

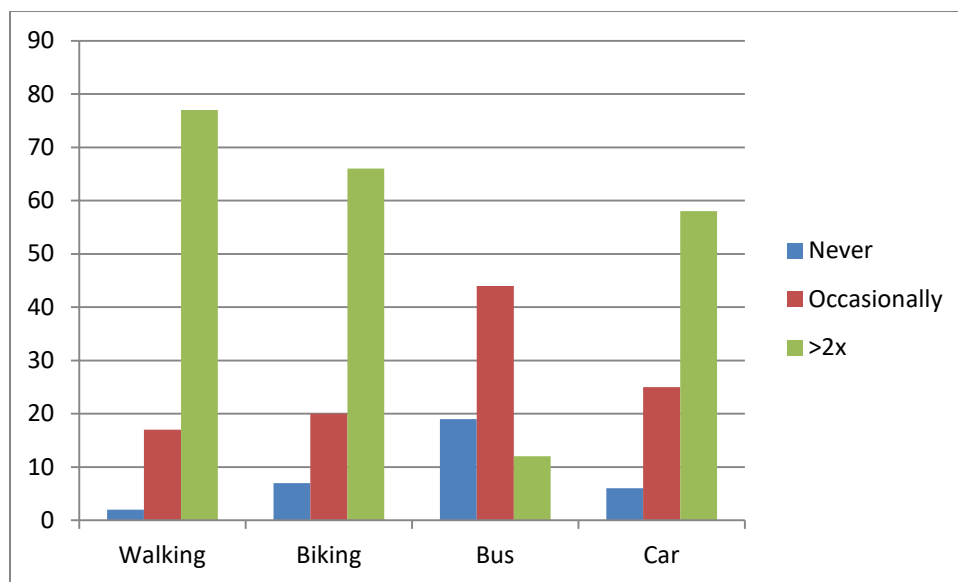
Transportation Safety Survey Report – 2017

The survey was available at the Bike to Work Day, at Party in the Park, and online through the listserv. We received 31 at BTWD, 18 at PITP, and 50 online, for a total of 99 surveys!

Live in T-L	83	
Work in T-L	10	
School in T-L	16	
Visit T-L	12	Most visitors were captured on BTWD
Other	4	These were all on BTWD from people who commute on bike through T-L

How do you use transportation?

It appears that we walk a lot in our neighborhood! We also bike and drive frequently. Our use of the bus system is far lighter. However, over half of participants use buses occasionally.

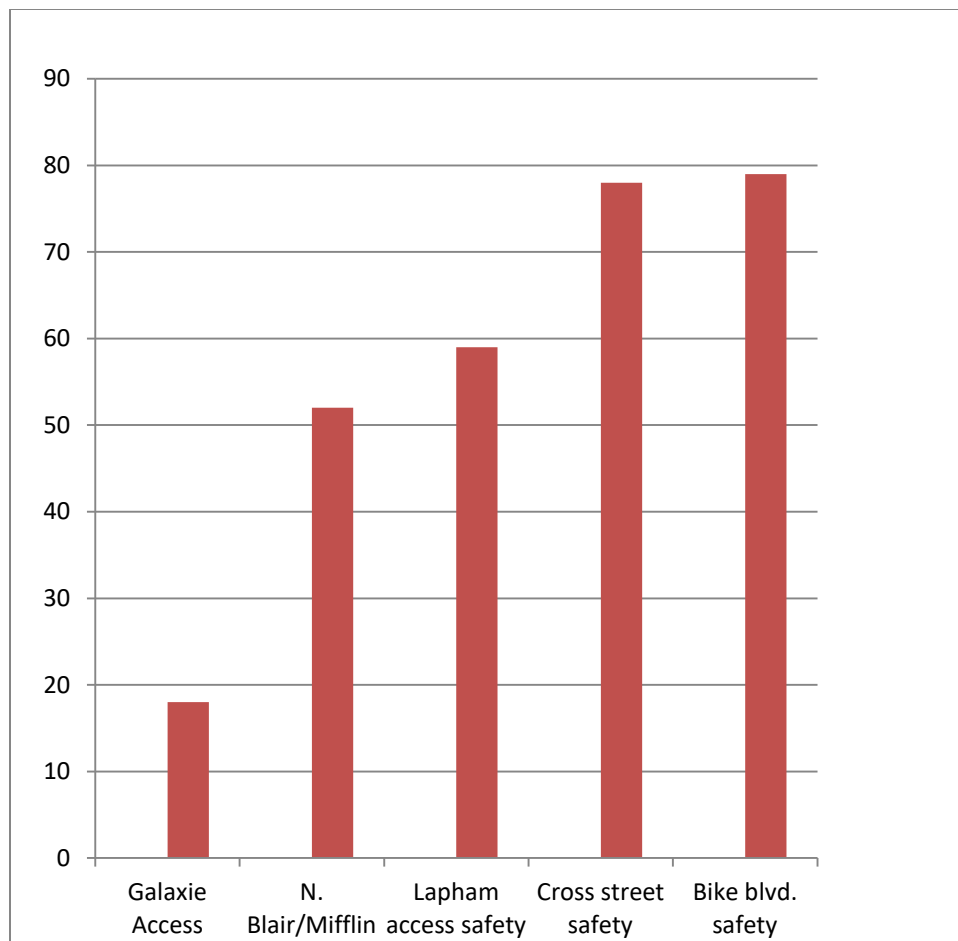


Issues

I ranked the issues by number of “major concern” responses.

While there were quite a few comments about coming in and out of Festival parking, that ranked the lowest.

Also, anyone could mark as many of the issues as a concern as they wanted. Still, I think it gives a rough indication about how people feel.



