

TLNA Council Meeting February 13, 2020 at 7:00, Festival Foods

Present: Tyler Lark, Madeline Kasper, Nick Crowley, Gwen Shales, Keith Wessel, Patty Prime, Marta Staple, Bob Klebba, Ann Sullivan, Andrew Serri, Michael Donnelly

Guests: Vern Stenman, Matt Krueger, Caroline Alexander, Greg Albert, Joe Sensenbrenner, Anthony

Call to order: 7:04

Agenda

1. Welcome and Introductions

2. January minutes

Patty moved to approve.

Marta seconded.

Passed in a voice vote.

3. Neighborhood Officer Reports - Chris Keys

Officers were not present at the meeting.

4. Proposed new Breese Stevens Event - Vern Stenman

Vern: We have been working for a couple months to pursue a new event at Breese. Interesting and different than other events. On July 3 we want to host a concert at Breese featuring classical music. Ticketed event, free for kids 10 and under. 9:45 completion of the event. During the last 15 minutes of the event they are hoping to have "pyrotechnics." They have been having discussions with the city and Alder Heck. A normal fireworks show would reach about 150 decibels; this show would only reach 80 decibels. The pyrotechnics would only go 100-200 feet in the air vs. traditional fireworks, which go a lot higher. The pyrotechnics company recommends a very short show; they think they would have trouble making more than 10-15 minutes of interesting stuff within these limitations. Reynolds and Lapham would have good viewing for free. See this as a one-year experiment, hoping to keep the conversation going with the neighborhood moving forward. The Non concert decibel limit is 85; the concert limit is 100. The music for the event would be around 80 decibels; fireworks would be around 80 as well. Wants to answer any questions from the council.

Bob asked if this was in the number of allowed events.

Vern says yes; this would be a non-concert event based on sound so would not count toward their limit.

Andrew asked if the sound would be louder in surrounding areas. Vern said he can't make any promises about how the sound will travel. Many unpredictable things about sound.

Andrew indicates that he thinks Breese has been poor partners in the neighborhood and is reluctant to let them experiment with something like this. Vern said he'd like to catch up to talk about any issues Andrew may be having with Breese. Vern made clear that this will be a safe show; the fire department will vet the show. Safety is not at all a concern. The fire department won't let anything bad happen.

Bob asked if they have done anything similar at Warner Park. Vern said yes, about 5 times a year they have fireworks at Mallards stadium. The fireworks they will use will disintegrate in the air; there won't be any debris.

Bob asked about fireworks at the Edgewater and how the neighbors have responded. Patrick said those are on a barge on a lake; those are traditional fireworks though that are louder and have received negative feedback.

Vern clarified there won't be any "salutes" or booms in the air. They pulled those out of Warner shows 10 years ago and the shows have been well-received by the neighbors ever since.

Ann clarified that these would be at the same level as the music and that these are the same fireworks used indoors. Vern said yes.

Gwen indicated that she likes the idea and activating businesses in the area is a good thing. If it's the same thing she's seen indoors she doesn't see why it would be a problem.

Caroline asked if city police have approved it and whether it would be dangerous for East Wash. Vern said they are still working on this issue; there is a possibility of closing the road down to one lane. They may close Patterson and Brearly to through traffic, as well as Mifflin except for bikes.

Michael asked how many people are estimated. Vern said they aren't sure. Maximum capacity would be 10,000 people. But he is hoping that it would be 3,000 to 4,000.

Michael said 80 decibels sounds really quiet. Is that the average or the max? Vern says that would be the maximum.

Bob asked about the process from here. Vern said they still have some approvals they need to get: fire department, streets, and parks commission.

Andrew asked whether this could lead to additional fireworks show. Vern said they've always said this would likely be the only event they would do it at. 65% of attendees at shake the lake

don't come from madison. Hoping to connect with the neighborhood with this event; family friendly.

Bob moves to write a letter of support for the pyrotechnic performance on July 3.
Keith seconds.

Marta made a friendly amendment that we include the decibel levels in the letter.
Bob accepted the friendly amendment

Patrick said overall he thinks the city needs to dial down on fireworks but this particular event isn't as big of a concern due to its nature. Also has a concern about traffic. Will continue to work with the city on the traffic situation.

Michael agreed that his concern is not the sound level but the traffic. Hopes there may be other events going on the same night to disperse people a bit. Vern said they are going to try to coordinate with the Sylvee; hoping there wouldn't also be an event there on the same night.

Nick said he will abstain because he is opposed to fireworks. But he doesn't want to stop the event from happening.

7 ayes; 1 no; 2 abstentions.
The motion carries.

Vern requested that the letter of support go to the Parks Commission.

5. Storm Drain Mural Program Grant application - Bob Klebba

Bob: There is a county program that covers the cost of painting a mural around a storm drain with a graphic related to keeping the drain clean.

Dawn Crowley (sp?) requested that we paint one of the storm drains in James Madison Park that drains into Lake Mendota. Bob wants to set a theme for the mural and then have kids do the painting.

Bob asks the council to sponsor the project. County would like to meet with a group of people to discuss stormwater issues.

