll	53703	
Alex Champion	Self	712 E Johnson St.	53703	alexchampion@gmail
John Quaruccio	ME	413 N. PATERSON	53703	jquaruccio@gmail
Nathan Ottinger	ME	1233 E MATHISON ST EAST JOHNSON ST	53703	nathan.ottinger@gmail.com
Ron Hoegel	Self	1114 E Johnson St	53703	rhaegel@gmail.com
SANDRA WARD	SELF	441 N PATERSON	53703	swa.hrd@tds.net
Scott B. Thornton	Self	1104 JENIFER	53703	sbthornton@gmail.com
Rob Lafousek	Self	407 N Breauly	53703	latausek@centaursy stems.com
Brian McCormick	self	4 11	4	briannuc52@yahoo.com

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EAST JOHNSON STREET TRAFFIC STUDY - PUBLIC MEETING #1

Location: Christ Presbyterian Church Fellowship Hall, 944 East Gorham Street, Madison, WI
 November 10, 6:00 PM

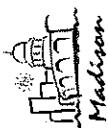
NAME	REPRESENTING	ADDRESS (Optional)	CITY & ZIPCODE	E-MAIL (Optional)
KEVIN LUECKE	BIKE FED	121 N. INGERSON ST.	MAD 53703	Kevin.luecke@bfinc.org
JOE LUSSEN	Self	627 E. Gorham	11 11	joelussen@gmail.com
Amy Quattuccio	Self	413 N. Paterson St.	MAD. 53703	littlehands76@gmail.com
Eileen Murdoch	Self	435 N. Paterson	MAD 53703	evmurda1th@hotmail.com
Kim Johns	DOTMC			kimjohns@kjohnsmanila.com
Gerrit Conger	Self	215 N. Brearly		gcongner@sbcglobal.net
Patty Prime	Self	432 Sidney St	Madison 53703	pprime@gmail.com
Megan Maguire	Spelman Nigh Assoc.	1309 Huxley St	Mad 53704	maguire.megan@yahoo.com
Rebecca Calkins	Self	1229 E. Mifflin	53703	evanwedell@yahoo.com
Evan Wedell				
SONIA MOSKALK				

Handwritten signatures and initials at the bottom of the page, including a large scribble and several initials.

60

EAST JOHNSON STREET TRAFFIC STUDY - PUBLIC MEETING #1

Location: Christ Presbyterian Church Fellowship Hall, 944 East Gorham Street, Madison, WI
November 10, 6:00 PM



DRAFT

NAME	REPRESENTING	ADDRESS (Optional)	CITY & ZIPCODE	E-MAIL (Optional)
Nick Schroeder		213 S. Bacon	53703	nicholschroeder@gmail.com
David Naugh		1213 E. Miffittin	53703	dwaugh@wi.s.edu
GENE MITCHELL		1225 E. JOHNSON	53703	gene.mitchell@choctaw.net
Patrick McDonnell		441 N. PATERSON	53703	p.mcdonnell@tds.net
Kedell Zellers		570 N. CARROLL ST	53703	kedell.zellers@gmail.com
Tom / B3 de		2150. Bacon	53703	
Richard Lester	TLNA	432 Sidney St	53703	R.LINSTER@TDS.NET
Kathy Peterson	Christ Church	944 E. Gorham St	53703	Kathy Kathy@cpmadison.org
Alan Crossley		459 Sidney St	53703	wildmyr@sbcglobal.net
John Archer	Self	2720 E. Gorham #201	53703	samba1212@windspring.com

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Why Support 2-Way Traffic on Gorham and Johnson?

Two-way vehicle traffic on East Gorham and East Johnson streets will help revitalize our residential neighborhoods and business district by:

- making neighborhood homes more attractive to families, owner-occupants & longterm renters
- improving safe pedestrian access to our schools, parks and beaches
- improving visibility and access to local businesses
- reducing air pollution and congestion by not forcing people to circle the block
- improving bicycle safety
- reducing commuter traffic volume by encouraging greater use of East Washington Avenue
- keeping traffic speeds closer to 25 mph, rather than 35-40 mph
- increasing property values, benefiting the neighborhood and city budget
- encouraging investment in homes and businesses
- removing a barrier between separate parts of our neighborhood
- encouraging a safer link between the Children's Museum and James Madison Park

Revitalizing our neighborhood through transportation alternatives such as this is a goal of the Tenney-Lapham neighborhood plan, adopted by the Common Council in 2008.

To indicate your support:

- Sign and circulate the 2-Way Gorham/Johnson petition
- email your alder district2@cityofmadison.com

To volunteer or get more information, contact 2-Way Gorham/Johnson at joelusson@gmail.com or 256-5941.

See the TLNA plan at danenet.org/TLNA/plan2008.pdf

PIM COMMENT SHEET

**East Johnson Street Traffic Study
Public Information Meeting #1**

Christ Presbyterian Church Fellowship Hall
944 East Gorham Street, Madison
November 10, 2011



Please drop form in comment box provided at the meeting or mail to:

FROM:

Name:	Patrick McEwen
Address:	134 N. Butler #3 Madison, WI 53703
Representing:	

TO:

Attn: Chris Petykowski
City of Madison Engineering
210 Martin Luther King Jr. Blvd.
Room 115
Madison, WI 53187-0798

Your input is very important to the **City of Madison**. In the space below, please provide your comments regarding the East Johnson Street project. (Please attach another sheet if needed.)

Leave open the option for either 1-way or 2-way so the isthmus wide traffic study can utilize it as either. This should be the number 1 priority since the traffic flow will have an impact on the entire isthmus that the Johnson - Gorham study alone can't discuss.

PIM COMMENT SHEET

East Johnson Street Traffic Study Public Information Meeting #1

Christ Presbyterian Church Fellowship Hall
944 East Gorham Street, Madison
November 10, 2011



Please drop form in comment box provided at the meeting or mail to:

FROM:

Name:	Gay Davidson-Zielske
Address:	1014 E. Gorham Madison, WI. 53703
Representing:	(Homeowners + landlords myself + husband

TO:

Attn: Chris Petykowski
City of Madison Engineering
210 Martin Luther King Jr. Blvd.
Room 115
Madison, WI 53187-0798
E. Gorham)

Your input is very important to the **City of Madison**. In the space below, please provide your comments regarding the East Johnson Street project. (Please attach another sheet if needed.)

1) The meeting was well-run.

2) We must be safer + slower traffic. 2-way may do it.

Re GOALS and PRIORITIES

DRAFT

PIM COMMENT SHEET

East Johnson Street Traffic Study
Public Information Meeting #1
Christ Presbyterian Church Fellowship Hall
944 East Gorham Street, Madison
November 10, 2011



Please drop form in comment box provided at the meeting or mail to:

FROM:

Name:	Timothy Olsen
Address:	1331 E. Johnson St. Madison, WI 53703
Representing:	Tenney-Lapham Neighborhood Assoc.

TO:

Attn: Chris Petykowski
City of Madison Engineering
210 Martin Luther King Jr. Blvd.
Room 115
Madison, WI 53187-0798

Your input is very important to the **City of Madison**. In the space below, please provide your comments regarding the East Johnson Street project. (Please attach another sheet if needed.)

* From the City approved TLNA plan

Goal 1: Reduce the arterial use (speed and volume) of East Johnson and Gorham streets between First St and Wisconsin Avenue. Align their street use with their residential and local retail land uses.

Goal 2: Introduce transit alternatives connecting Tenney-Lapham to other neighborhoods and downtown.

Goal 3: Make bicycle transportation for commuting and recreation more convenient.

From my personal point of view (not TLNA) ^{officially}

Goal: Make Johnson and Gorham ~~more~~
More Destination
Less Doorway

(Doorway is perfectly reasonable.)

PIM COMMENT SHEET

East Johnson Street Traffic Study Public Information Meeting #1

Christ Presbyterian Church Fellowship Hall
944 East Gorham Street, Madison
November 10, 2011



Please drop form in comment box provided at the meeting or mail to:

FROM:

Name:
Address:
Representing:

TO:

**Attn: Chris Petykowski
City of Madison Engineering
210 Martin Luther King Jr. Blvd.
Room 115
Madison, WI 53187-0798**

Your input is very important to the **City of Madison**. In the space below, please provide your comments regarding the East Johnson Street project. (Please attach another sheet if needed.)

- 1) Getting off the isthmus.
- 2) LIKE quiet nature of gorham as one-way @ night.
- 3) One way streets make it easier ~~to~~ to make turns.
- 4) LIKE WALKING on ONE way STREETS BETTER

PIM COMMENT SHEET

East Johnson Street Traffic Study Public Information Meeting #1

Christ Presbyterian Church Fellowship Hall
944 East Gorham Street, Madison
November 10, 2011



Please drop form in comment box provided at the meeting or mail to:

FROM:

Name: Bob Kiebba
Address: 1213 E Mifflin St
Representing: self

TO:

Attn: Chris Petykowski
City of Madison Engineering
210 Martin Luther King Jr. Blvd.
Room 115
Madison, WI 53187-0798

Your input is very important to the **City of Madison**. In the space below, please provide your comments regarding the East Johnson Street project. (Please attach another sheet if needed.)

— traffic speed and volume need to be reduced. to improve safety

— Goal is to make neighborhood more liveable.

— More bike friendly

— Improve real estate value

— It would be nice to have a safer crossing for kids N of Gorham going to & coming from school.

PIM COMMENT SHEET

**East Johnson Street Traffic Study
Public Information Meeting #1**

Christ Presbyterian Church Fellowship Hall
944 East Gorham Street, Madison
November 10, 2011



Please drop form in comment box provided at the meeting or mail to:

FROM:

Name:	Alan Crossley
Address:	459 Sidney St
Representing:	

TO:

Attn: Chris Petykowski
City of Madison Engineering
210 Martin Luther King Jr. Blvd.
Room 115
Madison, WI 53187-0798

Your input is very important to the **City of Madison**. In the space below, please provide your comments regarding the East Johnson Street project. (Please attach another sheet if needed.)

Thanks for your willingness to do this survey

I guess the assumption is that one-way streets move traffic more efficiently + quicker.

I'm interested in knowing:

Will 2-way traffic carry same volume or reduce volume?

Will 2-way slow speeds or increase speeds

Will 2-way help or hinder business districts

- for example Wally St + Monroe businesses are vibrant

- could we expect similar vibrancy on Johnson

Will 2-way foster "safer" traffic - measured by accidents, etc

Will 2-way foster "safer" pedestrians - measured by accidents, etc

Will 2-way foster "safer" bicycle use - " " " "

Will 2-way foster better sense of community in neighborhood

Will 2-way increase interest in living in the neighborhood

Would you please make the power points given tonight available on the east johnson web site? Good info.

Thank you for coming. Nice job of managing the meeting and managing the audience while allowing people to express their views.

PIM COMMENT SHEET

**East Johnson Street Traffic Study
Public Information Meeting #1**

Christ Presbyterian Church Fellowship Hall
944 East Gorham Street, Madison
November 10, 2011



Please drop form in comment box provided at the meeting or mail to:

FROM:

and John

Name:	Amy Quartuccio
Address:	413 N. Paterson St. Madison 53703
Representing:	Yours Truly + the 608

TO:

Attn: Chris Petykowski
City of Madison Engineering
210 Martin Luther King Jr. Blvd.
Room 115
Madison, WI 53187-0798

Your input is very important to the **City of Madison**. In the space below, please provide your comments regarding the East Johnson Street project. (Please attach another sheet if needed.)

We would like to see fewer cars travelling through our neighborhood. Fewer cars travelling at a slower rate of speed, belching out fewer emissions, and creating less noise. We would like an environment in which businesses could thrive! We should like to live in a neighborhood which doesn't have unsightly power lines everywhere!

PIM COMMENT SHEET

East Johnson Street Traffic Study Public Information Meeting #1

Christ Presbyterian Church Fellowship Hall
944 East Gorham Street, Madison
November 10, 2011



Please drop form in comment box provided at the meeting or mail to:

FROM:

Name:	Rob Latousek
Address:	407 N Brearly St
Representing:	Myself

TO:

Attn: Chris Petykowski
City of Madison Engineering
210 Martin Luther King Jr. Blvd.
Room 115
Madison, WI 53187-0798

Your input is very important to the **City of Madison**. In the space below, please provide your comments regarding the East Johnson Street project. (Please attach another sheet if needed.)

I would like to see the recommendations of the original ~~plan~~ Isthmus Traffic Redirection Plan implemented (from the 1980s) fully.

PIM COMMENT SHEET

East Johnson Street Traffic Study Public Information Meeting #1

Christ Presbyterian Church Fellowship Hall
944 East Gorham Street, Madison
November 10, 2011



Please drop form in comment box provided at the meeting or mail to:

FROM:

Name:	John Archer & Lynn Archer
Address:	720 E. Gorham St #201 Madison, WI 53703
Representing:	Self

TO:

Attn: Chris Petykowski
City of Madison Engineering
210 Martin Luther King Jr. Blvd.
Room 115
Madison, WI 53187-0798

Your input is very important to the **City of Madison**. In the space below, please provide your comments regarding the East Johnson Street project. (Please attach another sheet if needed.)

Objective: Create a quieter, safer, more prosperous neighborhood - environment that fosters more successful businesses & safer streets. How do we replicate the successes of Monroe & Willy St. here?

Goal:

PIM COMMENT SHEET

East Johnson Street Traffic Study
Public Information Meeting #1
Christ Presbyterian Church Fellowship Hall
944 East Gorham Street, Madison
November 10, 2011



Please drop form in comment box provided at the meeting or mail to:

FROM:

Name:	Dandra Ward
Address:	441 N. Paterson
Representing:	Self

TO:

Attn: Chris Petykowski
City of Madison Engineering
210 Martin Luther King Jr. Blvd.
Room 115
Madison, WI 53187-0798

Your input is very important to the **City of Madison**. In the space below, please provide your comments regarding the East Johnson Street project. (Please attach another sheet if needed.)

We need to change designation of Johnson + Gorham from arterial to residential

Develop modes of transportation beyond simple occupancy vehicle such as park + ride, more mass transit

Most of Johnson and all of Gorham are residential -- the streets should be used as such

If Williamson + Monroe can be 2-way then Johnson can be too

Decrease the speed + volume on Johnson + Gorham

PIM COMMENT SHEET

**East Johnson Street Traffic Study
Public Information Meeting #1**

Christ Presbyterian Church Fellowship Hall
944 East Gorham Street, Madison
November 10, 2011



Please drop form in comment box provided at the meeting or mail to:

FROM:

Name: David Waugh
Address: 1213 E. Mifflin
Representing: Myself

TO:

Attn: Chris Petykowski
City of Madison Engineering
210 Martin Luther King Jr. Blvd.
Room 115
Madison, WI 53187-0798

Your input is very important to the **City of Madison**. In the space below, please provide your comments regarding the East Johnson Street project. (Please attach another sheet if needed.)

Williamson street businesses thrive with 2 way
Johnson Business struggle under oneway

Improve mass transit - Add wifi, CNN,
clear (~~un~~unwrapped) windows, more routes
with street light priority (~~signals~~ signals)

Must shift traffic to East Washington

Include Neighborhood rep on
Study Team

PIM COMMENT SHEET

East Johnson Street Traffic Study Public Information Meeting #1

Christ Presbyterian Church Fellowship Hall
944 East Gorham Street, Madison
November 10, 2011



Please drop form in comment box provided at the meeting or mail to:

FROM:

Name:	Henry Lane
Address:	523 E Gorham
Representing:	myself

TO:

Attn: Chris Petykowski
City of Madison Engineering
210 Martin Luther King Jr. Blvd.
Room 115
Madison, WI 53187-0798

Your input is very important to the **City of Madison**. In the space below, please provide your comments regarding the East Johnson Street project. (Please attach another sheet if needed.)

Funnel more traffic to East Washington
via 1st st. (going west)

Make it easier to get from pensacola
to E wash

(maybe traffic circle) at 1st
and Johnson

2 way makes neighborhood more livable

Either way more traffic needs to
be routed to E wash.

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PIM COMMENT SHEET

East Johnson Street Traffic Study Public Information Meeting #1

Christ Presbyterian Church Fellowship Hall
944 East Gorham Street, Madison
November 10, 2011



Please drop form in comment box provided at the meeting or mail to:

FROM:

Name: Alex Champion
Address:
742 E. Johnson St. #2
Representing:
Myself

TO:

Attn: Chris Petykowski
City of Madison Engineering
210 Martin Luther King Jr. Blvd.
Room 115
Madison, WI 53187-0798

Your input is very important to the **City of Madison**. In the space below, please provide your comments regarding the East Johnson Street project. (Please attach another sheet if needed.)

Apparent contradictions to reduce traffic and pollution as well as increase safety. A major commuting street will be difficult to enter from certain roadsides and driveways, idling. Lower speeds means ~~less~~ fuel efficiency. People will have to look both ways to cross and will endanger pedestrians further whether entering or exiting driveways.

I want: A stable traffic ecosystem, a place to swiftly ride my bike,

PIM COMMENT SHEET

**East Johnson Street Traffic Study
Public Information Meeting #1**
 Christ Presbyterian Church Fellowship Hall
 944 East Gorham Street, Madison
 November 10, 2011



Please drop form in comment box provided at the meeting or mail to:

FROM:

Name:	KEVIN LUECKE + MAGGIE CARDEN
Address:	121 N INGERSOLL ST MADISON 53703
Representing:	SELF

TO:

Attn: Chris Petykowski
 City of Madison Engineering
 210 Martin Luther King Jr. Blvd.
 Room 115
 Madison, WI 53187-0798

Your input is very important to the **City of Madison**. In the space below, please provide your comments regarding the East Johnson Street project. (Please attach another sheet if needed.)

- It is critical that the reconstructed street provide better, safer bike facilities. The existing shared bike/parking lane (t Gorham) is not wide enough + places cyclists directly in the door zone.
- Recon. street should have a DESIGN SPEED equal to the POSTED SPEED LIMIT - if speed limit is 25, target an 85% of 23-24
- Improved pedestrian experience - better marked crossings, ADA compliant curb ramps, street furniture...
- Actively work to prevent spillover traffic into the neighborhood - traffic calming on adjoining streets.

PIM COMMENT SHEET

**East Johnson Street Traffic Study
Public Information Meeting #1**

Christ Presbyterian Church Fellowship Hall
944 East Gorham Street, Madison
November 10, 2011



Please drop form in comment box provided at the meeting or mail to:

FROM:

Name:	KEVIN LUECKE
Address:	409 E. MAIN ST. # 203
	MADISON 53703
Representing:	BICYCLE FEDERATION OF WISCONSIN

TO:

Attn: Chris Petykowski
City of Madison Engineering
210 Martin Luther King Jr. Blvd.
Room 115
Madison, WI 53187-0798

Your input is very important to the **City of Madison**. In the space below, please provide your comments regarding the East Johnson Street project. (Please attach another sheet if needed.)

- With the use of Federal Funds, full compliance with TRANS 75 is required. This should include bicycle facilities that at a minimum meet AASHTO + WisDOT guidance. Ideally a buffered or fully separated bicycle facility would be provided.
- Greatly increased bicycle parking is needed in commercial + high-density residential ~~re needed~~ areas. The recent addition of bike parking throughout the Williamson ~~corridor~~ corridor is a good model.
- Census blocks in this corridor have the highest bicycle and pedestrian commute mode share in the city - the reconstructed street must serve these bicyclists and pedestrians.
- Lower traffic speeds should be a goal of the Final project - regardless of 1-way or 2-way. Use a design speed equal to the speed limit and target an 85th% speed below the posted speed limit.

PIM COMMENT SHEET

**East Johnson Street Traffic Study
Public Information Meeting #1**
Christ Presbyterian Church Fellowship Hall
944 East Gorham Street, Madison
November 10, 2011



Please drop form in comment box provided at the meeting or mail to:

FROM:

Name:
Address:
Representing:

TO:

**Attn: Chris Petykowski
City of Madison Engineering
210 Martin Luther King Jr. Blvd.
Room 115
Madison, WI 53187-0798**

Your input is very important to the **City of Madison**. In the space below, please provide your comments regarding the East Johnson Street project. (Please attach another sheet if needed.)

Safer for children going to school
 environment that helps local business
 encourage more families foot traffic
 " more people to raise a family

PIM COMMENT SHEET

**East Johnson Street Traffic Study
Public Information Meeting #1**
Christ Presbyterian Church Fellowship Hall
944 East Gorham Street, Madison
November 10, 2011



Please drop form in comment box provided at the meeting or mail to:

FROM:

Name:	Charles Deming
Address:	311 N. Broadway St
Representing:	

TO:

Attn: Chris Petykowski
City of Madison Engineering
210 Martin Luther King Jr. Blvd.
Room 115
Madison, WI 53187-0798

Your input is very important to the **City of Madison**. In the space below, please provide your comments regarding the East Johnson Street project. (Please attach another sheet if needed.)

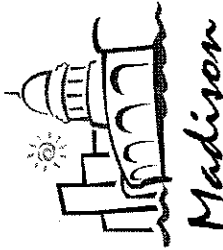
Problems with 2-way Gorham/Johnson:

1. Slows traffic - more congestion.
2. Gorham St Hill in winter (between Franklin and Wisconsin) would be twice as treacherous with snow storm or icy conditions.
3. More difficult to cross street.

GOALS AND PRIORITIES

East Johnson Street Traffic Study Public Information Meeting #1

Christ Presbyterian Church Fellowship Hall
944 East Gorham Street, Madison
November 10, 2011



Please drop form in comment box provided at the meeting

Your input is very important to the **City of Madison**. In the space below, please list what you feel are the top three goals for the east Johnson Street corridor, starting with the most important. You may use the list developed at the meeting or provide other corridor goals.

GOAL #1: More Traffic Routed to F. Wash.

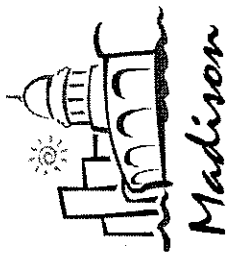
GOAL #2: More livability downtown

GOAL #3: Better Businesses and ~~scap~~
more single family homes

GOALS AND PRIORITIES

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November 10, 2011



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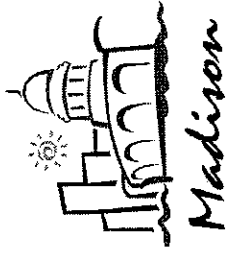
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- GOAL #1: Children cross 2 main arterials to attend school - so safe for children walking & biking
- GOAL #2: more inviting for soft traffic
- GOAL #3: encourage people to have families in neighborhood

GOALS AND PRIORITIES

East Johnson Street Traffic Study Public Information Meeting #1

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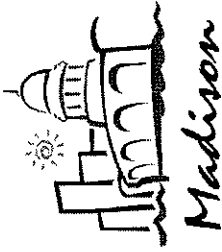
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- GOAL #1: Ease of residents to commute to work outside of the Gotham-Johnson neighborhood
- GOAL #2: Turning into + pulling out of driveways
- GOAL #3: Pedestrian crossing of streets

GOALS AND PRIORITIES

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Your input is very important to the City of Madison. In the space below, please list what you feel are the top three goals for the east Johnson Street corridor, starting with the most important. You may use the list developed at the meeting or provide other corridor goals.

GOAL #1: SLOW TRAFFIC

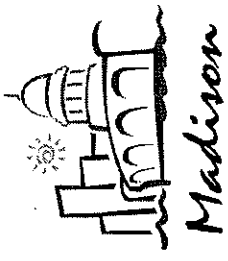
GOAL #2: INCREASE other modes of transportation

GOAL #3: GUARD air quality aesthetics
- livability + desirability
of home ownership

DRAFT

GOALS AND PRIORITIES

East Johnson Street Traffic Study
 Public Information Meeting #1
 Christ Presbyterian Church Fellowship Hall
 944 East Gorham Street, Madison
 November 10, 2011



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Your input is very important to the **City of Madison**. In the space below, please list what you feel are the top three goals for the east Johnson Street corridor, starting with the most important. You may use the list developed at the meeting or provide other corridor goals.

GOAL #1: Speed limit or traffic travel
20-27 mph 27-35. oneway or 2way.

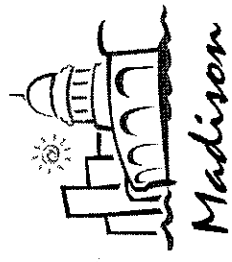
GOAL #2: Traffic must move, not s. fast
lights.

GOAL #3: _____

GOALS AND PRIORITIES

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GOAL #1: *Divert more traffic onto E. Washington, since it is designed to handle more.*

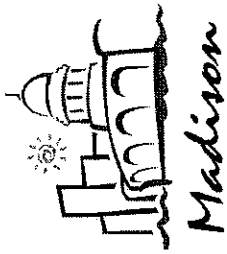
GOAL #2:

GOAL #3:

GOALS AND PRIORITIES

East Johnson Street Traffic Study Public Information Meeting #1

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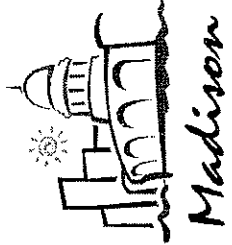
Your input is very important to the **City of Madison**. In the space below, please list what you feel are the top three goals for the east Johnson Street corridor, starting with the most important. You may use the list developed at the meeting or provide other corridor goals.

- GOAL #1: Make the area create a climate that would be:
- GOAL #2: ① Safe, in order to promote a neighborhood feeling
- GOAL #3: ② More businesses, ~~promoting~~ promoting business success
- GOAL #3: ③ Quieter, in order to feel we're a neighborhood, not a transportation conduit.

GOALS AND PRIORITIES

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IF YOU
CANNOT
WRITE
RIGHT
WAY
BIKE!

GOAL #1: KEEP BIKES OFF SIDEWALKS

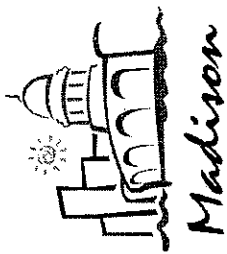
GOAL #2: DON'T ALLOW BIKES TO GO WROBLC WAY
ON SIDEWALKS, ON ~~ST~~ STREETS OR IN BIKE LANES

GOAL #3: MAKE SPACE CARS STOP FOR PEDESTRIANS CROSSING
THIS IS ESPECIALLY SERIOUS ON ONE-WAY STREETS
WHEN THE SECOND LANE DOESN'T STOP #

GOALS AND PRIORITIES

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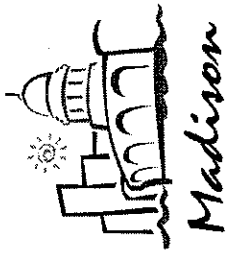
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- GOAL #1: SLOWING TRAFFIC; IT'S TOO FAST TO EASILY ACCESS BUSINESS
- GOAL #2: REDUCING VOLUME OF TRAFFIC BY USING DIVERSION TO EAST WASHINGTON
- GOAL #3: INCREASING PARKING OPPORTUNITIES FOR RESIDENTS. CONSIDER A LOT/STRUCTURE N SIDE OF 800 BLOCK OF E. JOHNSON. ENTER ON E. JOHNSON EXIT N. PATTERSON

GOALS AND PRIORITIES

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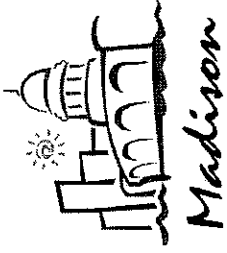
GOAL #1: Convert E. Gorham & E. Johnson 1 way to 2 way residential street

GOAL #2: Child & pedestrian safety. Improve all of these via 2-way streets.

