

E. Johnson 2014 Reconstruction Recommendations

The TLNA E Johnson Reconstruction Task Force sees the 2014 reconstruction of E. Johnson as a once-in-a-lifetime opportunity that must not be wasted. It will not only improve the physical street and the infrastructure underneath it, but also it is our opportunity to transform the economic and social identity of the street. In addition to being a major gateway street to Madison, we know E. Johnson as Tenney-Lapham's "main street".

For nearly six decades, E. Johnson has been exploited as a high-volume, high-speed arterial corridor. The street has been blighted by this use. Now it is time to pay something back.

We have the opportunity to re-invest in this street in ways that will reap economic benefits for both the neighborhood and the whole City. While maintaining its role as a gateway arterial, E. Johnson must be re-branded as a mixed-use "main street" – a place to live, shop, work, run a business, recreate and socialize. In other words, as the heart of a neighborhood – a place to be, not just to speed through.

Our Recommendations for 2014 are presented with the goal of realizing this vision:

1. Underground the utilities. As a "gateway street" that is being reconstructed, E. Johnson is a mixed-use arterial that qualifies to be funded for utility undergrounding under the City's "Policy for Funding the Undergrounding of Overhead Utility Lines Adopted by the Madison Common Council on March 29, 2011". The policy describes the numerous benefits to the City of undergrounding gateway streets. The funding can be both TIF and General Obligation Borrowing. (See the attached policy to read more.)
2. Plant and preserve tall trees that will increase the percentage of tree canopy on the street.
3. Design and demarcate the bike lane to increase use and safety for bicyclists to travel through the entire length of the reconstructed street, and eventually through to 1st Street. Include bicycle boxes at intersections and a buffer strip.
4. Include curb extensions (bump outs) at street intersections for pedestrian safety, to encourage safer vehicle turns, to provide outdoor seating for restaurants and/or community, and for bike parking. Other bump outs can have a permeable surface that supports the growth of canopy trees,
5. Improve bus transit. Move bus stops so that they are immediately past intersections. This allows cars behind the bus to make unimpeded right turns at the intersection preceding the bus stop. (Examples of E. Johnson bus stops just past intersections are at Butler and Blair streets.) Build curb extensions at the bus stops to allow passenger waiting, loading and unloading right next to the right-hand travel lane. This maintains the bus's place in the travel lane. Buses and riders are not second class vehicles/travelers and should not be required to delay their forward progress by yielding the travel lane until all of the less efficient vehicles pass them by. Additionally, the right-hand travel lane can qualify as a "fixed guide-way" for transit which may generate additional financial benefit to the City.
6. Add many more pedestrian-height, downward shining street lights. Reduce the number of tall cobra-style mercury vapor lights.

7. Make crosswalks permanently visible by making them a different color and/or composite of pavement material.
8. Install mid-block crosswalks in the business district. Consider metered parking in the business district.
9. Install overhead "Yield to Pedestrian" signs at all un-signalized intersections between Butler and Baldwin Streets.
10. Plant low, hardy ground cover, not grass, in the narrow terraces.
11. Install permanent electronic "Your Speed is" signs over E. Johnson at the east and west transition points to the neighborhood, the Yahara River and Butler Street respectively.
12. Collaborate with the MMSD Safe Routes to Schools program in designating preferred crossings for children.

TLNA E Johnson Reconstruction Task Force

Timothy Olsen, TLNA Transportation Chair

Gerrit Conger, TLNA Area A Representative

Nathan Germain, Community Member

Tyler Hendrichs, Community Member

Gwen Johnson, TLNA Business & Member E Johnson Business District

Pat McDonnell, TLNA Special Projects

Bryan Post, TLNA Area D Representative



Traffic Engineering and Parking Divisions

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

Madison Municipal Building
215 Martin Luther King, Jr. Boulevard
P.O. Box 2986
Madison, Wisconsin 53701-2986
(Phone) 608 266 4761
(TTY) 608 267 9623
(FAX) 608 267-1158

5/20/2013

To: Business Owners, Property Owners and Residents on East Johnson Street
Re: 2014 Johnson Street Construction-proposed increased terrace space for public amenities and sidewalk café's

The City of Madison is proposing to reconstruct East Johnson Street from North Butler Street to North Baldwin Street in 2014. As a result of public input, The City of Madison is proposing larger terrace areas at select locations using curb extensions or bump-outs. These bump-outs are proposed to span the length of several properties. This requires the removal of parking and relocating loading zones. The larger terrace areas provide space for bike racks, a mid-block crossing, and potentially for businesses to establish sidewalk café's. Sidewalk café's require permitting through the City of Madison Vending Coordinator. Please see included plans and description below for details of these select locations. Additional bump-outs will be provided at other locations, but are typically in areas that are currently restricted from use as a parking stall. All existing driveways will be maintained and extended through the bump-out to the street.

1. Johnson Street-Patterson Street Intersection

a. Proposed bump-out on north east corner of intersection. The bump-out would extend in front of 902,906,910 Johnson Street and a portion of 3 Norris Court. The existing truck loading zone would be relocated to Patterson Street. The existing 30 minute parking would be removed and the bike corral relocated to the terrace.

b. A new loading zone would be created on the south west corner to replace existing bus stop area. Metro is proposing relocating bus stop to the south east corner of the intersection.

2. Mid Block Bumpout-800 block of Johnson Street

a. A Midblock bump-out would be installed to provide protection for a Mid Block Crosswalk. Parking would be removed to accommodate this feature.

