



FIREWEED LANE/LATOUCHE STREET UPDATE

MEETING NOTES

SUBJECT: Fireweed Lane/LaTouche Street Upgrade W.O. D58819
Public Scoping Meeting

DATE/TIME: Monday, September 19, 2005 / 7:00 p.m. to 9:00 p.m.

LOCATION: Rogers Park Elementary School

GROUP: 35 local residents

STAFF PRESENT: *DOWL Engineers* – Steve Noble, Bill Coghill, Brad Melocik, Kelly Brown, and Kevin Doniere
MOA, PM&E – John Smith and David Gardner
MOA, Traffic – Bob Kniefel

MEETING MATERIALS: Project Information/Comment Form, Sign in Sheet, Area Basemap and Markers, Display Boards, and Refreshments

MEETING INFORMATION: The Open House portion of the meeting began at 7:00 p.m. Community members signed in and met with project staff one-on-one to discuss individual issues and concerns.

Steve Noble began the formal presentation at 7:30 p.m. He started by introducing the project staff members who were present. The project will address drainage, cut-through traffic, potential traffic calming solutions, access to adjacent properties, and parking issues. Steve stated that one of the goals of the project is to, in the end, have a publicly accepted project.

Steve mentioned that the Rogers Park Transportation Study that was done a few years back will be analyzed to see what options were suggested in the past and to verify if these options are still valid.

To have utilities underground has been consistently requested by some community members, and Steve informed the group that ML&P has this corridor included in their five-year plan to consolidate/underground. Interested residents should contact Lance Powell at ML&P directly at 263-5245.

There was a question regarding the definition of a “multi-use” trail. It was explained that a multi-use trail would most likely run along the north side of the street. Most trails are 8 feet to 10 feet in width, and serve bicyclists, walkers, joggers, etc.

Steve reviewed the average annual daily traffic (AADT) volumes and informed residents that Fireweed/LaTouche is on the low end of the spectrum for a collector street at 2600 AADT. Bill Coghill explained how he and DOWL staff conducted the pedestrian count and the cut-through traffic count. There was concern raised that simply counting the cars on Fireweed Lane and LaTouche Street is not adequate and will not provide a complete picture. A resident made the observation that some people use Maplewood instead of LaTouche. Steve explained that the cut-through traffic ratio is higher than the typical ratio, although it is not unprecedented.

He also informed residents that a neighborhood collector street is intended to collect neighborhood traffic and to direct it to the adjacent arterial roads. This includes traffic going to the neighborhood south of Northern Lights Boulevard.

There is no desire or foreseen need to acquire additional right-of-way. Given the typical 60-foot ROW section, there is enough room to have a separate pathway in addition to a sidewalk on the opposite side, if desired. Steve commented that there is some flexibility regarding the application of the MOA design standards, although changes must be approved by PM&E.

There was a question about whether or not the speed limit would be decreased. Steve responded that a speed limit decrease is not likely. Currently, the 85th percentile is at 32 mph and the limit is posted at 35 mph, showing that there is not a significant speeding problem. Traffic-calming measures could be installed during the project to aid in slowing the traffic, although traffic-calming measures do not have a huge impact on cut-through traffic.

A resident suggested that a low impact design concept be used when designing the project.

Another resident also suggested that chicanes be one of the traffic-calming measures. Steve mentioned that if this were done, the look would be similar to Karluk Street and that most likely, additional ROW would be needed. It was suggested that in order to have a chicane, the buffer between the road and trails would be narrowed. That brought about a discussion about the width of the roadway. A resident commented that the road cannot be too narrow because of the need for emergency vehicles to use the road. John Smith informed the group that, for collector street criteria, the road must be wide enough that a disabled vehicle can use one side of the street, a fire truck can pass by, and an additional vehicle can pass by.

Pedestrian crossing and access is important to the residents. A resident suggested that in order to solve the problem, stop signs and signals need to be considered in the project.

There was discussion about the merge lane on LaTouche and how it is being used as a right hand turn lane onto 27th Ave. It was suggested that one alternative to consider is making a right turn only lane onto Northern Lights Boulevard. Another suggestion was to do away with the northbound merge lane altogether.

Steve listed the CAC members and thanked everyone for attending. He asked that comments be returned to DOWL by October 31, 2005, in order to be included in the official scoping report.