

The TLNA council approved the following Transportation Plan and Traffic Calming Priorities for 2020 at their February 2020 meeting.

Tenney-Lapham Transportation Plan

13 February 2020

Ad hoc Transportation Committee, TLNA

A neighborhood committee has been meeting to identify traffic safety issues in Tenney-Lapham. Input was received in 2019 at two public meetings and through the neighborhood listserv. Our goal is to establish a neighborhood plan for multi-modal transportation issues that we can use for improving traffic safety. This plan will be a living document which will change over time, as the neighborhood changes. But more importantly we will be able to use the plan to prioritize improvements and address new construction as it occurs.

One of Tenney-Lapham's great attractions is its walkability. Pedestrians, cyclists, and skateboarders crisscross our neighborhood on their way to parks, shopping, work, and friends' homes. It is important that we recognize multi-modal transportation accessibility for residents and people passing through. Furthermore, the neighborhood plan recognizes the importance of "improving cross-Isthmus transportation to shopping, schools, and social service agencies." This has been accomplished partially with the Yahara Parkway, but the development of the East Washington Avenue Capitol Gateway Corridor has brought new accessibility issues.

This plan identifies five focus areas for improvement. The solutions identified for each focus area are largely composed of crowd-sourced ideas from neighborhood residents.

Lapham School

The neighborhood desires to make walking and biking to Lapham school safer. Motorized vehicular traffic poses a threat to pupils and parents crossing the streets in the area around the school. Lapham School is also on the East Mifflin Bike Boulevard, so both areas would benefit from safety improvements.

Goal

Improve multi-modal transportation safety by reducing and slowing motorized vehicular traffic travelling past or to Lapham School.

Problem Areas

The four intersections around the school all have motorized traffic crossing the neighborhood between E Washington and Johnson/Gorham. Car drivers picking up and dropping off on E Dayton in front of the school present a hazard for all pupils and parents. There is no easy bicycle/unicycle/skateboard access to the front of the school.

Solutions

Traffic calming on Ingersoll and Brearly is very important. In the short term, additional stop signs on Ingersoll and Brearly will help slow and reduce motorized traffic around the school. Speed humps on Ingersoll and Brearly would be more effective at calming traffic around the school. Longer term traffic calming would involve raised intersections at Dayton and Ingersoll and Mifflin and Ingersoll. To slow vehicular traffic on E Dayton, a chicane could be added to the middle of the block. Parking restrictions on this block could also be optimized to implement traffic calming.

East Mifflin Bike Boulevard

The East Mifflin Bike Boulevard is a critical link in the City's bikeway system, serving residents of Tenney-Lapham and numerous neighborhoods to the east. The developments on E Washington have significantly impacted the bike boulevard and our neighborhood council has assiduously worked with developers and Traffic Engineering to protect this thoroughfare.

Goal

Improve the safety, comfort, and convenience of the bike boulevard for bicyclists, unicyclists and skateboarders.

Problem areas

Traffic volumes and prevailing travel speeds along the entirety of the street exceed accepted thresholds for bike boulevards (traffic volumes up to 1,500 ADT preferred, 3,000 allowable; 25 miles per hour¹). The bike boulevard has an awkward connection between Dickinson and the Yahara Parkway at the east end of Tenney-Lapham. Conflicts with vehicles crossing E Mifflin are also an issue.

Solutions

Short term solutions include reducing the speed limit on E Mifflin to 20 mph. Longer term solutions include physical traffic calming and better lighting for the 1000 block. Calming and better lighting on the 1000 block is also a top priority due to need for residents of the Breeze to access the Lapham School playground. A more comprehensive solution to avoid conflicts would place speed humps or raised crosswalks on all cross streets north and south of the E Mifflin. Further traffic calming and traffic diversion can help to reduce traffic volumes and speeds to desired thresholds (below 1,500 ADT and 20 mph).