Comments:

Comments:

Biking in winter on Gorham/Johnson

I wouldn't want to reduce traffic on Mifflin if it means Dayton then has more traffic.

Consider having a roundabout at E. Mifflin and Paterson.

Encourage bicyclists to use lights at night.

No traffic humps!

No light @ Blount and East. Washington

Crossing over East Washington Ave. can be dangerous - cars don't watch for pedestrians.

Access to Festival Foods from Tenney is dangerous w/sidewalks closed. Would be nice to have pedestrian walkway

through the parking ramp.

Speed on 300 block of N. Brearly. It's a major cut through street and very small. Speed is scary with little kids around.

When can we have our sidewalks back from all this construction?

The intersection at Paterson and Mifflin is a problem (exiting the Festival parking lot).

(hawk light @ Blair/Mifflin) The light helps, but it's hard to reach the button.

More bike access

Aggressive drivers/tailgating/close passing on Mifflin bike blvd.

Large bike boulevard signage to minimize cars.

Construction safety

Baldwin/Mifflin crossing

Traffic calming on Mifflin, Mifflin access to Yahara bypass

Gorham increased traffic

Traffic calming measures proportional to scale of new development.

I love the idea of Bike blvd. but w/all the construction on E. Mifflin, should be moved to E. Dayton

Need a ramp, not curb cut in front of Lapham School.

Cars stopping for pedestrians at crosswalk at Few and Gorham causing accidents *need blinking light?

Speed on Gorham between Baldwin and Few

Speed on bike boulevard

Re-submitting my earlier response. I do think all four corners around Reynolds Park need to be four-way stops. There has been too much growth and development for these to be "avenues" from E. Johnson to E. Wash.

Someone is going to get hurt if the city engineer does not do something about this.

Drivers going too quickly on bike boulevard. They should move to Dayton and not use Mifflin and put in bumps to slow traffic on Dayton and Mifflin or close of to make sections of those street walk/bike only.

No left turn arrow e. Wash at Baldwin. Cars running red lights everywhere.

The intersection of bike path at Marston Ave is problematic. Cars cannot see oncoming traffic to left and bikes coming into intersection rarely slow. I'd love to see signage and have the shrubs trimmed back.

Crossing E Wash. Getting a light rail line on East Wash.

Allowing huge buildings with additional "parking for residents is filling streets with parked cars.

The corner of Blount and Mifflin is dangerous. Changing the stop sign a couple years ago caused this.

Traffic speeds on Gorham near James Madison Park; Lack of traffic controls & signage there; need a push button ped light at gorham and blair; and/or gorham and blount; what's the issue with Galaxie parking? I might be concerned if I knew the issue. Need overhead signage on gorham, 'yield to peds in crosswalks', want permanent "your speed is" display near JMP. Thanks.

My main concern is pedestrian safety and more incentive to yield to pedestrians. We walk in our neighborhood everyday and trying to cross the street can be very dangerous. The worst spot to cross is Livingston and E Wash. The walking light is not long enough to cross both sides of the street so, we get stuck in the median between speeding traffic for several long minutes. Secondly, Johnson St. is difficult to cross during the evening commute home from work. I wish there were the flashy pedestrian controlled lights to make sure both sides of the one-way traffic stop. Many times one side stops and you risk crossing the other lane.

Parking should be added to both sides of E. Mifflin in all blocks. The wide street in blocks with no parking encourages car speeding on the bike blvd.

While related to transportation more broadly versus traffic specifically, I think the issue of available street parking for residents without access to off-street parking is becoming an increasingly urgent issue with the opening of the new large high-rise apartment buildings.

Pedestrian crossings on Livingston at Gorham and Johnson; we need more traffic control.

Most cars don't honor crosswalk pedestrians. Also, all (especially the very common speeding) bicycle traffic on the north sidewalk of the 800 block of E. Gorham...going to and coming from James Madison Park. It is ridiculous and extremely dangerous for pedestrians AND residents!

The bike boulevard is becoming a freeway! Cars rarely stop on Johnson, despite the clear signage. Police should ticket cars that ignore pedestrians at crosswalks.

Cars racing around the bend in Gorham between Baldwin and Few

I am concerned about what will happen with the Galaxie and other apartments and how the bicycle boulevard will be impacted. I use the boulevard everyday, and hope that there will not be too much more traffic. I hope the city will re-paint the Bicycle symbols in the road and add more signage all along Mifflin. Some drivers are jerks, and they drive close to you and don't look at the stop signs. With Festival Foods, I have noticed an increase in traffic coming from that parking lot.

Speeds on Gorham and Johnson

The bicycle boulevard has not felt like a safe space for several years now. And the cutoff so you can no longer access the Yahara path from Mifflin is very frustrating. Finally, I see people turning left from Ingersoll on to Gorham on a regular basis. Is this legal?

The bike boulevard is a joke.

E. Washington crossings -- way too many accidents. E Johnson St and Gorham, too -- too many accidents. Many concerns, really...

Some of the two-way stops on the Mifflin bike boulevard seem to be confusing to car drivers. The drivers seem to think that they are all-way stops. The intersection where I most frequently encounter this is Blount & Mifflin. Also, the safety concerns at Blair and Mifflin are not just about car drivers. Bicyclists eastbound on Mifflin frequently do not push the stop button, yet expect cars to stop/slow for them.

- 1) Pedestrian/bike crossing of E. Washington is difficult/dangerous. 2) Street parking blocks view
- 2) of approaching cross traffic.

Change all stop signs of Bike blvd. so that Bikes have no stops but cars do, So all North - South sts. Ex Patterson have to stop and Mifflin St does not.

People speed down Baldwin like it's not a residential street! People park so close to driveways it's hard to see what's coming when backing out of the driveway.