

Feb 19, 2025 |

📅 Congress/Sleeper Project Discussion with Seaport Nei...

Attendees

- Public
 - Bryce Germain
 - David Becker
 - David Morse
 - Deana “DTG” Shirley
 - Echelon 133 President
 - Grover Daniels
 - Haley Dillon
 - Jennifer Campbell
 - Jennifer Culbert
 - Lou
 - Norm Lind
 - Pouya Khani
 - Richard Martini
 - Ryan Walsh
 - Sam Greenberg
 - Sara McCammond
 - Shayne Perkins
 - Sure Farrell
 - Telemachus Andrea
 - Tanya St
 - Tome Ready
 - William Maich
- City
 - Lydia H
 - Julia C
 - Jeff A
 - Pat H
 - Dan M
 - Anne R
 - Lydia P
- Elected Representatives
 - Mellisa Lo

Notes/Discussion

- Sue Farrell: does making sleeper/congress one way to decrease congestion by 50% for pedestrian safety just move it down two blocks and create the next conflict intersection?
 - No, there are also changes to the Thompson Place intersection that will support this. It is also signalized, so the safety issues are not as present. We are not moving the issue to a location that is filled with vulnerable users. Also, the
- Tanya St: Thank you for doing something about this. Unfortunate that you had data in 2021 and it took this long. As a parent, it's distressing that it took this long. It seems like you ruled out a traffic light, which I think would instill order to this intersection. The visibility is an issue. Have you considered at least a flashing beacon so that there can be additional awareness of the crossing?
 - The issues you bring up are exactly why we are proposing the design we are. We worry about a signal here because of the induced behavior brought on by a green light.
 - The turning movement is completely removed that killed Gracie, it can never happen again.
 - The intersection here after being rebuilt will be fundamentally different than the intersection that is there today. The crosswalk width will be less than half of the existing width on Congress.
 - Flashing lights - we rely on our Vision Zero team to provide research on when to use flashing signals, and while they can offer short-term benefit, it wears off over time
- Norm: Appreciate you making sure the seaport neighborhood knows about this and our standpoint is considered. We are worried about the Thomson/Seaport Blvd intersection. Take up issue with the idea that the project is prioritizing peds, it feels like it is prioritizing bikes. Safety of Seaport residents doesn't feel like it is being prioritized. Vehicles moving to other streets, in particular Thompson,
 - Our priority is protected vulnerable users by slowing vehicles.
 - Reallocating space from cars to peds or bikes are both going to make the street safer
 - Near misses between bikes and peds are not the same as near misses for
 - Additional space was allocated to bikes to provide an additional mobility options and not allow for a wide
- David Morse: Thank you for looking at this. Did you look at maintaining two-way and eliminating parking? Thomson Pl concerns me - it's very busy. Also, the bike lane will be used by bikes, which is good, but will also be used by scooters going much faster.
 - Space is not the issue on sleeper, we got rid of a lane of travel for safety reasons

- Thomson - we are making adjustments to the signal to help it work a lot better
- Richard Martini: Overall, this is great and it's clear you have put a lot of thought and effort into this. Respectfully disagree on the signalization. You can try all day to control how people will move but don't feel confident that it will work.
 - A light does not provide any safety benefits, the raised crossing and elimination of one direction of traffic does work 24/7
- Sam Greenberg: resident of Sleeper St, have a lot of concerns for the residents of sleeper st. Concern about bikes since we don't have a lot of existing bike traffic. More ped traffic is also a concern. What is the plan for Seaport?
 - All driveways get a bump out to create better visibility. It will be much easier to get in and out of driveways, it will not feel scary to move in and out of driveways because you will have visibility.
- Tom Ready: I support the idea of narrowing the street down. We saw the benefits with reductions on A St. It did exactly what it was intended to do even if people were upset. Conflicts have been virtually eliminated, and now the bike lanes allow you to ride comfortably in the area. Would like the City to lean on the developer to provide the improvements that they agreed to on Thomson Pl. Can we look at the timing of lights on Thomson/Seaport at the same time as Seaport/Sleeper, and the midblock crosswalk between them.
- Rick Martini: Seems like we should put the contraflow on the other side of the street.
 - Generally, it makes sense to put it against the vehicles here because it is low parking turnover, low volumes, and it is more confusing to have it on the other side of the street.
- Norm Lind: Frustration that we are just getting into it at the end. Please look at Thomson. Please eliminate the contraflow bike. Please clarify improvements to crosswalks at Sleeper/Seaport. Feel that eliminating the northbound left from Sleeper to Seaport is a big improvement. Request to remove the southbound Sleeper NTOR to Seaport WB.
 - Bumpouts at intersection, shortening crosswalk at Seaport/Sleeper Intersection.
 - Phasing at Seaport/Sleeper will be looked at

Action items