3. Johnson Street-Blount

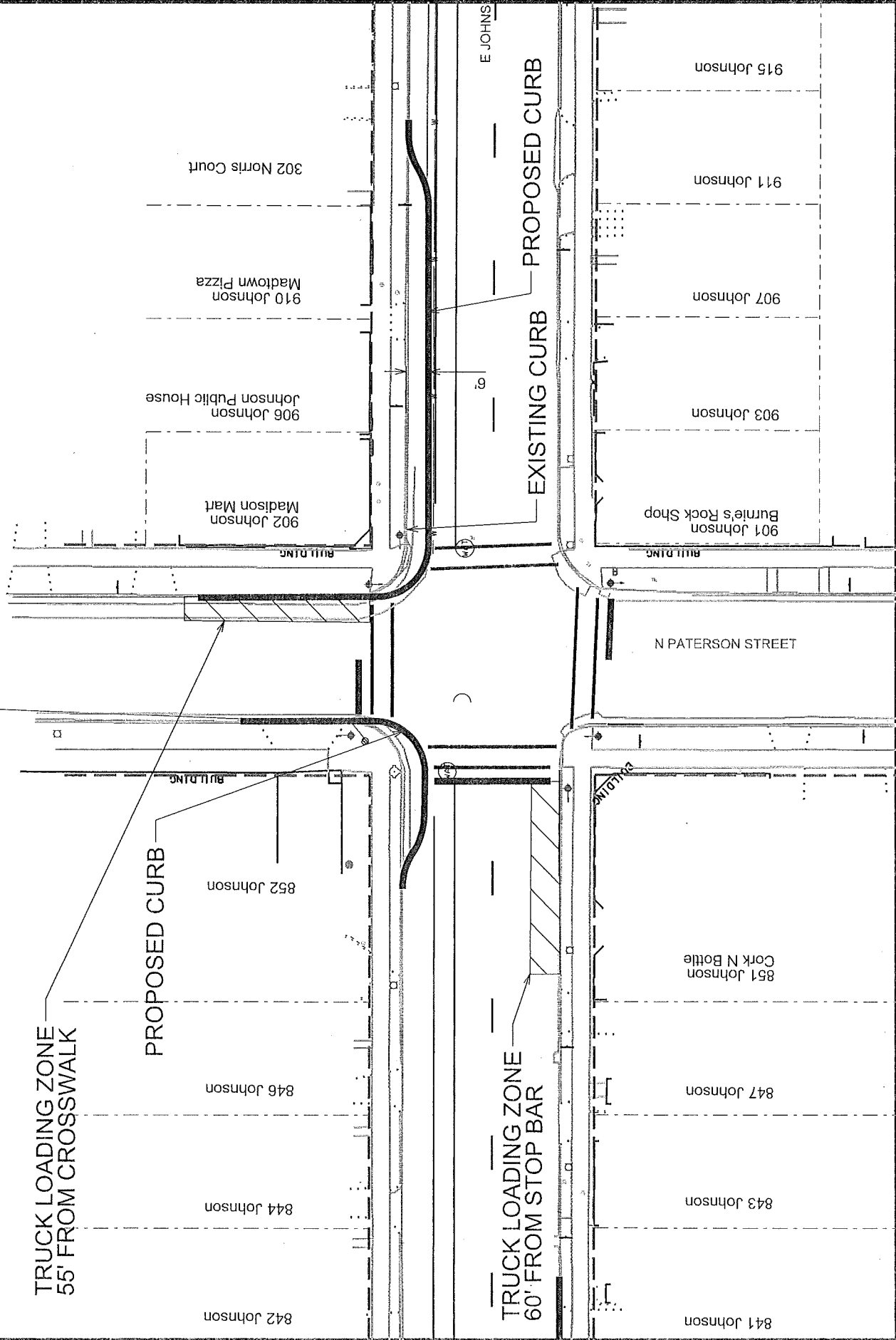
a. Proposed bump-out on the north east corner of intersection. The bump-out would extend in front of 706,708,710 Johnson Street.

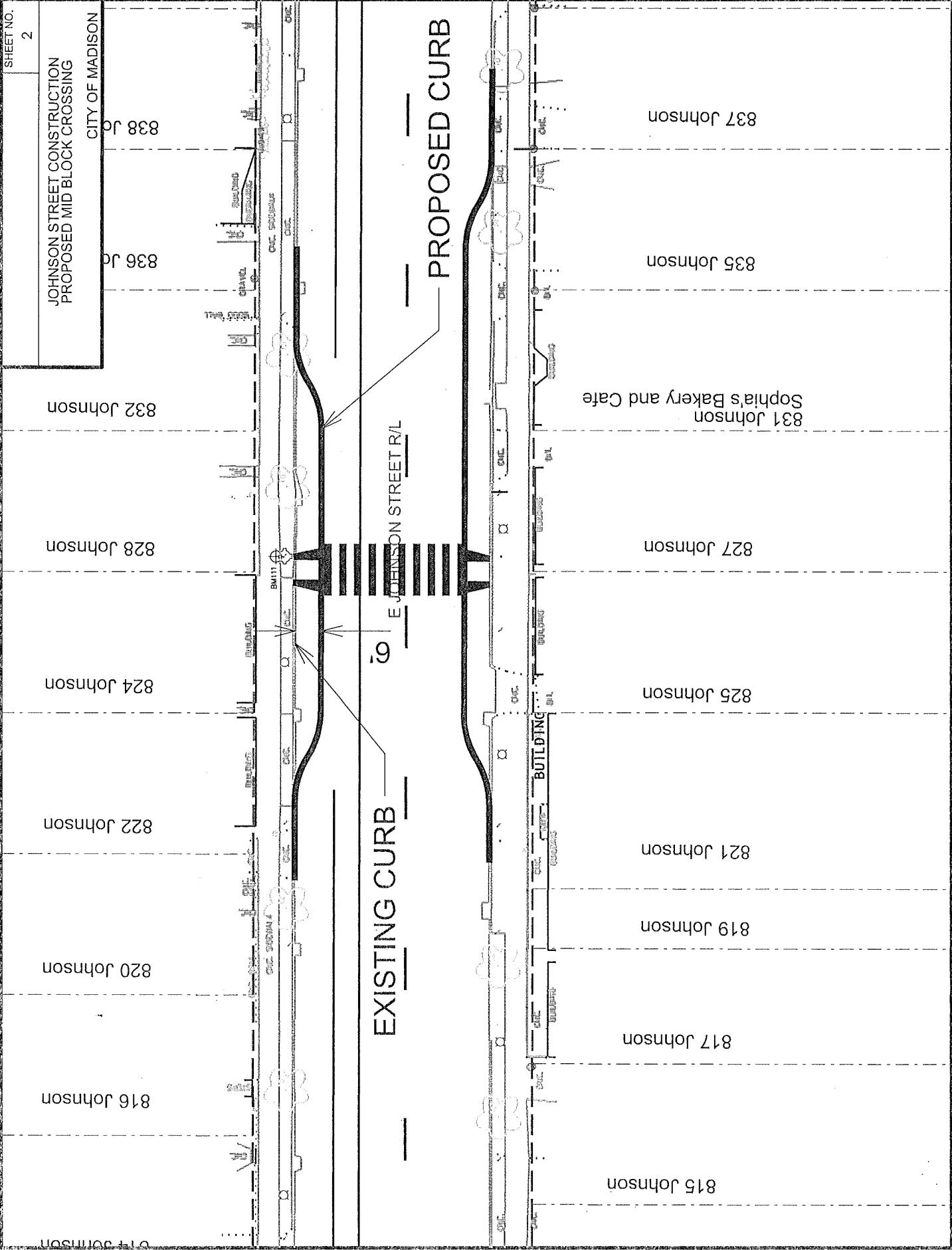
A portion of the public informational meeting on May 30th will be dedicated to discuss these topics. If you cannot make this meeting, please contact Scott Langer of Traffic Engineering staff at 266-4761 or via email at slanger@cityofmadison.com with feedback, questions or concerns.