East Washington Avenue

Although this major city/county/state arterial is on the south border of our neighborhood, it has one of our four bike lanes and will have the city's first bus rapid transit line (BRT). Furthermore, the development envisioned in the early 2000's is not slowing down and is generating significant population growth and foot and vehicular traffic from a new business and entertainment district.

Goal

Improve the conditions for crossing E Washington. Make car access to E Washington more orderly and improve car left turn safety into the neighborhood from E Washington.

Problem areas

The intersection with Ingersoll doesn't allow enough time to cross E Washington on foot or bike. There is no pedestrian crossing on the east side of Blair (connecting the Beacon and the Salvation Army). Turning left from E Washington into the neighborhood is challenging due to lack of protected left turn phases at signals. This is especially true northbound on Ingersoll from eastbound E Washington is difficult when there are buses obstructing visibility. The Baldwin Street intersection is one of the most crash-prone in the city due to lack of left turn phases.

Solutions

Change the timing of the traffic lights to allow for longer crossing times. Run all traffic lights 24/7 to

¹ NACTO Urban Bikeway Design Guide; FHWA Bicycle Facility Selection Guide

provide safer crossing. Additional solutions include adding protected left-turn phases at Ingersoll and Baldwin and adding a pedestrian crossing on east side of Blair street.

Safe and Livable Streets

As development along E Washington has continued and commuter traffic through the neighborhood from areas to the east has grown, the amount and speed of traffic on neighborhood residential streets has increased significantly.

Goal

Slow and reduce motorized vehicular crossing through the Tenney-Lapham neighborhood and improve safety for all modes. Fewer motorized vehicles will improve safety for other modes of transportation and increase quality of life for residents.

Problem areas

All neighborhood streets see cars travelling too fast for the context, even if they are adhering to the posted 25 mph speed limit. Interaction between motorized vehicles, bicycles, pedestrians, unicyclists, and skateboarders can be dangerous. All the north-south streets in Tenney-Lapham experience some pressure from traffic crossing from Sherman or Johnson/Gorham to E Washington Avenue. Some of this traffic turns onto Dayton and Mifflin, increasing volume on these streets as well. Formerly low-traffic streets like Sidney are now busy during the morning rush hour. This increased traffic impinges on the quality of life in our residential neighborhood and decreases safety at Lapham School and on the East Mifflin Bike Boulevard. Pedestrian access to James Madison and Tenney Parks is obstructed by arterials.

Solutions

Reducing speed limits to 20 mph on local streets and 25 mph on E Washington will improve safety. Traffic calming on local streets will help to reduce speeds. Restricting access or turning movements from arterials onto local streets can help reduce traffic and increase safety. This is not a new concept for Tenney-Lapham. In the 1970's turning left onto N Few and N Livingston into the neighborhood from east-bound E Washington was eliminated, reducing cross traffic. (The intersection at Livingston has since been redone). And a car diverter was installed last year at Blair on the East Mifflin Bike Boulevard. Short-term solutions include adding signs to prohibit access to side streets during rush hour (no turn onto west-bound E Mifflin from Baldwin, no turn onto Sidney from Sherman), neighborhood traffic circles at uncontrolled intersections north of Gorham, and limiting access to some north-south streets from E Washington.

An ambitious yet promising framework for these solutions is to replicate the pedestrian-friendly Superblock concept pioneered by Barcelona. This concept entails limiting through traffic on interior neighborhood streets and reallocating these spaces to pedestrians. Keeping the motorized vehicular traffic on east-west arterials, Johnson/Gorham and E Washington, and the north-south routes, Blair, Paterson, and Baldwin, would reduce motorized traffic volume elsewhere in the neighborhood.

Vision Zero is a strategy to reduce traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. The City is looking at evaluating aspects of Vision Zero that can be implemented. This could include redesigning intersections, changing traffic light signaling to stop all vehicle movement during crossing, and reducing speed limits. TLNA supports Vision Zero.

