

*Transportation Safety Meeting Notes April 17, 2017*

*The objectives:*

*Launch problem identification and investigation process with Traffic Engineering (TE);*

*Exchange information with TE;*

*Learn about tools/options for addressing issues.*

*Scope:*

*limited to Mifflin/Dayton/side streets*

*Collect concerns and comments from neighbors:*

*Concern about traffic diverted from Mifflin to Dayton*

*Construction on Mifflin is causing all kinds of traffic problems*

*Cars on Blount St. do not stop at the stop signs.*

*Caro are not stopping at stop signs and stop lights all around the neighborhood.*

*When Lapham School lets out, Dayton St. is lined with cars on both sides, kids are entering the street, it's dangerous!*

*Livingston and Mifflin intersection is congested, with cars coming in from E. Washington, driveways on both sides into the Constellation and Festival Foods.*

*Paterson and Mifflin are congested, due to Festival Foods driveway.*

*Streets other than Dayton*

*Biking on Mifflin St. feels too dangerous.*

*Can't continue to promote vehicles on isthmus.*

*Dayton/Ingersoll are too busy for kids at Lapham.*

*Bikes enter Lapham from the corner where there is a curb cut, mixing bikes and pedestrians on the sidewalk. Can there be curb cuts where the bike parking is?*

*Make is less easy to drive through the neighborhood*

*Dangerous to bike around Breese Stevens during events So live potential hazard too.*

*Not enough surveillance during events.*

*Motorists use traffic circles in unpredictable ways – too dangerous (Franklin/Mifflin)*

*Commuter parking increases parking congestion.*

*Education work is also important.*

*Crossing guard at Lapham School.*

*Parking makes Mifflin unsafe due to congestion.*

*Bike boulevard is underdeveloped.*

*Traffic doesn't respect bikers.*

*Volume of traffic on E. Mifflin.*

*Difficult for bikers to access hawk signal on eastbound Mifflin at Blair. Cars line up to turn right, and the hawk button is to their right, making it unsafe for bikers to proceed straight.*

*Intersections on East Mifflin poorly lit.*

*Cars on Ingersoll see the traffic light at Johnson and speed up to get there before it changes. (This happens on other streets too.)*

*The hawk light where Blair crosses Mifflin can confuse the car traffic on Blair.*

*Signage at Festival Foods to better direct traffic.*



### **Jim Lorman**

"TE is obviously not interested in creating a better policy but following politically easy answers to governance." True for way too many of City agencies!

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### **Marta Scott Staple**

I was disheartened to hear how de-prioritized the bike boulevard and any dedicated bikeway is in the city budget and within TE. Can a conversation with Imagine Madison possibly be a way to request a forward thinking promotion of bike safety and non-vehicular transportation into the city plan and, more importantly, the budget?

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### **Grant Foster**

With the exception of installing a new traffic signal, budget isn't the main obstacle. If the neighborhood and alder support changes, there are opportunities to get them implemented.

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### **Scott Sauer**

So, would it be better if TE imposed a traffic plan without regard to neighborhood concerns? This gets you the Isthmus Viaduct. I can't find any recent sources on this old idea, but talk about the heavy hand of highways!

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### **Satya Rhodes-Conway**

Imagine if we had a transportation director, instead of having all our transportation plans made by engineers.



**Jonny Hunter** ▶ **Madison Bikes**

6 hrs · 🌐



tonight's meeting for traffic issues involving the east Mifflin bike boulevard and surrounding areas was really informative in how the policy making process occurs around neighborhood traffic calming initiatives. Traffic Engineering (TE) explained how each neighborhood pushes for traffic calming ideas and then projects are green lit through surveying the blocks influenced and priorities outlined by TE. The neighborhood asked to have a more comprehensive plan that took into account the needs of traffic and development increases through the neighborhood. Tenney-Lapham has three of the most important arteries thru the isthmus and the process is being left to neighborhood committees to propose traffic policy. Anyone who thinks that is a good way to city plan misses what is happening in our city in terms of growth and pressure points. TE is obviously not interested in creating a better policy but following politically easy answers to governance.