

Meeting with David Dryer, Tom Mohr, Ledell Zellers, Cameron Fields, Patty Prime, Bob Klebba, Mark Winter

Tuesday, July 25, 2017

To receive feedback from TE on Tenney-Lapham's transportation safety proposal

Raised intersections

Raised intersections are expensive, in part due to the underground drainage work necessary because they interfere with storm water drainage. They could be funded as part of a larger street reconstruction. Dryer said that he would check with City Engineering on the schedule for the streets in question, Ingersoll, in particular. Ingersoll/Dayton, Ingersoll/Mifflin, Livingston/Mifflin, Franklin/Mifflin, Paterson/Mifflin, Blount/Mifflin. Dryer checked the Condition of Ingersoll. Last resurfaced in 1994. 8 is the curb and pavement rating.

Raised cross walk at Lapham

The raised cross walk at Lapham is a problem due to safety concerns placing a crosswalk at the location where parents drop off and pick up. There was a death at Cherokee where a cross walk was in the same area as drop off/pick up. Raised crosswalk-needs to be in sweet spot as far as storm water goes. Raised crosswalk needs to be separated from drop off area, for safety reasons, 100' to 200' away. Crosswalk in front of Lapham could be replaced by speed hump. TE proposes to move drop off at Lapham on south side of Dayton.

Raised crosswalk between Festival and Reynolds Field

Raised crosswalk between Festival and Reynolds Field would be reviewed but if storm water is an issue then a marked crosswalk at street level would be done and the City would look at relocating the ped ramps to the preferred crossing location so that it matches the exit at the Galaxie condos. The city will also consider two traffic humps on this block. Dryer will talk with City Engineering about the raised crossing. Speed humps are typically spaced 300 feet apart for best effect, but each street is unique because of block length, driveway locations etc. This block is a little under 700 feet in length.

For raised intersections and crosswalks TE is not amenable to plating over the gutters for trying to address drainage under the pavement because the water freezes under the plating/pavement during winter thaws and creates ponding of backed up water.

Painted intersection at Blount/Mifflin

TE can support the idea of a painted crosswalk at Blount/Mifflin. TLNA will need to investigate. Planning grants may be available from City Planning. Painted intersections can last about three years, depending on traffic, weather/snow plowing, paint.

Dickinson

Four way stop at Dickinson/Dayton, Dickinson/Mifflin.

Ingersoll/Mifflin

Four way stop at Ingersoll/Mifflin.

Ingersoll

On Ingersoll between E. Washington and Johnson, we prioritized solutions:

Best = table tops

Second best = humps

Third best = stop signs

Cameron pointed out that the visibility a distance of the traffic light at E Wash and at Johnson has improved on Ingersoll with tree removal, and the result is more speeds, as drivers try to make the light.

Paterson/Mifflin

The group favors a raised intersection at Paterson/Mifflin. Lyric contributes \$15k to traffic safety. Dave Dryer says he'll see what he can do for this feature. Otherwise a four-way stop.

Keep stop signs Livingston/Mifflin

T-L Traffic Safety group proposed removing stop signs at Livingston/Mifflin. Dryer says there is a safety concern issue and will not support removal, to remove Zellers would need to introduce a CC resolution, referred to PBMVC directing TE to remove the Stop sign. TE recommends that Stop for pedestrian safety. TE has received positive feedback from residents of the Galaxie and Constellation. It has resulted in cars/bikes/peds taking more care at this intersection. Cameron observed that it has helped having the four way stop at this intersection. Perhaps it can be reviewed again later if humps are installed on Livingston.

Lights

An additional light was added on the 600 block of Mifflin. (I've received positive feedback from neighbors there.)

Dryer asked about what kind of lighting was being requested. Standard street are less expensive than the shorter, ornamental pedestrian scale lighting. They'll look at adding lights on 700 and 1000 blocks of Mifflin. Lights are assessed to property owners.

Speed Humps

Speed humps on Mifflin and cross streets are all okay. TE will go through the survey process. They can add humps to 800 block of Dayton. It makes sense next to the park. Cross streets to include Blount, Intersoll. ***

Blount/E. Washington

TE plans a pedestrian activated flasher where Blount crosses E. Washington.

Mifflin/Blair Diverter test

TE agreed to test a diverter at Blair/Mifflin. The test will be 90 days and conducted this fall. They communicate this in advance so we can get the word out to neighbors. The problems occur in the afternoon and early evening as commuters are leaving downtown. If it works it can be considered for permanent construction next year if the Council approves. As part of the test TE would do some additional traffic counts in the nghd to determine if traffic diversion materializes.

Mifflin/Blair Bike button

TE recommends constructing an island and putting the bike crossing button in the island so it is in a better location for bicyclists to activate it.

Baldwin diverters

TE doesn't recommend diverters at Baldwin, the traffic volume is low. Dayton definitely hasn't the traffic for diverters. They could consider putting up signs restricting right turn during rush hour, and possibly eliminating one or two parking spots on the west side of Baldwin to make it easier to make right turns onto E. Washington. Could also prohibit turns onto Mifflin during rush hour.