Regards

David C. Dryer, P.E.

City Traffic Engineer and Parking Utility Manager





SHEET NO.
 2
 JOHNSON STREET CONSTRUCTION
 PROPOSED MID BLOCK CROSSING
 CITY OF MADISON

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.

REV. DATE:

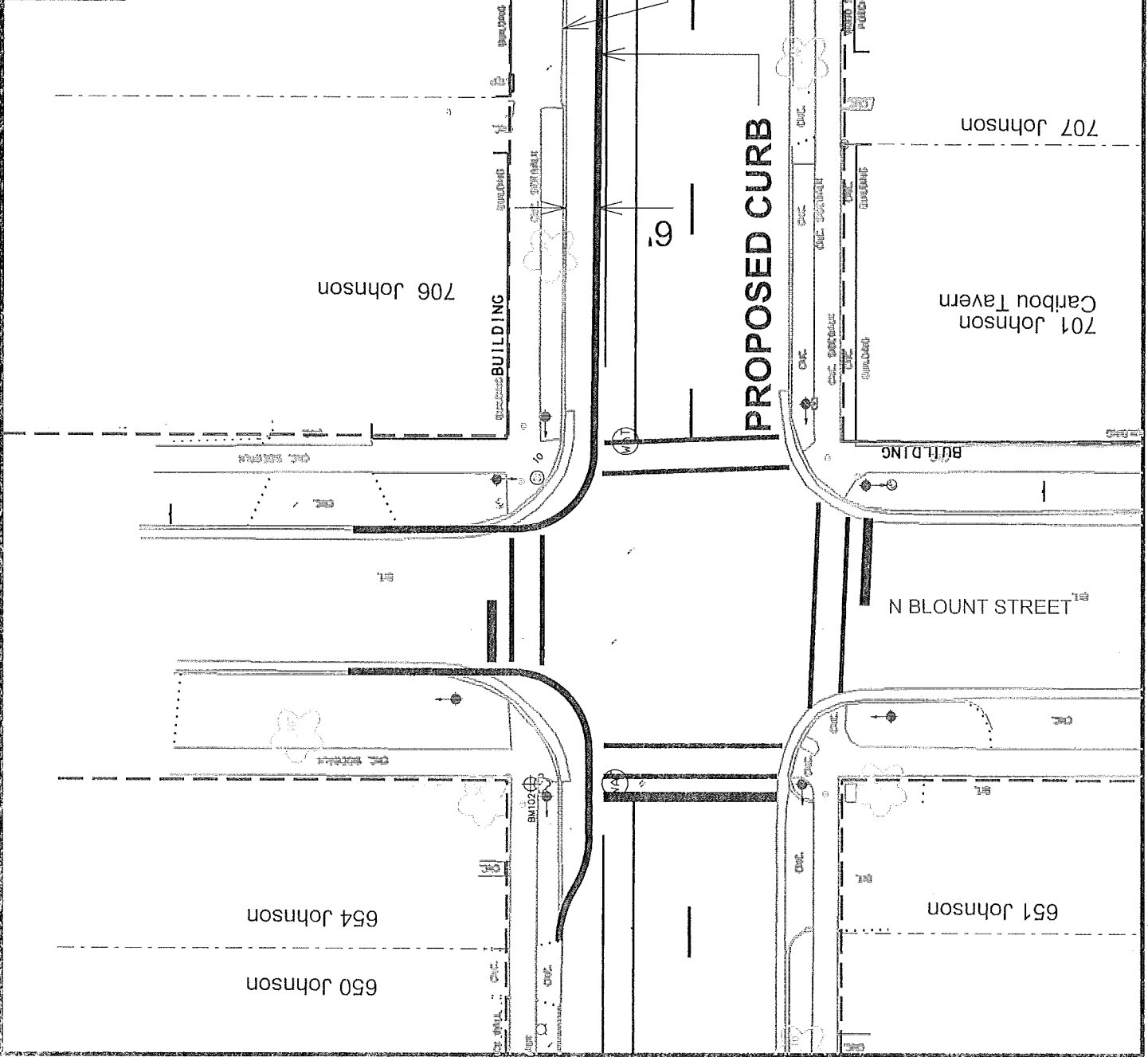
FILE NAME: \$\$...designfile...\$\$

DATE: \$\$...plottingdate...\$\$

SHEET NO.
3

Johnson Street Construction
Blount Johnson Bumpouts

CITY OF MADISON



EXISTING CURB

PROPOSED CURB

N BLOUNT STREET



Metro Transit System

1245 East Washington Avenue
Suite 201
Madison, Wisconsin, 53703
Administrative Office: 608 266 4904
Fax: 608 267 8778 www.mymetrobus.com

30 May 2013

To: Property Owners along East Johnson Street

Re: Transit Improvements as part of the proposed reconstruction of East Johnson Street in 2014

The City of Madison is proposing to reconstruct East Johnson Street in 2014. As part of this reconstruction, the project is proposing to relocate four of the existing transit stop locations. You are being sent this letter to notify you of the planned change to a bus stop zone near your property.