GOAL #3:

GOALS AND PRIORITIES

East Johnson Street Traffic Study
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GOAL #1: 2-way westward beyond Wisc. Ave.

e.g. Gorham is Residential westward beyond Wisc

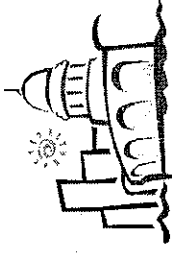
GOAL #2: Decrease VMD (which 2-way does)

GOAL #3: Give equal attention to all transportation modes (bikes, pedestrians) and emphasize things like park + ride

GOALS AND PRIORITIES

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November 10, 2011



Madison

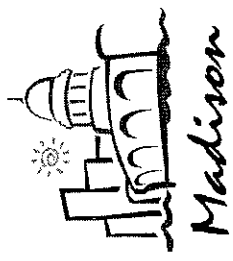
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- GOAL #1: *Develop a comprehensive transit/pedestrian plan that goes beyond Baldwin to Suburban*
- GOAL #2: *Develop community alternatives to single occupancy vehicles - other modes*
- GOAL #3: *Reduce speed + volume on Johnson + Gorham*

GOALS AND PRIORITIES

East Johnson Street Traffic Study
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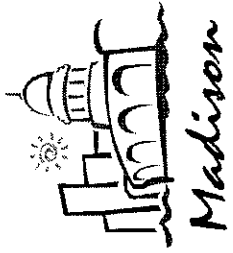
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- GOAL #1: reduce speed
- GOAL #2: reduce commuter traffic (peak)
- GOAL #3: improve pedestrian/bicyclist safety

GOALS AND PRIORITIES

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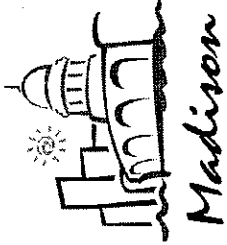
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- GOAL #1: Reduce Speed
- GOAL #2: ~~Remove~~ Remove Volume to E. Wash
- GOAL #3: Increase Mass transit Through incentives

Goal: Increase Parking

GOALS AND PRIORITIES

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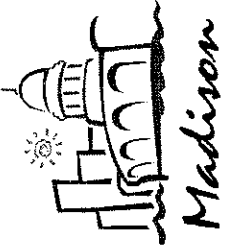
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- GOAL #1: *More vibrant business district*
- GOAL #2: *Reduced traffic volume during the day*
- GOAL #3: *Slower speeds*

GOALS AND PRIORITIES

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GOAL #1: Improve Bike lane safety & visibility

GOAL #2: Getting To Parked Car on Opposite side of the road during Rush Hour

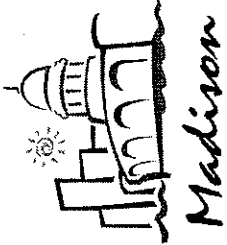
GOAL #3: Snow Removal, WTF?

DRAFT

GOALS AND PRIORITIES

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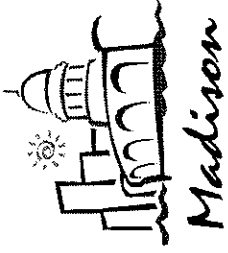
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- GOAL #1: Understand the needs of residents of neighborhood
- GOAL #2: Increase in enforcement of traffic violations speed, veh. weight/size etc.
- GOAL #3:

GOALS AND PRIORITIES

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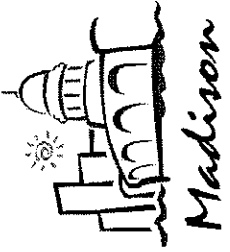
- GOAL #1: A sustainable traffic ecosystem that supports and accommodates cars, pedestrians, and bicyclists
- GOAL #2: Resident friendly traffic patterns for parking and existing/entering driveways
- GOAL #3: Increased "bikeability" however for my own opinion I think its plenty safe as an extra wide curb lane.

A

GOALS AND PRIORITIES

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GOAL #1: Slow traffic to make businesses

viable - two way traffic to facilitate access

GOAL #2: Slow traffic to make bike

route easier to use

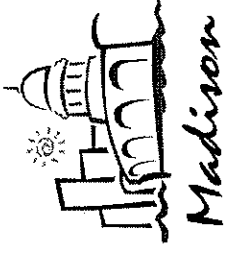
GOAL #3: Preserve & improve bike lanes

(dedicated bike lane)

GOALS AND PRIORITIES

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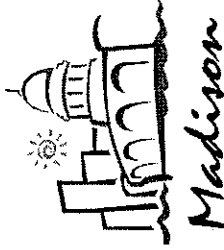
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- GOAL #1: Easy / quick traffic through the 18th mus
- GOAL #2: Turning lanes / left turns impacting traffic, pike lanes and bus lanes
- GOAL #3: Parking availability for residents and businesses
- #4) Cost of conversion

GOALS AND PRIORITIES

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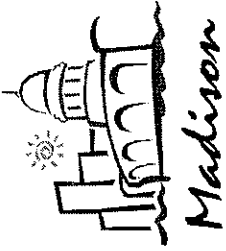
GOAL #1: *Improved bikability - existing facilities are unsafe + do not meet state + Federal guidance*

GOAL #2: *Reduced traffic speeds throughout corridor*

GOAL #3: *Prevent traffic spillover onto local + collector streets*

GOALS AND PRIORITIES

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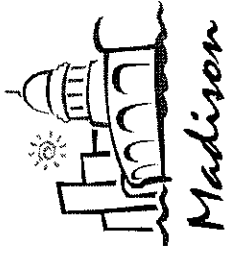
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- GOAL #1: SAFETY — PEDESTRIAN / BICYCLES / TRAFFIC
1st 2nd 3rd
- GOAL #2: NEIGHBORHOOD VITALITY — BUSINESSES / AESTHETICS / COMMUNITY
Active/Usable
- GOAL #3: BIKE PATH FROM JAMES MADISON PARK TO CAMPUS ALONG THE LAKEFRONT

DRAFT

GOALS AND PRIORITIES

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- GOAL #1: Keep a major corridor open for commerce + commuters
- GOAL #2: Allow easy movement from Johnson - Gorham to surrounding areas
- GOAL #3: Make development of area appealing to owners of property

East Johnson Street Traffic Study

Public Information Meeting #1

November 10, 2011

Summary of Goals and Concerns exercise following the Power Point Presentation

Goals/Concerns:

- Fewer cars overall
- Help businesses thrive
- Improve bike conditions - especially during rush hours (noted three times)
- Don't want to move problem to other streets
- Access out of neighborhood during rush hour
- Driveway access
- Improve ability to cross as a pedestrian
- Shift traffic to East Washington Avenue
- Increase mass transit
 - More frequent service
 - Better customer experience
- Increase livability
 - Encourage owner occupancy
 - Encourage families
- Reduce indirection and VMT
- Increase mode split
- Bury power lines
- Minimize negative impacts of construction
 - Displaced parking strategy for residents
 - Business access and visibility
- Concern that the process doesn't include other neighborhoods
- Grades during snowy conditions with two-way traffic
- Improve aesthetics
- Construct a Park and Ride near Fordem Avenue/ Pennsylvania Avenue/ First Street.
- Eliminate Johnson Street as a neighborhood barrier
- Reduce heavy truck noise
- Improve air quality

East Johnson Street Operations Modeling Volume Development

Strand Associates, Inc.

Blair Street and East Johnson Street

To represent the existing turning movements at the intersection of E. Johnson Street and Blair St. Several Data sources were used. The 2010 tube count data provided by the MPO, as well as the Individual lane counts collected by Strand between Franklin St. and Blair St. were used to determine the traffic eastbound on E. Johnson St. at the intersection with Blair St. 2010 tube count data was also available along N. Blair St.(between E. Dayton St. and E. Johnson St, and also between Mifflin St. and E. Washington Ave). The turning movement ratios that exists today were used to determine the distribution of the eastbound traffic amongst the turning movements at the intersection.

Strand Associates also conducted a traffic count in 2011 at the intersection of E. Johnson Street and N. Blount Street. The turning movements at this location were used as a check against the 2010 tube counts as well as the volumes developed for Blair St. and E. Johnson St.

To determine the approaching traffic in scenarios 2 through 5, the volumes from the corresponding travel demand model simulations were used. To represent the PM peak hour traffic volume 10% of the ADT was used. The percentage(10%) was checked against the observed percentage. Assuming that 10% of the ADT occurs during the PM peak eastbound on E. Johnson would be slightly optimistic. The actual observed existing percentage is about 11.5%.

Blair Street and E. Washington Avenue.

The volumes used as the base for this intersection are from the HNTB 2005 E. Washington Ave. Study. The additional southbound left turns that were added to the intersection due to 2-way conversion were calculated by taking 10% of the travel demand model volume for the link between Mifflin St. and E. Washington Ave. and then subtracting the existing total approach volume.

E. Johnson Street and Paterson Street

For scenarios 2-4 the turning movement volumes at this intersection were determined by balancing entering and exiting ADT volumes from the travel demand model simulations. Again 10% of the daily approaching and exiting volumes were used for the peak hours. The eastbound approach turning movement distribution is based on the existing distribution from the 2011 counts collected by Strand Associates, Inc.

E. Johnson St. and Wisconsin Avenue

The turning movement volumes used for the base conditions modeling at this intersection are from 1987 turning movement counts provided by the City. These counts were checked against the 2010 stationary count data and found to be a good match for existing conditions. For scenario 2, the turning movement volumes at this intersection were determined by balancing entering and exiting ADT volumes from the travel demand model simulations. Again 10% of the approaching and exiting daily volumes were used to determine turning movement volumes for the PM peak hour.

East Johnson Street Traffic Study
PM Peak Hour Volume Summary

E. Gorham & Wisconsin

Scn2

	302	33	175	
xxx				112
xxx				439
xxx				48
	1023	261	593	

Blair & E. Washington

Scn4

	30	140	960	
xxx				xxx
1300				740
40				655
	110	xxx	955	

E. Johnson & Paterson

Scn2

	65	25	10	
7				144
694				519
29				87
	25	55	60	

E. Johnson & Wisconsin

Scn2

	xxx	25	135	
809				515
536				xxx
93				59
	xxx	552	49	

Scn3

	10	25	10	
115				109
1053				654
92				87
	25	55	60	

Scn4

	65	25	10	
11				62
1055				456
44				93
	25	55	60	

East Johnson Street Traffic Study
 Volume Development
 Strand Associates, Inc.

E. Johnson

xxx	20	20	xxx
46			xxx
954			560
1300			50
xxx	xxx	xxx	

Approaching Volume
 Based on 2010 Tube
 Count

1260 1370

Dayton

xxx	0	1175	175	xxx
xxx				xxx
xxx				175
xxx	xxx	xxx	xxx	

1440 1350

Mifflin

xxx	150	945	230	xxx
75				60
25				70
xxx	xxx	xxx	xxx	

10% of ADT From Scn
 2(3) Demand model

1490

1040

10% of ADT From Scn
 3(4) Demand model

1130

Blair

|

|

V

960 New total lefts

185

Total Additional Left
 Turns = 1130-945

E. Washington

xxx	30	140	775	xxx
1300	Existing 2005 Volumes (HNTB)			740
40				655
110	xxx	955		

East Johnson Street Traffic Study
 Volume Development
 Strand Associates, Inc.

Paterson

		xxx	24	6		
E. Johnson		21			xxx	
		1876	11/16/2011 Strand Counts			xxx
		69			xxx	
		xxx	55	60		

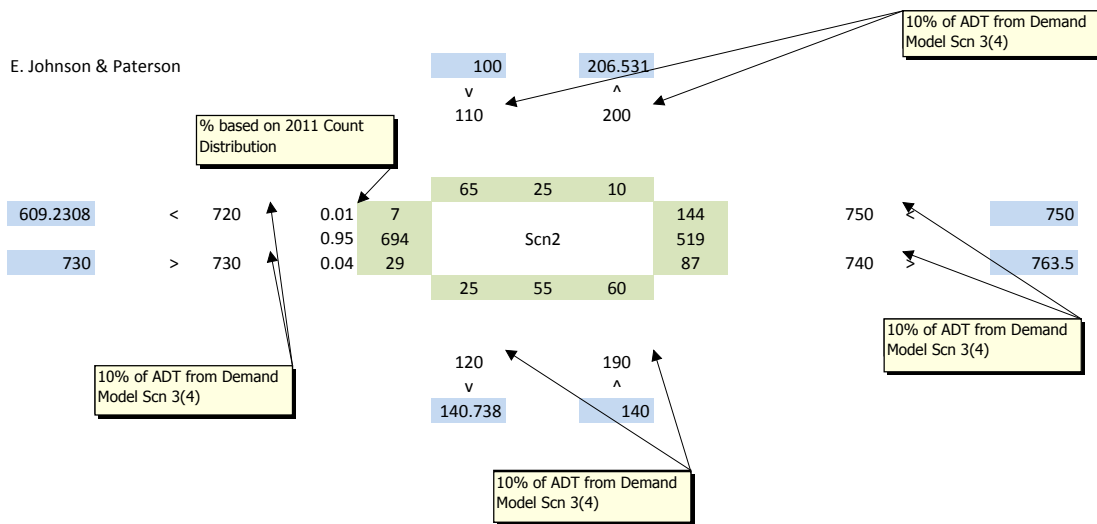
v ^
 110 200

		10	25	10		
< 720		138			144	
		510	Scn2			519
		83			87	
> 730			25	55	60	

750 <
 740 >

120 190
 v ^

E. Johnson & Paterson



East Johnson Street Traffic Study
Volume Development
Strand Associates, Inc.

Paterson

		xxx	24	6	
	21				xxx
E. Johnson	1876	11/16/2011 Strand Counts			xxx
	69				xxx
		xxx	55	60	

v ^
40 150

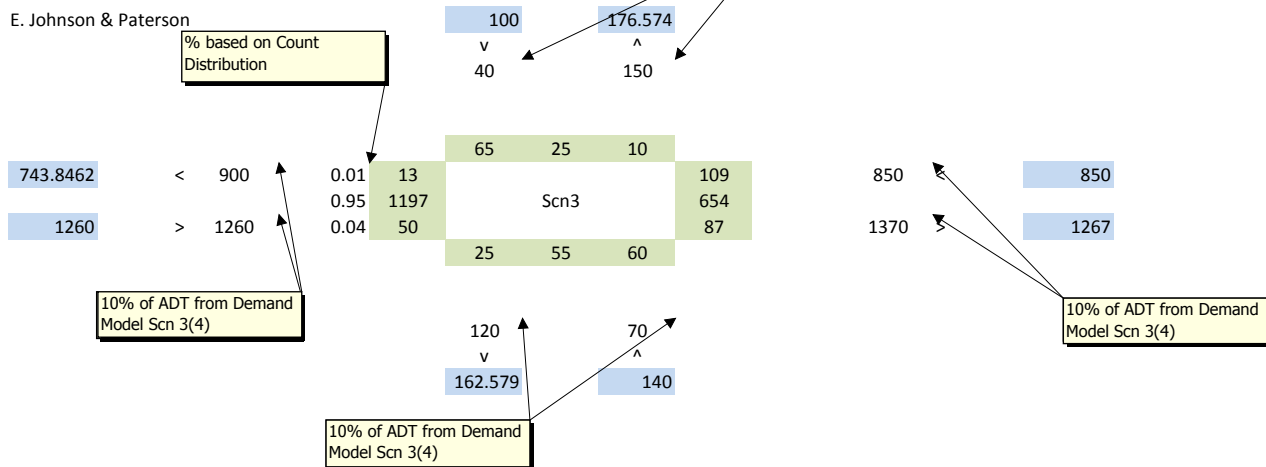
<	900	115	10	25	10	109
		1053	Scn3			654
>	1260	92	25	55	60	87

850
1370

The Inbound and Outbound Volumes Have been flipped from the Demand Model output to reflect the directionality that will exist during the PM peak hour

120 70
v ^

E. Johnson & Paterson



East Johnson Street Traffic Study
Volume Development
Strand Associates, Inc.

Paterson

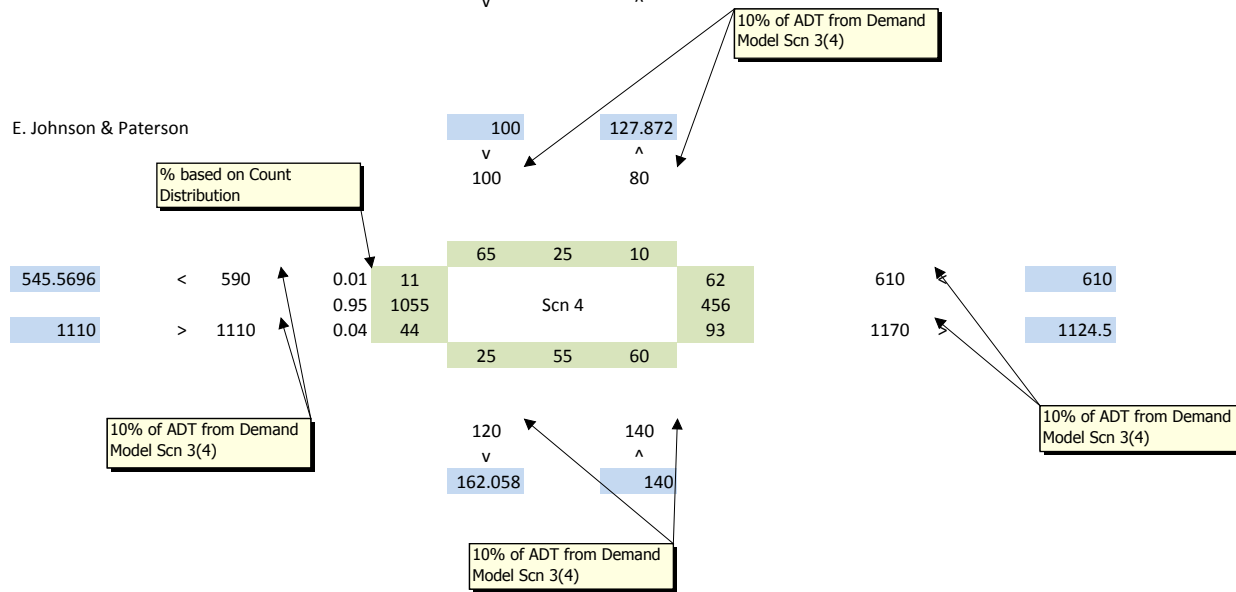
		xxx	24	6	
E. Johnson		21			xxx
		1876	11/16/2011 Strand Counts		xxx
		69			xxx
		xxx	55	60	

v ^
100 80

		65	25	10	
< 590		65			62
		948	Scn 4		456
> 1110		97			93
		25	55	60	

120 140
v ^

E. Johnson & Paterson



% based on Count Distribution

10% of ADT from Demand Model Scn 3(4)

10% of ADT from Demand Model Scn 3(4)

10% of ADT from Demand Model Scn 3(4)

545.5696

1110

0.01

0.95

0.04

162.058

140

10% of ADT from Demand Model Scn 3(4)

610

1170

610

1124.5

10% of ADT from Demand Model Scn 3(4)

East Johnson Street Traffic Study

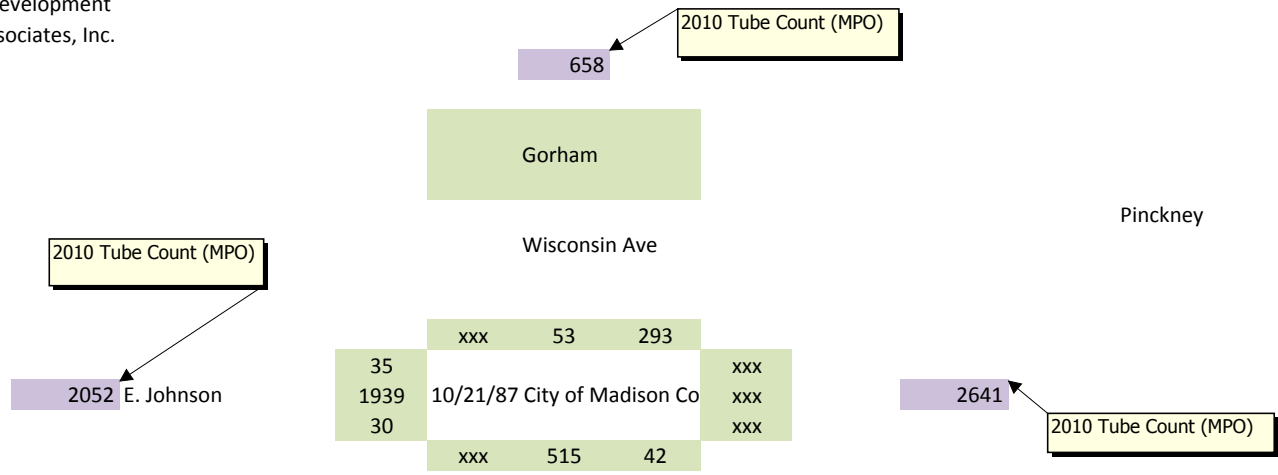
1987 Intersection Count

Provided by City of Madison

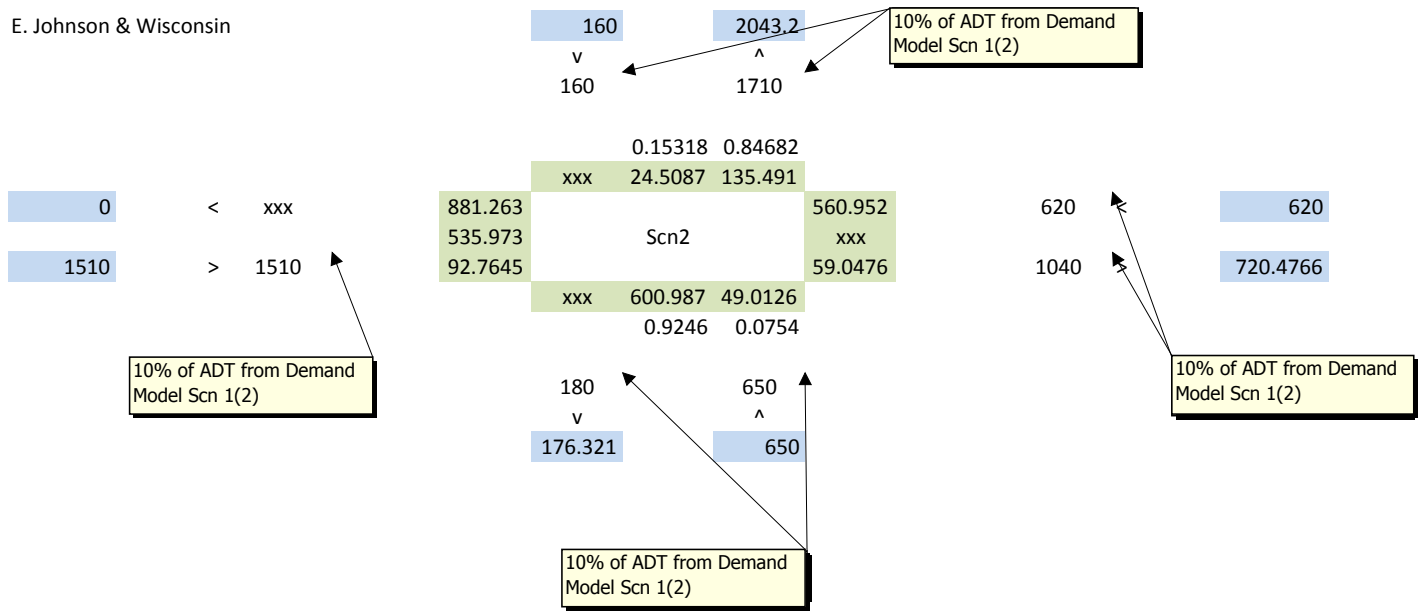
Strand Associates, Inc.

	Wisconsin Avenue									East Johnson Street									15 min total	1 hr
	Northbound			Southbound			Eastbound			Westbound										
	PEDS	LT	Thru	RT	PEDS	LT	Thru	RT	PEDS	LT	Thru	RT	PEDS	LT	Thru	RT				
4:00 PM	0	0	75	11	5	83	26	0	9	3	527	2	6	0	0	0	727			
4:15 PM	0	0	100	10	2	53	13	0	9	9	470	5	0	0	0	0	660			
4:30 PM	0	0	109	16	0	62	6	0	13	4	556	0	4	0	0	0	753			
4:45 PM	0	0	119	5	0	87	17	0	7	11	497	10	4	0	0	0	746	2886		
5:00 PM	5	0	148	12	2	80	11	0	11	13	451	12	18	0	0	0	727	2886		
5:15 PM	6	0	139	9	2	64	19	0	12	7	435	8	4	0	0	0	681	2907		
5:30 PM	15	0	94	11	0	67	16	0	22	7	392	8	22	0	0	0	595	2749		
5:45 PM	7	0	89	12	2	40	13	0	12	9	297	8	13	0	0	0	468	2471		
Pk Hr Total	11	0	515	42	4	293	53	0	43	35	1939	30	30	0	0	0				

East Johnson Street Traffic Study
 Volume Development
 Strand Associates, Inc.

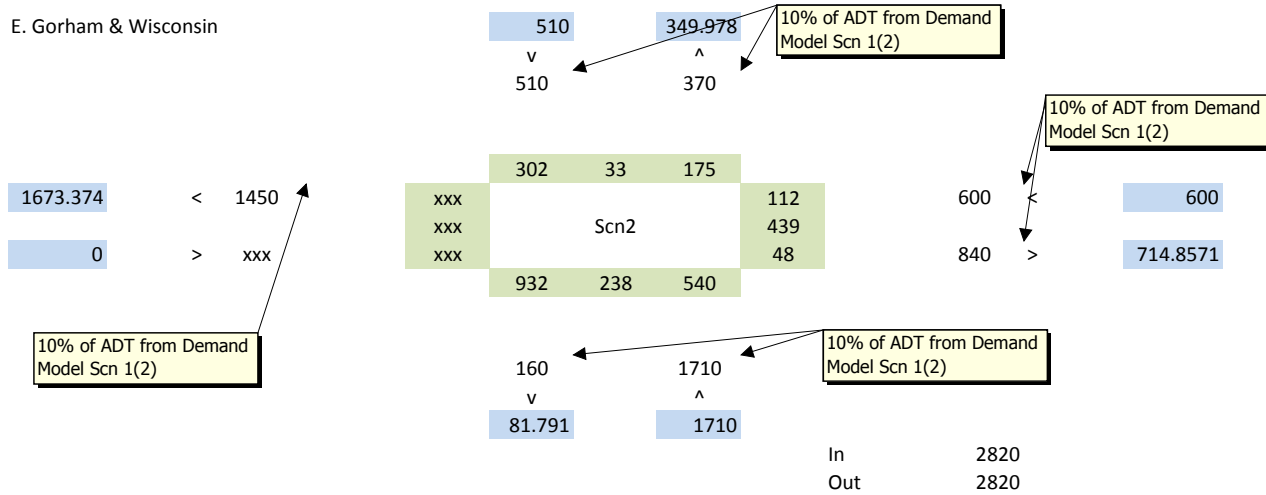


E. Johnson & Wisconsin



East Johnson Street Traffic Study
 Volume Development
 Strand Associates, Inc.

E. Gorham & Wisconsin



1023	261	593	Balanced NB WI @ Gorham
91	23	53	
	167		
	333		NB Raw Vol Imbalance
	-167		
809	-72	-46	515 Balanced NB WI @ Johnson
	-49		
	552		

302	111	175	Balanced SB WI @ Gorham
	-78		SB Raw Vol Imbalance
	78 veh surcharge applied SB		

Queues
14: Wisconsin Ave & East Johnson

Scn. 1 - Base PM Volumes
3/7/2012



Lane Group	SEL	SET	NWT	NET
Lane Group Flow (vph)	294	64	458	2159
v/c Ratio	0.78	0.08	0.57	0.90
Control Delay	35.3	4.5	26.4	23.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	35.3	4.5	26.4	23.9
Queue Length 50th (ft)	36	8	89	296
Queue Length 95th (ft)	#169	m12	134	#384
Internal Link Dist (ft)		261	1002	2501
Turn Bay Length (ft)				
Base Capacity (vph)	377	772	806	2392
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.78	0.08	0.57	0.90

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.



















Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
 14: Wisconsin Ave & East Johnson

Scn. 1 - Base PM Volumes

3/7/2012

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	285	62	0	0	403	42	27	2050	17	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0			4.0				
Lane Util. Factor	1.00	1.00			0.95			0.91				
Frbp, ped/bikes	1.00	1.00			1.00			1.00				
Flpb, ped/bikes	1.00	1.00			1.00			1.00				
Frt	1.00	1.00			0.99			1.00				
Flt Protected	0.95	1.00			1.00			1.00				
Satd. Flow (prot)	1765	1863			3477			5071				
Flt Permitted	0.28	1.00			1.00			1.00				
Satd. Flow (perm)	528	1863			3477			5071				
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	294	64	0	0	415	43	28	2113	18	0	0	0
RTOR Reduction (vph)	0	0	0	0	11	0	0	1	0	0	0	0
Lane Group Flow (vph)	294	64	0	0	447	0	0	2158	0	0	0	0
Confl. Peds. (#/hr)	20					20	20		20	20		20
Turn Type	pm+pt						Perm					
Protected Phases	7	4			8			2				
Permitted Phases	4						2					
Actuated Green, G (s)	29.0	29.0			16.0			33.0				
Effective Green, g (s)	29.0	29.0			16.0			33.0				
Actuated g/C Ratio	0.41	0.41			0.23			0.47				
Clearance Time (s)	4.0	4.0			4.0			4.0				
Lane Grp Cap (vph)	378	772			795			2391				
v/s Ratio Prot	c0.10	0.03			0.13							
v/s Ratio Perm	c0.22							0.43				
v/c Ratio	0.78	0.08			0.56			0.90				
Uniform Delay, d1	15.1	12.4			23.9			17.0				
Progression Factor	1.35	0.34			1.00			1.00				
Incremental Delay, d2	13.0	0.2			2.9			6.1				
Delay (s)	33.5	4.4			26.8			23.1				
Level of Service	C	A			C			C				
Approach Delay (s)		28.3			26.8			23.1			0.0	
Approach LOS		C			C			C			A	
Intersection Summary												
HCM Average Control Delay			24.3		HCM Level of Service			C				
HCM Volume to Capacity ratio			0.83									
Actuated Cycle Length (s)			70.0		Sum of lost time (s)			8.0				
Intersection Capacity Utilization			79.7%		ICU Level of Service			D				
Analysis Period (min)			15									
c	Critical Lane Group											

Queues

Scn. 1 - Base PM Volumes

3/7/2012

17: Wisconsin Ave & Gorham



Lane Group	SET	NWL	NWT	SWT
Lane Group Flow (vph)	432	205	238	1284
v/c Ratio	0.50	0.47	0.40	0.80
Control Delay	24.1	13.1	12.3	20.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	24.1	13.1	12.3	20.8
Queue Length 50th (ft)	80	12	34	234
Queue Length 95th (ft)	121	68	m89	316
Internal Link Dist (ft)	686		261	820
Turn Bay Length (ft)				
Base Capacity (vph)	860	435	592	1607
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.50	0.47	0.40	0.80

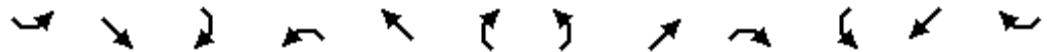
Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
17: Wisconsin Ave & Gorham

Scn. 1 - Base PM Volumes

3/7/2012



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑		↖	↗						↑↑	
Volume (vph)	0	368	51	306	124	0	0	0	0	29	1127	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0						4.0	
Lane Util. Factor		0.95		0.95	0.95						0.95	
Frbp, ped/bikes		1.00		1.00	1.00						1.00	
Flpb, ped/bikes		1.00		1.00	1.00						1.00	
Frt		0.98		1.00	1.00						0.99	
Flt Protected		1.00		0.95	0.98						1.00	
Satd. Flow (prot)		3474		1679	1728						3497	
Flt Permitted		1.00		0.41	0.70						1.00	
Satd. Flow (perm)		3474		731	1233						3497	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	379	53	315	128	0	0	0	0	30	1162	92
RTOR Reduction (vph)	0	16	0	0	0	0	0	0	0	0	8	0
Lane Group Flow (vph)	0	416	0	205	238	0	0	0	0	0	1276	0
Confl. Peds. (#/hr)				5								
Turn Type				pm+pt						Perm		
Protected Phases		6		5	2						8	
Permitted Phases				2						8		
Actuated Green, G (s)		17.0		30.0	30.0						32.0	
Effective Green, g (s)		17.0		30.0	30.0						32.0	
Actuated g/C Ratio		0.24		0.43	0.43						0.46	
Clearance Time (s)		4.0		4.0	4.0						4.0	
Lane Grp Cap (vph)		844		435	592						1599	
v/s Ratio Prot		0.12		0.06	0.05							
v/s Ratio Perm				0.14	0.12						0.36	
v/c Ratio		0.49		0.47	0.40						0.80	
Uniform Delay, d1		22.8		17.7	13.8						16.2	
Progression Factor		1.00		0.58	0.72						1.00	
Incremental Delay, d2		2.1		3.0	1.5						4.2	
Delay (s)		24.8		13.3	11.5						20.5	
Level of Service		C		B	B						C	
Approach Delay (s)		24.8			12.4			0.0			20.5	
Approach LOS		C			B			A			C	

Intersection Summary			
HCM Average Control Delay	19.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	79.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Queuing and Blocking Report
Baseline

Scn. 1 - Base PM
3/7/2012

Intersection: 14: Wisconsin Ave & East Johnson

Movement	SE	SE	NW	NW	NE	NE	NE
Directions Served	L	T	T	TR	LT	T	TR
Maximum Queue (ft)	205	26	149	170	350	426	459
Average Queue (ft)	156	9	97	121	251	297	340
95th Queue (ft)	230	32	165	184	382	443	481
Link Distance (ft)	305	305	1029	1029	2545	2545	2545
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 17: Wisconsin Ave & Gorham

Movement	SE	SE	NW	NW	SW	SW
Directions Served	T	TR	L	LT	LT	TR
Maximum Queue (ft)	202	146	113	140	307	343
Average Queue (ft)	138	70	67	104	212	238
95th Queue (ft)	216	149	123	153	311	349
Link Distance (ft)	724	724	305	305	864	864
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Zone Summary

Zone wide Queuing Penalty: 0

Intersection Sign configuration not allowed in HCM analysis.

HCM Unsignalized Intersection Capacity Analysis
 9: Dayton & Blair St.

Base PM Volumes
 3/6/2012



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↶					↷↶↷
Volume (veh/h)	50	0	0	0	20	626
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	53	0	0	0	21	659
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			790			
pX, platoon unblocked						
vC, conflicting volume	372	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	372	0			0	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	91	100			99	
cM capacity (veh/h)	594	1084			1622	

Direction, Lane #	WB 1	SB 1	SB 2
Volume Total	53	241	439
Volume Left	53	21	0
Volume Right	0	0	0
cSH	594	1622	1700
Volume to Capacity	0.09	0.01	0.26
Queue Length 95th (ft)	7	1	0
Control Delay (s)	11.6	0.7	0.0
Lane LOS	B	A	
Approach Delay (s)	11.6	0.3	
Approach LOS	B		

Intersection Summary			
Average Delay		1.1	
Intersection Capacity Utilization	27.9%		ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
11: Mifflin & Blair St.

Base PM Volumes
3/6/2012



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔↔	
Volume (veh/h)	0	75	25	75	25	0	0	0	0	40	656	20
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	79	26	79	26	0	0	0	0	42	691	21
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								450				
pX, platoon unblocked												
vC, conflicting volume	798	785	356	495	796	0	712			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	798	785	356	495	796	0	712			0		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	75	96	77	92	100	100			97		
cM capacity (veh/h)	254	315	641	347	310	1084	884			1622		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	105	105	387	366
Volume Left	0	79	42	0
Volume Right	26	0	0	21
cSH	360	337	1622	1700
Volume to Capacity	0.29	0.31	0.03	0.22
Queue Length 95th (ft)	30	33	2	0
Control Delay (s)	19.1	20.5	1.0	0.0
Lane LOS	C	C	A	
Approach Delay (s)	19.1	20.5	0.5	
Approach LOS	C	C		

Intersection Summary			
Average Delay		4.7	
Intersection Capacity Utilization	38.7%		ICU Level of Service
Analysis Period (min)	15		A

Queues
14: East Washington Ave. & Blair St.

Base PM Volumes
3/6/2012



Lane Group	EBT	WBL	WBT	NBL	NBR	SBL	SBT
Lane Group Flow (vph)	1410	689	779	116	1005	498	497
v/c Ratio	0.88	1.15	0.29	0.55	1.08	1.48	1.45
Control Delay	40.2	122.4	11.0	51.9	85.3	263.7	251.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.2	122.4	11.0	51.9	85.3	263.7	251.3
Queue Length 50th (ft)	309	~276	116	71	~407	~463	~461
Queue Length 95th (ft)	#373	#394	148	128	#544	#671	#672
Internal Link Dist (ft)	1039		1908				370
Turn Bay Length (ft)		300		90			
Base Capacity (vph)	1599	601	2720	212	934	336	342
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.88	1.15	0.29	0.55	1.08	1.48	1.45

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
14: East Washington Ave. & Blair St.

Base PM Volumes
3/6/2012



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑		↑↑	↑↑↑		↑		↑↑	↑	↑	
Volume (vph)	0	1300	40	655	740	0	110	0	955	775	140	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5		4.5	4.5		4.0		4.5	6.0	6.0	
Lane Util. Factor		0.91		0.97	0.91		1.00		0.88	0.95	0.95	
Fr _t		1.00		1.00	1.00		1.00		0.85	1.00	0.99	
Fl _t Protected		1.00		0.95	1.00		0.95		1.00	0.95	0.97	
Satd. Flow (prot)		5063		3433	5085		1770		2787	1681	1698	
Fl _t Permitted		1.00		0.95	1.00		0.95		1.00	0.95	0.97	
Satd. Flow (perm)		5063		3433	5085		1770		2787	1681	1698	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1368	42	689	779	0	116	0	1005	816	147	32
RTOR Reduction (vph)	0	3	0	0	0	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	1407	0	689	779	0	116	0	1005	498	495	0
Turn Type				Prot			custom		custom		Split	
Protected Phases		1		2	1 2		3		2 3		4	4
Permitted Phases							3		3 2			
Actuated Green, G (s)		31.5		17.5	53.5		12.0		34.0	20.0	20.0	
Effective Green, g (s)		31.5		17.5	53.5		12.0		34.0	20.0	20.0	
Actuated g/C Ratio		0.32		0.18	0.54		0.12		0.34	0.20	0.20	
Clearance Time (s)		4.5		4.5			4.0			6.0	6.0	
Vehicle Extension (s)		3.0		3.0			2.0			3.0	3.0	
Lane Grp Cap (vph)		1595		601	2720		212		948	336	340	
v/s Ratio Prot		c0.28		0.20	0.15		0.07		c0.36	c0.30	0.29	
v/s Ratio Perm												
v/c Ratio		0.88		1.15	0.29		0.55		1.06	1.48	1.45	
Uniform Delay, d ₁		32.5		41.2	12.8		41.4		33.0	40.0	40.0	
Progression Factor		1.00		1.04	0.83		1.00		1.00	1.00	1.00	
Incremental Delay, d ₂		6.1		82.9	0.1		1.5		46.5	232.3	220.3	
Delay (s)		38.6		125.6	10.7		43.0		79.5	272.3	260.3	
Level of Service		D		F	B		D		E	F	F	
Approach Delay (s)		38.6			64.6			75.7			266.4	
Approach LOS		D			E			E			F	

Intersection Summary		
HCM Average Control Delay	100.0	HCM Level of Service F
HCM Volume to Capacity ratio	1.10	
Actuated Cycle Length (s)	100.0	Sum of lost time (s) 15.0
Intersection Capacity Utilization	98.0%	ICU Level of Service F
Analysis Period (min)	15	
c Critical Lane Group		

Queuing and Blocking Report
Baseline

Base PM
3/6/2012

Intersection: 3: E. Johnson & Blair

Movement	EB	SB
Directions Served	R	LT
Maximum Queue (ft)	44	105
Average Queue (ft)	5	57
95th Queue (ft)	67	181
Link Distance (ft)	879	318
Upstream Blk Time (%)		1
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: Dayton & Blair St.

Movement	WB	SB	SB
Directions Served	L	LT	T
Maximum Queue (ft)	38	49	75
Average Queue (ft)	27	15	24
95th Queue (ft)	53	84	102
Link Distance (ft)	650	229	229
Upstream Blk Time (%)		0	1
Queuing Penalty (veh)		0	3
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 11: Mifflin & Blair St.

Movement	EB	WB	SB	SB
Directions Served	TR	LT	LT	TR
Maximum Queue (ft)	350	529	285	284
Average Queue (ft)	190	277	202	214
95th Queue (ft)	468	576	348	358
Link Distance (ft)	543	663	278	278
Upstream Blk Time (%)	7	1	7	10
Queuing Penalty (veh)	0	0	24	34
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report
Baseline

Base PM
3/6/2012

Intersection: 14: East Washington Ave. & Blair St.

Movement	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	T	T	TR	L	L	T	T	T	L	R	R	L
Maximum Queue (ft)	314	352	369	324	843	515	379	161	109	804	803	394
Average Queue (ft)	235	266	292	292	546	187	85	70	67	609	618	368
95th Queue (ft)	331	365	385	379	1094	733	371	175	126	942	939	395
Link Distance (ft)	1074	1074	1074		1913	1913	1913			1031	1031	357
Upstream Blk Time (%)										0	0	51
Queuing Penalty (veh)										0	0	202
Storage Bay Dist (ft)				300				600	90			
Storage Blk Time (%)				22	38				4	62		
Queuing Penalty (veh)				74	129				22	72		

Intersection: 14: East Washington Ave. & Blair St.

Movement	SB
Directions Served	LTR
Maximum Queue (ft)	389
Average Queue (ft)	371
95th Queue (ft)	392
Link Distance (ft)	357
Upstream Blk Time (%)	63
Queuing Penalty (veh)	252
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queues
14: Wisconsin Ave & East Johnson

Snc 2 Wisconsin-Johnson-Gorham
3/7/2012



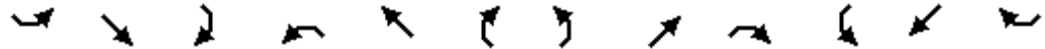
Lane Group	SEL	SET	NWT	NEL	NET	SWL	SWR
Lane Group Flow (vph)	139	26	620	834	649	61	531
v/c Ratio	0.62	0.04	0.88	1.14	1.14	0.16	0.89
Control Delay	36.5	6.2	46.7	111.3	109.5	38.7	42.2
Queue Delay	0.0	0.0	56.4	79.6	0.0	0.0	11.8
Total Delay	36.5	6.2	103.1	190.9	109.5	38.7	54.1
Queue Length 50th (ft)	50	3	156	~255	~382	24	229
Queue Length 95th (ft)	74	m19	#251	#366	#586	m43	#450
Internal Link Dist (ft)		261	1002		2501		
Turn Bay Length (ft)						75	
Base Capacity (vph)	225	605	703	730	571	376	600
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	149	100	0	0	61
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.04	1.12	1.32	1.14	0.16	0.99

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
14: Wisconsin Ave & East Johnson

Snc 2 Wisconsin-Johnson-Gorham
3/7/2012



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	135	25	0	0	552	49	809	536	93	59	0	515
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0		4.0	4.0		4.0		4.0
Lane Util. Factor	1.00	1.00			0.95		0.97	1.00		1.00		1.00
Frbp, ped/bikes	1.00	1.00			0.99		1.00	0.99		1.00		0.97
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00		1.00
Frt	1.00	1.00			0.99		1.00	0.98		1.00		0.85
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95		1.00
Satd. Flow (prot)	1766	1863			3476		3433	1803		1770		1530
Flt Permitted	0.20	1.00			1.00		0.95	1.00		0.95		1.00
Satd. Flow (perm)	372	1863			3476		3433	1803		1770		1530
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	139	26	0	0	569	51	834	553	96	61	0	531
RTOR Reduction (vph)	0	0	0	0	8	0	0	8	0	0	0	7
Lane Group Flow (vph)	139	26	0	0	612	0	834	641	0	61	0	524
Confl. Peds. (#/hr)	20					20	20		20	20		20
Turn Type	pm+pt						Prot			Prot		custom
Protected Phases	7	4			8		1	2		1		7
Permitted Phases	4											2
Actuated Green, G (s)	26.0	26.0			16.0		17.0	25.0		17.0		31.0
Effective Green, g (s)	26.0	26.0			16.0		17.0	25.0		17.0		31.0
Actuated g/C Ratio	0.32	0.32			0.20		0.21	0.31		0.21		0.39
Clearance Time (s)	4.0	4.0			4.0		4.0	4.0		4.0		4.0
Lane Grp Cap (vph)	225	605			695		730	563		376		593
v/s Ratio Prot	0.05	0.01			c0.18		c0.24	c0.36		0.03		c0.07
v/s Ratio Perm	0.15											0.28
v/c Ratio	0.62	0.04			0.88		1.14	1.14		0.16		0.88
Uniform Delay, d1	21.2	18.5			31.1		31.5	27.5		25.7		22.8
Progression Factor	1.20	0.32			1.00		1.00	1.00		1.45		1.59
Incremental Delay, d2	11.7	0.1			14.9		80.0	82.6		0.7		14.2
Delay (s)	37.2	6.1			46.0		111.5	110.1		38.0		50.4
Level of Service	D	A			D		F	F		D		D
Approach Delay (s)		32.3			46.0			110.8			49.1	
Approach LOS		C			D			F			D	

Intersection Summary			
HCM Average Control Delay	79.5	HCM Level of Service	E
HCM Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	83.9%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Queues
17: Wisconsin Ave & Gorham



Lane Group	SEL	SET	NWL	NWT	SWL	SWT
Lane Group Flow (vph)	180	425	939	996	49	568
v/c Ratio	1.38	0.38	1.70	0.97	0.12	1.29
Control Delay	234.7	5.8	342.2	32.8	24.9	174.5
Queue Delay	0.0	0.0	91.9	85.3	0.0	0.0
Total Delay	234.7	5.8	434.1	118.1	24.9	174.5
Queue Length 50th (ft)	~122	62	~737	456	19	~364
Queue Length 95th (ft)	#181	108	m#814	m327	46	#559
Internal Link Dist (ft)		686		261		820
Turn Bay Length (ft)					75	
Base Capacity (vph)	130	1127	551	1028	420	441
Starvation Cap Reductn	0	0	59	200	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.38	0.38	1.91	1.20	0.12	1.29

Intersection Summary



















- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis

17: Wisconsin Ave & Gorham

Snc 2 Wisconsin-Johnson-Gorham

3/7/2012

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	175	111	302	1023	261	593	0	0	0	48	439	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0					4.0	4.0	
Lane Util. Factor	1.00	1.00		0.95	0.95					1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00					1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00					1.00	1.00	
Fr _t	1.00	0.89		1.00	0.91					1.00	0.97	
Fl _t Protected	0.95	1.00		0.95	0.99					0.95	1.00	
Satd. Flow (prot)	1770	1658		1675	1597					1770	1806	
Fl _t Permitted	0.10	1.00		0.47	0.90					0.95	1.00	
Satd. Flow (perm)	196	1658		833	1444					1770	1806	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	180	114	311	1055	269	611	0	0	0	49	453	115
RTOR Reduction (vph)	0	29	0	0	72	0	0	0	0	0	11	0
Lane Group Flow (vph)	180	396	0	939	924	0	0	0	0	49	557	0
Confl. Peds. (#/hr)				5								
Turn Type	Perm			Perm						Perm		
Protected Phases		6			2						8	
Permitted Phases	6			2						8		
Actuated Green, G (s)	53.0	53.0		53.0	53.0					19.0	19.0	
Effective Green, g (s)	53.0	53.0		53.0	53.0					19.0	19.0	
Actuated g/C Ratio	0.66	0.66		0.66	0.66					0.24	0.24	
Clearance Time (s)	4.0	4.0		4.0	4.0					4.0	4.0	
Lane Grp Cap (vph)	130	1098		552	957					420	429	
v/s Ratio Prot		0.24									c0.31	
v/s Ratio Perm	0.92			c1.13	0.64					0.03		
v/c Ratio	1.38	0.36		1.70	0.97					0.12	1.30	
Uniform Delay, d ₁	13.5	6.0		13.5	12.7					23.9	30.5	
Progression Factor	1.00	1.00		1.64	2.90					1.00	1.00	
Incremental Delay, d ₂	213.5	0.9		319.0	3.8					0.6	150.1	
Delay (s)	227.0	6.9		341.1	40.5					24.5	180.6	
Level of Service	F	A		F	D					C	F	
Approach Delay (s)		72.4			186.4			0.0			168.2	
Approach LOS		E			F			A			F	
Intersection Summary												
HCM Average Control Delay			161.0			HCM Level of Service				F		
HCM Volume to Capacity ratio			1.59									
Actuated Cycle Length (s)			80.0			Sum of lost time (s)				8.0		
Intersection Capacity Utilization			117.6%			ICU Level of Service				H		
Analysis Period (min)			15									
c Critical Lane Group												

Queuing and Blocking Report Baseline

Scn 2 Wisconsin-Johnson-Gorham
3/7/2012

Intersection: 14: Wisconsin Ave & East Johnson

Movement	SE	SE	NW	NW	NE	NE	NE	SW	SW
Directions Served	L	T	T	TR	L	L	TR	L	R
Maximum Queue (ft)	152	34	529	548	2140	2159	2160	99	1000
Average Queue (ft)	103	13	378	400	1420	1496	1462	59	847
95th Queue (ft)	213	42	622	636	2230	2267	2262	134	1192
Link Distance (ft)	264	264	1037	1037	5245	5245	5245		958
Upstream Blk Time (%)	2								20
Queuing Penalty (veh)	2								130
Storage Bay Dist (ft)								75	
Storage Blk Time (%)								0	80
Queuing Penalty (veh)								2	48

Intersection: 17: Wisconsin Ave & Gorham

Movement	SE	SE	NW	NW	SW	SW
Directions Served	L	TR	L	LTR	L	TR
Maximum Queue (ft)	132	165	322	325	99	885
Average Queue (ft)	72	90	271	286	46	856
95th Queue (ft)	135	200	333	329	111	973
Link Distance (ft)	720	720	264	264		864
Upstream Blk Time (%)			3	19		65
Queuing Penalty (veh)			31	187		0
Storage Bay Dist (ft)					75	
Storage Blk Time (%)					1	76
Queuing Penalty (veh)					7	37

Zone Summary

Zone wide Queuing Penalty: 444

Queues
3: E. Johnson & Blair

Scn #4 PM Volumes
3/6/2012



Lane Group	EBL	EBT	WBL	WBR	SBT
Lane Group Flow (vph)	48	2372	53	589	42
v/c Ratio	0.04	1.00dr	0.51	0.44	0.23
Control Delay	2.4	11.3	26.4	1.3	33.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	2.4	11.3	26.4	1.3	33.1
Queue Length 50th (ft)	4	196	7	0	18
Queue Length 95th (ft)	11	#514	#70	20	45
Internal Link Dist (ft)		840			255
Turn Bay Length (ft)				75	
Base Capacity (vph)	1349	2631	104	1347	630
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.04	0.90	0.51	0.44	0.07

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

HCM Signalized Intersection Capacity Analysis
3: E. Johnson & Blair

Scn #4 PM Volumes
3/6/2012



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	46	954	1300	50	0	560	0	0	0	20	20	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0		5.0					5.0	
Lane Util. Factor	1.00	0.95		1.00		1.00					1.00	
Frt	1.00	0.91		1.00		0.85					1.00	
Flt Protected	0.95	1.00		0.95		1.00					0.98	
Satd. Flow (prot)	1770	3233		1770		1583					1817	
Flt Permitted	0.95	1.00		0.07		1.00					0.98	
Satd. Flow (perm)	1770	3233		135		1583					1817	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	48	1004	1368	53	0	589	0	0	0	21	21	0
RTOR Reduction (vph)	0	167	0	0	0	140	0	0	0	0	0	0
Lane Group Flow (vph)	48	2205	0	53	0	449	0	0	0	0	42	0
Turn Type	Perm		custom		custom						Perm	
Protected Phases	4										6	
Permitted Phases	4		8		8						6	
Actuated Green, G (s)	55.0	55.0		55.0		55.0					7.1	
Effective Green, g (s)	55.0	55.0		55.0		55.0					7.1	
Actuated g/C Ratio	0.76	0.76		0.76		0.76					0.10	
Clearance Time (s)	5.0	5.0		5.0		5.0					5.0	
Vehicle Extension (s)	3.0	3.0		3.0		3.0					3.0	
Lane Grp Cap (vph)	1350	2466		103		1208					179	
v/s Ratio Prot	c0.68											
v/s Ratio Perm	0.03			0.39		0.28					0.02	
v/c Ratio	0.04	1.00dr		0.51		0.37					0.23	
Uniform Delay, d1	2.1	6.4		3.3		2.8					30.0	
Progression Factor	1.00	1.00		1.00		1.00					1.00	
Incremental Delay, d2	0.0	4.6		4.3		0.2					0.7	
Delay (s)	2.1	11.0		7.6		3.0					30.7	
Level of Service	A	B		A		A					C	
Approach Delay (s)	10.8				3.4		0.0				30.7	
Approach LOS	B				A		A				C	

Intersection Summary

HCM Average Control Delay	9.6	HCM Level of Service	A
HCM Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	72.1	Sum of lost time (s)	10.0
Intersection Capacity Utilization	79.9%	ICU Level of Service	D
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 9: Dayton & Blair St.

Scn #4 PM Volumes
 3/6/2012



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↶					↷↷
Volume (veh/h)	175	0	0	0	175	1175
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	184	0	0	0	184	1237
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			790			305
pX, platoon unblocked						
vC, conflicting volume	987	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	987	0			0	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	15	100			89	
cM capacity (veh/h)	217	1084			1622	

Direction, Lane #	WB 1	SB 1	SB 2
Volume Total	184	596	825
Volume Left	184	184	0
Volume Right	0	0	0
cSH	217	1622	1700
Volume to Capacity	0.85	0.11	0.49
Queue Length 95th (ft)	163	10	0
Control Delay (s)	74.4	3.1	0.0
Lane LOS	F	A	
Approach Delay (s)	74.4	1.3	
Approach LOS	F		

Intersection Summary			
Average Delay		9.7	
Intersection Capacity Utilization	53.9%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
11: Mifflin & Blair St.

Scn #4 PM Volumes
3/6/2012



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔↔	
Volume (veh/h)	0	75	25	75	100	0	0	0	0	230	945	150
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	79	26	79	105	0	0	0	0	242	995	158
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								450			645	
pX, platoon unblocked												
vC, conflicting volume	1611	1558	576	1047	1637	0	1153			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1611	1558	576	1047	1637	0	1153			0		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	17	94	0	0	100	100			85		
cM capacity (veh/h)	0	95	460	47	85	1084	602			1622		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	105	184	739	655
Volume Left	0	79	242	0
Volume Right	26	0	0	158
cSH	118	63	1622	1700
Volume to Capacity	0.89	2.92	0.15	0.39
Queue Length 95th (ft)	138	470	13	0
Control Delay (s)	123.7	1004.8	3.6	0.0
Lane LOS	F	F	A	
Approach Delay (s)	123.7	1004.8	1.9	
Approach LOS	F	F		

Intersection Summary			
Average Delay		119.2	
Intersection Capacity Utilization	60.3%		ICU Level of Service
Analysis Period (min)		15	B

Queues
14: East Washington Ave. & Blair St.

Scn #4 PM Volumes
3/6/2012



Lane Group	EBT	WBL	WBT	NBL	NBR	SBL	SBT
Lane Group Flow (vph)	1410	689	779	116	1005	596	594
v/c Ratio	0.88	1.15	0.29	0.55	1.08	1.77	1.74
Control Delay	40.2	122.4	11.0	51.9	85.3	387.5	371.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.2	122.4	11.0	51.9	85.3	387.5	371.4
Queue Length 50th (ft)	309	~276	116	71	~407	~601	~600
Queue Length 95th (ft)	#373	#394	148	128	#544	#821	#826
Internal Link Dist (ft)	1039		1908				370
Turn Bay Length (ft)		300		90			
Base Capacity (vph)	1599	601	2720	212	934	336	342
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.88	1.15	0.29	0.55	1.08	1.77	1.74

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
14: East Washington Ave. & Blair St.