Tenney-Lapham Transportation Plan

Other solutions focus on improving pedestrian access across arterials by defining pedestrian thoroughfares in Tenney-Lapham. Better crosswalk signage, pavement striping and Rectangular Rapid Flashing Beacons along E Johnson and E Gorham. Correcting the crosswalk between Festival Foods and Reynolds Park helps define an important pedestrian arterial.

Low hanging fruit

These are the issues that are seemingly inexpensive and easy to implement. However, we need to keep in mind that each change requires review from Traffic Engineering, emergency services, Madison Metro, etc. We also need to consider that as a neighborhood, we need to prioritize and thus to limit our traffic calming requests to those that work within the resources of the City.

Goal

Improve transportation safety to address specific smaller-scale issues.

Problem areas

Unique issues exist and may continue to arise in different parts of the neighborhood. Diverted traffic from E Johnson construction disrupted neighbors on N Baldwin St. Turning onto E Gorham from Washburn can be dangerous for pedestrians, bikers, skateboarders. The 400 block of N Ingersoll is unnecessarily one-way, creating a gap in bike access from Elizabeth to Lapham School.

Solutions

Stop signs at Elizabeth and Baldwin could be made permanent without much apparent effort. Reversing the direction of one-way Washburn and Prospect Pl could also be done. Making the 400 block of N Ingersoll two-way (or installing a counterflow bike lane) could be achieved during upcoming reconstruction.

TLNA Traffic Calming Priorities for 2020

13 February 2020

1. Speed humps and lighting on 1000 block E Mifflin

This concern has been a long-standing one, however it has gained greater importance with the development of the Breeze. There are many young children who cross mid-block to access the playground at Lapham School, and they are well hidden by parked cars. Speed humps will slow all vehicular traffic and better lighting will make this block safer for this group of people. (E Mifflin Bike Boulevard, Lapham School)

2. Stop signs on Ingersoll at Dayton

There is neighborhood-wide interest in traffic calming at Lapham School. This has been one of the more popular concerns in our polling of the neighborhood. A long-term goal might be speed humps on Ingersoll or a raised intersection, but stop signs are very cost effective. The stop signs will also slow motorized vehicles crossing between E Washington and Johnson/Gorham. (Lapham School, Safe and Livable Streets, Low Hanging Fruit)

3. Rectangular Rapid-Flashing Beacon at Blount on Gorham

Blount is halfway on a 4-block stretch of Gorham without a controlled intersection. During the morning commute, neighbors must cross Gorham to take the bus westbound and children taking the bus cross Gorham to return home. It is often difficult to find a break in traffic to be able to cross Gorham. Furthermore, the James Madison Park Master Plan designates a RRFB at this intersection to promote better pedestrian access to this community park. (Safe and Livable Streets)

4. Pedestrian crosswalk on east side of Blair at E Washington

Accessing the Beacon from the Tenney-Lapham side of E Washington and the Salvation Army from Marquette is difficult and requires first crossing Blair, then E Washington and then Blair again. We already see people crossing E Washington in the middle of the 600 Block because crossing at Blount is not optimal. Because S Blair is slated for reconstruction, this should be a priority that both the TLNA and the Marquette Neighborhood Association promote in 2020. (E Washington, Safe and Livable Streets)

5. Reduce speed limit on E Mifflin to 20 mph

Motorized vehicular speeding is still a perceived issue on E Mifflin. Given the intense development on E Mifflin, Reynolds Park, Breese Stevens, the bike boulevard, and Lapham School, it makes sense to use a reduced speed limit as a traffic calming measure here. (E Mifflin Bike Boulevard, Safe and Livable Streets, Lapham School, Low Hanging Fruit)

6. Run all traffic lights on E Wash 24/7

With the intense development of both sides of E Washington, there is now a steady stream of after-hours pedestrian and cycle traffic later at night and after bar time. Many

people taking their regular routes have to dodge motorize vehicular traffic on E Washington when the traffic lights go to flashing yellow. Operating this traffic lights 24/7 is a simple and cost-effective way to provide safer crossings between Tenney-Lapham and Marquette. (E Washington, Safe and Livable Streets, Low Hanging Fruit)