Patrick showed an example of one of the painted drains near the children's museum.

Tyler asked if we needed to gather the supplies. Bob says that yes we would, but the county would reimburse us.

Michael moved to sponsor the project.

Marta seconded.

Motion passed in a voice vote.

6. Neighborhood Traffic Calming Plan - Bob Klebba

a. Request TLNA adoption of Transportation Plan and 2020 priorities

Bob: Presented the transportation plan last month. Plan hasn't changed in content but in verbage. Adam Wood, who is a traffic engineer, helped rewrite the document. Wants to know what the council thinks of the transportation plan. And then wants to move along to the priorities.

Caroline has concerns about traffic traveling down Sherman Avenue. Kids cross the street and it can be very dangerous. She would like to see a stop sign at Few and Sherman.

Bob asked Patty for some comments. Patty doesn't have constructive changes yet and generally supports the plan.

Tyler clarified that the goal of the plan was to have a central document we can point to. Bob said ys.

Patrick asked if the priorities on the last couple of pages were informed by the plan. Bob said the priorities were guided by the feedback from neighbors as well as the transportation plan.

Joe spoke in favor of the report. He recommended to the council that it support the reversal of one ways on Washburn/Prospect (see attached)

Bob said the main goal of the priorities was equity and he wanted them to reflect the goals of the transportation plan.

Matt spoke about concerns at Baldwin and East Wash intersection and pedestrian crosswalks on Dayton street. He had a back and forth with an officer about whether traffic needs to give right of way to pedestrians in a crosswalk. It was clear that the officer did not see cars not stopping for pedestrians as a problem. Seems like there is an opportunity there. Is there a role for working more with the police department to enforce behavior from bad actors?

Bob said enforcement currently is not in the plan.

Caroline said the lights, like those on Sherman, can be helpful for these situations.

Greg thinks the plan is great and it's good to have 7 things we are trying to focus on.

Tyler reiterated that it would be good to have our own list of things we can do to improve traffic situation.

Marta asked how often we can reassess the priorities list. Bob said he would like to reassess them every year. Marta asked about issues that may come up in the meantime. Bob said we could still address those as necessary.

Patrick indicated that the plan will make it easier to advocate at the city level.

Patty moves to adopt the transportation plan and the endorse the traffic calming priorities for 2020.

Nick asked for clarification of what adoption means.

Bob said he will post it online and meet with traffic engineering.

Keith Wessel seconds.

Passes in a voice vote.

7. Budgeting Update - Nick Crowley

Marta, Tyler and Nick met to determine the 2020 budget. Committee to meet and figure out a 3 year plan to spend it. Nick asked if there were volunteers to be on this committee to figure it out. Tyler and Greg volunteered.

Council will vote on the budget next month.

Ann asked about spending on traffic calming.

Patty clarified we can't do much beyond paint things and put in crosswalk flags.

Patrick: Equity concerns when more affluent communities pay to make changes that other neighborhoods can't afford. Michael asked if we might be able to pay the city double for a project with the hope that a different neighborhood may benefit.

Caroline asked if the budget addresses the treatment of ash trees. Tyler said that likely won't be this year.

Email Nick to join the longer term committee.

8. Chair Reports

Marta (Events chair)

- Party in the Park is set for June 7. Parks has a grandfathering process for neighborhood events so we don't need to submit all the paperwork. But we will need an alcohol license.
- Marta met with Scott who lives near Reynolds and is interested in being involved in the Reynolds Friends group.

Keith (Housing chair)

- ADU on the lakeside of Sherman Avenue proposed. Brewing up to be a controversy.

Patty (Communications)

- Wants to move newsletter to 3 issues a year with a different schedule. Asked if Gwen would write an article about a business. Gwen said she would write an article about Dark Horse. Marta said Scott would write an article about Earth Day at Reynolds. Requested ideas for other articles. Bob will write an article on the street mural project. Anthony suggested an article on the soap box group Evelyn had emailed about.

New business - Dogs in Reynolds Park.

Bob feels strongly that dogs should not be allowed in Reynolds park. There won't be any dog free parks in Tenney Lapham under the proposed city ordinance.

Andrew says ordinance as written would say that dogs would not be allowed in playground and would allow the neighborhood to come forward with concerns about the dogs in parks. There is recourse if it doesn't go well.

Bob said even with that as an option, he is concerned that there are people who are afraid of dogs that won't feel comfortable at Reynolds park. Wants to reserve Reynolds park as a safe space.

9. Elected Official Reports

Alder Heck

- Homicide: Not a random act. Distributed letters asking for camera footage. MPD not giving much information right now.
- Reynolds Park lights project may begin as early as March 5.
- Alcohol ban at Reynolds not going to happen until the end of April based on meeting schedule. If we have a warm spell, Patrick will ask for another temporary ban in the meantime.
- 2 street reconstruction projects this summer: Dayton between Blair and Livingston and Ingersoll and Elizabeth.
- Facade improvement grant to be finalized for JPH.
- Valor site: there will be stone columns going into the ground in March.
- Drinking straw ordinance passed; not as strict as in other cities.
- Tourist rooming house regulations changes

10. Adjourn

Bob moved to adjourn.

