

Lower Town Mobility Study

Office Hours 2 – 8/6/21

Meeting Notes

- Issues in the Neighborhood
 - Sidewalks are needed for Traver Rd
 - Lots of issues related to parking for people tubing on the river
 - New developments causing increased traffic in the neighborhood
 - There is no parking lot for the A2 STEAM school so people park in the street and drop kids off
- Longshore/Moore/Pontiac Trail Intersection
 - Potential short-term alterations look good
 - Suggest adding Wrong Way or Do No Enter signs to keep people from making illegal movements
- Parking along Traver Rd limits ability for pedestrians to walk and grades make adding a sidewalk difficult.
 - Idea to move sidewalk to the parking area on one side of street. Parking would still be allowed on one side too.
 - Residents want to retain some parking on street
 - How wide would the proposed sidewalk be?
 - 5 foot wide sidewalk with buffer between roadway and sidewalk
 - Could be a full, raised sidewalk with grassy buffer between road, or lower cost option with delineator or barrier between travel lane and sidewalk. Sidewalk would use existing roadway.
- Would like to see speed bumps along Traver at the bottom of the hill.
 - Speeding is an issue in the area and other areas near the Traver/Barton intersection have speed bumps.
 - Make sense to add them near the school too to reduce speeding.
- Currently dangerous for students to get dropped off at Traver/Barton intersection. Drivers double park and kids are at risk of getting hit by cars.
 - There is no restriction on parking and where cars can park currently
 - Adding bump outs to the corner would help issue. Could be full concrete bump out or interim plastic bump out (similar to Pontiac Trail/Barton intersection).
 - City and School District need policies around school peak hour drop offs to improve safety.
- North Division/Broadway intersection
 - Interested in solutions for this area because it is currently a mess
 - Highest crash area in the Lower Town Study Area
 - Is the plan to keep the bridge 4 lanes?
 - Yes, traffic on bridge warrants the 4 lane cross section.
 - Resident would love to see a 2 or 3 lane cross section with buffered bike lanes added
 - Can be hard for recreation or less confident cyclists to navigate the bridge on the street. The sidewalk/sidepath is congested with pedestrians at certain times.
 - Plan to merge bike lanes onto and off of bridge makes sense
 - Are you concerned with the potential bike/ped conflicts that may occur when crossing the bridge on a bike?

- Not super concerned about this. More concerned about car/pedestrian conflicts at crossing at Division/Carey/Broadway intersection. Make sure crossings are of highest visibility to drivers.
- The nature of this intersection allows drivers to move fast through the intersection.
 - This creates unsafe conditions for all users, especially pedestrians and bikes
 - Add as many traffic calming measures as possible to slow vehicles down
- Would like to see underpass improvements on Depot to make accessing the bridge easier and traveling on Depot more comfortable.
- Big fan of RRFBs and Hawk signals to improve safety conditions for pedestrians.