Scn #4 PM Volumes
3/6/2012



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑		↔↔	↑↑↑		↔		↔↔	↔	↔	
Volume (vph)	0	1300	40	655	740	0	110	0	955	960	140	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5		4.5	4.5		4.0		4.5	6.0	6.0	
Lane Util. Factor		0.91		0.97	0.91		1.00		0.88	0.95	0.95	
Fr _t		1.00		1.00	1.00		1.00		0.85	1.00	0.99	
Fl _t Protected		1.00		0.95	1.00		0.95		1.00	0.95	0.97	
Satd. Flow (prot)		5063		3433	5085		1770		2787	1681	1696	
Fl _t Permitted		1.00		0.95	1.00		0.95		1.00	0.95	0.97	
Satd. Flow (perm)		5063		3433	5085		1770		2787	1681	1696	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1368	42	689	779	0	116	0	1005	1011	147	32
RTOR Reduction (vph)	0	3	0	0	0	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	1407	0	689	779	0	116	0	1005	596	592	0
Turn Type				Prot			custom		custom		Split	
Protected Phases		1		2	1 2		3		2 3		4	4
Permitted Phases							3		3 2			
Actuated Green, G (s)		31.5		17.5	53.5		12.0		34.0	20.0	20.0	
Effective Green, g (s)		31.5		17.5	53.5		12.0		34.0	20.0	20.0	
Actuated g/C Ratio		0.32		0.18	0.54		0.12		0.34	0.20	0.20	
Clearance Time (s)		4.5		4.5			4.0			6.0	6.0	
Vehicle Extension (s)		3.0		3.0			2.0			3.0	3.0	
Lane Grp Cap (vph)		1595		601	2720		212		948	336	339	
v/s Ratio Prot		c0.28		0.20	0.15		0.07		c0.36	c0.35	0.35	
v/s Ratio Perm												
v/c Ratio		0.88		1.15	0.29		0.55		1.06	1.77	1.75	
Uniform Delay, d ₁		32.5		41.2	12.8		41.4		33.0	40.0	40.0	
Progression Factor		1.00		1.04	0.83		1.00		1.00	1.00	1.00	
Incremental Delay, d ₂		6.1		82.9	0.1		1.5		46.5	360.1	347.3	
Delay (s)		38.6		125.6	10.7		43.0		79.5	400.1	387.3	
Level of Service		D		F	B		D		E	F	F	
Approach Delay (s)		38.6			64.6			75.7			393.7	
Approach LOS		D			E			E			F	

Intersection Summary

HCM Average Control Delay	135.4	HCM Level of Service	F
HCM Volume to Capacity ratio	1.17		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	103.1%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Queuing and Blocking Report
Baseline

Scn 4 PM
3/6/2012

Intersection: 3: E. Johnson & Blair

Movement	EB	EB	EB	WB	WB	SB
Directions Served	L	T	TR	L	R	LT
Maximum Queue (ft)	876	906	906	58	76	51
Average Queue (ft)	524	850	869	25	49	22
95th Queue (ft)	1149	1064	1007	63	82	51
Link Distance (ft)	879	879	879	1119		299
Upstream Blk Time (%)	1	12	31			
Queuing Penalty (veh)	0	0	0			
Storage Bay Dist (ft)					75	
Storage Blk Time (%)				0	0	
Queuing Penalty (veh)				2	0	

Intersection: 9: Dayton & Blair St.

Movement	WB	SB	SB
Directions Served	L	LT	T
Maximum Queue (ft)	661	249	272
Average Queue (ft)	495	211	229
95th Queue (ft)	804	301	323
Link Distance (ft)	650	237	237
Upstream Blk Time (%)	42	4	17
Queuing Penalty (veh)	0	31	122
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 11: Mifflin & Blair St.

Movement	EB	WB	SB	SB
Directions Served	TR	LT	LT	TR
Maximum Queue (ft)	499	677	332	303
Average Queue (ft)	295	539	299	291
95th Queue (ft)	513	812	337	307
Link Distance (ft)	543	663	278	278
Upstream Blk Time (%)	0	44	41	51
Queuing Penalty (veh)	0	0	294	365
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report
Baseline

Scn 4 PM
3/6/2012

Intersection: 14: East Washington Ave. & Blair St.

Movement	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	T	T	TR	L	L	T	T	T	L	R	R	L
Maximum Queue (ft)	310	348	370	324	874	497	334	120	112	630	636	396
Average Queue (ft)	231	256	280	310	561	175	112	66	73	461	468	368
95th Queue (ft)	324	350	381	350	1071	709	442	119	135	701	701	392
Link Distance (ft)	1074	1074	1074		1913	1913	1913			1031	1031	357
Upstream Blk Time (%)												59
Queuing Penalty (veh)												327
Storage Bay Dist (ft)				300				600	90			
Storage Blk Time (%)				18	40		0		9	59		
Queuing Penalty (veh)				63	139		0		43	68		

Intersection: 14: East Washington Ave. & Blair St.

Movement	SB
Directions Served	LTR
Maximum Queue (ft)	388
Average Queue (ft)	371
95th Queue (ft)	388
Link Distance (ft)	357
Upstream Blk Time (%)	68
Queuing Penalty (veh)	373
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

SimTraffic Modeling of Gap Availability for a Mid-Block Pedestrian Crossing

PM peak-hour, heaviest 15-minutes
 Observed gaps 10 seconds long or more
 Livingston Street unsignalized crossing

Scenario 1: One-way Operation

		Gaps(sec)										
		Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Run 7	Run 8	Run 9		
Gap	1		32	31	14	30	22	18	14	16	18	
	2		24	12	28	25	26	18	25	29	31	
	3		10	17	30	25	30	14	12	21	17	
	4		16	16	16	29	25	19	19	32	20	
	5		24	14	12	33	11	17	28	27	21	
	6		28	24	10	32	12	22	10	22	29	
	7		27	30	19	33	22	30	16	22	15	
	8		28	10	27	26	24	15	10	22	16	
	9		25	13	11	29	21	27	14	14	27	
	10		33	23	33	12	27	32	28	16	11	
	11		32	23	23				27	13	10	
	12			10	30				24	12	20	
	13								30		23	
											<i>Avg. all runs</i>	
	# Gaps		11	12	12	10	10	10	13	12	13	11 gaps in 15-minutes
	Avg Length (seconds)		25.4	18.6	21.1	27.4	22.0	21.2	19.8	20.5	19.8	22 seconds in length

Scenario 2: Full Two-way Conversion

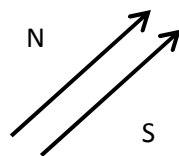
		Gaps(sec)										
		Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Run 7	Run 8	Run 9		
Gap	1		14	10	13	11	26	10	14	16	15	
	2		10	27	10	13	15	12	10	14	18	
	3		11	12	13	13	17	16	12	17	11	
	4		10	10	15	11	17	10	14	10	17	
	5		11	20	17	18	10		12	10	12	
	6		15	10	11	11	11			12	12	
	7		10	10	19	14	12			11	20	
	8		18	17						11	18	
	9		11	11							12	
	10		20	20								
	11			13								
	12			10								
											<i>Avg. all runs</i>	
	# Gaps		10	12	7	7	7	4	5	8	9	8 gaps in 15-minutes
	Avg length (seconds)		13.0	14.2	14.0	13.0	15.4	12.0	12.4	12.6	15.0	14 seconds in length

Johnson Street Driveway Operations
 March 6, 2012

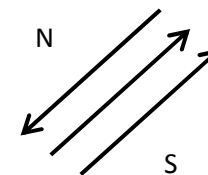
Existing PM Peak Hour Volumes

Scenario	Location of Driveway	Side of Road	# of Lanes to cross	# of Left-Out	Delay	LOS
One-Way (existing)	1/2 way between Blair and Blount	North	0	56	35.2	E
	Closer to Blair (Stop Controlled)	North	0	56	35.2	E
	Closer to Blount (Signal)	North	0	56	35.2	E
Two-Way (Scenario 3, 2-out 1-in)	1/2 way between Blair and Blount	North	1	15	35.9	E
			1	30	52.7	F
	South	2	1	72.5	F	
		1	15	36.2	E	
	Closer to Blair (New Signal)	North	1	30	53.5	F
			2	1	74.6	F
	Closer to Blount (Signal)	North	1	15	35.5	E
			1	30	51.6	F
		South	2	1	69.8	F

One-Way Scenario



Two-Way Scenario



HCM Unsignalized Intersection Capacity Analysis
 Halfway Between Blair and Blount

1-Way North Driveway
 56 vehicles left-out



Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	56	0	56	2072	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	58	0	58	2136	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1184	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1184	0	0			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	67	100	96			
cM capacity (veh/h)	176	1084	1622			
Direction, Lane #						
	SE 1	NE 1	NE 2			
Volume Total	58	770	1424			
Volume Left	58	58	0			
Volume Right	0	0	0			
cSH	176	1622	1700			
Volume to Capacity	0.33	0.04	0.84			
Queue Length 95th (ft)	34	3	0			
Control Delay (s)	35.2	1.0	0.0			
Lane LOS	E	A				
Approach Delay (s)	35.2	0.3				
Approach LOS	E					
Intersection Summary						
Average Delay			1.2			
Intersection Capacity Utilization		68.9%		ICU Level of Service		C
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
150 feet from Blair

1-Way North Driveway
56 vehicles left-out



Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	56	0	56	2072	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	58	0	58	2136	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)					506	
pX, platoon unblocked						
vC, conflicting volume	1184	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1184	0	0			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	67	100	96			
cM capacity (veh/h)	176	1084	1622			
Direction, Lane #	SE 1	NE 1	NE 2			
Volume Total	58	770	1424			
Volume Left	58	58	0			
Volume Right	0	0	0			
cSH	176	1622	1700			
Volume to Capacity	0.33	0.04	0.84			
Queue Length 95th (ft)	34	3	0			
Control Delay (s)	35.2	1.0	0.0			
Lane LOS	E	A				
Approach Delay (s)	35.2	0.3				
Approach LOS	E					
Intersection Summary						
Average Delay			1.2			
Intersection Capacity Utilization		68.9%		ICU Level of Service		C
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
150 feet from Blount

1-Way North Driveway
56 vehicles left-out



Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	56	0	56	2072	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	58	0	58	2136	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (ft)					156	
pX, platoon unblocked						
vC, conflicting volume	1184	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1184	0	0			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	67	100	96			
cM capacity (veh/h)	176	1084	1622			
Direction, Lane #	SE 1	NE 1	NE 2			
Volume Total	58	770	1424			
Volume Left	58	58	0			
Volume Right	0	0	0			
cSH	176	1622	1700			
Volume to Capacity	0.33	0.04	0.84			
Queue Length 95th (ft)	34	3	0			
Control Delay (s)	35.2	1.0	0.0			
Lane LOS	E	A				
Approach Delay (s)	35.2	0.3				
Approach LOS	E					
Intersection Summary						
Average Delay			1.2			
Intersection Capacity Utilization			68.9%	ICU Level of Service	C	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 Halfway Between Blair and Blount

2-way North Driveway
 15 vehicles left-out



Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	15	15	15	1104	790	15
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	15	15	15	1138	814	15
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				320	333	
pX, platoon unblocked	0.70	0.70	0.70			
vC, conflicting volume	1422	822	830			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1389	531	542			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	83	96	98			
cM capacity (veh/h)	93	348	725			
Direction, Lane #	SE 1	NE 1	NE 2	SW 1		
Volume Total	31	395	759	830		
Volume Left	15	15	0	0		
Volume Right	15	0	0	15		
cSH	147	725	1700	1700		
Volume to Capacity	0.21	0.02	0.45	0.49		
Queue Length 95th (ft)	19	2	0	0		
Control Delay (s)	35.9	0.7	0.0	0.0		
Lane LOS	E	A				
Approach Delay (s)	35.9	0.2		0.0		
Approach LOS	E					
Intersection Summary						
Average Delay				0.7		
Intersection Capacity Utilization				52.5%	ICU Level of Service	A
Analysis Period (min)				15		

HCM Unsignalized Intersection Capacity Analysis
 Halfway Between Blair and Blount

2-way North Driveway
 30 vehicles left-out



Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	30	30	30	1104	790	30
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	31	31	31	1138	814	31
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				320	333	
pX, platoon unblocked	0.70	0.70	0.70			
vC, conflicting volume	1461	830	845			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1444	542	564			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	63	91	96			
cM capacity (veh/h)	84	343	712			

Direction, Lane #	SE 1	NE 1	NE 2	SW 1
Volume Total	62	410	759	845
Volume Left	31	31	0	0
Volume Right	31	0	0	31
cSH	135	712	1700	1700
Volume to Capacity	0.46	0.04	0.45	0.50
Queue Length 95th (ft)	52	3	0	0
Control Delay (s)	52.7	1.3	0.0	0.0
Lane LOS	F	A		
Approach Delay (s)	52.7	0.5		0.0
Approach LOS	F			

Intersection Summary			
Average Delay		1.8	
Intersection Capacity Utilization		62.3%	ICU Level of Service B
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
 Halfway Between Blair and Blount

2-way South Driveway
 1 vehicle left-out



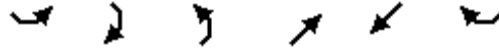
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	1	1	1104	1	1	790
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	1	1	1138	1	1	814
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			334			340
pX, platoon unblocked	0.70					
vC, conflicting volume	1955	570			1139	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2151	570			1139	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	100			100	
cM capacity (veh/h)	29	470			621	

Direction, Lane #	NW 1	NE 1	NE 2	SW 1
Volume Total	2	759	380	815
Volume Left	1	0	0	1
Volume Right	1	0	1	0
cSH	55	1700	1700	621
Volume to Capacity	0.04	0.45	0.22	0.00
Queue Length 95th (ft)	3	0	0	0
Control Delay (s)	72.5	0.0	0.0	0.0
Lane LOS	F			A
Approach Delay (s)	72.5	0.0		0.0
Approach LOS	F			

Intersection Summary			
Average Delay		0.1	
Intersection Capacity Utilization		52.4%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
150 feet from Blair

2-way North Driveway
15 vehicles left-out



Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	15	15	15	1104	790	15
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	15	15	15	1138	814	15
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				147	507	
pX, platoon unblocked	0.69	0.69	0.69			
vC, conflicting volume	1422	822	830			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1387	516	527			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	83	96	98			
cM capacity (veh/h)	92	351	723			

Direction, Lane #	SE 1	NE 1	NE 2	SW 1
Volume Total	31	395	759	830
Volume Left	15	15	0	0
Volume Right	15	0	0	15
cSH	146	723	1700	1700
Volume to Capacity	0.21	0.02	0.45	0.49
Queue Length 95th (ft)	19	2	0	0
Control Delay (s)	36.2	0.7	0.0	0.0
Lane LOS	E	A		
Approach Delay (s)	36.2	0.2		0.0
Approach LOS	E			

Intersection Summary			
Average Delay		0.7	
Intersection Capacity Utilization		52.5%	ICU Level of Service
Analysis Period (min)		15	A

HCM Unsignalized Intersection Capacity Analysis
150 feet from Blair

2-way North Driveway
15 vehicles left-out



Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	30	30	30	1104	790	30
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	31	31	31	1138	814	31
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				147	507	
pX, platoon unblocked	0.69	0.69	0.69			
vC, conflicting volume	1461	830	845			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1443	527	550			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	63	91	96			
cM capacity (veh/h)	83	345	710			
Direction, Lane #	SE 1	NE 1	NE 2	SW 1		
Volume Total	62	410	759	845		
Volume Left	31	31	0	0		
Volume Right	31	0	0	31		
cSH	133	710	1700	1700		
Volume to Capacity	0.46	0.04	0.45	0.50		
Queue Length 95th (ft)	53	3	0	0		
Control Delay (s)	53.5	1.3	0.0	0.0		
Lane LOS	F	A				
Approach Delay (s)	53.5	0.5		0.0		
Approach LOS	F					
Intersection Summary						
Average Delay			1.9			
Intersection Capacity Utilization			62.3%		ICU Level of Service	B
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

150 feet from Blair

2-way South Driveway
1 vehicle left-out



Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	1	1	1104	1	1	790
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	1	1	1138	1	1	814
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			151			522
pX, platoon unblocked	0.69					
vC, conflicting volume	1955	570			1139	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2162	570			1139	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	100			100	
cM capacity (veh/h)	29	470			621	
Direction, Lane #	NW 1	NE 1	NE 2	SW 1		
Volume Total	2	759	380	815		
Volume Left	1	0	0	1		
Volume Right	1	0	1	0		
cSH	54	1700	1700	621		
Volume to Capacity	0.04	0.45	0.22	0.00		
Queue Length 95th (ft)	3	0	0	0		
Control Delay (s)	74.6	0.0	0.0	0.0		
Lane LOS	F			A		
Approach Delay (s)	74.6	0.0		0.0		
Approach LOS	F					
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			52.4%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

150 feet from Blount

2-way North Driveway
15 vehicles left-out



Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	15	15	15	1104	790	15
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	15	15	15	1138	814	15
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				502	151	
pX, platoon unblocked	0.71	0.71	0.71			
vC, conflicting volume	1422	822	830			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1391	550	561			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	84	96	98			
cM capacity (veh/h)	95	345	728			
Direction, Lane #	SE 1	NE 1	NE 2	SW 1		
Volume Total	31	395	759	830		
Volume Left	15	15	0	0		
Volume Right	15	0	0	15		
cSH	149	728	1700	1700		
Volume to Capacity	0.21	0.02	0.45	0.49		
Queue Length 95th (ft)	19	2	0	0		
Control Delay (s)	35.5	0.7	0.0	0.0		
Lane LOS	E	A				
Approach Delay (s)	35.5	0.2		0.0		
Approach LOS	E					
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			52.5%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
150 feet from Blount

2-way North Driveway
30 vehicles left-out



Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	30	30	30	1104	790	30
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	31	31	31	1138	814	31
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				502	151	
pX, platoon unblocked	0.71	0.71	0.71			
vC, conflicting volume	1461	830	845			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1445	561	583			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	64	91	96			
cM capacity (veh/h)	85	340	715			
Direction, Lane #	SE 1	NE 1	NE 2	SW 1		
Volume Total	62	410	759	845		
Volume Left	31	31	0	0		
Volume Right	31	0	0	31		
cSH	136	715	1700	1700		
Volume to Capacity	0.45	0.04	0.45	0.50		
Queue Length 95th (ft)	51	3	0	0		
Control Delay (s)	51.6	1.3	0.0	0.0		
Lane LOS	F	A				
Approach Delay (s)	51.6	0.5		0.0		
Approach LOS	F					
Intersection Summary						
Average Delay			1.8			
Intersection Capacity Utilization			62.3%		ICU Level of Service	B
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
150 feet from Blount

2-way South Driveway
1 vehicle left-out



Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	1	1	1104	1	1	790
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	1	1	1138	1	1	814
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			524			150
pX, platoon unblocked	0.71					
vC, conflicting volume	1955	570			1139	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2138	570			1139	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	100			100	
cM capacity (veh/h)	31	470			621	

Direction, Lane #	NW 1	NE 1	NE 2	SW 1
Volume Total	2	759	380	815
Volume Left	1	0	0	1
Volume Right	1	0	1	0
cSH	58	1700	1700	621
Volume to Capacity	0.04	0.45	0.22	0.00
Queue Length 95th (ft)	3	0	0	0
Control Delay (s)	69.8	0.0	0.0	0.0
Lane LOS	F			A
Approach Delay (s)	69.8	0.0		0.0
Approach LOS	F			

Intersection Summary			
Average Delay		0.1	
Intersection Capacity Utilization		52.4%	ICU Level of Service A
Analysis Period (min)		15	

Queues
2: Blount St & E Johnson St

Scn 2 PM E. Johnson and Paterson
3/6/2012



Lane Group	SET	NWT	NET	SWL	SWT
Lane Group Flow (vph)	21	80	1154	52	511
v/c Ratio	0.05	0.15	0.47	0.16	0.36
Control Delay	18.6	12.7	6.0	5.8	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	18.6	12.7	6.0	5.8	5.0
Queue Length 50th (ft)	5	9	103	6	67
Queue Length 95th (ft)	22	44	147	19	114
Internal Link Dist (ft)	948	2023	4206		1228
Turn Bay Length (ft)					
Base Capacity (vph)	884	1061	3315	417	1835
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.02	0.08	0.35	0.12	0.28

Intersection Summary

HCM Signalized Intersection Capacity Analysis
2: Blount St & E Johnson St

Scn 2 PM E. Johnson and Paterson

3/6/2012



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕↕		↕	↕	
Volume (vph)	11	10	0	0	42	36	20	1062	37	50	445	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0		4.0	4.0	
Lane Util. Factor		1.00			1.00			0.95		1.00	1.00	
Fr _t		1.00			0.94			1.00		1.00	0.98	
Fl _t Protected		0.97			1.00			1.00		0.95	1.00	
Satd. Flow (prot)		1815			1746			3519		1770	1834	
Fl _t Permitted		0.79			1.00			0.94		0.22	1.00	
Satd. Flow (perm)		1477			1746			3319		417	1834	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	11	10	0	0	43	37	21	1095	38	52	459	52
RTOR Reduction (vph)	0	0	0	0	33	0	0	3	0	0	4	0
Lane Group Flow (vph)	0	21	0	0	47	0	0	1151	0	52	507	0
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	100	0	0	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		6			2			4			8	
Permitted Phases	6						4			8		
Actuated Green, G (s)		4.8			4.8			26.4		28.4	28.4	
Effective Green, g (s)		4.8			4.8			26.4		28.4	28.4	
Actuated g/C Ratio		0.11			0.11			0.61		0.66	0.66	
Clearance Time (s)		6.0			6.0			6.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)		164			194			2028		274	1206	
v/s Ratio Prot					c0.03						0.28	
v/s Ratio Perm		0.01						c0.35		0.12		
v/c Ratio		0.13			0.24			0.57		0.19	0.42	
Uniform Delay, d1		17.3			17.5			5.0		2.9	3.5	
Progression Factor		1.00			1.00			1.00		1.00	1.00	
Incremental Delay, d2		0.4			0.7			0.4		0.3	0.2	
Delay (s)		17.7			18.2			5.4		3.2	3.7	
Level of Service		B			B			A		A	A	
Approach Delay (s)		17.7			18.2			5.4			3.7	
Approach LOS		B			B			A			A	

Intersection Summary			
HCM Average Control Delay	5.6	HCM Level of Service	A
HCM Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	43.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	63.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Queues
8: Paterson & E Johnson St

Scn 2 PM E. Johnson and Paterson

3/6/2012



Lane Group	SEL	SET	NWL	NWT	NEL	NET	SWL	SWT
Lane Group Flow (vph)	10	93	26	119	11	1133	96	533
v/c Ratio	0.05	0.28	0.12	0.35	0.02	0.95	0.59	0.40
Control Delay	31.6	15.0	32.8	22.2	5.9	33.1	24.0	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.6	15.0	32.8	22.2	5.9	33.1	24.0	5.4
Queue Length 50th (ft)	5	13	13	33	2	528	13	90
Queue Length 95th (ft)	19	54	36	82	8	#886	#64	136
Internal Link Dist (ft)		240		576		1228		604
Turn Bay Length (ft)								
Base Capacity (vph)	198	335	219	337	545	1191	162	1335
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.28	0.12	0.35	0.02	0.95	0.59	0.40

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
8: Paterson & E Johnson St

Scn 2 PM E. Johnson and Paterson
3/6/2012



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	10	25	65	25	55	60	11	1055	44	93	455	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frbp, ped/bikes	1.00	0.95		1.00	0.96		1.00	1.00		1.00	0.99	
Flpb, ped/bikes	0.95	1.00		0.95	1.00		0.97	1.00		1.00	1.00	
Frt	1.00	0.89		1.00	0.92		1.00	0.99		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1688	1572		1682	1650		1722	1846		1770	1813	
Flt Permitted	0.63	1.00		0.70	1.00		0.47	1.00		0.06	1.00	
Satd. Flow (perm)	1116	1572		1231	1650		844	1846		120	1813	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	10	26	67	26	57	62	11	1088	45	96	469	64
RTOR Reduction (vph)	0	55	0	0	44	0	0	2	0	0	5	0
Lane Group Flow (vph)	10	38	0	26	75	0	11	1131	0	96	528	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Perm		Perm		Perm		pm+pt					
Protected Phases	8		4		2		1		6			
Permitted Phases	8		4		2		6					
Actuated Green, G (s)	16.0	16.0	16.0	16.0	58.0	58.0	66.0	66.0				
Effective Green, g (s)	16.0	16.0	16.0	16.0	58.0	58.0	66.0	66.0				
Actuated g/C Ratio	0.18	0.18	0.18	0.18	0.64	0.64	0.73	0.73				
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lane Grp Cap (vph)	198	279	219	293	544	1190	161	1330				
v/s Ratio Prot	0.02		c0.05		c0.61		c0.03		0.29			
v/s Ratio Perm	0.01		0.02		0.01		0.41					
v/c Ratio	0.05	0.14	0.12	0.26	0.02	0.95	0.60	0.40				
Uniform Delay, d1	30.7	31.2	31.1	31.9	5.8	14.7	21.6	4.5				
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Incremental Delay, d2	0.5	1.0	1.1	2.1	0.1	16.6	15.2	0.9				
Delay (s)	31.2	32.2	32.2	34.0	5.8	31.3	36.8	5.4				
Level of Service	C	C	C	C	A	C	D	A				
Approach Delay (s)	32.1		33.7		31.1		10.2					
Approach LOS	C		C		C		B					

Intersection Summary			
HCM Average Control Delay	24.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	86.8%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Queues
2: Blount St & E Johnson St

Scn 4 PM Johnson and Paterson
3/6/2012



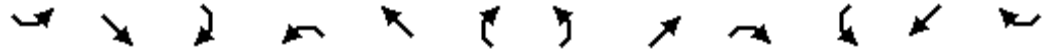
Lane Group	SET	NWT	NET	SWL	SWT
Lane Group Flow (vph)	21	80	1154	52	511
v/c Ratio	0.05	0.15	0.47	0.16	0.36
Control Delay	18.6	12.7	6.0	5.8	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	18.6	12.7	6.0	5.8	5.0
Queue Length 50th (ft)	5	9	103	6	67
Queue Length 95th (ft)	22	44	147	19	114
Internal Link Dist (ft)	948	2023	4206		1228
Turn Bay Length (ft)					
Base Capacity (vph)	884	1061	3315	417	1835
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.02	0.08	0.35	0.12	0.28

Intersection Summary

HCM Signalized Intersection Capacity Analysis
2: Blount St & E Johnson St

Scn 4 PM Johnson and Paterson

3/6/2012



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕↕		↕	↕	
Volume (vph)	11	10	0	0	42	36	20	1062	37	50	445	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0		4.0	4.0	
Lane Util. Factor		1.00			1.00			0.95		1.00	1.00	
Fr _t		1.00			0.94			1.00		1.00	0.98	
Fl _t Protected		0.97			1.00			1.00		0.95	1.00	
Satd. Flow (prot)		1815			1746			3519		1770	1834	
Fl _t Permitted		0.79			1.00			0.94		0.22	1.00	
Satd. Flow (perm)		1477			1746			3319		417	1834	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	11	10	0	0	43	37	21	1095	38	52	459	52
RTOR Reduction (vph)	0	0	0	0	33	0	0	3	0	0	4	0
Lane Group Flow (vph)	0	21	0	0	47	0	0	1151	0	52	507	0
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	100	0	0	0
Turn Type	Perm						Perm			Perm		
Protected Phases		6			2			4			8	
Permitted Phases	6						4			8		
Actuated Green, G (s)		4.8			4.8			26.4		28.4	28.4	
Effective Green, g (s)		4.8			4.8			26.4		28.4	28.4	
Actuated g/C Ratio		0.11			0.11			0.61		0.66	0.66	
Clearance Time (s)		6.0			6.0			6.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)		164			194			2028		274	1206	
v/s Ratio Prot					c0.03						0.28	
v/s Ratio Perm		0.01						c0.35		0.12		
v/c Ratio		0.13			0.24			0.57		0.19	0.42	
Uniform Delay, d ₁		17.3			17.5			5.0		2.9	3.5	
Progression Factor		1.00			1.00			1.00		1.00	1.00	
Incremental Delay, d ₂		0.4			0.7			0.4		0.3	0.2	
Delay (s)		17.7			18.2			5.4		3.2	3.7	
Level of Service		B			B			A		A	A	
Approach Delay (s)		17.7			18.2			5.4		3.2	3.7	
Approach LOS		B			B			A		A	A	

Intersection Summary			
HCM Average Control Delay	5.6	HCM Level of Service	A
HCM Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	43.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	63.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Queues
8: Paterson & E Johnson St

Scn 4 PM Johnson and Paterson

3/6/2012



Lane Group	SEL	SET	NWL	NWT	NET	SWL	SWT
Lane Group Flow (vph)	10	93	26	119	1143	96	533
v/c Ratio	0.04	0.25	0.10	0.31	0.49	0.35	0.42
Control Delay	26.5	13.0	27.5	17.1	6.3	9.0	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.5	13.0	27.5	17.1	6.3	9.0	6.0
Queue Length 50th (ft)	4	11	11	24	113	16	90
Queue Length 95th (ft)	17	49	32	68	150	43	140
Internal Link Dist (ft)		240		576	1228		604
Turn Bay Length (ft)							
Base Capacity (vph)	239	369	248	385	2336	276	1276
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.25	0.10	0.31	0.49	0.35	0.42




