Michael seconded.

Attachments

- February financials
- Transportation plan and priorities
- One-way reversal proposal - Joe Sensenbrenner

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.

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.

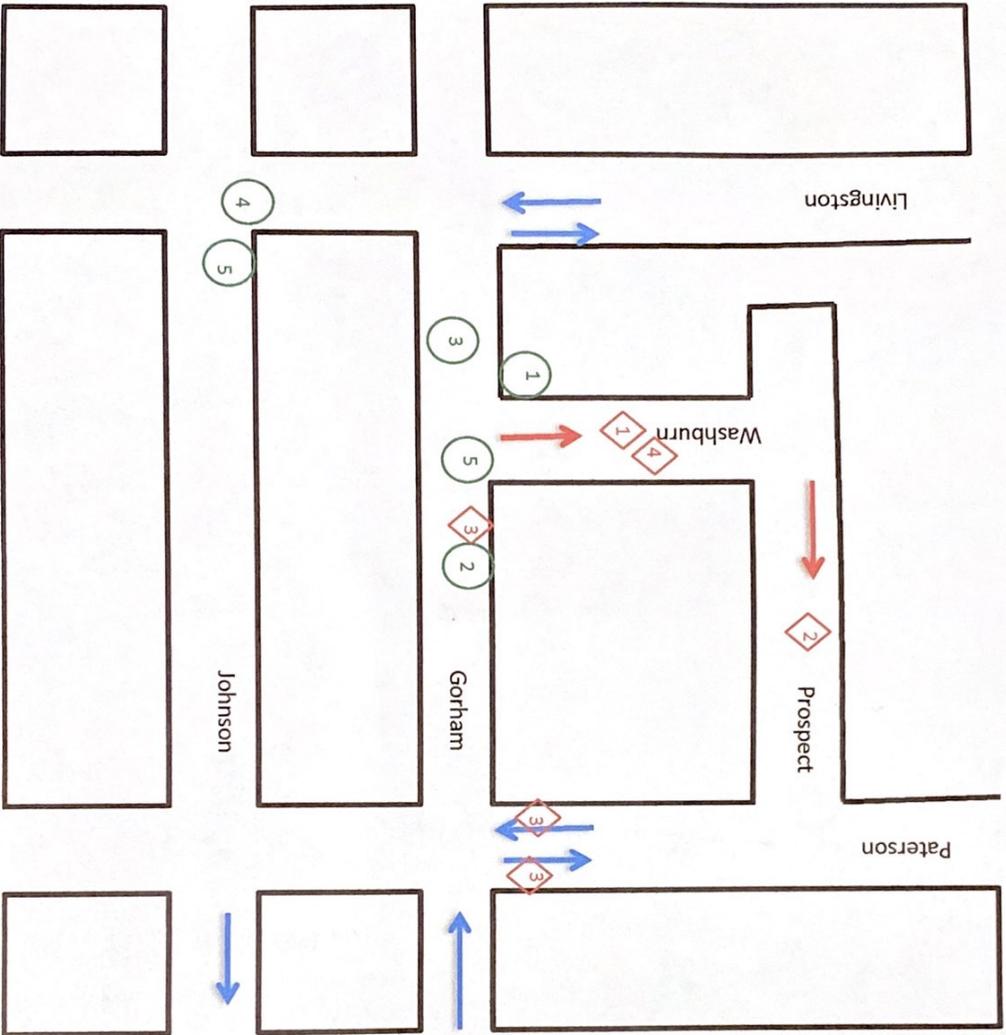
Problem areas

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.

Washburn / Prospect Reverse One-Ways



Changes

- 1 Reverse One Way on Washburn
- 2 Reverse One Way on Prospect (part)
- 3 Eliminate Parking (2-3 cars)
- 4 Enhanced Sanding and Plowing

Safety Improvements

- 1 Wrong way / Blindside sidewalk (bikes and runners)
- 2 Obstructed right lane more visible
- 3 Acute double lane crossing eliminated
- 4 All Eastbound trips from re-route gain regulated route
- 5 Unregulated bike lane crossings reduced

Image: Joe Sensenbrenner
joe@sensenbrenner.us
 12/14/19

January 2020 Statement

Checking account

Income	\$540.00
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Expenses

Google Apps	\$12.00
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State Farm Insurance	-325
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Thysse Printing (Newsletter)	-1514.27
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Total	-\$1,827.27
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Net Income	-\$1,287.27
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Money Market Certificate

Money Market Dividend	\$12.65
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Total	\$12.65
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January 2020 Balance Sheet

Current Assets

Old Checking Account	\$958.79	*estimated
Current Checking Account	\$3,224.95	
Money Market Account	\$29,241.10	
Certificate of Deposit	\$5,163.79	*estimated
Total	\$38,588.63	

Current Liabilities

Total	0
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Owner Equity

Total	\$38,588.63
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*I do not have access to the old accounts, which means I need to email the UWCU representative to get that information. I'm carrying over the same numbers for the old accounts from November 2019.