The proposed bus stop zones that would be relocated under the proposed project include:

- Elimination of bus stop zone at the start of the 400 block of East Johnson Street (east of North Hancock Street intersection); creation of new bus stop zone at the end of the 100 block of East Johnson Street (west of North Butler Street intersection)
- Elimination of the bus stop zone at the end of the 600 block of East Johnson Street (west of North Blount Street intersection); creation of a new bus stop zone at the start of the 700 block of East Johnson Street (east of North Blount Street intersection).
- Elimination of the bus stop zone at the end of the 800 block of East Johnson Street (west of North Paterson Street intersection); creation of a new bus stop zone at the start of the 900 block of East Johnson Street (east of North Paterson Street intersection).
- Elimination of the bus stop zone at the end of the 1000 block of East Johnson Street (west of North Ingersoll Street intersection); creation of a new bus stop zone at the start of the 1100 block of East Johnson Street (east of North Ingersoll Street intersection).

Property owners may provide initial feedback regarding the transit improvements to Timothy Sobota at the City of Madison, Metro Transit Division, by email <tsobota@cityofmadison.com> or phone 608 261 4289. In the coming weeks, a notice of an official public hearing date before the City of Madison Board of Public Works will be sent to impacted parties. Final governmental approval of all aspects of the proposed reconstruction project would occur after this opportunity for public comment.

Transit Improvements

The proposed street improvements include transit stop relocations intended to improve traffic operations for all travel modes using the corridor. These proposed relocations follow a recommendation submitted to the City by the Tenney-Lapham Neighborhood Association's E Johnson Reconstruction Task Force, dated January 26th 2013:

5. Improve Bus Transit. Move bus stops so that they are immediately past intersections....

Transit vehicles currently serve posted stop zones located every block, from just before the North Blount Street intersection to just before the Few Street intersection. This spacing between stops is roughly six hundred and sixty feet (1/8 of a mile). Additional stops prior to North Blount Street include a location just past the North Blair Street intersection, as well as just past the North Hancock Street intersection. There is also a posted stop zone just past the North Baldwin Street intersection on the opposite end of the corridor. This totals nine existing transit stop locations in the roughly one mile stretch of East Johnson Street between North Butler Street and North Baldwin Street.

The following stop locations create negative operational impacts to either transit vehicles and/or other travel modes:

400 Block of East Johnson Street, just east of North Hancock Street

Transit vehicles stopping to serve this location in a permanent through-traffic lane can congest travel in this high volume segment of East Johnson Street between North Butler Street and North Blair Street.

The proposed relocation of the stop zone to the end of the 100 Block of East Johnson Street, west of North Butler Street and before the traffic signal, will allow transit vehicles to serve that location from the existing curb parking lane – as opposed to being in a through travel lane.

600 Block of East Johnson Street, just west of North Blount Street

Transit vehicles stopping to serve this location in the existing parking lane just before the traffic signal can conflict with right turns and pedestrian crossings, delay a transit vehicle's egress from the stop location, and compromise accessibility for transit passengers due to the existing driveway apron location.

The proposed relocation of the stop zone to the start of the 700 Block of East Johnson Street, east of North Blount Street and after the traffic signal, will improve these issues. Right-turning vehicles will no longer risk potential violation of the Wisconsin State Statute that prohibits turning right in front of a stopped transit vehicle, and transit vehicles will no longer block the view between pedestrians crossing North Blount Street and vehicles turning right onto North Blount Street. Transit vehicles will have an improved ability to exit the parking lane from past the traffic signal (either during a break in traffic in through lanes, or when the light turns red for through traffic), and will no longer encounter the potential delay of serving the stop during a green light – but then having the light turn red when ready to depart and needing to wait for the next green light, and a break in traffic in the through lane. From an accessibility standpoint, the angle of the ramp that deploys from the front door of the bus to aid mobility device users can have an excessive slope between the floor of the bus and base of a driveway apron. Having the ramp deploy onto a level concrete surface at the standard six inch curb height minimizes the height difference and slope of the ramp between the floor of the bus and where passengers access the adjacent sidewalk.

800 Block of East Johnson Street, just west of North Paterson Street

Transit vehicles stopping to serve this location in the existing parking lane just before the traffic signal can conflict with right turns and pedestrian crossings, and delay a transit vehicle's egress from the stop location.

The proposed pedestrian curb bump out on this corner would also conflict with the existing bus stop zone. The proposed relocation of the stop zone to the start of the 900 Block of East Johnson Street, east of North Paterson Street and after the traffic signal, will improve these issues as described for the 600 Block of East Johnson Street above – while eliminating the conflict with the pedestrian bump out.

1000 Block of East Johnson Street, just west of North Ingersoll Street

Transit vehicles stopping to serve this location in the existing parking lane just before the traffic signal can conflict with right turns and pedestrian crossings, and delay a transit vehicle's egress from the stop location.

This stop zone also serves as a scheduled layover and transit driver change location, which can extend the period of time that a bus may occupy this stop zone beyond minimal passenger access requirements.