Intersection Summary

HCM Signalized Intersection Capacity Analysis

8: Paterson & E Johnson St

Scn 4 PM Johnson and Paterson

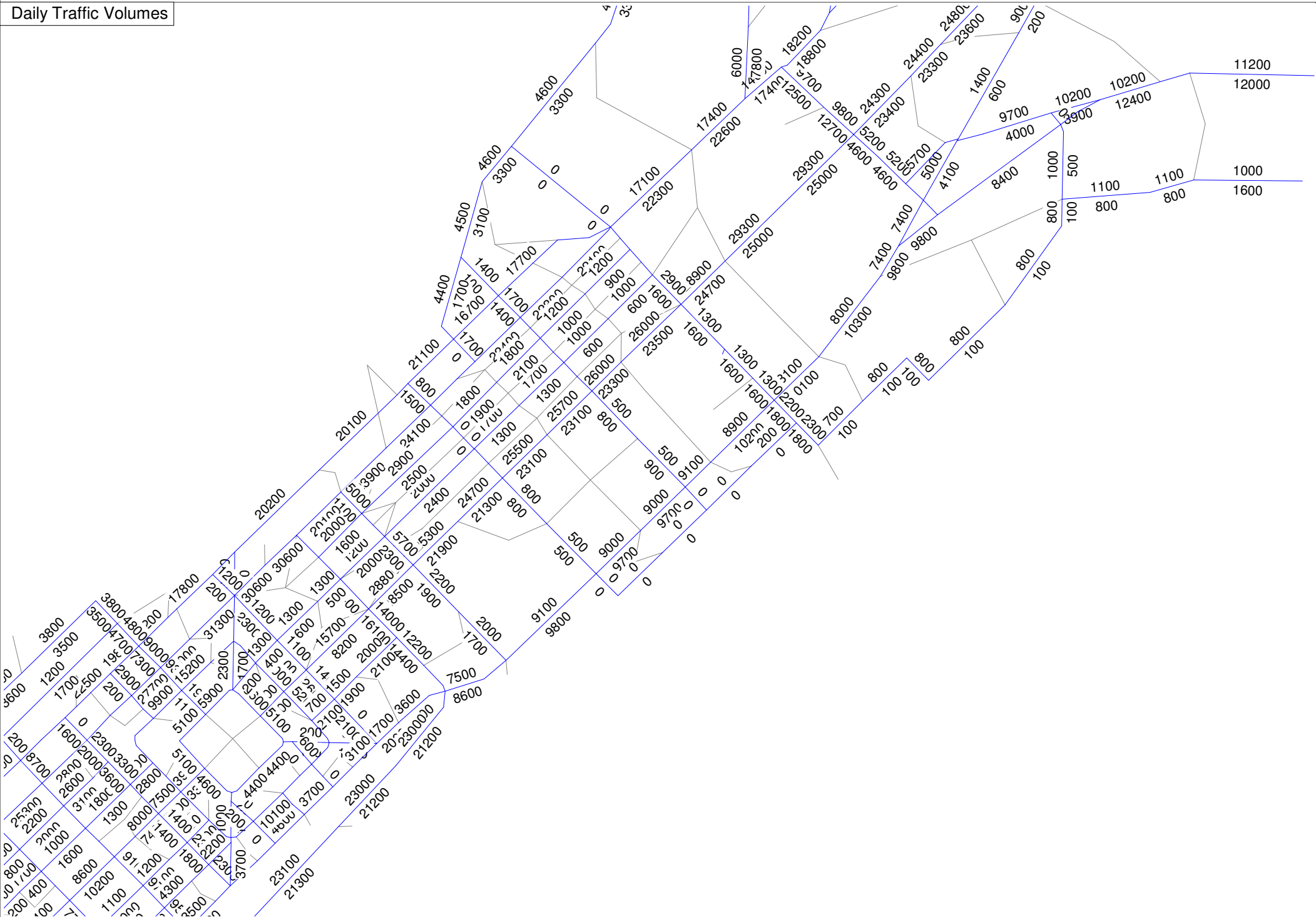
3/6/2012

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	10	25	65	25	55	60	11	1054	44	93	455	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			0.95		1.00	1.00	
Frbp, ped/bikes	1.00	0.95		1.00	0.98			1.00		1.00	0.99	
Flpb, ped/bikes	0.97	1.00		0.96	1.00			1.00		0.99	1.00	
Frt	1.00	0.89		1.00	0.92			0.99		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00			1.00		0.95	1.00	
Satd. Flow (prot)	1725	1579		1692	1680			3506		1756	1814	
Flt Permitted	0.66	1.00		0.70	1.00			0.95		0.21	1.00	
Satd. Flow (perm)	1195	1579		1241	1680			3333		393	1814	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	10	26	67	26	57	62	11	1087	45	96	469	64
RTOR Reduction (vph)	0	54	0	0	49	0	0	4	0	0	6	0
Lane Group Flow (vph)	10	39	0	26	70	0	0	1139	0	96	527	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		8			4			2			6	
Permitted Phases	8			4			2			6		
Actuated Green, G (s)	16.0	16.0		16.0	16.0			56.0		56.0	56.0	
Effective Green, g (s)	16.0	16.0		16.0	16.0			56.0		56.0	56.0	
Actuated g/C Ratio	0.20	0.20		0.20	0.20			0.70		0.70	0.70	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0		4.0	4.0	
Lane Grp Cap (vph)	239	316		248	336			2333		275	1270	
v/s Ratio Prot		0.02			c0.04						0.29	
v/s Ratio Perm	0.01			0.02				c0.34		0.24		
v/c Ratio	0.04	0.12		0.10	0.21			0.49		0.35	0.41	
Uniform Delay, d1	25.8	26.3		26.1	26.7			5.5		4.8	5.1	
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	0.3	0.8		0.8	1.4			0.7		3.5	1.0	
Delay (s)	26.1	27.1		27.0	28.1			6.2		8.2	6.1	
Level of Service	C	C		C	C			A		A	A	
Approach Delay (s)		27.0			27.9			6.2			6.4	
Approach LOS		C			C			A			A	
Intersection Summary												
HCM Average Control Delay			8.9			HCM Level of Service				A		
HCM Volume to Capacity ratio			0.43									
Actuated Cycle Length (s)			80.0			Sum of lost time (s)			8.0			
Intersection Capacity Utilization			82.2%			ICU Level of Service				E		
Analysis Period (min)			15									
c	Critical Lane Group											

Existing Conditions Dayton St and Mifflin Street Added

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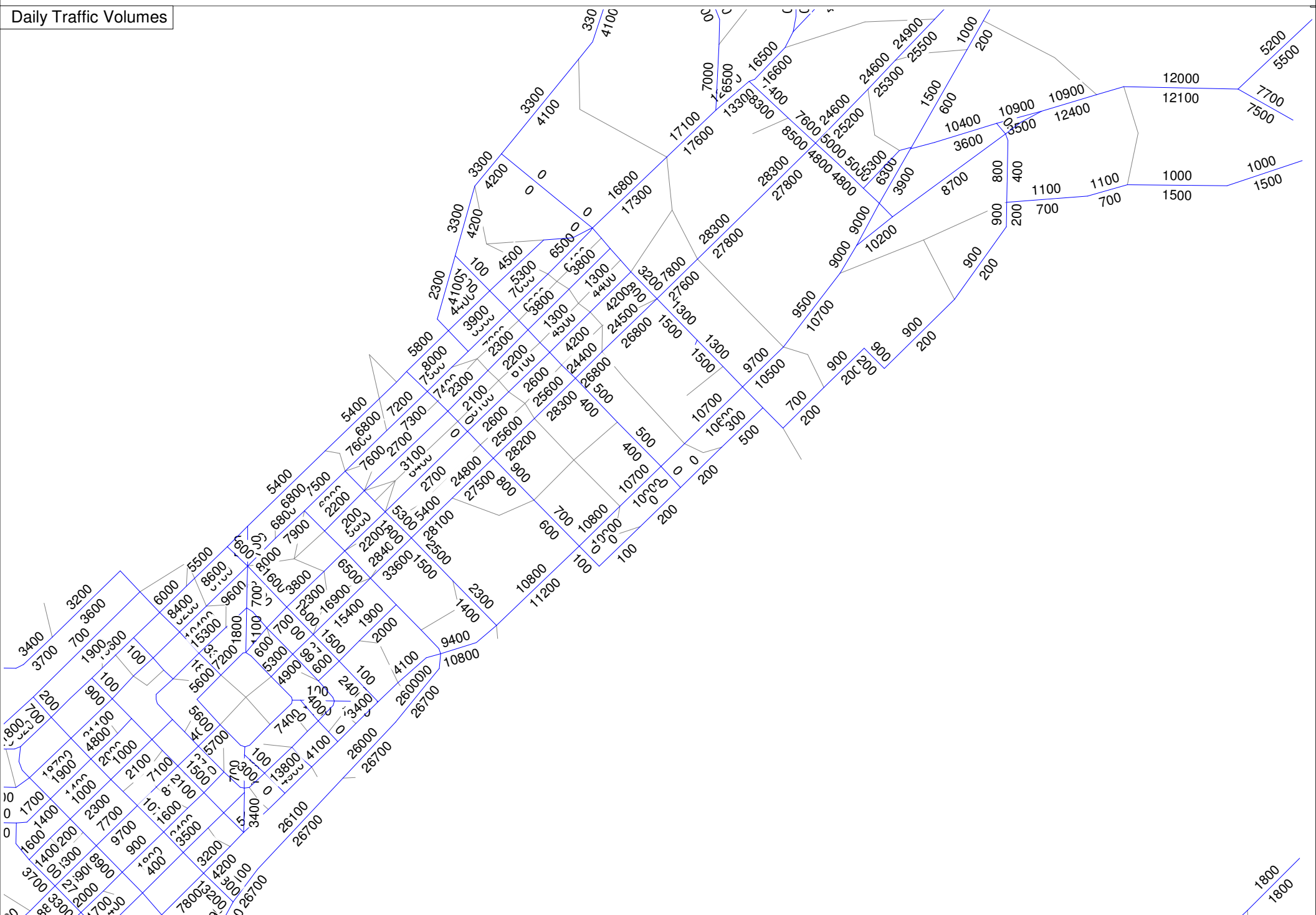
Daily Traffic Volumes



Full Two-Way Conversion Wisconsin Ave to Baldwin St

DRAFT

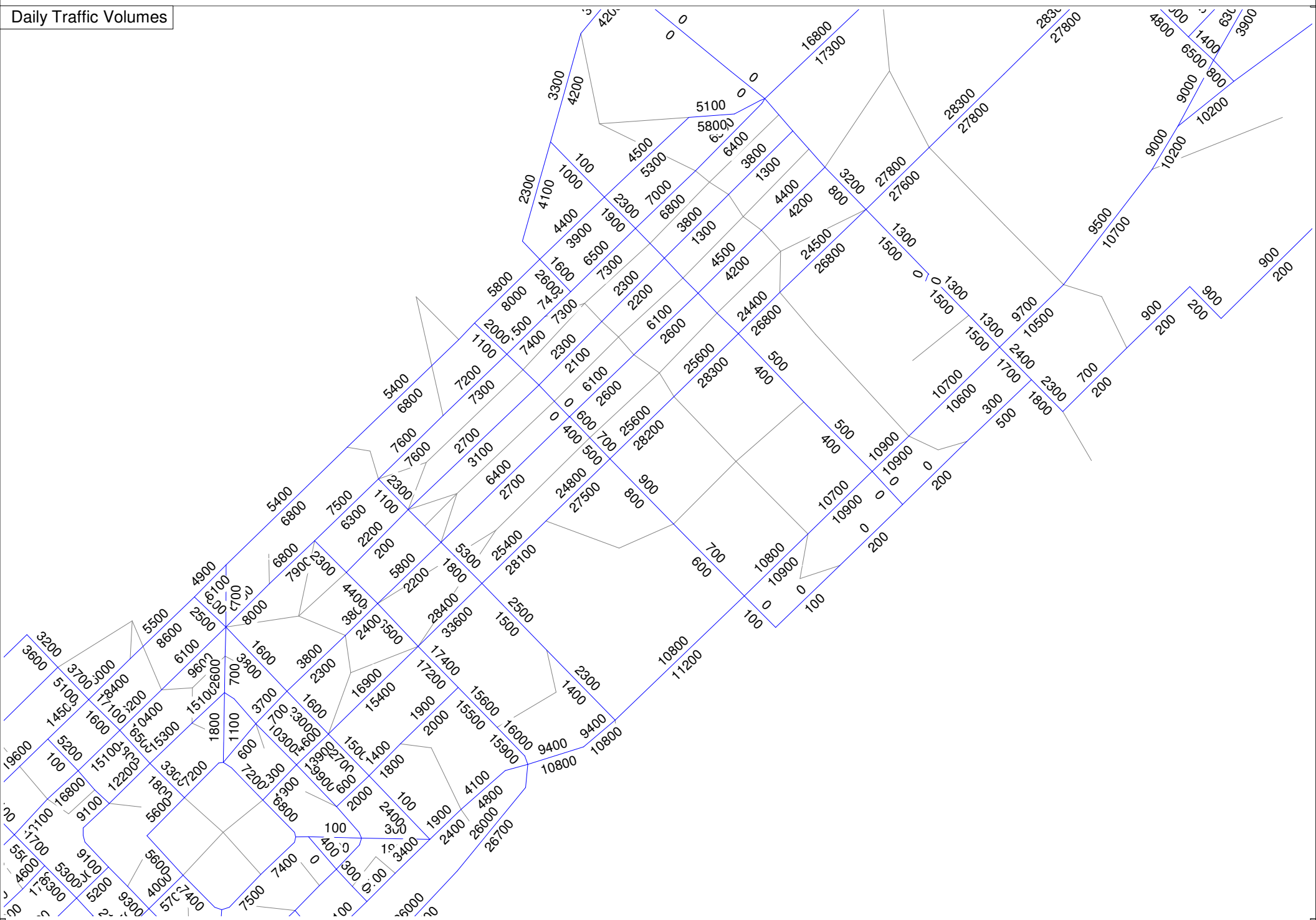
Daily Traffic Volumes



Full Two-Way Conversion Wisconsin Ave to Baldwin St

DRAFT

Daily Traffic Volumes



Two-Way Conversion Two Lanes on E. Gorham and Four Lanes on E. Johnson Scenario 3

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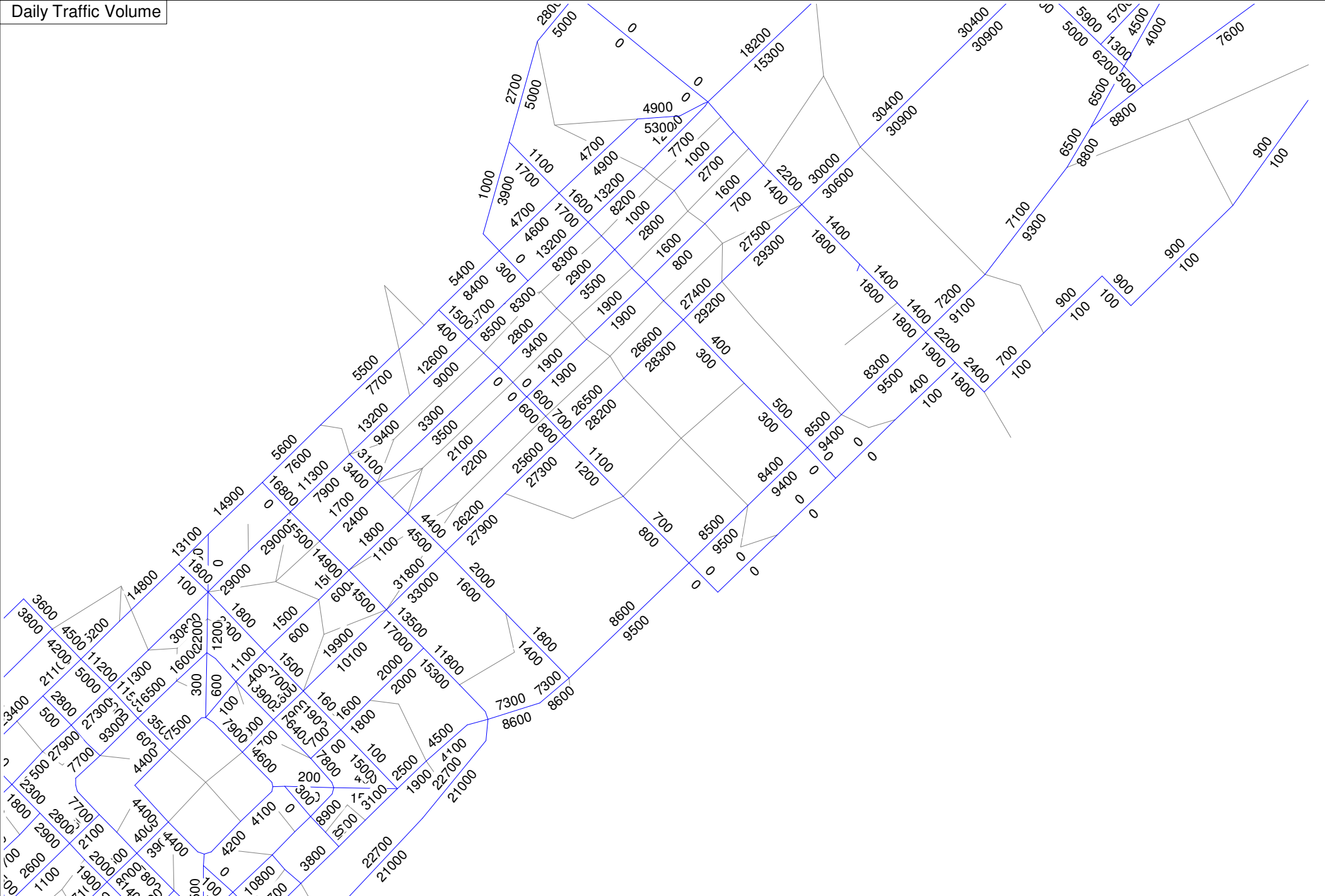
Daily Traffic Volume



Two-Way Conversion Two Lanes on E. Gorham and Four Lanes on E. Johnson Scenario 3

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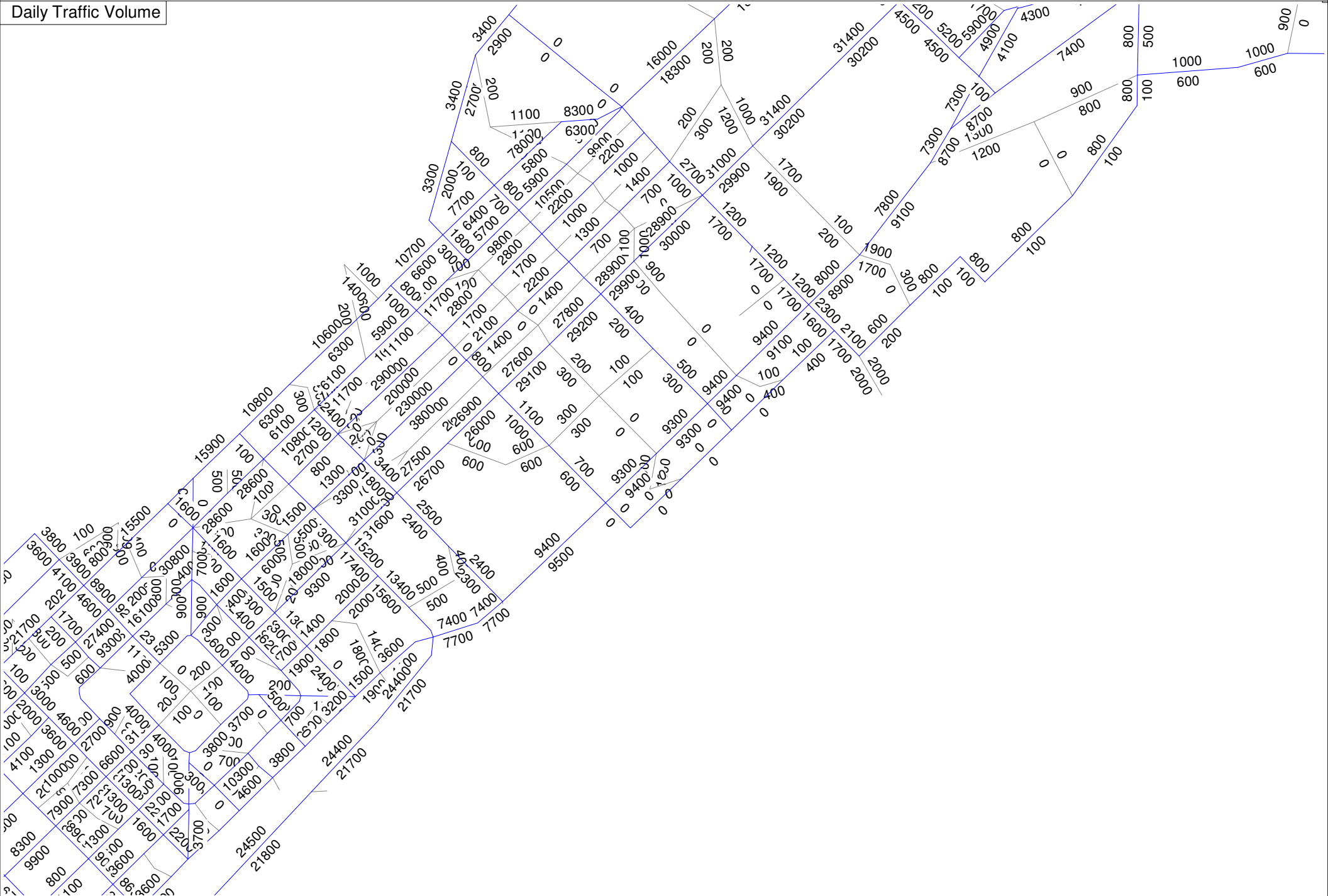
Daily Traffic Volume



Two-Way Conversion
2 Lane Inbound on Gorham (AM) 2 Lane Outbound on E. Johnson (PM)
Scenario 4

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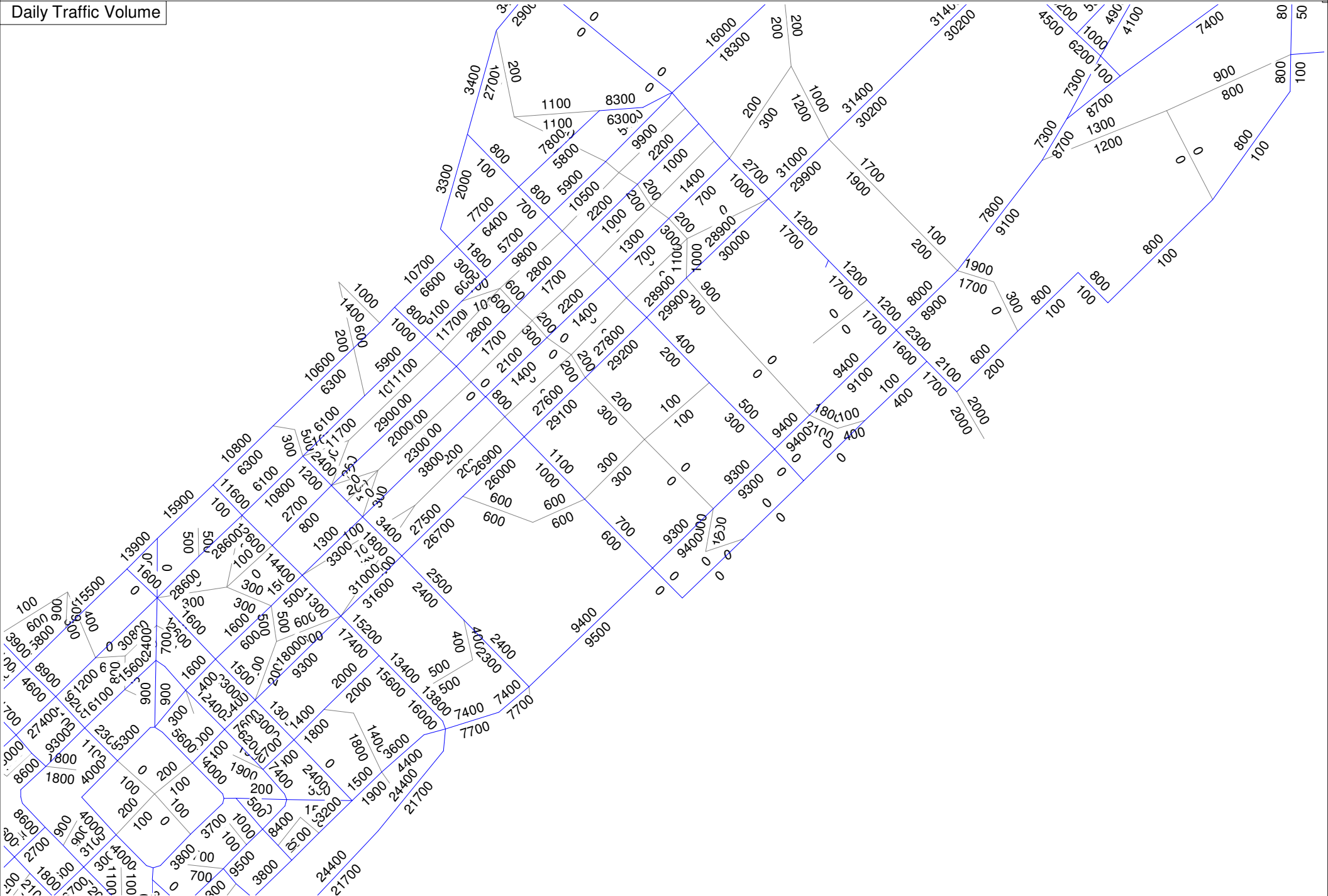
Daily Traffic Volume



Two-Way Conversion
2 Lane Inbound on Gorham (AM) 2 Lane Outbound on E. Johnson (PM)
Scenario 4

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Daily Traffic Volume



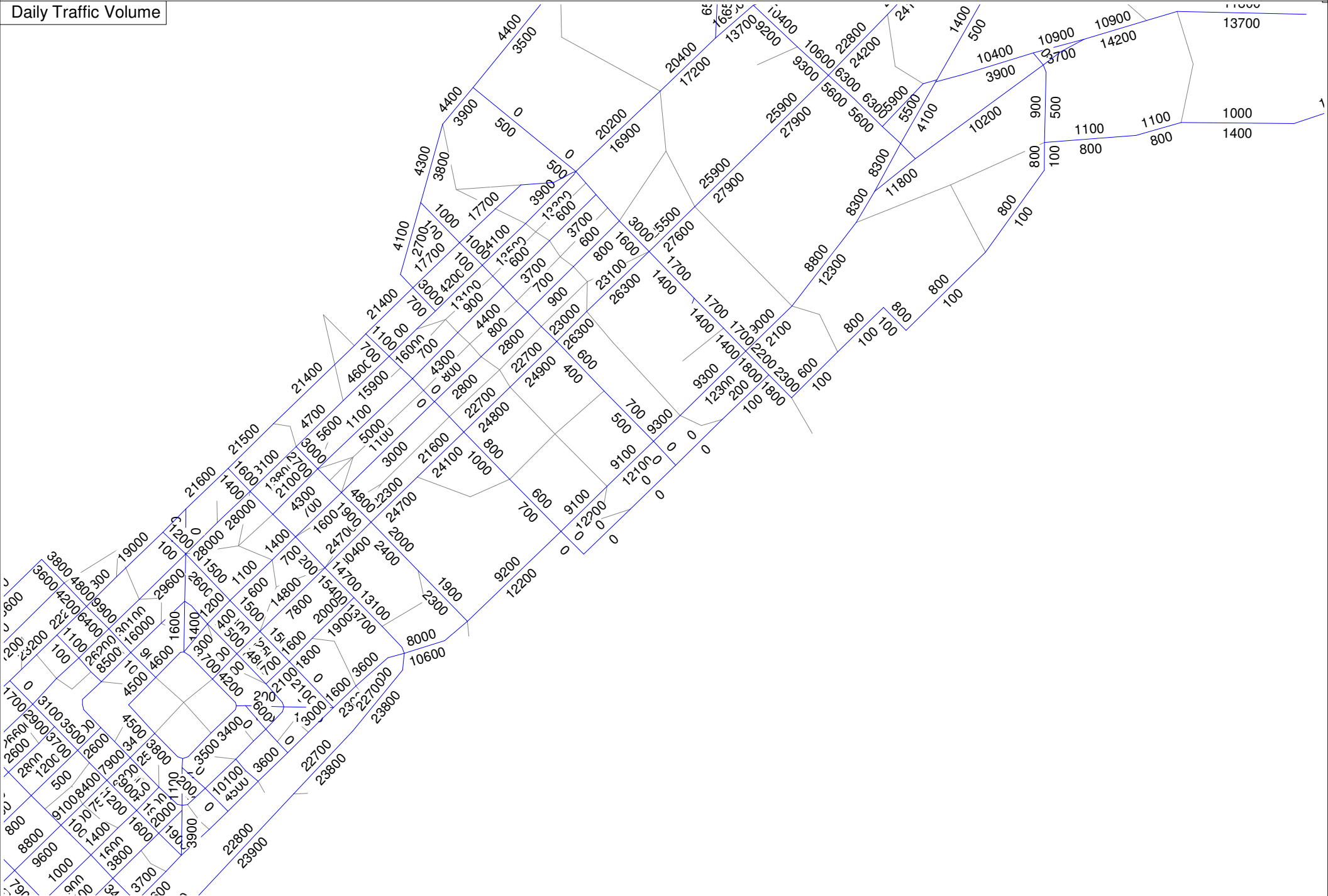
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Two-Way Conversion One-Way Inbound on E. Gorham Two Lanes Outbound on E. Johnson Scenario 5

