

East Mifflin Bike Boulevard

18 May 17

Attendees:

Andy Adams  
Bob Klebba  
Bob Shaw  
Grant Foster  
Kate Knudson  
Matt Eberly  
Mitch Wallace  
Nate Schwantes  
Pat Kelly  
Patty Prime  
Richard Linster  
Robert Thomas

This development steering committee is different because there is no proposal. It is instigated by concern in 50% growth in the neighborhood

Review of data presented at last meeting. It is on the T-L website. We saw crash data up to 2015, vehicle speed.

Traffic calming is done block by block. We identify features, petition, get neighbors to vote.

Look at whole neighborhood, identify hot spots, be more comprehensive

Review of last meeting: reduce velocity, volume of traffic on E Mifflin, Ingersoll, Patterson and at "active" intersections at Livingston, Blount

Integrating bike and care traffic is good traffic calming measure

Scope of committee: Mifflin & Dayton from Yahara to Blair

Look at TIF money to fund streets instead of working through traffic engineering

Different issues on either end of Mifflin: parents/kids on east end, commuters – i.e. cars, bikers, peds on west end

How to define bike boulevard? How do we define outcomes? Safety, perception of safety and comfort, many issues not represented in the data, e.g. unreported near misses

On a bike blvd, priority is given to bikers not cars

Lapham School is significant wrt bike blvd

T-L n'hood is very bicycled

Include also the side streets in the traffic calming

A 5-year resident didn't understand the concept of the bike blvd. Car drivers are also unaware.

City has done bare minimum to define the bike blvd.

3 key elements in n'hood to include in evaluation of bike boulevard: bike blvd, cross streets, school

Bike blvd legally no different from any other street, but more accommodation for bikes than for cars.

Right hand turns off Mifflin on to "faster" streets are hazardous to peds

What about traffic diverters? Block east bound at Blair: Dayton & Mifflin, Block west bound at Baldwin: Dayton and Mifflin

Speed humps can be installed on bus routes, e.g. Lakeland Ave

Survey is important to keep n'hood engaged

Management at Galaxie & Constellation could help with survey

Messaging on people, peds, bikers and cars; vision for quiet, walkable, social n'hood.

Mitch can make map for next meeting: stop signs/traffic signals, parks, activity centers, existing traffic calming

Survey results for next meeting, list top concerns, ask to select for focus, keep survey simple

Survey keeps people engaged

Grant will help with questionnaire

Nate will promote survey on social media

Get survey for bike blvd in newsletter due Tues.