

Data provided from Traffic Engineering on 6/15/2017

Committee,

I am forwarding a string of email and lots of information that Traffic Engineering sent this morning. As you will see, the wording makes it sound like they are making decisions ahead of our making recommendations. Ledell and I would like this to be a collaborative relationship and so she is asking that they hold on further changes until we get a chance to absorb this information.

See you tonight!

Patty

----- Forwarded message -----

From: **Mohr, Thomas** <TMohr@cityofmadison.com>

Date: Thu, Jun 15, 2017 at 2:57 PM

Subject: RE: E Mifflin Street Data and Recommendations

To: "Zellers, Ledell" <district2@cityofmadison.com>, Patty Prime <pprime@gmail.com>

Cc: "Dryer, David" <DDryer@cityofmadison.com>

Here are the dates:

24 hour, hourly speed and volume data at 17 locations within the study area: Thursday, February 9th, 2017

Although I did not include it in my last email, we also collected turning movement counts at:

- Mifflin/Blair—Tuesday, March 28th, 2017
- Mifflin/Paterson—Tuesday, March 28th, 2017
- Mifflin/Livingston—Wednesday, May 3rd, 2017

License plate study: Wednesday, May 10th, 2017

We did not collect any data on East Washington Ave for this study.

Hope this helps.

Tom

From: Zellers, Ledell

Sent: Thursday, June 15, 2017 2:38 PM

To: Mohr, Thomas; 'Patty Prime'

Cc: Dryer, David

Subject: Re: E Mifflin Street Data and Recommendations

Hello all,

I have done a preliminary review of the data and your recommendations. One question...when was this data collected? Could you please provide the dates included in the compilations? Also, could we get traffic counts for E Wash? Patty and the steering committee may have additional questions as we move forward.

I believe it is important that TE continues to work with the neighborhood and me for a complete package before moving forward on your recommendations for improvements. Therefore, I ask that you refrain from moving ahead with an additional all-way stop at Paterson as well as refrain from moving forward with the other recommendations you provide below until the neighborhood steering committee has an opportunity to:

- Take a look at the data you have provided
- Look at your thoughts for safety improvements and:
- In collaboration with you, assess/weigh the other ideas/options they may want to have

considered as part of the safety improvements for this area.

Thanks again for working with us on improving the safety of this rapidly growing part of the city.

Best,

Ledell

Alder Ledell Zellers
[608 417 9521](tel:6084179521)

To subscribe to District 2 updates go to: <http://www.cityofmadison.com/council/district2/>

From: Zellers, Ledell
Sent: Thursday, June 15, 2017 10:27 AM
To: Mohr, Thomas; 'Patty Prime'
Cc: Dryer, David
Subject: Re: E Mifflin Street Data and Recommendations

Thank you Tom. I look forward to taking a look at the info.

Enjoy your time away!

Best,

Ledell

Alder Ledell Zellers
[608 417 9521](tel:6084179521)

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From: Mohr, Thomas
Sent: Thursday, June 15, 2017 9:14 AM
To: Zellers, Ledell; 'Patty Prime'
Cc: Dryer, David
Subject: FW: E Mifflin Street Data and Recommendations

Alder Zellers and Patti,

Below (and attached) is a summary of our data collection and analysis. Our recommendations are included. Again, I will be on vacation until next Wednesday (6/21). Let's discuss this later next week, when I return.

Thanks,

Tom Mohr, P.E.

Traffic Engineering

City of Madison

[\(608\) 267-8725](tel:6082678725)

License Plate Study:

We found that during the morning rush hour (7:30am to 8:30am) 82% of traffic is inbound and 18% of traffic is outbound (see "Pie Chart Morning Inbound.pdf"). Local traffic (vehicles registered with a Tenney-Lapham address) makes up 14% of the total traffic (see "Pie Chart Morning Local.pdf").

For the afternoon rush hour, 4:30pm to 5:30pm, 20% of traffic is inbound and 80% of traffic is outbound (see "Pie Chart Afternoon Inbound.pdf"). Local traffic (vehicles registered with a

Tenney-Lapham address) makes up 14% of the total traffic (see “Pie Chart Afternoon Local.pdf”).

