

TE Staff Changes re. TENNEY LAPHAM Neighborhood Plan - REVISED DRAFT 8/22/07 based on LRTPC and P/B/MV comments

These comments are in addition to the TE Staff 1-page memo recommending rejection, revisions, or amendments

Changes in red are from the TLNA; other changes (struck through/underlined) are from TE.

2. Transportation

Vision Statement

~~Successful achievement of the overall goals for the quality, identity and value of the neighborhood is dependent on the appropriate use of the streets. In our vision, the City's transportation and street use plans/projects will support the land use goals of the Tenney-Lapham Neighborhood Plan in the context of the City's Comprehensive Plan. Transportation strategies will align street use and land use and will correct the misalignments between the two that are present in the Tenney-Lapham neighborhood today. Appendix 2, "Street Width, Neighborhood Roles, and Vehicle Mobility Roles"¹, shows the discrepancy between the street use and land use goals for East Gorham and East Johnson Streets. These are primary arterial streets that bring people from the larger region to the area and also funnel traffic through the Isthmus to the downtown and U.W. campus. Yet these streets also run through the heart of the neighborhood. It should be noted that East Gorham is 100% residential and East Johnson is mixed at 65% residential and 35% commercial (local retail). This misalignment of purposes works to the detriment of the neighborhood and should be rectified as part of a comprehensive transportation strategy for the Isthmus and downtown. (See Appendix 3.)~~

TE STAFF COMMENTS: The above paragraph is subjective. Staff recommends deleting it and simply using the paragraph below]

As the Isthmus becomes more densely populated, a balance must be struck between the needs of commuters and the needs of local residents to live and move around in the central city. Our transportation vision seeks two outcomes: (1) improved quality-of-life and livability for Madison's central neighborhoods and (2) improved mobility/access for all Madison area residents and visitors to the businesses, employment, culture and vitality of the Isthmus and downtown. Tenney-Lapham and other Isthmus and downtown neighborhoods support the concept of a comprehensive transportation strategy to manage the growing demand for trips to, through, and within the central city. The strategy should focus on distributing demand across multiple modes of transportation (automobile, streetcar, bus, commuter rail, bicycle and foot) in a coherent manner.

¹ Warlick, William, "Street Width, Neighborhood Roles, and Vehicle Mobility Rates," neighborhood study with data from Dane County Model Traditional Neighborhood Design Ordinance (2004), WisDOT Facilities Design Manual, and City of Madison 1999 Traffic Flowmaps.

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The neighborhood understands that many of its transportation goals are long range and exceed the usual time frame of a neighborhood plan. However, we think it is important to state them clearly and identify ways to achieve measurable progress on them during the life of this plan.

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 leisure more convenient.

TRANSPORTATION GOALS, ACTION STEPS/PROJECTS, DESIGN STANDARDS, AND IMPLEMENTERS

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.

Discussion: The Tenney-Lapham Neighborhood is a community of residents and businesses. Unfortunately, the larger Madison community uses the neighborhood as a thoroughfare that funnels vehicular traffic through the Isthmus. The neighborhood is home to 6,000 people while at the same time the two Primary Arterial streets, East Gorham and East Johnson, each handle 20,000 - 24,000 vehicles per average weekday between Baldwin and Blair Streets. (City of Madison Average Weekday Traffic Volume Flowmap 2004.) Moreover, single-occupancy vehicles constitute a substantial portion of this automobile traffic. The Isthmus Area Traffic Redirection Study (1978) forecast traffic volumes in the year 2000 to be the same as in 1978 because of assumed increase in the use of mass transit and car-pooling. Neither has materialized.

TE STAFF COMMENTS: Insert—"Increased transit and carpool use did not materialize over the last two to three decades to reduce traffic volumes and carry a larger modal share through these corridors. Applying this same assumption to future plans should be carefully considered. However, traffic redirection projects have been successful in redirecting traffic to other streets such as East Washington and the Beltline and slowing the rate of growth through the neighborhood. Traffic volumes charts for Gorham, Johnson, and East Washington Ave for data from 1970 to 2000 are included in Appendix 'x' . These charts show zero to one percent growth per year on Gorham and Johnson and 2-4% annual growth on East Washington. The Beltline has seen 4-6% annual growth rates in traffic volumes helping carry traffic around the neighborhood as planned with the Isthmus Traffic Redirection Plan."