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Daily Traffic Volume



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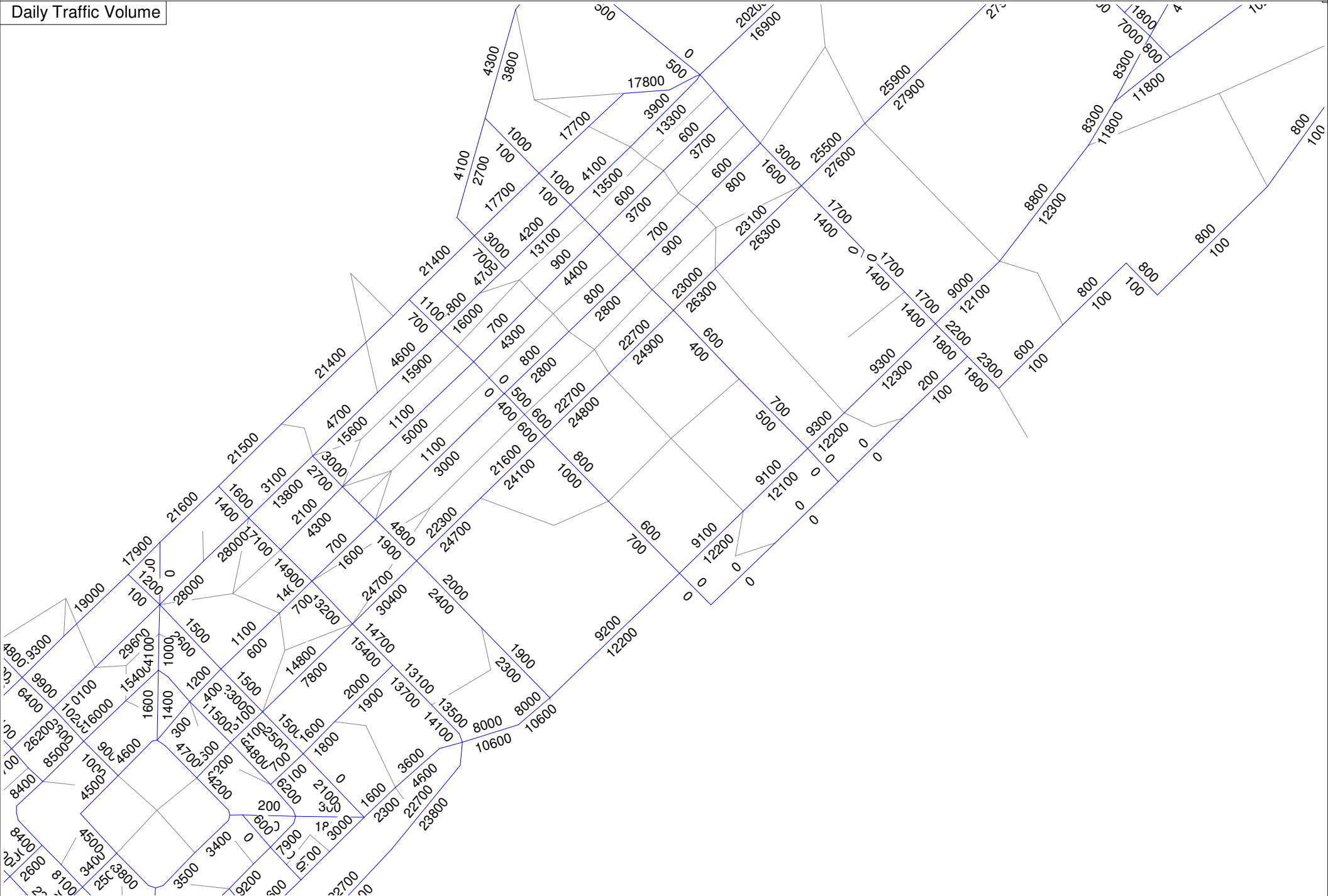


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Two-Way Conversion One-Way Inbound on E. Gorham Two Lanes Outbound on E. Johnson Scenario 5

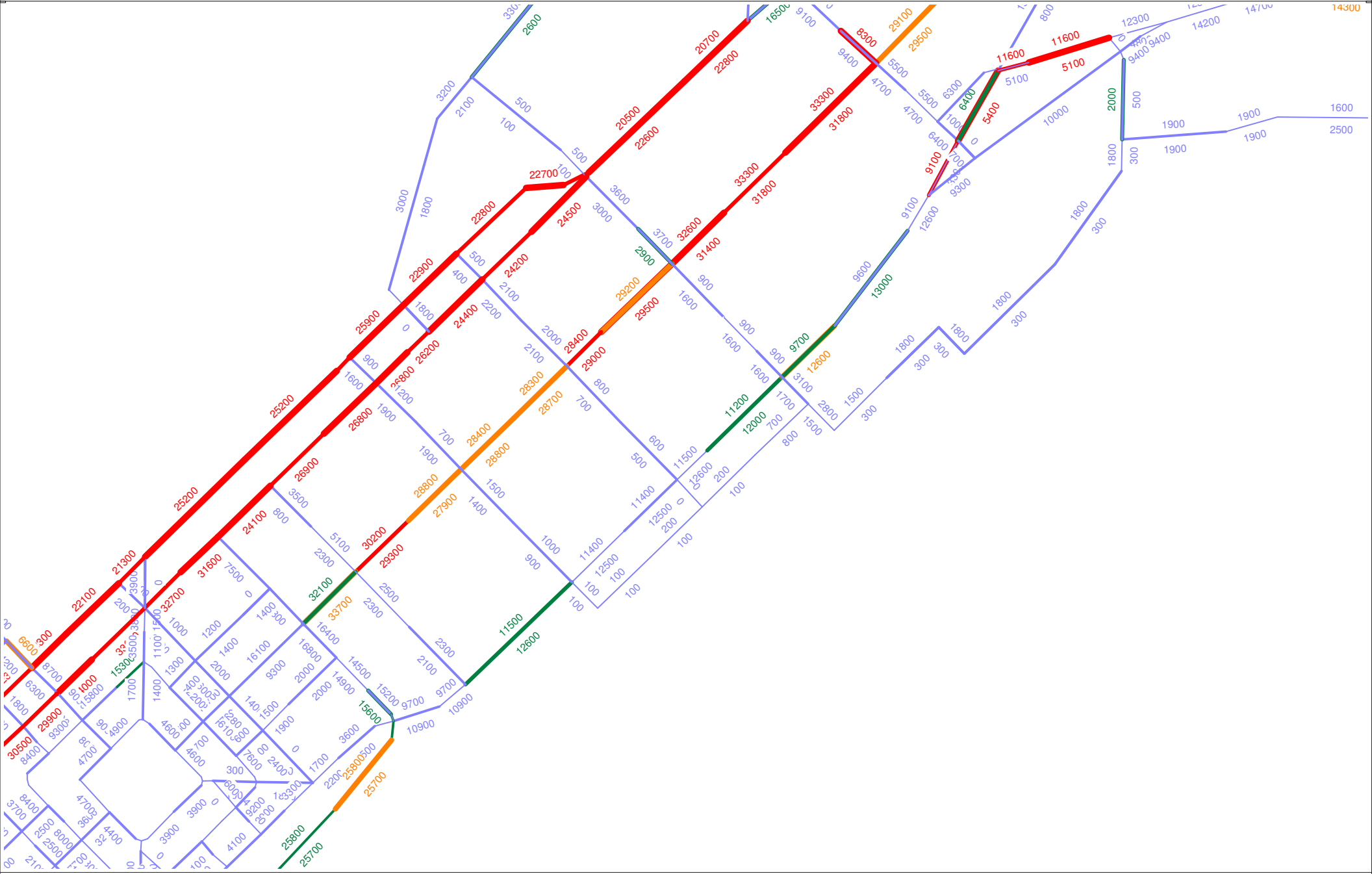
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Daily Traffic Volume



Madison MPO Travel Demand Model Planned Scenario Year 2035 Daily Volume Model Assignments

DRAFT



May 25, 2011



East Johnson Street Traffic Study - Crash Rates

December 7, 2011

INTERSECTIONS	2006	2007	2008	2009	2010	TOTAL Number of crashes	Entering Vehicle Volume (AADT)	Crash Rate per MEV
	Number of crashes	Number of crashes	Number of crashes	Number of crashes	Number of crashes			
Johnson & Butler/Hamilton	5	5	6	1	8	25	28,125	0.49
Johnson & Blount	2	1	1	6	3	13	20,675	0.34
Johnson & Paterson	6	4	3	4	3	20	21,200	0.52
Johnson & Ingersoll	2	2	3	0	2	9	18,750	0.26
Johnson & Baldwin	3	1	5	2	5	16	35,600	0.25
Johnson & Fordem	7	7	6	10	8	38	33,675	0.62
Johnson & First	4	11	12	7	7	41	38,450	0.58
Gorham & Wisconsin	11	5	3	6	6	31	24,375	0.70
Gorham & Paterson	0	2	2	1	4	9	15,875	0.31
Gorham & Ingersoll	2	0	0	1	5	8	13,900	0.32
Williamson & Blair	9	14	7	12	7	49	49,200	0.55
Williamson & Blount	2	4	5	2	0	13	23,025	0.31
Williamson & Paterson	2	9	4	5	3	23	22,525	0.56
Williamson & Ingersoll	3	7	8	4	9	31	22,200	0.77
Williamson & Baldwin	4	4	3	4	2	17	23,150	0.40
Winnebago & First	4	4	3	3	5	19	27,675	0.38
SEGMENTS							Average Corridor AADT	Crash rate per HMVMT
Johnson Street	90	79	82	82	83	416	22,170	592.7
Williamson Street	52	76	68	68	57	321	18,874	670.1
Gorham Street	33	40	28	31	43	175	14,857	506.1

EXCLUDES DEER CRASHES

AADT = Average Annual Daily Traffic Volume

Intersection Crash Rates shown in units of crashes per million entering vehicles (MEV)

Segment Crash Rates shown in units of crashes per hundred million vehicle miles traveled (HMVMT)

East Johnson Street Traffic Study - Segment Crash Rates

December 7, 2011

		Severity	2006	2007	2008	2009	2010	Total	Annual Crash Rate	Statewide Average	Ratio to Statewide
Johnson Street Wisconsin to First 1.73 mi 22,170 ADT	Property Damage Only		54	44	55	61	62	276	393.2	207.1	1.90
	All Injury		36	35	27	21	20	139	198.0	117.7	1.68
	Fatal		0	0	0	0	1	1	1.4	0.8	1.78
	Total		90	79	82	82	83	416	593	326	1.82

		Severity	2006	2007	2008	2009	2010	Total	Annual Crash Rate	Statewide Average	Ratio to Statewide
Williamson Street Blair to First 1.39 mi 18,874 ADT	Property Damage Only		27	42	46	47	44	206	430.0	212.1	2.03
	All Injury		25	34	22	20	13	114	238.0	121.1	1.97
	Fatal		0	0	0	1	0	1	2.1	1.3	1.61
	Total		52	76	68	68	57	321	670	335	2.00

		Severity	2006	2007	2008	2009	2010	Total	Annual Crash Rate	Statewide Average	Ratio to Statewide
Gorham Street Wisconsin to Baldwin 1.28 mi 14,857 ADT	Property Damage Only		23	25	23	20	38	129	373.1	207.1	1.80
	All Injury		10	15	5	11	5	46	133.0	117.7	1.13
	Fatal		0	0	0	0	0	0	0.0	0.8	0.00
	Total		33	40	28	31	43	175	506	326	1.55

East Johnson Street Traffic Study - Distance & Daily Volumes (2008)

December 7, 2011

Johnson Street (one-way)

From	To	Distance (feet)	Distance (miles)	Mainline AADT
Wisconsin	Butler/Hamilton	1085	0.21	22,550
Butler/Hamilton	Blair	932	0.18	27,050
Blair	Livingston	1327	0.25	19,900
Livingston	Paterson	657	0.12	18,400
Paterson	Brearily	661	0.13	17,550
Brearily	Ingersol	657	0.12	17,300
Ingersol	Baldwin/Gorham	1321	0.25	16,700
Baldwin/Gorham	Dickinson	657	0.12	29,250
Dickinson	Fordem	1344	0.25	26,050
Fordem	First	519	0.10	30,150

Total Distance 1.73
Weighted Average AADT 22,170

Williamson Street (two-way)

From	To	Distance (feet)	Distance (miles)	Mainline AADT
Blair	Livingston	1366	0.26	22,850
Livingston	Paterson	661	0.13	21,500
Paterson	Ingersol	1320	0.25	18,450
Ingersol	Baldwin	1325	0.25	21,500
Baldwin	Dickinson	667	0.13	18,000
Dickinson	Thornton	1026	0.19	16,900
Thornton	First	978	0.19	11,225

Total Distance 1.39
Weighted Average AADT 18,874

Gorham Street (one-way)

From	To	Distance (feet)	Distance (miles)	Mainline AADT
Baldwin	Ingersol	1413	0.27	12,750
Ingersol	Brearily	657	0.12	12,350
Brearily	Paterson	660	0.13	14,650
Paterson	Livingston	657	0.12	15,900
Livingston	Franklin	1663	0.31	15,850
Franklin	Butler	595	0.11	16,350
Butler	Pinckney	657	0.12	16,350
Pinckney	Wisconsin	431	0.08	16,150

Total Distance 1.28
Weighted Average AADT 14,857

East Johnson Street Traffic Study - Crash Analysis

December 7, 2011

Year	Corridor								
	Johnson Street			Williamson Street			Gorham Street		
	Property Damage Only	Injury	Fatal	Property Damage Only	Injury	Fatal	Property Damage Only	Injury	Fatal
2006	54	36	0	27	25	0	23	10	0
2007	44	35	0	42	34	0	25	15	0
2008	55	27	0	46	22	0	23	5	0
2009	61	21	0	47	20	1	20	11	0
2010	62	20	1	44	13	0	38	5	0
Total	276	139	1	206	114	1	129	46	0

East Johnson Street Traffic Study - Possible Contributing Factors

December 7, 2011

Road Condition	Corridor					
	Johnson Street		Williamson Street		Gorham Street	
	Number	Percentage	Number	Percentage	Number	Percentage
Dry	298	71.6%	217	67.6%	123	70.3%
Wet	59	14.2%	62	19.3%	29	16.6%
Snow-Slush	43	10.3%	25	7.8%	15	8.6%
Ice	5	1.2%	7	2.2%	6	3.4%
Sand-Mud-Dirt-Oil	0	0.0%	1	0.3%	0	0.0%
Unknown	7	1.7%	5	1.6%	2	1.1%
Blank	4	1.0%	4	1.2%	0	0.0%
Total	416		321		175	

Alcohol as a Factor?	Corridor					
	Johnson Street		Williamson Street		Gorham Street	
	Number	Percentage	Number	Percentage	Number	Percentage
Yes	39	9.4%	33	10.3%	14	8.0%
No	373	89.7%	284	88.5%	161	92.0%
Blank	4	1.0%	4	1.2%	0	0.0%
Total	416		321		175	

Lighting Condition	Corridor					
	Johnson Street		Williamson Street		Gorham Street	
	Number	Percentage	Number	Percentage	Number	Percentage
Daylight	265	63.7%	211	65.7%	119	68.0%
Dark-Lighted	119	28.6%	88	27.4%	42	24.0%
Dark-Unlit	7	1.7%	4	1.2%	6	3.4%
Dusk	13	3.1%	9	2.8%	6	3.4%
Dawn	2	0.5%	4	1.2%	2	1.1%
Unknown	6	1.4%	1	0.3%	0	0.0%
Blank	4	1.0%	4	1.2%	0	0.0%
Total	416		321		175	

East Johnson Street Traffic Study - Typical "Other" Crashes

December 7, 2011

Object Crashes	Corridor								
	Johnson Street			Williamson Street			Gorham Street		
	Number	Percentage of "Other"	Percentage of Corridor	Number	Percentage of "Other"	Percentage of Corridor	Number	Percentage of "Other"	Percentage of Corridor
Bike	26	26.0%	6.3%	14	25.5%	4.4%	6	16.2%	3.4%
Parked Vehicle	54	54.0%	13.0%	25	45.5%	7.8%	21	56.8%	12.0%
Ped	9	9.0%	2.2%	7	12.7%	2.2%	2	5.4%	1.1%
Deer	0	0.0%	0.0%	0	0.0%	0.0%	0	0.0%	0.0%
Other Animal	0	0.0%	0.0%	0	0.0%	0.0%	0	0.0%	0.0%
Other Non Fixed Object	0	0.0%	0.0%	1	1.8%	0.3%	0	0.0%	0.0%
Other Pole/Post	1	1.0%	0.2%	0	0.0%	0.0%	0	0.0%	0.0%
Fence	0	0.0%	0.0%	0	0.0%	0.0%	0	0.0%	0.0%
Guardrail	0	0.0%	0.0%	0	0.0%	0.0%	0	0.0%	0.0%
Mailbox	0	0.0%	0.0%	0	0.0%	0.0%	0	0.0%	0.0%
Light Pole Sign Post	0	0.0%	0.0%	0	0.0%	0.0%	0	0.0%	0.0%
Signal Pole	5	5.0%	1.2%	3	5.5%	0.9%	0	0.0%	0.0%
Other Fixed Object	0	0.0%	0.0%	2	3.6%	0.6%	2	5.4%	1.1%
Tree	5	5.0%	1.2%	3	5.5%	0.9%	5	13.5%	2.9%
Utility Pole	0	0.0%	0.0%	0	0.0%	0.0%	1	2.7%	0.6%
Total	100			55			37		
	Corridor Total		416	Corridor Total		321	Corridor Total		175

East Johnson Street Traffic Study - Manner of Collision

December 7, 2011

Manner of Collision	Corridor					
	Johnson Street		Williamson Street		Gorham Street	
	Number	Percentage	Number	Percentage	Number	Percentage
Angle	112	26.9%	78	24.3%	53	30.3%
Rear End	143	34.4%	142	44.2%	34	19.4%
Head On	1	0.2%	1	0.3%	0	0.0%
Sideswipe Same Dir	49	11.8%	26	8.1%	46	26.3%
Sideswipe Opp Dir	1	0.2%	2	0.6%	1	0.6%
Backing	1	0.2%	2	0.6%	2	1.1%
Other	109	26.2%	70	21.8%	39	22.3%
Total	416		321		175	

East Johnson Street Traffic Study

Public Information Meeting #2

March 1, 2012

Presentation Outline:

- **Need for Project and Reason for Study**
- **Study Overview and Corridor Limits**
- **Unique Corridor Elements**
- **Conversion Scenarios**
- **Online Survey Results**
- **Evaluation Matrix**
- **Questions and Answers**

Site Map

2014 Reconstruction
Butler to Baldwin



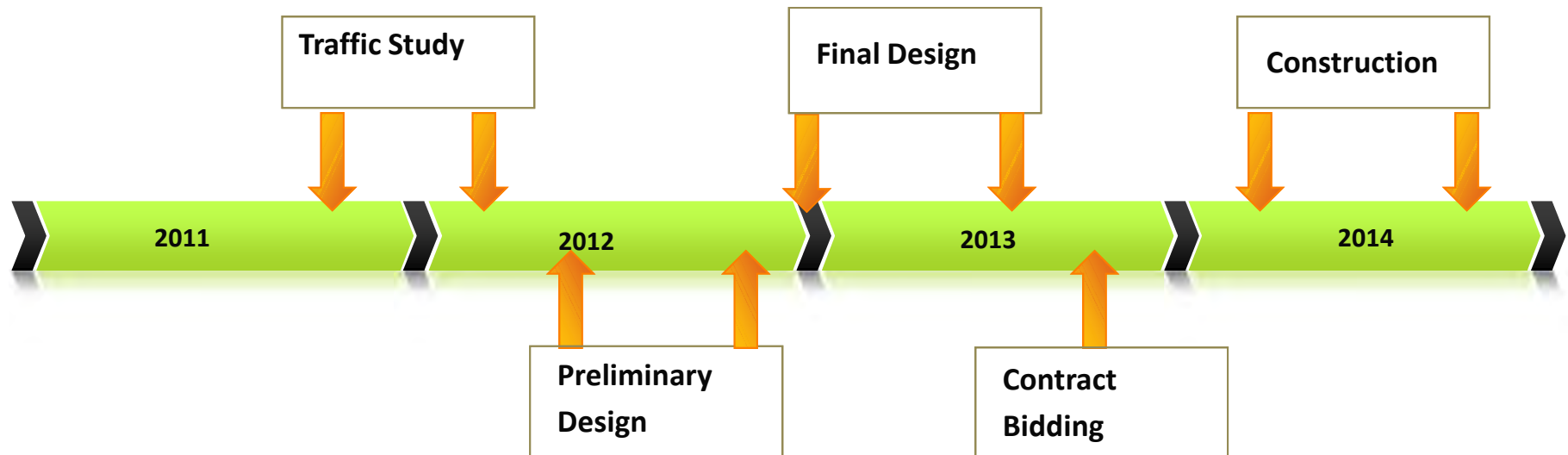
Image Source: Google Maps

Need for Project

- Pavement rating 5 out of 10
- Curb rating 4 out of 10
- Utilities from 1880's through 1920's
- Project Will Include:
 - New pavement, curb & gutter, and utilities
 - Sidewalk replacement as necessary
 - Streetscaping such as benches, bump-outs, colored crosswalks



Project Timeline



Reason for Study:

- **Tenney-Lapham Neighborhood Association (TLNA) Plan**
 - Recommends studying two-way conversion



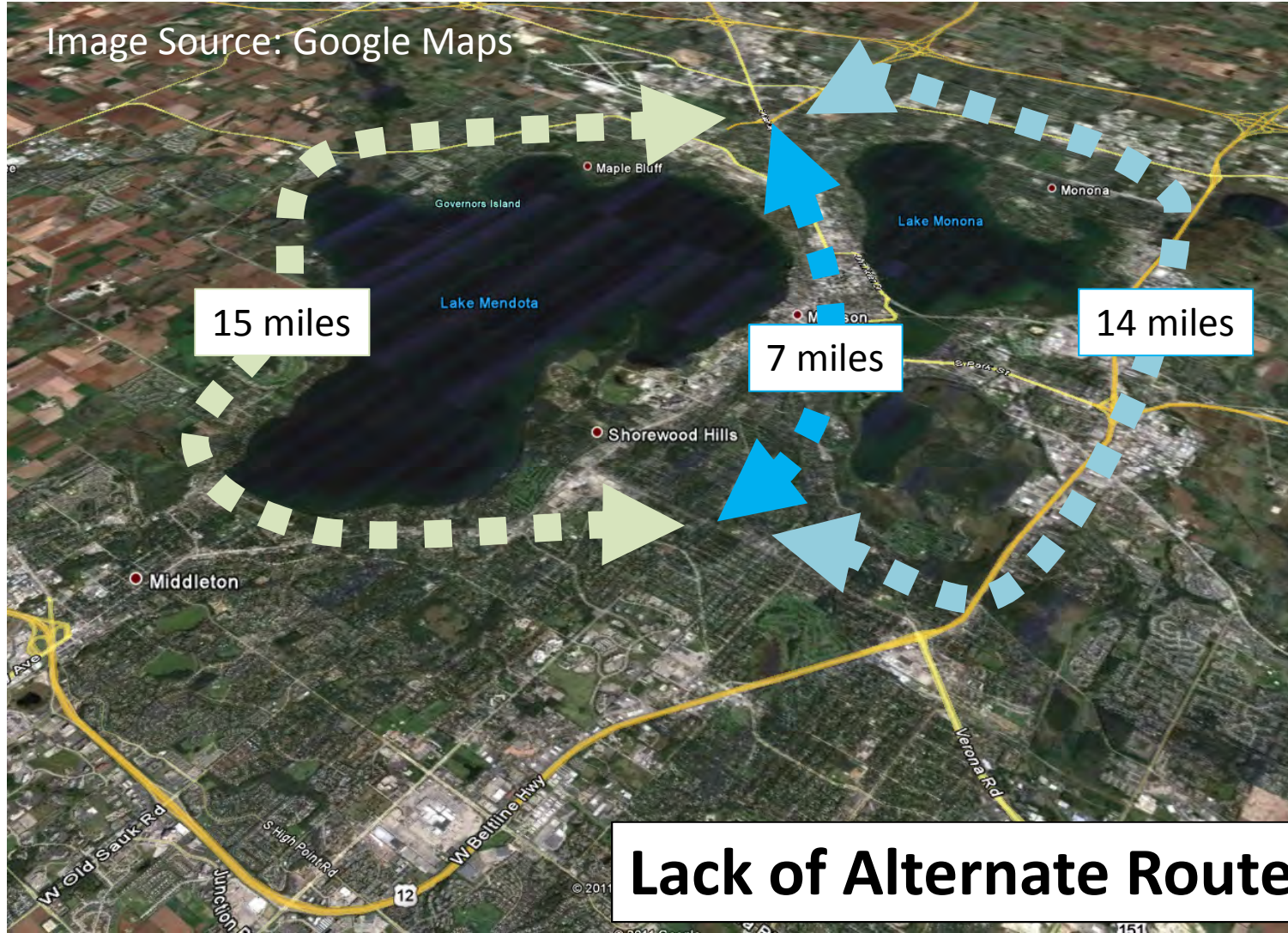
Reason for Study:

- **This study:**
 - Develops two-way conversion scenarios
 - Evaluates the impact of two-way conversion
- **This study does not:**
 - Select final street lighting options, landscaping, pedestrian crossings, etc.
- **Bottom Line: You will have a better street in 2014 (one-way or two-way)**

Study Limits



Unique Corridor Elements:



Unique Corridor Elements:

Image Source:
Bing Maps



Rail and River Constraints

Unique Corridor Elements:

- **Diverse Uses**
- **Business Visibility and On-Street Parking**



Operational Scenarios:

1. Maintain 1-Way



Operational Scenarios:

2. 2-way Gorham, 2-way Johnson without Parking Restrictions (Full Conversion)



Operational Scenarios:

3. 2-Way Gorham and Johnson east of Blair with Peak Direction Parking Restrictions on Johnson (similar to Williamson)



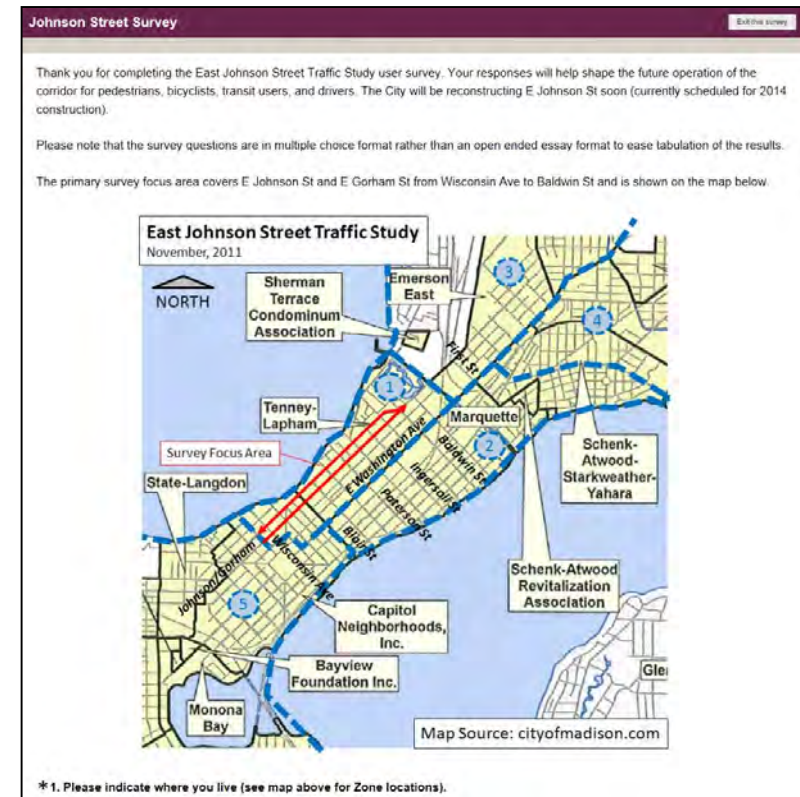
Operational Scenarios:

4. 2-way Gorham and Johnson east of Blair with Parking Restrictions AM inbound on Gorham and PM outbound on Johnson



Online Survey Results:

- **499 responses**
- **57% reside in Tenney-Lapham Neighborhood**
- **38% live directly on Johnson/ Gorham**



Online Survey Results:

- **How do you travel the corridor?**

At least a few times per week or more:

	TLN Only (280)		Overall (494)	
Drive	65%	(181)	56%	(275)
Bus	34%	(95)	24%	(121)
Bike	46%	(129)	34%	(168)
Walk	63%	(176)	40%	(198)

Online Survey Results:

- Top 3 Transportation Goals**

	TLN Only (272)		Overall (485)	
Improve Conditions for Bicyclists	T-1st	(145)	1st	(278)
Improve Pedestrian Crossings	T-1st	(145)	2nd	(257)
Maintain Parking	3rd	(119)	5th	(179)
Maintain/Improve Transit Service	5th	(103)	3rd	(206)
Slower Car Speeds	4 th	(116)	4 th	(189)
Fewer Cars on Johnson/Gorham	6 th	(93)	6 th	(142)
Fewer Cars on Other Local Streets	8 th	(37)	8 th	(85)
Other	7 th	(46)	7 th	(86)

Online Survey Results:

- Top 3 Livability Goals**

	TLN Only (272)		Overall (482)	
Maintain Current Businesses and/or Attract New Ones	1st	(200)	1st	(349)
Maintain Mature Trees	3rd	(151)	2nd	(276)
Improve Corridor Aesthetics	2nd	(143)	3rd	(272)
Reduce/Improve Storm Runoff to Lakes	4 th	(114)	4 th	(212)
Increase Owner Occupancy	5 th	(94)	5 th	(160)
Improve Air Quality	6 th	(66)	6 th	(112)
Other	7 th	(39)	7 th	(51)

Online Survey Results:

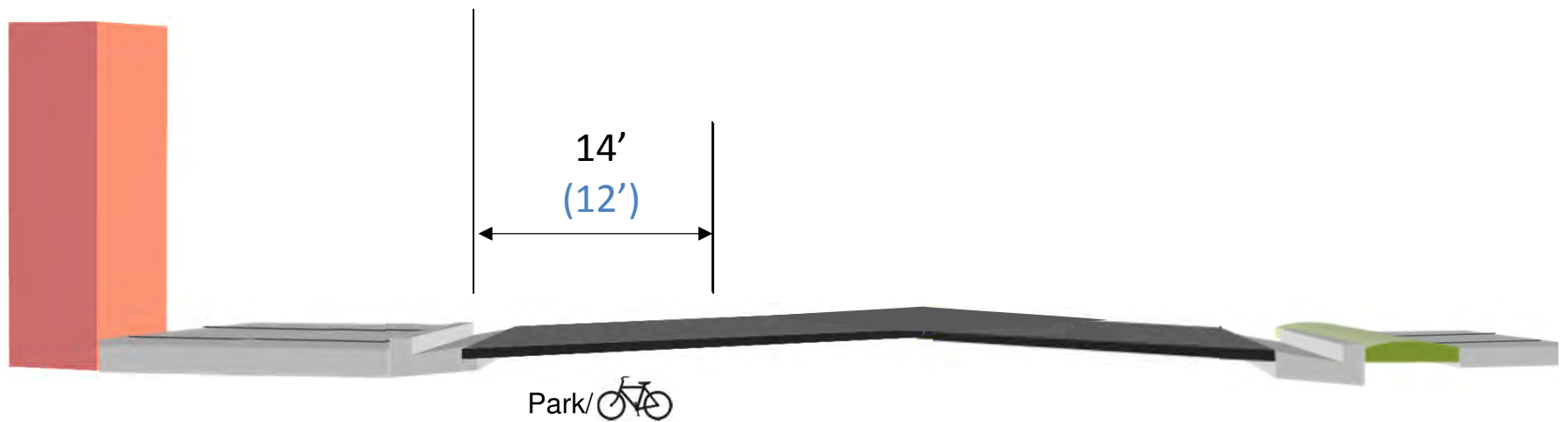
- Written Comments**

272 written responses	Overall (272)		TLN Not on Johnson/Gorham (54)		On Johnson/Gorham (123)	
Maintain One-Way	50%	(137)	35%	(19)	54%	(67)
Convert to Two-Way	21%	(57)	32%	(17)	18%	(22)
Unclear/ Need More Information	29%	(78)	33%	(18)	28%	(34)

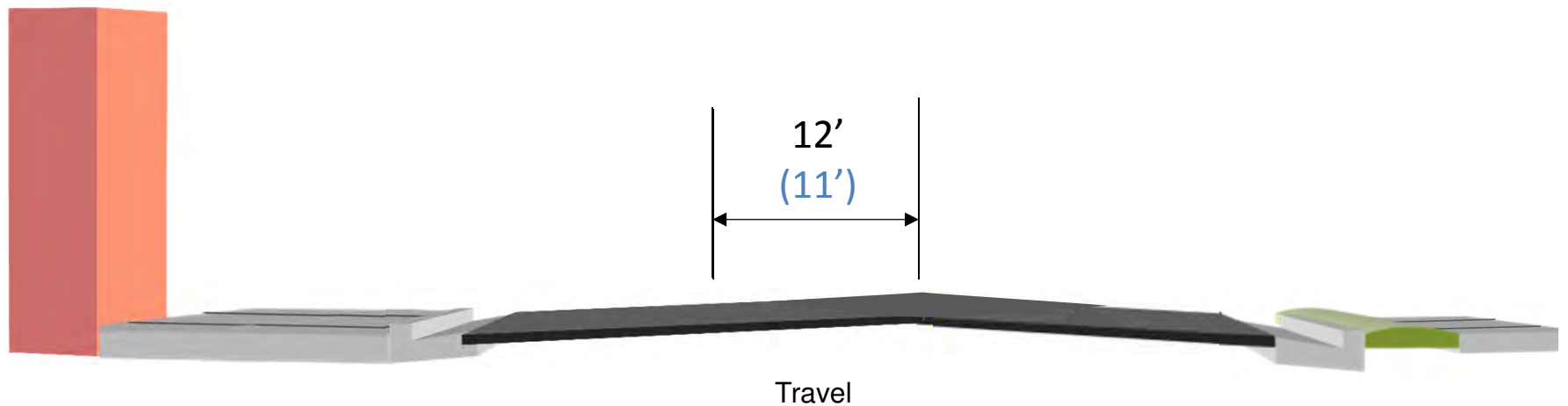
Evaluation Matrix (Compared to Existing)

	1. Maintain 1-Way	2. Full 2-way	3. John. = Willy	4. Gor. 2-in, John. 2-out
Bike Conditions				
Pedestrian Crossings				
Transit				

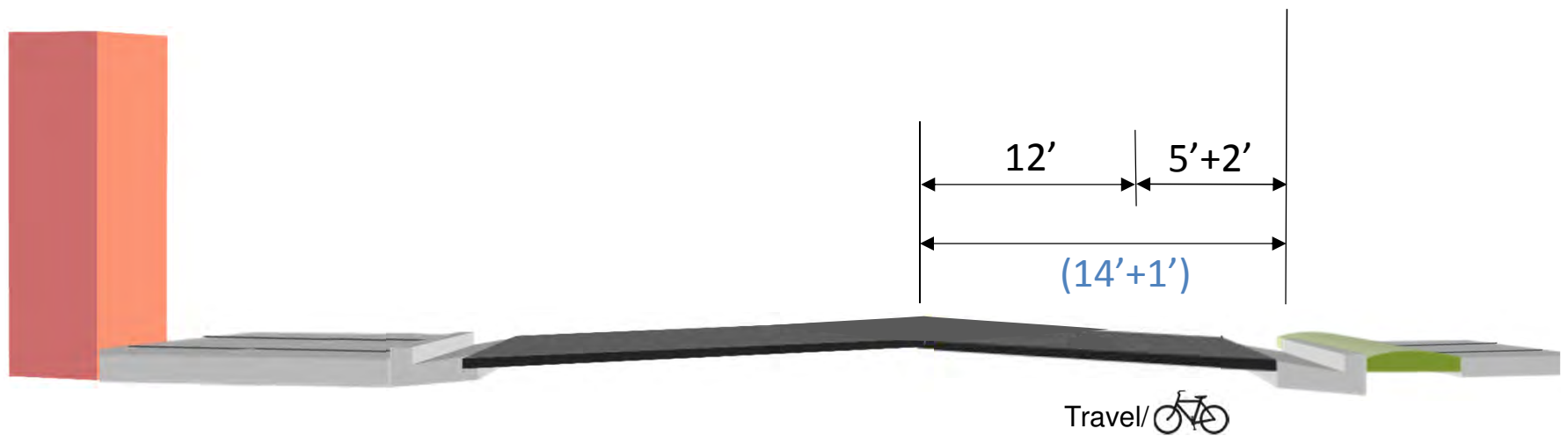
Bike Conditions - Typical Dimensions: Desirable (Minimum)



Bike Conditions - Typical Dimensions: Desirable (Minimum)

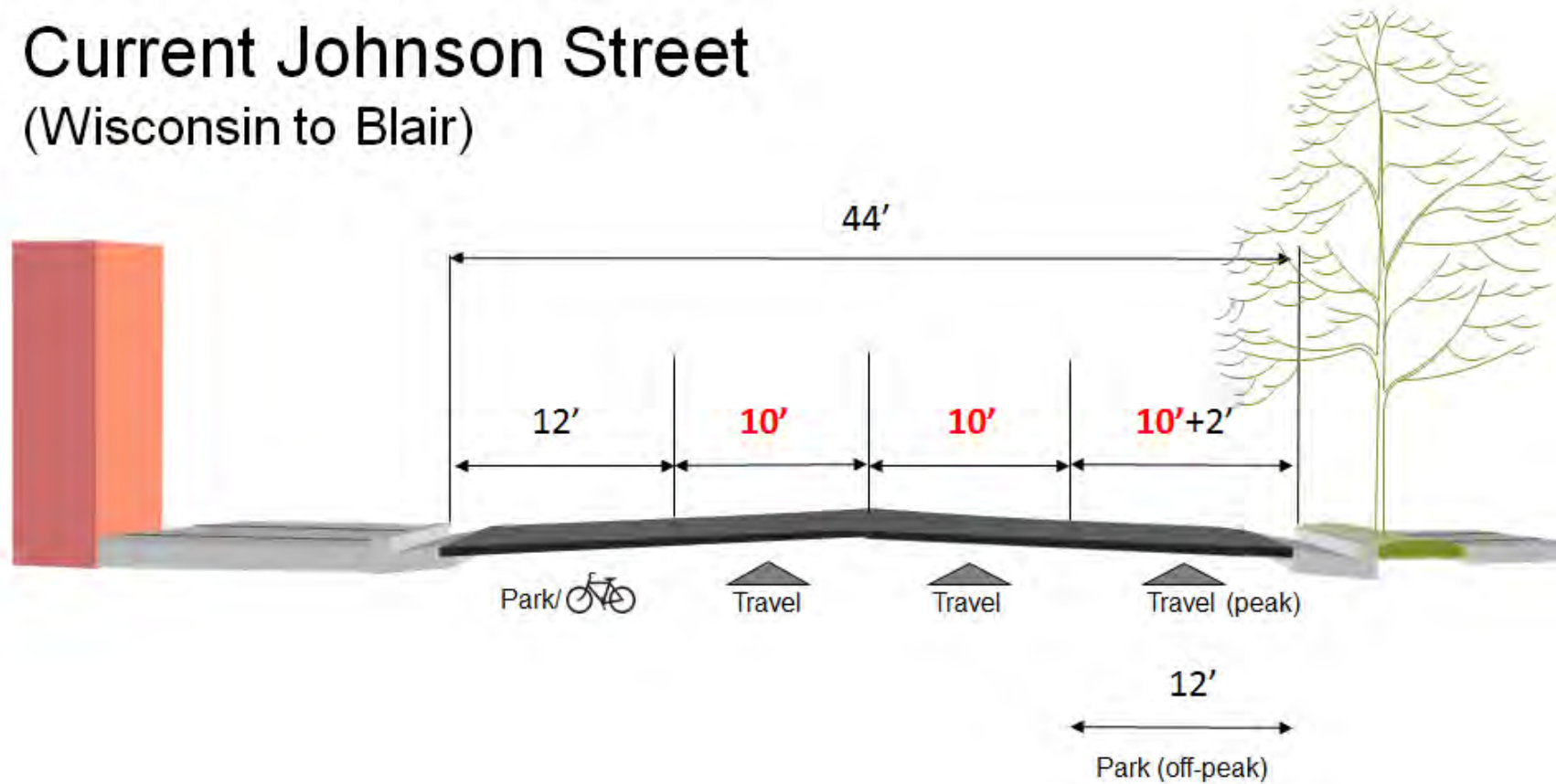


Bike Conditions - Typical Dimensions: Desirable (Minimum)



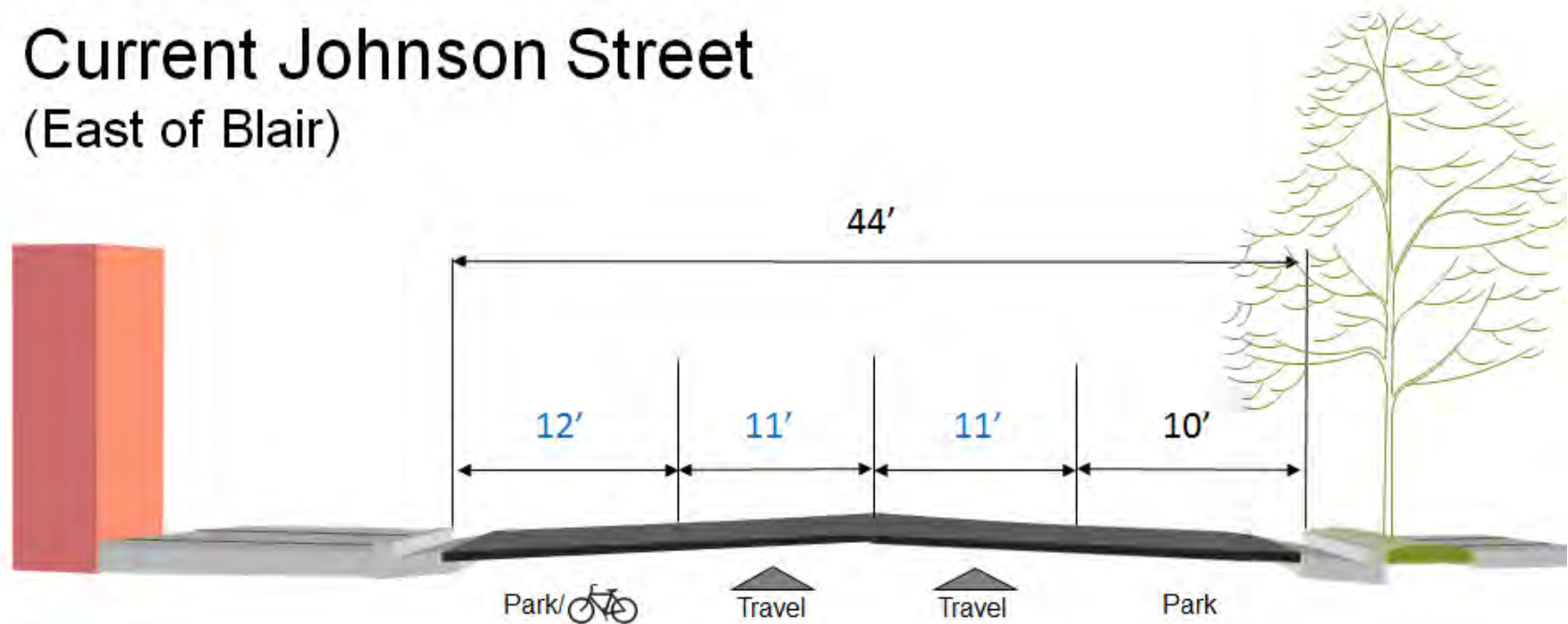
Bike Conditions - Street Cross Section:

Current Johnson Street
(Wisconsin to Blair)



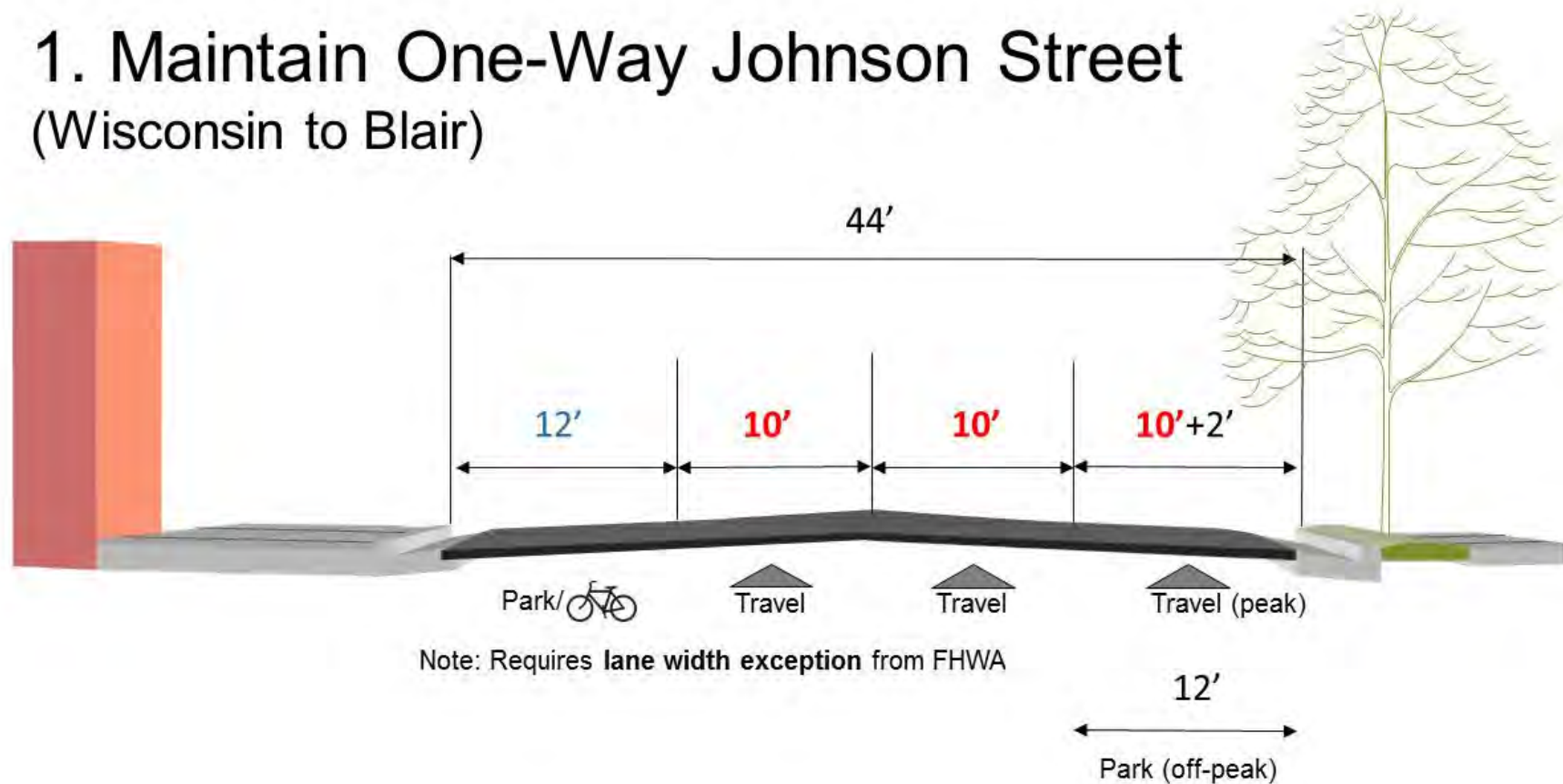
Bike Conditions - Street Cross Section:

Current Johnson Street
(East of Blair)



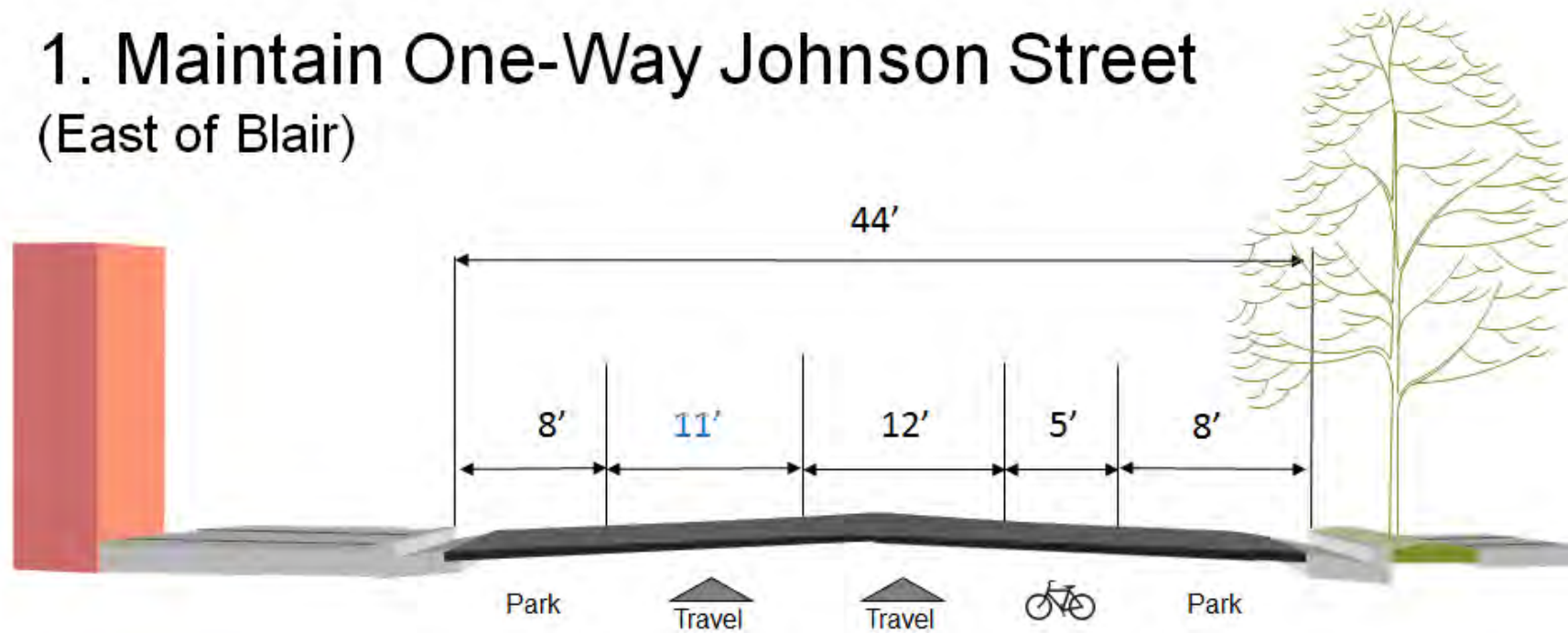
Bike Conditions - Street Cross Section:

1. Maintain One-Way Johnson Street (Wisconsin to Blair)



Bike Conditions - Street Cross Section:

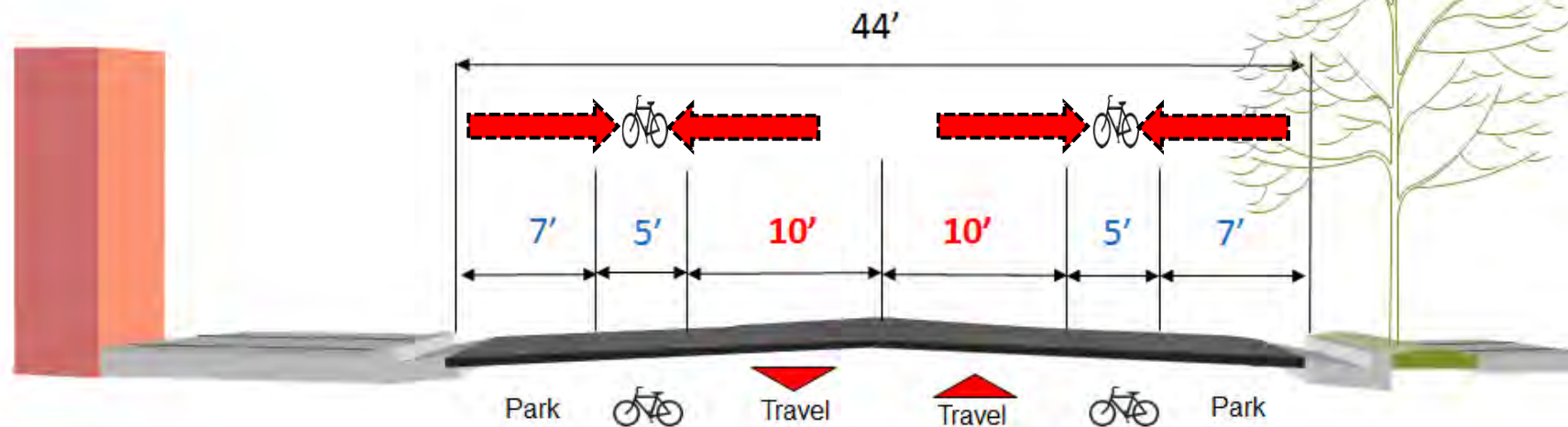
1. Maintain One-Way Johnson Street (East of Blair)



Note: Requires transitioning bikes from north side of Johnson to south side prior to Baldwin (TBD)

Bike Conditions - Street Cross Section:

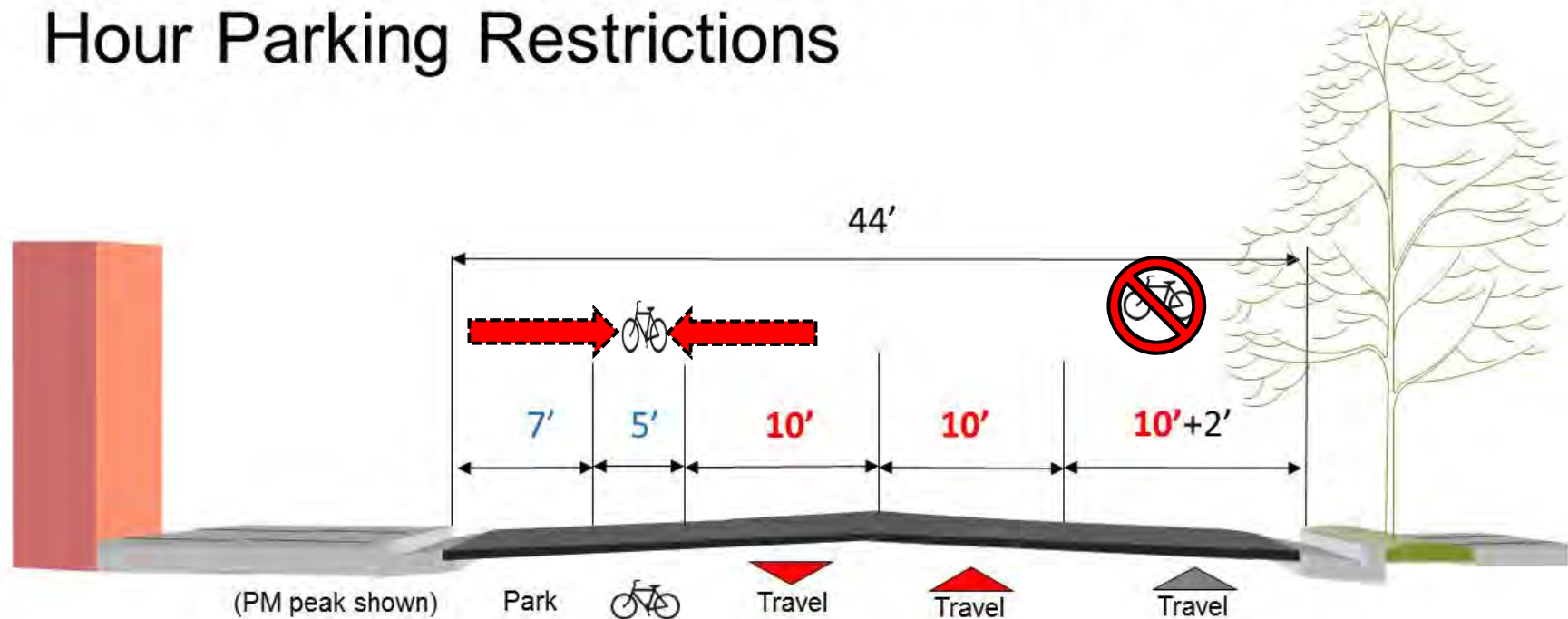
2. Two-Way Johnson Street with Full-Time Parking