Speeds:

As part of the Neighborhood Traffic Management Program, we use the percent of vehicles that go faster than five mph over the speed limit, or in this case, percent over 30 mph. Those numbers for E Mifflin Street are:

600 block: 9.8% over

800 block: 3.0% over

900 block: 8.1% over

1200 block: 0.1% over (this block has speed humps)

These speeds are not overly high when compared to other city streets that are candidates for traffic calming (see “2017 Traffic Calming Candidates list with E Mifflin.pdf”)

Volumes:

E Mifflin Street daily volumes are as follows:

600 block: 1,645 vpd

800 block: 1,686 vpd

900 block: 1,153 vpd

1200 block: 1,017 vpd

See “E Mifflin Daily Volumes.pdf”.

These volumes are high when compared to other city streets that are candidates for traffic calming (see “2017 Traffic Calming Candidates list with E Mifflin.pdf”).

Parking:

E Mifflin Street has parking on one side of the street west of Ingersoll Street, and parking on both sides of the street, east of Ingersoll Street, even though the street width is the same (36') (see “Parking east and west of Ingersoll aerial.pdf”). E Dayton Street has parking on both sides for the entire length, and has a width of 36' west of Brearly Street and 30' east of Brearly Street.

We recommend adding parking on two blocks, from Paterson Street to Ingersoll Street when the apartment construction projects are complete. Those two blocks have lower traffic volumes than the block to the west. This will add approximately 28 additional parking spaces (see “Parking between Paterson and Ingersoll.pdf”).

Crashes:

Complaint: For the three year period, from 2013-2015, there were 13 crashes at Blount/Mifflin and seven crashes at Livingston/Mifflin.

Recommendation: We will install overhead stop signs at the Blount Street approaches to E Mifflin Street to make them more visible. Almost all of the crashes were due to drivers on Blount Street not seeing the stop signs. In the meantime, we have installed flags on the existing stop signs to make them more visible. This seems to have helped. The Livingston St intersection has been converted to an all-way stop intersection.

New Stop Signs:

Complaint: With the new buildings in the 800 block of E Mifflin Street, the E Mifflin Street intersections of Livingston Street and Paterson Street have become dangerous.

Recommendation: An all-way stop was installed at Livingston Street on June 13th, 2017. (previously, only the Livingston Street approaches stop).

We will install an all-way stop at Paterson Street (currently only the E Mifflin Street approaches have stop signs).

Lighting:

Complaint: The block of E Mifflin Street between Blount Street and Livingston Street is too dark at night.

Recommendation: Additional lighting is being installed on the block of E Mifflin Street between Blount Street and Livingston Street.

Speed Humps:

Complaint: People drive too fast on E Mifflin Street.

Recommendation: E Mifflin Street ranks at the top of the list for traffic calming points in our point system (see “2017 Traffic Calming Candidates list with E Mifflin.pdf”). We propose to survey residents to install speed humps on E Mifflin Street on the 600, 800, 900, 1000 and 1100 block. The 700 block has the Reynolds Transfer & Storage location. Due to the large trucks that need to back into the site, we do not recommend speed humps in this block. Two speed humps

are already located on the 1200 block (see “Possible Speed Hump Locations.pdf”).

Midblock Crosswalk:

Complaint: The midblock pedestrian crossing at Reynolds Park was installed at the wrong location.

Recommendation: The crosswalk will be moved to line up with the back entrance to Festival Foods. We will look into the feasibility of a raised crosswalk at this location.

Lapham Elementary School:

Complaint: E Dayton Street is too congested in the mornings and afternoons during student pick-up and drop-off. Principal Tammy Thompson Kapp has requested a raised crosswalk at the school entrance (see “Raised Crosswalk Letter.pdf”).

Recommendation: We met with Principal Tammy Thompson Kapp about removing parking on the school side of E Dayton Street to ease congestion during pick up and drop off of students. E Dayton St is a narrow street (36’). With parking on both sides, that only leaves 16’ for two-way traffic. Staff recommendation is to make the entire school side of E Dayton St “No Parking, Pick Up & Drop Off Only” (see “Lapham proposed sign plan.pdf”).

A raised crosswalk can be added as requested by the school. A source of funding will be needed for this as this will likely involve the addition of storm sewer to facilitate water drainage around the raised crosswalk.

HAWK beacon:

Complaint: The HAWK beacon is confusing, and the push button for bikes should be in the middle of the street.

Recommendation: As part of the 2018 N Blair Street reconstruction project, we will review the feasibility of installing islands to install push buttons in the center of the street.