

## Traffic/Safety Meeting notes 11/15/2017

Traffic/Safety is the theme for TLNA in 2017. Many changes have already been made: the 4-way stop at Paterson/Mifflin and at Livingston/Mifflin. Visibility for the stop sign on Brearly at Mifflin has been improved. A traffic diversion test is underway at Blair and Mifflin, preventing eastbound vehicular traffic on Mifflin St.

The purpose of the meeting is to review the changes that are already in progress and the proposed changes from the Traffic/Safety Steering Committee, getting feedback from neighbors.

1. Traffic diversion test at Mifflin and Blair
  - a. Tom Mohr of Traffic Engineering reported that the counts are down by about 200 vehicles/day. Feedback has been mixed, about half and half.
  - b. Feedback to Ledell Zellers and Patty Prime has also been mixed.
  - c. Traffic appears slower.
  - d. Neighbors, particularly those on the 600 block of Mifflin St. are not fans.
  - e. Other neighbors felt the test has improved the bicycle safety on Mifflin.
2. The intersection at Franklin and Mifflin was reported as feeling unsafe. The visibility for cars and bikes on Franklin might be improved is parking on Franklin wasn't permitted close to Mifflin.
3. 4-way stop at Paterson and Mifflin
  - a. The groups vehemently likes the 4-way stop!
  - b. A problem occurred with bus drop-off at Breese Stevens. Vern Stenman will follow up with setting a standard for smaller games and events, so buses do not drop off on Paterson St.
4. 4-way stop at Livingston and Mifflin
  - a. Bicyclists report that the additional stop takes away from the intention of a bike boulevard.
  - b. Safety feels better at the intersection.
  - c. Pedestrian safety at Livingston and E. Washington Ave. is a problem. Could the walk light start before the vehicle signal so pedestrians are more visible to cars? Or a dedicated walk signal for pedestrians?
  - d. Is parking causing visibility problems at the intersections?
5. 4-way stop at Ingersoll
  - a. Feedback from the group favored a 4-way stop at Ingersoll and Mifflin St.
6. Lapham School
  - a. Much discussion ensued about a possible raised crosswalk on Dayton St. by Lapham School. This ties into the raised intersections the steering committee had also discussed. The city has built these in other areas, in coordination with the reconstruction of the street. TE had earlier provided the past construction dates for streets in Tenney-Lapham. Blair is slated for reconstruction in 2018, but not other streets.

- b. The question was asked about whether steel pipes could redirect storm water through raised crosswalks or intersections. These could freeze and break. Do other cities have different solutions?
  - c. The thought is to look at different problem areas and list the proposed solutions in order of desirability along with the potential costs.
- 7. Traffic humps
  - a. Traffic humps have been proposed for 00 and 100 blocks of Blount, 800 block of Dayton St., 900 block of Mifflin St., and 00, 100, and 200 block of Ingersoll St.
  - b. Tom Mohr described the process that engages neighbors input on traffic humps.
  - c. TE assigns points for each block that is considered.
- 8. Crosswalk between Festival Foods and Reynolds Field
  - a. TE will move the crosswalk to match the passageway between the condos.

The meeting ran long and we did not get to discuss all of the features proposed by the steering committee. In particular, the intersection on Dickenson at Dayton St. and Mifflin St.

Next steps:

Revise the proposal list.

Get cost estimates for raised intersections.

Decide which items should be referred to TLNA Council and when.