

TLNA Council Meeting
January 9, 2020 at 7:00, Festival Foods

Present: Jonny Hunter, Pat Kelly, Michael Donnelly, Keith Wessel, Bob Klebba, Nick Crowley, Madeline Kasper, Ann Sullivan, Meghan Conlin, Patty Prime, Tyler Lark , Wes Garnett, Marta Staple, Andrew Serri

Guests: Jed Spink, Anthony Brylski, Greg Albert, Patrick DePula, Vern Stenman, John Jerabek, Brandon Blaschke, Ben Udell, Jennifer Krueger Favour, Woodson Field, Lori Wessel, Lindsey Lee, Toni Furan, Randy Furan, Greg Cieslewicz, Laura Nauman, Patrick Heck; Josh Schmitt

Call to order: 7:03 pm

Consent Agenda

1. December minutes

Jonny suggested moving approval of the December minutes as well as agenda item #4 (Dark Horse liquor license) to the consent agenda.

Andrew made a motion to move Dark Horse liquor license approval to the consent agenda along with approval of the December minutes. Pat Kelly seconded. Passed in voice vote.

Agenda

1. Welcome and Introductions

2. Neighborhood Officer Reports - Chris Keys

- Four calls for service at Reynolds December 9 - January 9.
- One call at James Madison that was officer generated.
- 24 incidents at Salvation Army. Officer Keys reminded the council that these include all 911 calls; nothing was significant.
- Reminder to lock cars and close garage door.

3. Reynolds Park Alcohol Ban

Jonny asked Parks and Officers to talk about changes since temporary ban has been in place.

Officer Keys reported a drop in the number of calls for service to Reynolds Park during the temporary alcohol ban.

Josh Schmitt from Madison Parks: When ban went in the calls went way down. Got some calls from the neighborhood when there were people drinking over there.

Lindsey Lee (owner of cargo coffee and constellation): Anecdotally there have been problems with the bathrooms being used. Have had to call the police department out of fear of overdosing. Things have gotten better both times a temporary alcohol ban went into effect.

Starliner resident: Lives at the intersection where picnic tables are; has seen fighting, profanity, harrasment, sexual acts. Wants council to support residents in putting in a permanent alcohol ban. Alcohol ban has worked. Asked for those who agreed; other guests raised their hands.

Tyler Lark asked Josh from parks to describe how the permanent ban would be different than the temporary ban.

Josh: Temporary is easy, meant to interrupt behavior. Permanent ban is used when it keeps coming back. Reynolds is an anomaly (like McPike Park) by allowing alcohol.

Tyler asked MPD if enforcement of a permanent ban is any different than a temporary ban.

Chris said enforcement is the same. Josh corrected him to say that you can't ticket during a temporary ban, it is just a park rule.

Jonny asked whether Giddings allows alcohol; Josh said yes and that there has already been a shift to McPike park.

Michael: Is there a waiting period between 90-day ban and permanent ban.

Josh: No.

Pat Kelly made a motion to write a letter of support for permanent ban at reynolds.

Michael seconded.

Michael asked about a friendly amendment to also ask parks for a 90-day temporary ban while we wait for the council to act. Pat Kelly asked how long process would take. Josh said about 3 months.

Pat Kelly accepts friendly amendment.

Patty indicated that she is in favor of the permanent ban based on dramatic difference that the temporary ban made last summer. For a lot of renters this is their backyard.

Michael said that he was in support because of all of the neighbors that have come out in support of the ban.

Jonny said he received about a dozen emails in support of the ban as well.

Motion passes in a voice vote.

Tyler asked Josh whether he would be willing to stay and answer questions about the current status of the ordinance changes regarding dogs in parks.

Josh: Somewhere in the late 70s an ordinance was adopted that disallowed dogs in parks. The parks superintendent sees the ordinance as outdated. They are in the process of talking about changing the ordinance to allow dogs in all parks on 6-foot leash with a list of 20-25 parks (out of 263) that would not allow dogs. Still working on that list. The draft ordinance will go before parks commission.

Andrew asked when there would be a decision made about the list of parks.

Josh said they looked park to park and there are some obvious ones to identify (e.g. with no path) that wouldn't make sense. However, they do want neighborhood input on the list.

Andrew clarified that this would allow leashed dogs only. Josh said yes; there are 8 fenced in dog parks for off leash use. Would love to build more dog parks but there aren't many big chunks of land left.

Pat Kelly: To clarify, looking to identify 20-25 parks to be dog free. What is the status of the draft ordinance?

Josh says the draft ordinance is at the city attorney's office.

Pat Kelly: If we want to provide input on Reynolds Park should we do that in a timely matter? Can we get a heads up when the list of 20-25 parks will be made publicly available? Would that come through the alder? Josh said yes.