Note: Requires **lane width exception** from FHWA

Bike Conditions - Street Cross Section:

3. and 4. Two-Way Johnson Street with Peak-Hour Parking Restrictions



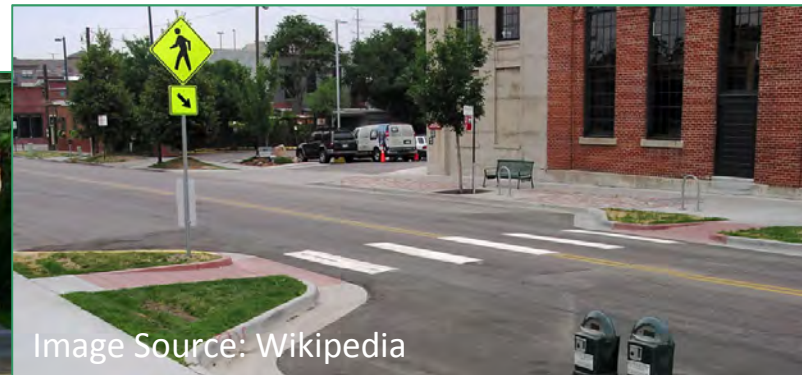
Note: Requires **lane width exception** from FHWA
Requires **on-street bike facility exception** (inbound and outbound for Scen. 3, outbound only for Scen. 4)

Evaluation Matrix (Compared to Existing)

	1. Maintain 1-Way	2. Full 2-way	3. John. = Willy	4. Gor. 2-in, John. 2-out
Bike Conditions	1	0	-1	-2
Pedestrian Crossings				
Transit				

Pedestrian Crossings

- Improved crossings in each scenario
- Gaps tend to be 15 to 20 seconds or longer for one-way, vs. 10 to 15 seconds long for two-way
- Video



Evaluation Matrix (Compared to Existing)

	1. Maintain 1-Way	2. Full 2-way	3. John. = Willy	4. Gor. 2-in, John. 2-out
Bike Conditions	1	0	-1	-2
Pedestrian Crossings	1	0	0	0
Transit				

	1. Maintain 1-Way	2. Full 2-way	3. John. = Willy	4. Gor. 2-in, John. 2-out
Bus Operations	In parking lane	More central to Neighborhood	EB and WB on Gorham Transit Corridor	In Travel Lane
Overall Congestion on Isthmus	Similar to Existing	Much Worse	Worse	Worse
Score	0	-1	1	0



Evaluation Matrix (Compared to Existing)

	1. Maintain 1-Way	2. Full 2-way	3. John. = Willy	4. Gor. 2-in, John. 2-out
Bike Conditions	1	0	-1	-2
Pedestrian Crossings	1	0	0	0
Transit	0	-1	1	0
Parking				
Business Vitality				
Maintain Trees				
Improve Aesthetics				

Parking

	1. Maintain 1-Way	2. Full 2-way *	3. John. = Willy *	4. Gor. 2-in, John. 2-out *
Gorham	Full Time	Full Time	Full Time	AM Peak Restriction
Johnson	Full Time	Full Time* (full length)	AM/PM Peak Restriction	PM Peak Restriction
Score	0	1	-1	-1
* Note: Loss of one to two spaces near signalized intersections expected with two-way scenarios				



Evaluation Matrix (Compared to Existing)

	1. Maintain 1-Way	2. Full 2-way	3. John. = Willy	4. Gor. 2-in, John. 2-out
Bike Conditions	1	0	-1	-2
Pedestrian Crossings	1	0	0	0
Transit	0	-1	1	0
Parking	0	1	-1	-1
Business Accessibility				
Maintain Trees				
Improve Aesthetics				

Business Accessibility

	1. Maintain 1-Way	2. Full 2-way	3. John. = Willy	4. Gor. 2-in, John. 2-out
Visibility	One-Way Traffic	Two-Way Traffic	Two-Way Traffic	Two-Way Traffic
Exposure	No Change	-9,000 vpd	-2,000 vpd	-6,500 vpd
Score	0	0	1	0



Evaluation Matrix (Compared to Existing)

	1. Maintain 1-Way	2. Full 2-way	3. John. = Willy	4. Gor. 2-in, John. 2-out
Bike Conditions	1	0	-1	-2
Pedestrian Crossings	1	0	0	0
Transit	0	-1	1	0
Parking	0	1	-1	-1
Business Accessibility	0	0	1	0
Maintain Trees				
Improve Aesthetics				

Evaluation Matrix (Compared to Existing)

	1. Maintain 1-Way	2. Full 2-way	3. John. = Willy	4. Gor. 2-in, John. 2-out
Bike Conditions	1	0	-1	-2
Pedestrian Crossings	1	0	0	0
Transit	0	-1	1	0
Parking	0	1	-1	-1
Business Accessibility	0	0	1	0
Maintain Trees	0	0	0	0
Improve Aesthetics				

Evaluation Matrix (Compared to Existing)

	1. Maintain 1-Way	2. Full 2-way	3. John. = Willy	4. Gor. 2-in, John. 2-out
Bike Conditions	1	0	-1	-2
Pedestrian Crossings	1	0	0	0
Transit	0	-1	1	0
Parking	0	1	-1	-1
Business Accessibility	0	0	1	0
Maintain Trees	0	0	0	0
Improve Aesthetics	1	1	1	1

Evaluation Matrix (Compared to Existing)

	1. Maintain 1-Way	2. Full 2-way	3. John. = Willy	4. Gor. 2-in, John. 2-out
Bike Conditions	1	0	-1	-2
Pedestrian Crossings	1	0	0	0
Transit	0	-1	1	0
Parking	0	1	-1	-1
Business Accessibility	0	0	1	0
Maintain Trees	0	0	0	0
Improve Aesthetics	1	1	1	1
Diversion				
MV Ops/Congestion				
Safety				
Cost				

Motor Vehicle Operations Analysis

- **Analysis Includes Optimistic Assumptions:**
 - MPO models used
 - Base (2005) traffic volumes – no growth despite BUILD plan
 - Optimal signal timings

Diversion - Daily Motor Vehicle Volumes:

(Between Blair and Baldwin*)

	1. 1-way	2. Full 2-way	3. John. = Willy	4. Gor. 2-in, John. 2-out
E Gorham	18,900	(-7,700)	(-7,300)	(-3,300)
E Johnson	23,200	(-9,200)	(-2,100)	(-6,500)
Dayton	3,600	+900	+1,500	+300
Mifflin	2,800	+5,800	+400	+900
E Washington	55,900	+6,900	+4,500	+6,600
Williamson	18,400	+1,800	+1,500	+1,800

* Based on Cube travel demand model, maintained by Madison area Metropolitan Planning Organization, as mandated by the Federal Highway Administration

Diversion - Daily Motor Vehicle Volumes

- East Washington exceeds 60,000 vpd (Scenarios 2, 3, 4)



Similar to Verona Road south of Beltline:

Highest Improvement Priority in WI

Diversion - Daily Motor Vehicle Volumes

- **Mifflin Street exceeds 9,000 vpd (Scenario 2)**



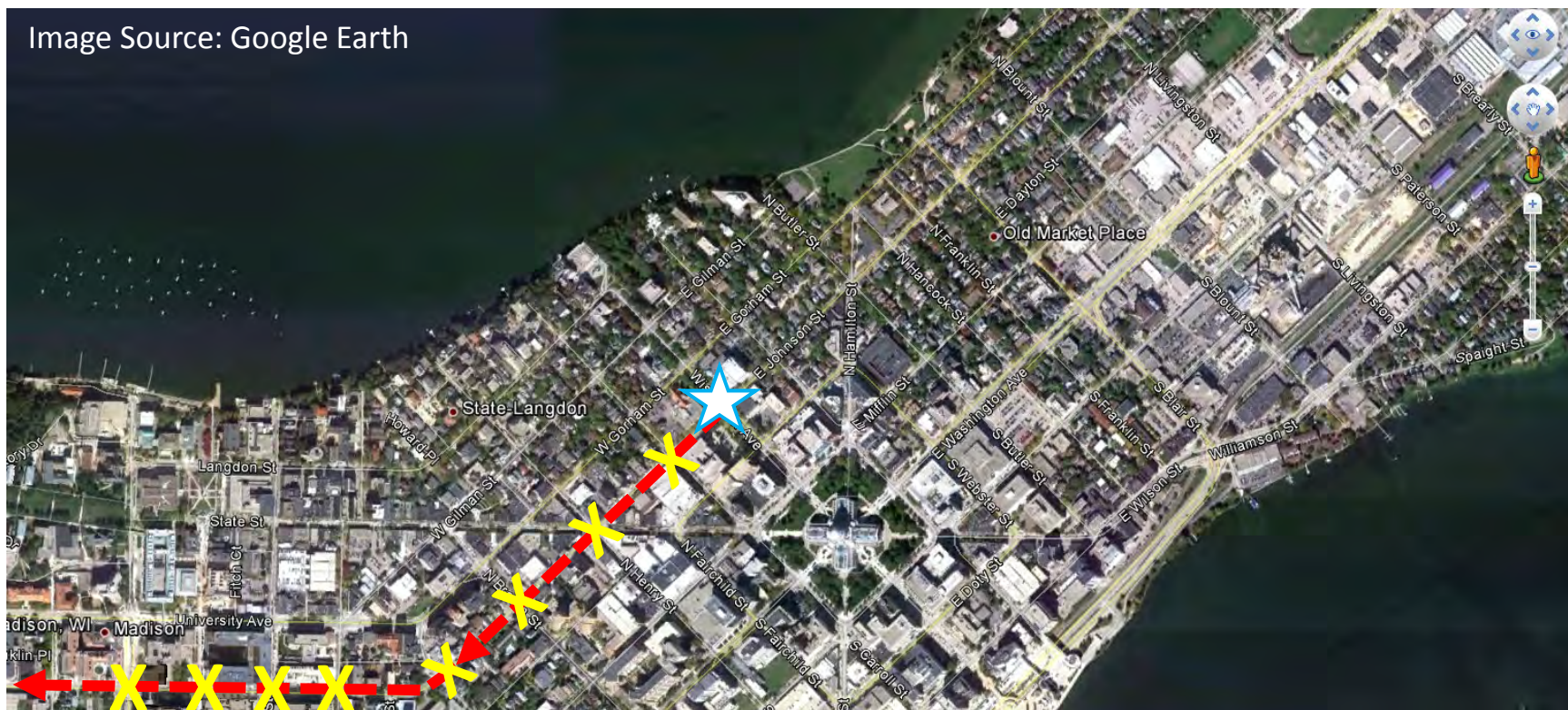
Similar to Fair Oaks Avenue North of Atwood

Evaluation Matrix (Compared to Existing)

	1. Maintain 1-Way	2. Full 2-way	3. John. = Willy	4. Gor. 2-in, John. 2-out
Bike Conditions	1	0	-1	-2
Pedestrian Crossings	1	0	0	0
Transit	0	-1	1	0
Parking	0	1	-1	-1
Business Accessibility	0	0	1	0
Maintain Trees	0	0	0	0
Improve Aesthetics	1	1	1	1
Diversion	0	-2	-1	-1
MV Ops/Congestion				
Safety				
Cost				

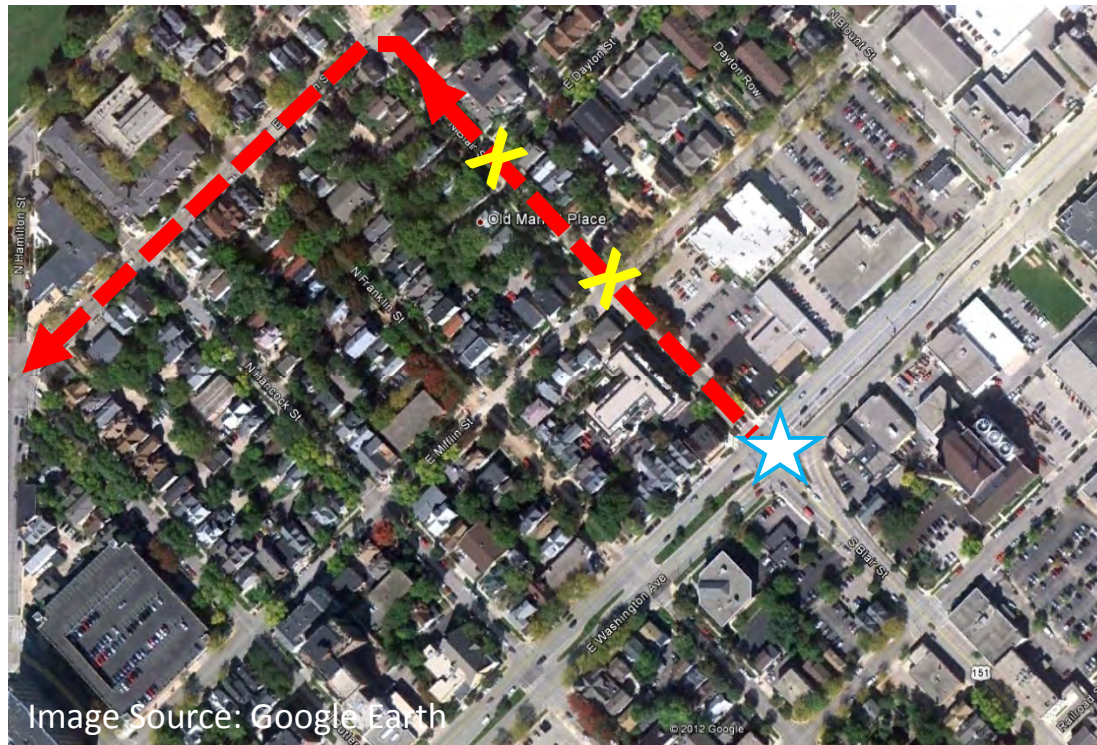
Motor Vehicle Operations and Congestion

- **Scenario 2: Wisconsin Ave. & Johnson St.**



Motor Vehicle Operations and Congestion

- Scenario 3, 4: Blair St. & E Washington Ave.



Motor Vehicle Operations and Congestion

- **Increased congestion can:**
 - Make air quality worse
 - Reduce fuel efficiency
 - Hurt business access
 - Increase crashes



Evaluation Matrix (Compared to Existing)

	1. Maintain 1-Way	2. Full 2-way	3. John. = Willy	4. Gor. 2-in, John. 2-out
Bike Conditions	1	0	-1	-2
Pedestrian Crossings	1	0	0	0
Transit	0	-1	1	0
Parking	0	1	-1	-1
Business Accessibility	0	0	1	0
Maintain Trees	0	0	0	0
Improve Aesthetics	1	1	1	1
Diversion	0	-2	-1	-1
MV Ops/Congestion	0	-2	-1	-1
Safety				
Cost				

Safety: 2006-2010 Crash Data

Corridor	Corridor Crash Rate	Injury Crash Rate	Highest Intersection	Bike Crashes	Ped Crashes
Johnson (one-way)	592.7 HMVMT	198.0 HMVMT	0.62 MEV	26	9
Williamson (two-way with peak parking restrictions)	670.1 HMVMT	238.0 HMVMT	0.77 MEV	14	7

Evaluation Matrix (Compared to Existing)

	1. Maintain 1-Way	2. Full 2-way	3. John. = Willy	4. Gor. 2-in, John. 2-out
Bike Conditions	1	0	-1	-2
Pedestrian Crossings	1	0	0	0
Transit	0	-1	1	0
Parking	0	1	-1	-1
Business Accessibility	0	0	1	0
Maintain Trees	0	0	0	0
Improve Aesthetics	1	1	1	1
Diversion	0	-2	-1	-1
MV Ops/Congestion	0	-2	-1	-1
Safety	1	-1	0	0
Cost				

Evaluation Matrix (Compared to Existing)

	1. Maintain 1-Way	2. Full 2-way	3. John. = Willy	4. Gor. 2-in, John. 2-out
Bike Conditions	1	0	-1	-2
Pedestrian Crossings	1	0	0	0
Transit	0	-1	1	0
Parking	0	1	-1	-1
Business Accessibility	0	0	1	0
Maintain Trees	0	0	0	0
Improve Aesthetics	1	1	1	1
Diversion	0	-2	-1	-1
MV Ops/Congestion	0	-2	-1	-1
Safety	1	-1	0	0
Cost	0	-1	-1	-1

Evaluation Matrix (Compared to Existing)

	1. Maintain 1-Way	2. Full 2-way	3. John. = Willy	4. Gor. 2-in, John. 2-out
Bike Conditions	1	0	-1	-2
Pedestrian Crossings	1	0	0	0
Transit	0	-1	1	0
Parking	0	1	-1	-1
Business Accessibility	0	0	1	0
Maintain Trees	0	0	0	0
Improve Aesthetics	1	1	1	1
Diversion	0	-2	-1	-1
MV Ops/Congestion	0	-2	-1	-1
Safety	1	-1	0	0
Cost	0	-1	-1	-1
TOTALS	4	-5	-2	-5

Initial Conclusions:

- **Two-way conversion is not impossible, however there are significant tradeoffs:**
 - Deficient bike facilities
 - Increased congestion
 - Diversion to other routes
 - Higher construction cost for City
- **Draft Study Recommendation is that Scenario 1 (maintain one-way operation) best balances various corridor goals**

Online Survey Results:

- Top 3 Survey Goals**

Transportation	TLN Only (272)		Overall (485)	
Improve Conditions for Bicyclists	T-1 st	(145)	1 st	(278)
Improve Pedestrian Crossings	T-1 st	(145)	2 nd	(257)
Maintain Parking	3 rd	(119)	5 th	(179)
Maintain/Improve Transit Service	5 th	(103)	3 rd	(206)

Livability	TLN Only (272)		Overall (482)	
Maintain Current Businesses and/or Attract New Ones	1 st	(200)	1 st	(349)
Maintain Mature Trees	3 rd	(151)	2 nd	(276)
Improve Corridor Aesthetics	2 nd	(143)	3 rd	(272)

East Johnson Street Traffic Study

Questions and Answers

March 1, 2012

How to get more info

- Project Manager
 - Chris Petykowski, City Engineering, 267-8678, cpetykowski@cityofmadison.com
 - Brian Smith, City Traffic Engineering, 261-9625, bsmith@cityofmadison.com
- Website
<http://www.cityofmadison.com/engineering/EJohnson/>
- My Account
<https://my.cityofmadison.com/>
- User Survey
<http://www.surveymonkey.com/s/FQFPY88>

EAST JOHNSON STREET TRAFFIC STUDY - PUBLIC MEETING #2

Location: Christ Presbyterian Church Fellowship Hall, 944 East Gorham Street, Madison, WI
 March 1, 2012, 6:00 PM



NAME	REPRESENTING	ADDRESS (Optional)	CITY & ZIPCODE	E-MAIL (Optional)
Kevin Schmidt	DM1	122 W. Ward	Madison	kschmidt@downtownmadison.org
Brad Mullins	Mullins Group	401 N. Cornell	Madison	bradmullinsgroup.com
Margaret Manning	Myself	301 N. Belmont St. #A	Madison 53703	
Margi Jones	Myself	E Gorham	Madison WI 53703	gonhovej
Valerie Melberg	"	1652 E. Gorham	53703	melberg@charter.net
Lynn Schmidt	"	1127 E. Gorham	Madison 53703	l.schmidt76@yahoo.com
Steve Dutcher		147 N. Franklin St	53703	steved_2k@yahoo.com
Brian Hoessler	myself	1041 E. Gorham	Madison 53703	
Ron Haeger		1114 E. Johnson		
John Heaton	me	113 Harding St.	Madison 53714	john.heaton@yahoo.com
ARTHUR ROSS	"	411 SIDNEY	53703	arthur.doross@gmail.com
Kedell Zellers	"	510 N. Carroll	53703	kedell.zellers@gmail.com
Brian McConick	"	407 N. Breakly St	Madison 53703	brianmcsz@yahoo.com
NICK TEPPIBLE	"	1624 Foreday #207	53704	teppible@vixen.net
Richard Lancaster	TLNA	432 Johnson St	Madison WI	R.LANCASTER@TDS.NET
The Schieves		938 E. Johnson #2	53703	andric@yahoo.com

EAST JOHNSON STREET TRAFFIC STUDY - PUBLIC MEETING #2

Location: Christ Presbyterian Church Fellowship Hall, 944 East Gorham Street, Madison, WI

March 1, 2012, 6:00 PM



NAME	REPRESENTING	ADDRESS (Optional)	CITY & ZIPCODE	E-MAIL (Optional)
R. Kelcey		1343 E. Johnson	Mad 53703	
Doug Peterson		619 E. Johnson St	Mad 53703	dpet@cs.7118888@aol.com
Mark Mison			53703	
Sarah Gengler		501 N. Henry St.	53703	sgengler@msa-psi.com

EAST JOHNSON STREET TRAFFIC STUDY - PUBLIC MEETING #2
 Location: Christ Presbyterian Church Fellowship Hall, 944 East Gorham Street, Madison, WI
 March 1, 2012, 6:00 PM



NAME	REPRESENTING	ADDRESS (Optional)	CITY & ZIPCODE	E-MAIL (Optional)
Pet Tokildson	myself		Madison	
MATTHEW SPANIS	"	610 E Johnson #17	MADISON 53703	MSPANIS@WISC.EDU
Danna Ward	self	441 N Johnson	Madison 53703	
KEVIN LUECKE	"	121 N INGERSOLL	Madison	
Gerrit Cougen	"	215 N. Bueary	Madison	
Sandi Tokildson	self	1214 Elizabeth	Madison	room@chorus.net
Scott Kelly	self			
David Waugh	myself	1213 E. Miffin		
Jay Fevur	self	2925 Kevinga	53704	jayfevur@gmail.com

EAST JOHNSON STREET TRAFFIC STUDY - PUBLIC MEETING #2

Location: Christ Presbyterian Church Fellowship Hall, 944 East Gorham Street, Madison, WI
 March 1, 2012, 6:00 PM



DRAFT

NAME	REPRESENTING	ADDRESS (Optional)	CITY & ZIPCODE	E-MAIL (Optional)
Barth Blinbauer		205 N. Parkersburg	Madison, WI	
Alicia Ritschard		1026 E. Gorham St #2	53704	
Ellen Murdoch		435 N. Parkersburg	53703	
Pat McDannell		441 N. Parkersburg	53703	
Timothy Olse		1331 E. Johnson St	53703	
Justin Ackerson		935 E. Gorham St	53703	jackson@wisc.edu
Elan C. Kazda		215 W. Bready	53703	
Nicole Miller		1229 E. Johnson St	53703	n_e-miller@hotmail.com
Rob Latousek		407 N. Bready	53703	Latousek@centaur.com
Joe Kerk		440 N. Patterson	53703	
Patrick Weck		123 N. Bready	53703	pweck@gmail.com
Bob Klebela		123 E. Miller	03	

PIM COMMENT SHEET

East Johnson Street Traffic Study Public Information Meeting #2

Christ Presbyterian Church Fellowship Hall
944 East Gorham Street, Madison
March 1, 2012



Please drop form in comment box provided at the meeting or mail to:

FROM:

Name: KEVIN LUECKE
Address: 121 N. INGERSOLL ST.
Representing: SELF

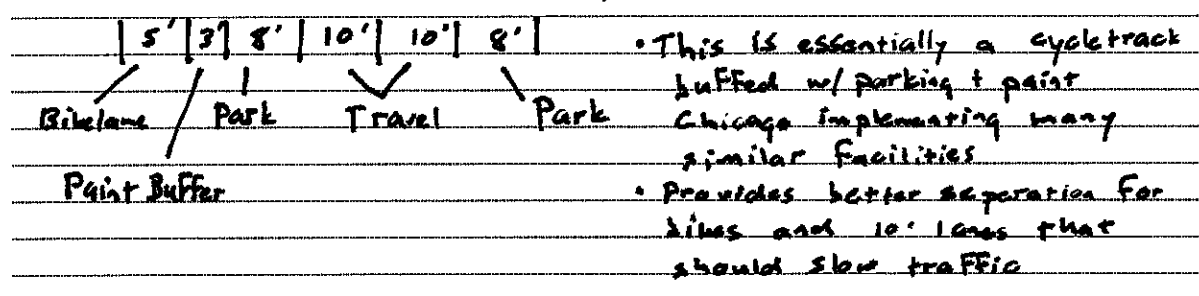
TO:

Attn: Chris Petykowski
City of Madison Engineering
210 Martin Luther King Jr. Blvd.
Room 115
Madison, WI 53187-0798

Your input is very important to the **City of Madison**. In the space below, please provide your comments regarding the East Johnson Street project. (Please attach another sheet if needed.)

Regardless of scenario, please use 10' travel lanes. Latest FHWA Highway Capacity Manual shows no decrease in safety or capacity with 10' lanes in urban settings.

Ideal config on Johnson (1-way):



East Johnson Street Traffic Study

Public Information Meeting #2

March 1, 2012

Summary of questions and comments following the Power Point presentation

Questions/Comments:

- What are the total number of bike lanes (Johnson and Gorham combined) provided under the various scenarios?
 - Scenario 1: 2 bike lanes
 - Scenario 2: 3 bike lanes with possible encroachment on 2
 - Scenarios 3 and 4: 3 bike lanes with possible encroachment on 2, and no bike accommodation in the peak directions during rush hours
- Did the study consider impacts to property values?
 - Not directly. The study team feels that property values are related to the factors considered in the evaluation matrix, indicating that Scenario 1 may have the most positive impact on property values.
- Did the study consider vehicles on the side streets trying to turn on to Johnson Street missing pedestrians approaching from the opposite direction of Johnson Street traffic?
 - Not directly. This can be a concern with one-way or two-way operation.
- Did the study consider total vehicle miles traveled (VMT)?
 - Not directly. Generally, the increase in VMT due to one-way pair operation and “circling the block” is quite small for an isolated corridor.
- One attendee feels safer on a busier street and prefers to walk after dark along Johnson Street rather than Gorham Street.
- Does the newly constructed Williamson Street accommodate bikes?
 - No, not by TRANS 75 standards must be followed for the Johnson Street reconstruction project.
- What are the specific times that the parking would be restricted in the peaks?
 - That would be finalized during design, but it would be approximately 7:00 to 8:30 AM and 4:00 to 5:30 PM, give or take a half hour.
- Will the project incorporate traffic calming?
 - During design, the City will strive to include features that advance neighborhood and City goals, potentially including reducing the speed of East Johnson Street traffic.
- Were emergency response times considered?
 - Not directly. Various studies exist for response times versus one-way or two-way streets. For Johnson Street, the study team suspects response would be faster during peak traffic periods with one-way operation. During off-peak times (in the absence of traffic congestion) it is possible that response times would be faster for two-way operation because of more direct routing.

- How would the two-way options work at the Baldwin Street intersection?
 - It is likely that the Gorham leg of the intersection departing to the west would be removed from the intersection. Westbound (inbound) traffic would continue through on to Johnson Street and Baldwin Street.
- One attendee noted that the Tenney-Lapham Neighborhood Plan finds that the land uses along Johnson and Gorham are misaligned with the street design/use. It is a neighborhood goal to better align these two elements.
- One attendee stated that he came to the meeting in favor of two-way conversion. Following the presentation, he feels that there are too many negatives associated with two-way operation and that the streets should remain one-way. The project should strive to provide significant improvements to bike conditions.
- One attendee stated that many of the residents on these streets are students, and they don't drive to campus. If owner occupancy is increased there may actually be more traffic created.
- Did the study evaluate speeds on East Johnson Street compared to Williamson Street?
 - Yes, speed data was gathered for both and the results are somewhat similar (see PIM #1 presentation)