7. No right turn onto west bound Mifflin from south bound Baldwin during morning rush hour

Many motorized vehicles cut through the neighborhood to avoid the traffic light at E Washington and Baldwin during the morning rush hour. This traffic signage would encourage traffic to stay on Baldwin, reducing the volume on the E Mifflin Bike Boulevard. (E Mifflin Bike Boulevard, Safe and Livable Streets, Low Hanging Fruit)

A neighborhood survey in the fall of 2019 provided a list of over 100 traffic calming concerns that provide a basis for the plan and the priorities.

concern	priority	category	notes
bike lane on Baldwin at E Wash	bike low hanging fruit	Baldwin E Wash other	improve bike safety
curb cut for bike access at Lapham	bike	Dayton 1000 other	avoid having to use curb cuts at Ingersoll
Physical protection for bike lane on E Wash	bike neat idea	E Wash other	curb, bollards, parked cars like on Basset St
Physical protection for bike lane on Gorham	bike neat idea	Gorham other	curb, bollards, parked cars like on Basset St
bike lane on Ingersoll at E Wash	bike high score	Ingersoll E Wash other	improve bike safety
bike-accessible call button on Ingersoll to cross E Wash	bike high score	Ingersoll E Wash signal	
Bike lane on Ingersoll, Gorham to E Wash	bike neat idea	Ingersoll other	connect to Sherman?
Physical protection for bike lane on Johnson	bike neat idea	Johnson other	curb, bollards, parked cars like on Basset St
2-way stop signs on Livingston/Mifflin (remove from Mifflin)	bike neat idea	Livingston Mifflin sign	bike boulevard
complete E Mifflin BB 1400 block	bike should happen	Mifflin 1400 other	connect to Yahara Parkway
E Mifflin Bike Boulevard	bike high score	Mifflin sign	minimum stop signs for bikers length of BB
E Mifflin BB	bike low hanging fruit	Mifflin parking	parking on both sides full length E Mifflin
Alternating 1-way on Mifflin for cars	bike neat idea	Mifflin diverter	decrease car traffic
bike lane on Paterson at E Wash	bike low hanging fruit	Patterson E Wash other	improve bike safety
paint arrows in appropriate lanes for all turns	car low hanging fruit	Baldwin E Wash paint	
left turn lane/thru lane defined on Baldwin at Johnson	car low hanging fruit	Baldwin Johnson paint	improved car traffic flow
dead end sign 1400 Dayton	car low hanging fruit	Dayton Dickinson sign	decrease number of lost motorists
left turn arrow on E Wash at Baldwin	car should happen	E Wash Baldwin signal	
left turn arrow on E Wash to get onto Ingersoll	car should happen	E Wash Ingersoll signal	Buses block visibility, easier entry into n'hood, no access Few, Breatly, shorter signal time is problem
Left turn arrow on Ingersoll to get onto E Wash	car should happen	Ingersoll E Wash signal	reduce congestion on Ingersoll, MYAC, 1000 block development parking
4-way stop Breatly/Dayton	Lapham low hanging fruit	Breatly Dayton sign	Lapham school
Raised intersection	Lapham should happen	Breatly Dayton speed hump	Lapham School