Jonny: Do they list the parks in the current draft ordinance?

Josh: The draft ordinance will not list parks it will just say that there will be a list of parks where dogs will be prohibited.

Andrew: Would residents need a dog park permit to walk their dogs in the parks?

Josh: Yes.

Patty: There have been complaints about dogs in Lapham school yard. Who should we call to report these problems?

Josh: That would be MPD.

4. Dark Horse Liquor License

Moved to consent agenda.

5. Neighborhood Traffic Calming Plan

Bob: Sent out transportation plan. Genesis of the document is synthesizing feedback from two public meetings and emails. Narrowed feedback to 104 items. Ad hoc committee sat down and talked about how to categorize concerns. Based on suggestions from Adam Wood, Greg Albert, Grant Foster, and Kevin Lukee. Worked on grouping issues into different categories rather than listing individual concerns. This is a draft; open to suggestions on how to change it. Would like the council to approve the plan at the next meeting; wants to include the 104 ideas as an appendix. Also wants to include 5-6 traffic concern priorities that we are going to bring to the city in 2020. Bob has his own ideas for this list and wants to hear feedback from ad hoc committee.

Pat asked whether the council has the list from Bob. Bob says no.

Patty asked if the plan would go out to the whole neighborhood. Bob said that he would like to send the plan out to the neighborhood and also post in on the TLNA website.

Tyler asked about list of 5-6 items. Bob said he will send out the list and wants the council to look at it with a view of equity.

Jonny asked about process: How do we decide what feedback is incorporated? Asked if the ad hoc committee will meet before the February meeting.

Bob said they will communicate via email.

Bob: The plan will be on the website; but the priority list will change each year.

Jonny concerned about process for voting on 6-7 items. Certain things that need resident input

Tyler: Are there some things we can do from the list that don't require TE to implement? (e.g. painted intersections; yard signs; median gardens)

Jonny thanked Bob and everyone on the ad hoc committee for their work.

6. Chair Reports

Pat (Parks):

- 3 volunteers willing to be coordinators for friends of park: Scott Favor at Reynolds, David Waugh at James Madison, Caroline Hoffman at Tenney Park. Discussed ideas for raising grant funds and organizing. Question for the council: Can neighborhood council be umbrella for these neighborhood groups? For funding and promotion?

- Jonny thinks council would have to look at it and how the structure would work. Michael: what sort of budget would each group have? Patty: Doesn't think there would be a budget. Tyler: TLNA can be a fiscal agents.
- Marta said there was a group of three people who very unofficially called themselves the friends of Reynolds Park, which is how Party in the Park started. Suggested that Pat Kelly contact them. Pat Kelly said she would.
- Would like to put the issue of dogs at Reynolds Park on the February agenda.

Patty (Communication/Newsletter):

- Newsletters: Shout out to Keith for helping with the layout of the newsletter. Also said Megan Kelly helped with the editing. Apologized to area reps for so many emails; feel free to let Patty know if there are any questions or problems. Michael will help Patty create a map with the block captains. Would be good to get it out in the next couple of weeks. Hoping to meet with Marta and Keith to look at the newsletter schedule and see how they coincide with the events. Ann said she would like more time to deliver. Patty said she will try her best to get things out as quickly as possible.
- Salvation Army: Jonny, Patrick and Patty had a meeting with Salvation Army to figure out how to have productive quarterly meetings in the future. Patrick: Working on getting all key stakeholders involved.

Meghan Conlin (Development)

- Proposed hotel across east Washington at 325. Meeting in February.
- Proposed mixed-use building 400 block of east Washington. January 30th meeting. Both outside of the neighborhood but nearby.

Nick (Treasurer)

- Sent out budget ahead of meeting. Bob said he appreciated the three separate documents.

Tyler (Vice President)

- Parks will be replacing water fountain at Reynolds; doing so without money from TLNA.

7. Elected Official Reports

Alder Patrick Heck

- Reynolds park ban: Can act quickly to email superintendent. Jonny will write the letter of support.
- 400 Block of E. Wash: January 30 neighborhood meeting. Interesting for TLNA because they are proposing a 10-story building and all market rate housing. Zoning kind of allows what they want but there are old multiflat homes with historical significance. Worth keeping an eye on to see how it plays out.