The proposed pedestrian curb bump out on this corner would also conflict with the existing bus stop zone.

The proposed relocation of the stop zone to the start of the 1100 Block of East Johnson Street, east of North Ingersoll Street and after the traffic signal, will improve these issues as described for the 600 Block of East Johnson Street above – while also eliminating the conflict with the pedestrian bump out.

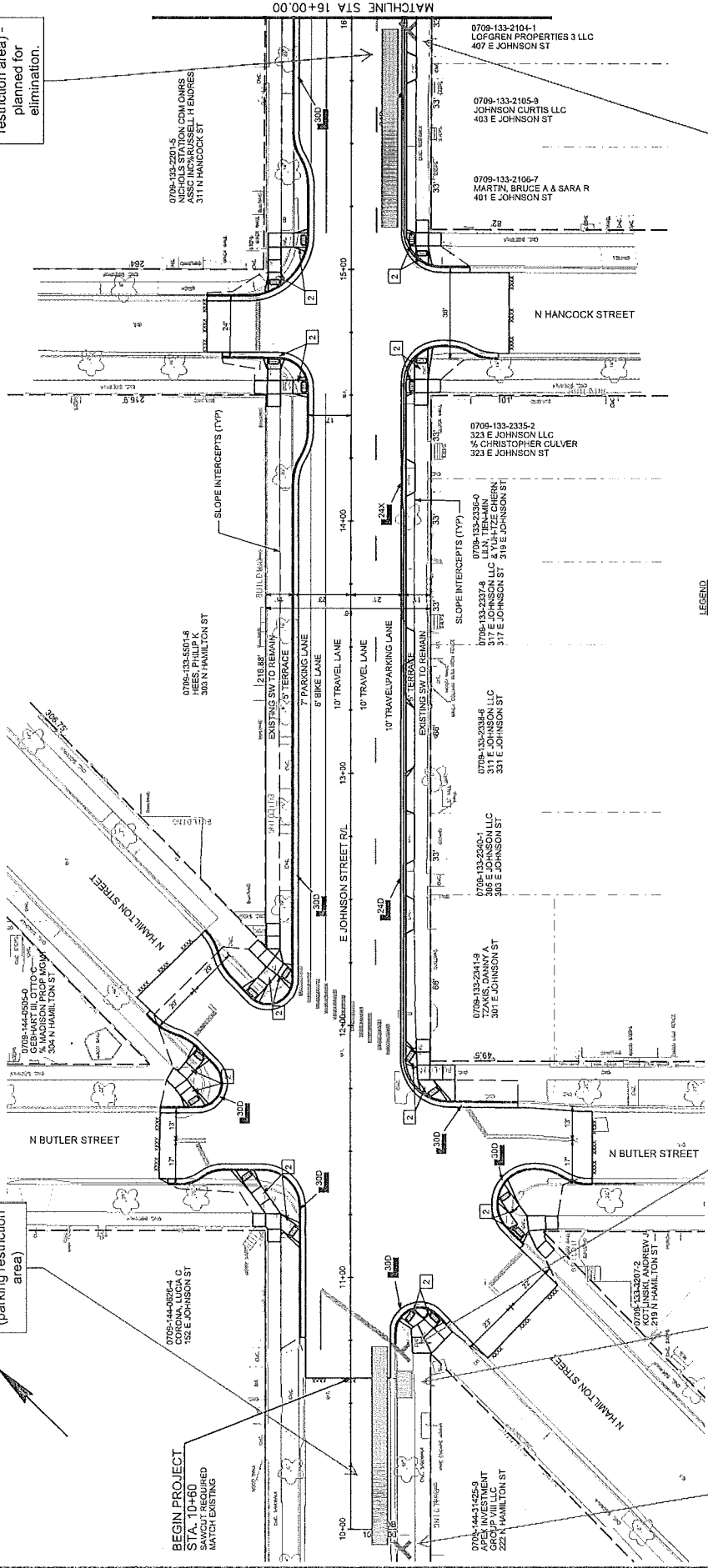
Sincerely,



Chuck Kamp, Transit General Manager

Approximate length of existing bus stop zone (parking restriction area) - planned for elimination.

Approximate length of planned bus stop zone (parking restriction area)



Existing Metro Transit bus stop posting - planned for elimination.