safety Breatly/Mifflin	Lapham high score	Breatly Mifflin parking	remove parking spaces closest to intersection
4-way stop sign Breatly/Mifflin	Lapham low hanging fruit	Breatly Mifflin sign	Lapham school, bike boulevard
Raised intersection	Lapham should happen	Breatly Mifflin speed hump	Lapham school, bike boulevard
curb bump out	Lapham high score	Dayton 1000 chicane	both sides, near fire hydrant, middle of the block, Lapham School
calming	Lapham	Dayton 1000 speed hump	
calming	Lapham low hanging fruit	Dayton 1000 parking	more 2-side parking
4-way stop sign	Lapham low hanging fruit	Ingersoll Dayton sign	
Raised intersection	Lapham should happen	Ingersoll Dayton speed hump	Lapham School
Raised intersection	Lapham high score	Ingersoll Mifflin speed hump	MYAC, Lapham school, etc.
calming	Lapham high score	Mifflin 1000 speed hump	children crossing mid-block between cars from the Breeze to Lapham playground
better lighting 600 block Mifflin	ped should happen	Mifflin 600 other	pedestrian safety
better lighting 1000 block Mifflin	ped high score	Mifflin 1000 other	pedestrian safety
speed humps	safe and livab neat idea	Baldwin 400 speed hump	
calming Baldwin/Dayton	safe and livab neat idea	Baldwin 100, 200 speed hump	cars travel too fast over hill
no right turn onto Mifflin from SB Baldwin 7-9 am	safe and livab low hanging fruit	Baldwin Mifflin diverter	no right turn an no left turn at peak traffic times
speed humps	safe and livab should happen	Blount 0, 100, 200 speed hump	protect E Mifflin Bike Boulevard from cross traffic on Blount
speed humps	safe and livab should happen	Breatly 00, 100, 200 speed hump	Lapham School, protect E Mifflin Bike Boulevard from cross traffic on Blount
no left turn from E Wash into n'hood during peak traffic times	safe and livab high score	E Wash diverter	
E Wash pedestrian crossing	safe and livab high score	E Wash signal	longer cross ped cross times at controlled intersections, traffic lights run 24/7, for pedestrian safety
2-way Johnson/Gorham	safe and livab neat idea	Gorham diverter	
1-lane Gorham	safe and livable	Gorham other	dedicated bus/bike lane
speed humps	safe and livab high score	Ingersoll 00, 100, 200 speed hump	Lapham School
1-lane Johnson	safe and livable	Johnson diverter	dedicated bus/bike lane
Diverter on 1200 Mifflin at Baldwin	safe and livab high score	Mifflin Baldwin diverter	
Raised intersection	safe and livab neat idea	Mifflin Blount speed hump	storm sewers are huge impediment
Raised intersection	safe and livab high score	Patterson Mifflin speed hump	
no left turn on Sherman to Few during peak traffic	safe and livab low hanging fruit	Sherman Few diverter	
RP3	safe and livab low hanging fruit	parking	2-hour parking in all of Tenney-Lapham, reduce parking congestion
paint cross walk on Baldwin at Elizabeth	safe and livab low hanging fruit	Baldwin Elizabeth paint	
3-way stop sign Baldwin/Elizabeth	safe and livab low hanging fruit	Baldwin Elizabeth sign	
left turn arrows on Baldwin at Johnson	safe and livab low hanging fruit	Baldwin Johnson signal	improve ped safety