- Johnson Public House: will go before UDC January 15 for a facade improvement grant at Steve Wilke's old chiropractic building. Last grant was for Baldwin Street Grille for pending renovations.
- Lyric 2 is now called Arden in Madison. Arden is now queueing up cement trucks on East Wash rather than Curtis Court in response to complaints.
- Messner building is being demolished.
- A group of alders is working on Airbnb rentals and improving the ordinances. New fee required by zoning building inspection. Already illegal to have a separate housing unit and offering it online; current ordinance 30 days you can be away. Can't rent more than that if it is not your primary unit. There are a lot of violators but it is very hard to prove that someone isn't living in their home. Permitting process will change to make it easier to catch violators.
- Alder election in the 8th district. Primary on the 18.
- Ash tree was cut down in Reynolds park but not sure if it was one of the trees TLNA paid to treat.
- Blount and Dayton project - Michael Matty going to UDC on February 15 regarding red vinyl siding. Making a request to change the siding. Neighborhood had said siding should be consistent with the rest of the neighborhood.
 - Jonny said he would write a letter saying that the vinyl siding not consistent with what the council had voted on.
- Pop up parking lot: Veritas Village was fined a few thousand dollars. Not going to keep fining them because the issue is currently in the court system. They are claiming that it has been used as a parking lot all along so they don't need a conditional use permit.

8. Adjournment

Michael moved to adjourn. Bob seconded. Voice vote.

Attachments:

- TLNA December Financials
- Tenney-Lapham Transportation Plan

December 2019 Balance Sheet

Current Assets

Old Checking Account	\$958.79	*estimated
Current Checking Account	\$4,536.22	
Money Market Account	\$29,228.45	
Certificate of Deposit	\$5,163.79	*estimated
Total	\$39,887.25	

Current Liabilities

Total	0
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Owner Equity

Total	\$39,887.25
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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.

November 2019 Statement

Checking account

*Income	\$740.00	
Other income	\$0.12	Google test
Total	\$740.12	

Expenses

Google Apps	-\$12.20
Total	-\$12.20

Net Income **\$727.92**

*Checks include Taste of Tenney revenue and advertising revenue; received from Richard Linster on Tuesday, November 19th

Money Market Certificate

Money Market Dividend	\$12.78
Total	\$12.78

November 2019 Balance Sheet

Current Assets

Old Checking Account	\$958.79
Current Checking Account	\$4,728.22
Money Market Account	\$29,215.64
Certificate of Deposit	\$5,163.79
Total	\$40,066.44

Current Liabilities

Total	0
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Owner Equity

Total	\$40,066.44
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Tenney-Lapham Transportation Plan

9 January 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 criss-cross 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.

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.

"Barcelona" Superblock

A superblock is a very large commercial or residential "block" barred to through traffic, crossed by pedestrian walks and sometimes access roads. This is not a new concept for Tenney-Lapham. In the

Tenney-Lapham Transportation Plan

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.

Goal

The implementation of the superblock concept will reduce motorized vehicular crossing through the Tenney-Lapham neighborhood. Fewer motorized vehicles will improve other modes of transportation.

Problem areas

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. 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

Keeping the motorized vehicular traffic on east-west arterials, Johnson/Gorham and E Washington, and the north-south routes, Blair and Baldwin, will reduce motorized traffic volume elsewhere in the neighborhood. 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 Few from Sherman) and limiting access to north-south streets from E Washington.kk

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

East Mifflin Bike Boulevard

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 of the bike boulevard for bikers, unicyclists and skateboarders. Improve traffic flow for bicyclists, unicyclists and skateboarders.

Problem areas

Calming and better lighting on the 1000 block is a top priority due to need for residents of the Breeze to access the Lapham School playground. The bike boulevard has an awkward connection to the Yahara Parkway at the east end of Tenney-Lapham. Crashes 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. A more comprehensive solution to avoid crashes would place speed humps on all cross streets north and south of the E Mifflin (also a superblock feature). For traffic other than motorized vehicles, it is important to have as few stop signs on E Mifflin as possible.

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 traffic from a new business and entertainment district.

Goal

Improve the non-motorized modes of 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 northbound on Ingersoll from eastbound E Washington is difficult when there are buses obstructing visibility.

Solutions

Change the timing of the traffic lights to allow for longer crossing times. Run all traffic lights 24/7 to provide safer crossing. More expensive solutions include adding a left-turn arrow on eastbound E Washington at Ingersoll and adding a pedestrian crossing on east side of Blair street

Vision Zero

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 0 that can be implemented. This could include redesigning intersections, changing traffic light signaling to stop all vehicle movement during crossing, and reducing speed limits.

Goal

Improve safety of all transportation in Tenney-Lapham.

Problem areas

All neighborhood streets see cars travelling too fast. Interaction between motorized vehicles, bicycles, pedestrians, unicyclists, and skateboarders can be dangerous.

Solutions

Reducing speed limits to 20 mph on local streets and 25 mph on E Washington will improve safety.

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 on a block-by-block level

Tenney-Lapham Transportation Plan

Problem areas

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.

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.

DRAFT