Planned Metro Transit bus stop posting

Concrete passenger boarding surface between curb and sidewalk

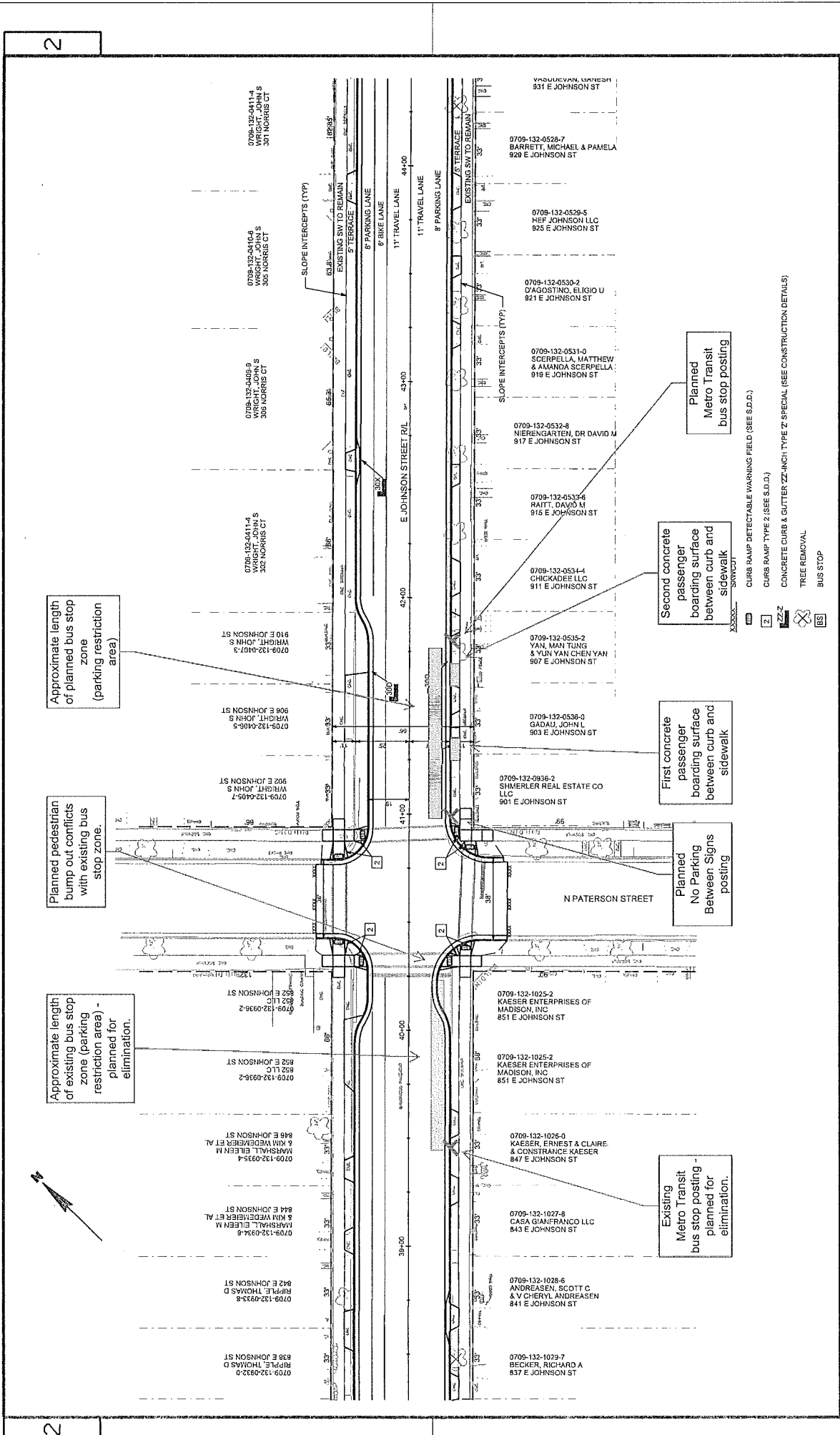
Planned No Parking Here to Corner Posting

LEGEND

- XXXX SAWCUT
- CURB RAMP DETECTABLE WARNING FIELD (SEE S.D.D.)
- CURB RAMP TYPE 2 (SEE S.D.D.)
- CONCRETE CURB & GUTTER ZZ-INCH TYPE 'Z' SPECIAL (SEE CONSTRUCTION DETAILS)
- TREE REMOVAL
- BUS STOP

MATCHLINE STA 16+00.00

BEGIN PROJECT STA. 10+80 SAWCUT REQUIRED MATCH EXISTING



Approximate length of planned bus stop zone (parking restriction area)

Planned pedestrian bump out conflicts with existing bus stop zone.

Approximate length of existing bus stop zone (parking restriction area) - planned for elimination.

Planned Metro Transit bus stop posting

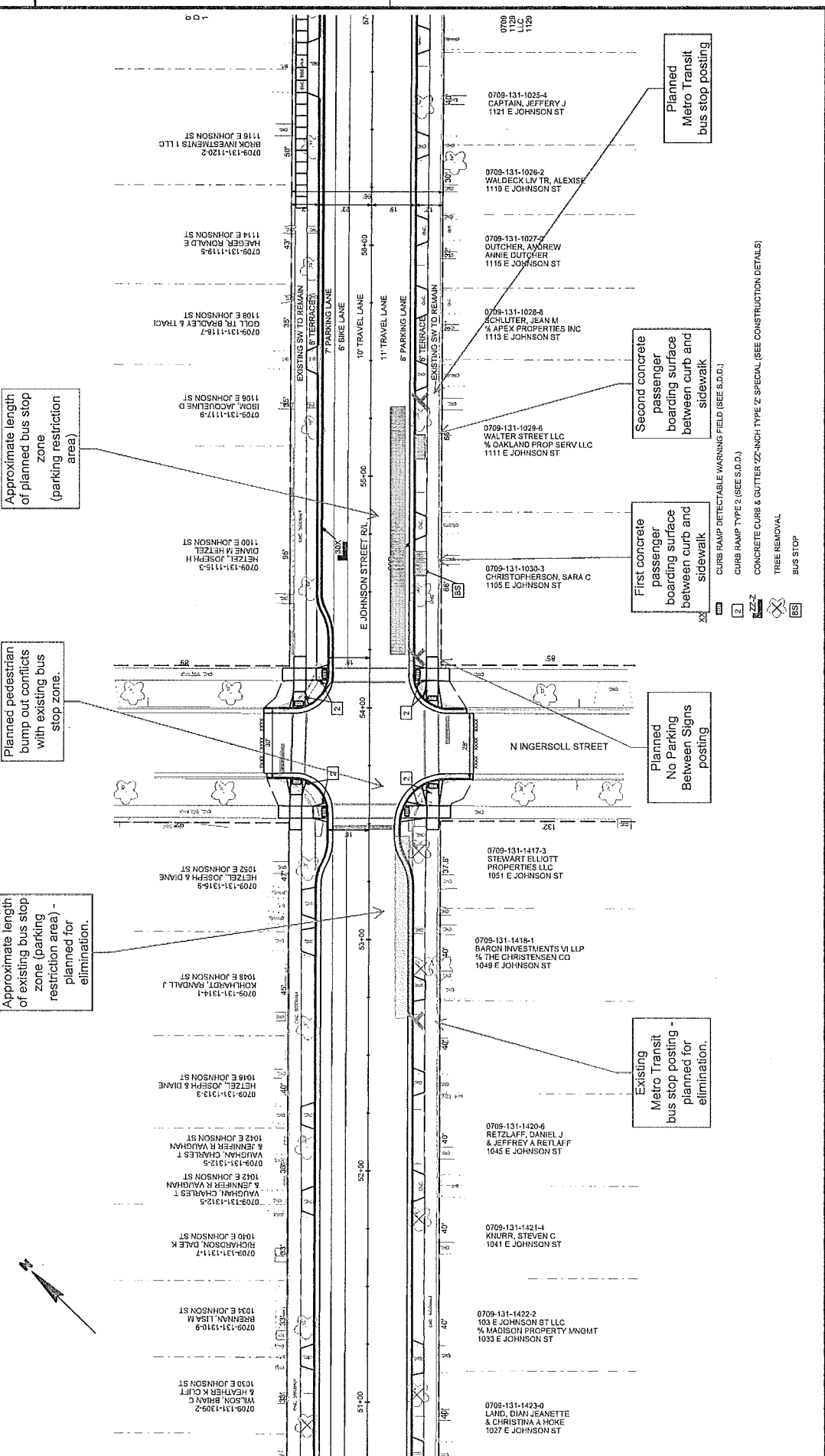
Second concrete passenger boarding surface between curb and sidewalk