ped crossing east side of Blair at E Wash	safe and livab should happen	Blair	E Wash	construction	build ped crossing on E side of intersection with Blair, improve ped safety
change hawk light at Mifflin/Blair	safe and livab should happen	Blair	Mifflin	signal	currently too confusing
stop light Blount/E Wash	safe and livable	Blount	E wash	signal	improve ped crossing
flip stop sign	safe and livab low hanging fruit	Dayton	Dickinson	sign	hill creates visual impairment
25 mph speed limit on E Wash	safe and livab neat idea	E Wash		other	improve safety
paint cross walk on Gorham at Blair	safe and livab low hanging fruit	Gorham	Blair	paint	
Pedestrian signage on Gorham at Blair	safe and livab should happen	Gorham	Blair	sign	
paint cross walk on Gorham at Blount	safe and livab low hanging fruit	Gorham	Blount	paint	
Pedestrian signage on Gorham at Blount	safe and livab should happen	Gorham	Blount	sign	
RRFB	safe and livab should happen	Gorham	Blount	signal	recommended in JMP master plan
paint cross walk on Gorham at Brearly	safe and livab low hanging fruit	Gorham	Brearily	paint	
Pedestrian signage on Gorham at Brearly	safe and livab should happen	Gorham	Brearily	sign	
paint cross walk on Gorham at Dickinson	safe and livab low hanging fruit	Gorham	Dickinson	paint	
Pedestrian signage on Gorham at Dickinson	safe and livab should happen	Gorham	Dickinson	sign	
paint cross walk on Gorham at Few	safe and livab low hanging fruit	Gorham	Few	paint	
Pedestrian signage on Gorham at Few	safe and livab should happen	Gorham	Few	sign	
paint cross walk on Gorham at Livingston	safe and livab low hanging fruit	Gorham	Livingston	paint	
Pedestrian signage on Gorham at Livingston	safe and livab should happen	Gorham	Livingston	sign	
RRFB	safe and livab should happen	Gorham	Livingston	signal	
paint cross walk on Gorham at Marston	safe and livab low hanging fruit	Gorham	Marston	paint	
Pedestrian signage on Gorham at Marston	safe and livab should happen	Gorham	Marston	sign	
pedestrian scale streetscape on Gorham for JMP master plan	safe and livab neat idea	Gorham		other	double row across sidewalk of canopy trees, underground utilities, pedestrian lighting
LED lighting	safe and livab neat idea	Johnson	1300-1400	other	turn off lights on residential side, color warmed up
paint cross walk on Johnson at Brearly	safe and livab low hanging fruit	Johnson	Brearily	paint	
RRFB	safe and livab should happen	Johnson	Brearily	signal	
paint cross walk on Johnson at Dickinson	safe and livab low hanging fruit	Johnson	Dickinson	paint	
Pedestrian signage on Johnson at Dickinson	safe and livab should happen	Johnson	Dickinson	sign	
paint cross walk on Johnson at Few	safe and livab low hanging fruit	Johnson	Few	paint	
RRFB	safe and livab should happen	Johnson	Few	signal	
paint cross walk on Johnson at Livingston	safe and livab low hanging fruit	Johnson	Livingston	paint	
RRFB	safe and livab should happen	Johnson	Livingston	signal	
RRFB	safe and livab should happen	Johnson	Marston	signal	
2-way Johnson/Gorham	safe and livab neat idea	Johnson		diverter	
fix crosswalk between Reynolds and Festival	safe and livab should happen	Mifflin		800 other	currently disjoint
raised crosswalk between Festival & Reynolds	safe and livab should happen	Mifflin		800 speed hump	
add bollard at crosswalk between Festival & Reynolds	safe and livab neat idea	Mifflin		800 other	
school zone, playground zone, parks	safe and livab neat idea			other	15 mph speed limit
20 mph speed limit city-wide	safe and livab neat idea			other	
3-way stop	safe and livab low hanging fruit	Baldwin	Sherman	sign	
stop signs Sherman	safe and livab low hanging fruit	Sherman	Few	sign	
E Wash pedestrian crossing Blair - Blount		Blair	E Wash	other	fence for length of block
modify parking on Gorham to conform to JMP master plan	neat idea	Gorham		other	
2-way 400 block Ingersoll	neat idea	Ingersoll		400 diverter	
ped/bike bridge south side Johnson over RR & 1st		Johnson		other	
4-way stop Livingston/Dayton		Livingston	Dayton	sign	????
switch 2-way stop Livingston/Dayton		Livingston	Dayton	sign	????
No left turn on red from Patterson to Gorham		Patterson	Gorham	signal	people turn left illegally on red
stop signs Sherman		Sherman	Marston	sign	
no left turn onto Sydney from Sherman		Sherman	Sidney	diverter	at peak traffic times (7-9 am?), needed after construction complete?
Reverse 1-way Washburn/Prospect	low hanging fruit	Washburn	Prospect	other	safety for bikers and peds on sidewalk
tax commercial parking spaces off-street				other	reduce off-street parking
more police enforcement				other	