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TRANSPORTATION GOALS, ACTION STEPS/PROJECTS, DESIGN STANDARDS, AND IMPLEMENTERS

TE STAFF COMMENTS: The following paragraph is based predominantly on Appendix 2, Street Width, Neighborhood Roles and Vehicle Mobility Roles – a document which the neighborhood developed and which notes percentage of land use along streets by functional class. It should be noted that many streets with traffic and arterial use exist throughout the country and can co-exist and are compatible with varying land uses and vice versa. See Andres Duany’s “The Neighborhood, the District, and the Corridor.” Also see Peter Calthorpe for “The Regional City” and transit oriented development.”

As noted above, Appendix 2, “Street Width, Neighborhood Roles, and Vehicle Mobility Roles”, clearly shows the discrepancy between the street use and land use goals for East Gorham and East Johnson Streets. The juxtaposition of primary arterial street use with residential and local retail land use is detrimental of major concern to the land-use neighborhood. The detriments concerns to the neighborhood resulting from the arterial operation of these streets are manifold:

- The physical safety and health risks from pollution associated with the excessive load on these streets.
- Decreased property values and discouragement of owner-occupancy and long-term rentals.
- Loss of business in the East Johnson Business district due to traffic moving too fast to easily park and disembark.
- Loss of families from the area due to concerns for child safety in such a dangerous environment.
- Deterioration of housing stock along these streets from neglect by absentee landlords, which contributes to diminishment of the value and quality of housing stock in the east Isthmus in general.
- Cultural splitting of the neighborhood by two difficult-to-negotiate barriers.
- Spillover traffic on local streets undermining the livability of the rest of the neighborhood.

The land use goals for the east Isthmus are higher than they have ever been before as evidenced by the Capitol Gateway Corridor TID #36 and East Washington BUILD. The achievement of these goals is dependent on a corresponding transportation plan for managing the growing trip demand that will occur. The Tenney-Lapham neighborhood understands that traffic and transit solutions are larger than any single neighborhood. We therefore support the transportation master planning process called for by four east Isthmus and downtown neighborhood associations in “East Isthmus and Downtown Neighborhoods Street Use Planning” (See Appendix 3.) While we understand our proposals cannot happen overnight, we believe our goals are consistent in every way with the city’s long term goals to:

- Increase work force housing options near the new, employment-focused Capitol Gateway Corridor TID #36 by reclaiming the residential viability of East Johnson, East Gorham and nearby streets.

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- Decrease automobile commuting and increase acceptance of mass transit solutions, including commuter rail from outlying areas and streetcar options in the central city.
- Increase mass transit, to better position the city to deal with future energy costs.
- Promote healthy living and reverse the increase in pollution threats and ozone alerts.

Map 6 shows the current arterial, collector and local street use designations. Map 7 shows new designations for streets in the Tenney-Lapham Neighborhood that could result from a comprehensive transportation management plan. Other Isthmus street designations and operations may also change as a result of such a planning process.

Goal 1 - ACTION STEPS/PROJECTS	Goal 1 - IMPLEMENTERS
<p>1. Develop a Transportation Management Plan <u>with Common Council funding</u> for the central City that will implement Transportation System Management (TSM) and Transportation Demand Management (TDM) strategies that will (1) make central neighborhoods more livable and (2) improve mobility for all residents and visitors by distributing trip demand across multiple modes (auto, bike, bus, streetcar, commuter rail and pedestrian). <u>In developing the Transportation Management Plan for the central city, study the following:</u></p> <p>2.a. As part of the Transportation Management Plan for the central City, explore strategies to reduce the arterial operation of East Johnson Street and East Gorham Street, by The strategy of redesigning the traffic flow on both East Johnson and East Gorham streets to two-way instead of one-way streets between Wisconsin Avenue and Baldwin Street (East Johnson is already two-way from Baldwin to East Washington Avenue.)</p> <p><u>b. Strategies to channel through-traffic to Highway 113 (Pennsylvania/ First Street), and Highway 151 (East Washington Avenue).</u></p>	<p>1. Traffic Engineering District Alder, Madison Metropolitan Planning Organization, Madison Metro, Traffic Engineering</p> <p>1.a Traffic Engineering Madison Metropolitan Planning Organization, Madison Metro, Traffic Engineering</p> <p>1.b Madison Area Metropolitan Planning Organization, Madison Metro, Traffic Engineering</p>