First concrete passenger boarding surface between curb and sidewalk

Planned No Parking Between Signs posting

Existing Metro Transit bus stop posting - planned for elimination.

- XXXXX CURB RAMP DETECTABLE WARNING FIELD (SEE S.D.D.)
- ZZZ CURB RAMP TYPE 2 (SEE S.D.D.)
- CONCRETE CURB & GUTTER 22-INCH TYPE 2 SPECIAL (SEE CONSTRUCTION DETAILS)
- XXX TREE REMOVAL
- BS BUS STOP



Approximate length of planned bus stop zone (parking restriction area)

Planned pedestrian bump out conflicts with existing bus stop zone.

Approximate length of existing bus stop zone (parking restriction area) - planned for elimination.

Planned Metro Transit bus stop posting

Second concrete passenger boarding surface between curb and sidewalk

First concrete passenger boarding surface between curb and sidewalk

Planned No Parking Between Signs posting

Existing Metro Transit bus stop posting - planned for elimination.

- PLANNED METRO TRANSIT BUS STOP
- PLANNED NO PARKING BETWEEN SIGNS POSTING
- PLANNED PEDESTRIAN BUMP OUT
- PLANNED PAVEMENT CHANGES
- PLANNED SIDEWALK CHANGES
- PLANNED BIKE LANE CHANGES
- PLANNED TRAVEL LANE CHANGES
- PLANNED PARKING LANE CHANGES
- PLANNED BIKEWAY CHANGES
- PLANNED TREE REMOVAL
- PLANNED CURB RAMP
- PLANNED CONCRETE CURB
- PLANNED CONCRETE GUTTER
- PLANNED CONCRETE TYPE 'Z'
- PLANNED CONCRETE TYPE 'Z' SPECIAL
- PLANNED CONCRETE TYPE 'Z' SPECIAL (SEE CONSTRUCTION DETAILS)
- PLANNED CURB RAMP DETECTABLE WARNING FIELD (SEE S.D.D.)
- PLANNED CURB RAMP TYPE 2 (SEE S.D.D.)
- PLANNED TREE REMOVAL
- PLANNED BUS STOP

From: Michael Matty <mmatty@rpgrentals.com<mailto:mmatty@rpgrentals.com>>
To: Joe Lusson <joelusson@gmail.com<mailto:joelusson@gmail.com>>;
timothy.olsen@sbcglobal.net<mailto:timothy.olsen@sbcglobal.net>
Cc: Tim Sobota <TSobota@cityofmadison.com<mailto:TSobota@cityofmadison.com>>; Ledell Zellers
<district2@cityofmadison.com<mailto:district2@cityofmadison.com>>; Rob Phillips
<RPhillips@cityofmadison.com<mailto:RPhillips@cityofmadison.com>>; Charles Kamp
<CKamp@cityofmadison.com<mailto:CKamp@cityofmadison.com>>;
dwaugh@morningwoodfarm.com<mailto:dwaugh@morningwoodfarm.com>;
geshales@gmail.com<mailto:geshales@gmail.com>
Sent: Tuesday, June 4, 2013 7:54 AM
Subject: Change in bus stop location

Good morning:

We recently received in the mail a map indicating the proposed change in the current bus stop location from the Eastern corner of the 600 block to the proposed new location to the Western edge of the 600 block - corner of East Johnson and N Blount Street.

I was informed yesterday by Chuck Kamp, that primary reason for said move was that TLNA directly requested this move, and that METRO would prefer bus stops to be after a signal switch. He also indicated that there would be two new pads laid, at no time would shelters be placed on the site, and that the bus 'no parking area' would be expanded or extended to allow for two busses at one time. (Chuck, feel free to correct me if I do not have it all as you stated.)

I am opposed to this relocation for several reasons.

The first being the effect on the quality of life of the current tenants in 707 and 709 E Johnson and 713 and 711 East Johnson, as well as future tenants.

All four units are now home to long term neighborhood tenants, (some going on their 4 year with us), with their bedrooms right at the street. Currently the bus stops at an open area and does not directly impact the quality of life of person living and or sleeping right at that stop. Starts and stops, exhaust, noise etc., does not make an immediate impact on any person's living (sleeping) condition. This I believe is one of TNLA main directives - to improve the quality of life of its residents. Moving the bus stop and extending such would negatively impact the people now living and sleeping in those units.

Secondly, the set aside and expanded distance of the proposed site crosses a private drive, removes several trees, and eliminates several existing street parking spots, again impacting residents of the neighborhood, and the businesses trying to exist in the neighborhood. Two bus stop pads will be poured and the stop extended, and thus the no parking area expanded. The current location is already a 'no parking' location due to the nature of the proximity to the Blount Street crossing and the open lot area. The proposed location eliminates already limited off-street parking spots that serves business and residents of the neighborhood, but parking is not gained at the old site with the proposed move.