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- 1. Enable two left turn lanes from westbound Pennsylvania to First Street and two right turn lanes from First Street to westbound East Washington Avenue. In the outer ring of the capitol square, enable two right turn lanes from westbound East Dayton onto Wisconsin Ave.
- 2. Enable two right turn lanes from eastbound East Johnson onto North Blair Street to channel eastbound traffic to East Washington Avenue. Install a signal at this intersection.
- 3. Connect Fordem Avenue to First Street .
- c. Establishing park-and-ride services at the intersection of Highways 113 and 151 (Pennsylvania/ First/East Washington Avenue) to enable automobile commuters to transfer to other transportation modes for “the last mile” to downtown/campus. The neighborhood has observed significant do-it-yourself park-and-ride and park-and-bike behavior outside of the two-hour street-parking zone. There is evident demand for this kind mode transfer at this distance from commuters’ destinations.

1.c Madison Metropolitan Planning Organization, Madison Metro, Traffic Engineering

Recommendations 2-4 may be implemented independent of the Transportation Management Plan

- 3.2. Adopt other traffic calming measures, on East Johnson between Baldwin Street and First Street to provide extra visual and physical cues to drivers that they should proceed at a lower speed in this transition zone to and from Pennsylvania Ave.
 - a. Remove the concrete center median.
 - b. Add bike lanes in both directions at the time of reconstruction.
 - c. Narrow traffic lanes to the minimum appropriate for 25 mph speeds.

5.2 Traffic Engineering, Police, City Engineering

- 4.3. Retime traffic lights to reward legal speeds on Johnson and Gorham Streets. Traffic frequently flows at 35-40 mph on these streets. Often vehicles at the end of a sequence are moving even faster as they race through the yellow/red signal change.

3. Traffic Engineering, Police

~~5. Adopt strategies to channel through traffic to Highway 113 (Pennsylvania/ First Street), and Highway 151 (East Washington Avenue).~~

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- ~~a. Enable two left turn lanes from westbound Pennsylvania to First Street and two right turn lanes from First Street to westbound East Washington Avenue. In the outer ring of the capitol square, enable two right turn lanes from westbound East Dayton onto Wisconsin Ave.~~
- ~~b. Enable two right turn lanes from eastbound East Johnson onto North Blair Street to channel eastbound traffic to East Washington Avenue. Install a signal at this intersection.~~
- ~~c. Connect Fordem Avenue to First Street as part of Segment 2 of the East Washington Avenue Reconstruction Project in 2006.~~
- ~~6. Provide park and ride services at the intersection of Highways 113 and 151 (Pennsylvania/First/East Washington Avenue) to enable automobile commuters to transfer to other transportation modes for "the last mile" to downtown/campus. The neighborhood has observed significant do-it-yourself park-and-ride and park-and-bike behavior outside of the two-hour street-parking zone. There is evident demand for this kind mode transfer at this distance from commuters' destinations.~~

- 7.4. Reduce the use of Sherman Ave as a feeder to Gorham for through-traffic.
- a. Designate No Right Turn from North Sherman onto Sherman between 7 and 9 a.m. daily.
 - b. Calm traffic on Sherman Ave from Thornton to Brearly by narrowing the lanes, adding a bike lane, curving the street along Tenney Park, and introducing raised crosswalks (speed tables) at various points.

7.4 District Alder, Traffic Engineering, Village of Maple Bluff, City Engineering