Lastly the laundromat at the 700 block has already seen increased Police calls and increased loitering activity over the last couple of years. Placing a bus stop at the very front of the site will only lend itself to that location becoming a 'holding' area for that stop.

The positives of the proposed move, is one, being on the other side of the signal makes it easier for the bus to turn into traffic - vs. numerous negatives of the move, and the impact now and for the long term, for the residents living at that location, the business that also serve the neighborhood. I would hope all concerned will look at this proposed move and deem it not viable.

Please let me know if there are other options for this site.

Thank you for your time and attention to this matter. I look forward to your response.

Michael

Michael Matty
RPG Rentals / Property Management
KM2 Exchange Building • 2132 Fordem Ave.
Madison WI 53704
608.301.0000
mmatty@rpgrentals.com<mailto:mmatty@rpgrentals.com>
<http://www.rpgrentals.com/>

On Jun 5, 2013, at 9:25 AM, Troy Rost wrote:

Hello,

I would agree with Michael's thoughts on moving the bus stop to the 700 block of East Johnson. Coincidentally, I own property on both the 600 and 700 block of East Johnson. At 609 E Johnson, the bus stop doesn't interfere with neighborhood as much. Both my neighbor and I have excess parking for our buildings and there is always lots of street parking.

My buildings at 708-710 E Johnson conversely are often parked up. Our new restaurant Forequarter, the Caribou and the laundry-mat share the business parking on this end of the block and getting rid of the parking would adversely hurt the businesses in my estimate.

Additionally, I believe that it will hurt the laundry-mat by making it an indoor bus stop that will not have on-site employees. I see this being a potential crime issue on a regular basis.

Deciding to redo the Forequarter building was a huge risk for me. I am not a big landlord and it took pretty much all of our savings to do that building. I had pretty sub-par potential tenants like tattoo shops that wanted the space that would have actually been more profitable for me. I spent a lot extra to make the building a restaurant and then the Forequarter owners spent a lot as well. I believe it has helped change the perception of the neighborhood and I really hope you will not damage the 700 block by moving the bus stop. The East Johnson Business District is finally on the verge of an upswing and I hope you help keep the momentum going by not moving the bus stop.

Feel free to contact me with any questions or concerns -

Best regards -

Troy

Troy Rost
President, Lake Effect Properties
Broker Associate, MBA
6436 Sunset Dr.,
Verona, WI 53593
608 320 0232
troy1210@yahoo.com<mailto:troy1210@yahoo.com>

-----Original Message-----

From: Sobota, Tim

Sent: Monday, June 03, 2013 10:43 AM

To: Zellers, Ledell

Cc: Yoerger, Glen

Subject: RE: Changes in bus stops on E. Johnson St?

Wanted to indicate that Eugene Clair, representing 701 E Johnson (east of Blount), called in this morning. His primary concern was any snow removal requirement he would face as an adjacent property owner - to which I responded that City Ordinance does not ascribe the winter maintenance of bus stop boarding areas to property owners. The City of Madison Streets department undertakes this snow removal from bus stop boarding areas as their staffing permits following snow events/street plowing.

--Tim Sobota, Transit Planner

Metro Transit, Madison (Wisconsin)

(608) 261-4289, (fax) 267-8778

Yoerger, Glen

From: Sobota, Tim
Sent: Tuesday, June 04, 2013 12:43 PM
To: Zellers, Ledell
Cc: Yoerger, Glen
Subject: RE: Changes in bus stops on E. Johnson St?

Sara C from 1105 E Johnson Street was able to contact me today (east of Ingersoll Street).

She was generally supportive of transit service, and understood the reasoning for the planned bus stop relocation. She did raise most of the common issues related to bus stop locations, and I explained the possible resolutions as follows:

1. Trash: Indicated that City Streets department would be requested to relocate the existing street receptacle from the area before the traffic light (current boarding area), to the "second" concrete boarding area after the light (adjacent 1111 E Johnson).
2. Passengers using private property to find seating or shelter: I suggested that Sara might raise this concern at the Board of Public Works hearing, and possibly request that the Board of Public works modify the project plans to include the purchase and installation of a bench seating amenity (to be placed adjacent the "second" concrete boarding pad area) - similar in practice to where East Washington and University Avenue reconstruction projects have funded such amenities at transit stops. The terrace area between the curb and sidewalk is otherwise too narrow to fit a shelter structure, and the predominant activity at this stop location is presumed to be riders exiting the bus (returning home from downtown campus) - meaning fewer individuals generally waiting here to catch a bus heading away from downtown.
3. School youth behavior while waiting at bus stop. Sara identified some possible behavior concerns with students leaving the alternative high school program housed in the Lapham school building (and waiting at current stop before the intersection). I indicated that similar issues at other stops near public schools have been positively addressed through coordination with the school administration/principals and Metro staff.
4. Finally, the goal of placing the trash receptacle and potentially bench seating at the "second" boarding area further down the block was to help orient bus drivers to predominantly serve that particular boarding area. Sara had a valid concern about trying to egress from the driveway at 1105 E Johnson if a bus were only using the "first" boarding area - since a bus stopped in this part of the zone would be blocking visibility of the one-way traffic flow coming out East Johnson. Sara felt it would be much easier to exit the driveway if the bus were past the driveway, instead of before it.
5. I did explain to Sara that Metro drivers do undertake bus changes at this stop (which can result in a longer delay of the bus parked in this stop zone), and that the high frequency of buses in general will still result in occasional use of both boarding areas - but in that case, buses would be positioned either side of the 1105 E Johnson driveway (and not blocking access entirely).

--Tim Sobota, Transit Planner
Metro Transit, Madison (Wisconsin)
(608) 261-4289, (fax) 267-8778

-----Original Message-----
From: Zellers, Ledell