



SUBJECT: Tudor Area Traffic Calming Study W.O. D59148
Citizen's Advisory Committee Meeting No. 4

DATE/TIME: February 22, 2006
5:30 p.m. to 7:30 p.m.

LOCATION: DOWL Engineers' Training Room

GROUP: Committee Members: Brenda McNees, Beau Bassett, and
Barbara Garner

**MEETING
MATERIALS:** Informal Binder updates; Sign-In Sheet

STAFF PRESENT: DOWL Engineers - Steve Noble, Brad Doggett, Kevin Doniere,
Tim Potter, and Kelly Brown
MOA, Fire Department - John Drozdowski
MOA, Traffic - Bob Kniefel and Jennifer Satterfield
MOA Street Maintenance - Shawn Dooley

MEETING INFORMATION:

Twelve committee members attended the final Citizen's Advisory Committee (CAC) meeting on Wednesday, February 22, 2006 at DOWL Engineers. Comments and questions submitted by the CAC members are summarized below.

Brad reviewed the draft report of the Tudor Area Traffic Calming Study for the group. He noted the changes that took place due to agency concerns.

Steve reviewed some of the comments recently received in response to the draft report. One of the specific areas of concern was for the Diamond Animal Hospital. Their main issues are emergency access from Tudor Road and ease of access from Lake Otis Parkway. Steve and Brad will discuss to see if there are alternatives that could be done on Tudor Road to help their situation.

John mentioned that on behalf of the Fire Department, they are satisfied with the report; there are no surprises.

Bob stated that the 40th Avenue extension Request For Proposal (RFP) for design services is on the April bond. Of the \$250,000 approved in 2005 by voters for 42nd Avenue, \$50,000 has been used to date. What should be done with the rest of the money?

Barbara asked how to go about asking the Legislature for funding to upgrade 42nd Avenue. Bob responded that there is always a possibility of receiving a state grant. Barbara asked about what kind of grants are available; pedestrian safety grants, air quality grants? She also asked whom would be appropriate to speak with in regards to grant funding. Barbara thought the last page of the report with the funding amounts would be very useful when she goes to lobby for money for the projects.

Tim pointed out that there are limitations on what type of improvements can be done using bond money. Usually, the road must be classified as a collector status or greater to receive direct bond funds. Tim went on to state that this neighborhood has never had good streets to begin with (i.e. drainage and proper road base). If property owners were expected to pay for the upgrades using a Road Improvement District (RID) to 42nd Avenue, the cost will be high due to the necessary upgrades to the infrastructure, and it is doubtful that the owners will approve paying for it. He asked if there was some way to bend the bond rules or at least reduce the exposure to the RID, to match it possibly. Bob responded that a RID was turned down by the residents on 42nd Avenue in the 1970s and would most likely be turned down again due to the mixture of housing. Bob suggested that when the Tudor Road Corridor Study (this TATCS being a component) is brought before the Assembly for approval that would be a good opportunity to meet with Assembly members and ask for direct funding on 42nd Avenue.

Beau mentioned that the Study suggested some good roadway improvements for the folks on 40th Avenue. He liked the roundabouts and hoped they stay in the report. He expressed a concern about the size of collector streets. Bob mentioned that even with collector standards in place, using traffic calming tools, the streets could have a slower speed than the regular residential streets. Steve discussed how the chicane has proven to slow traffic and that is why one is recommended in the residential area of 40th Avenue.

Tim brought up that the chicane is not justified for the road right now but the neighborhood is planning for the future. Everyone involved should be looking for an overall balance for the entire neighborhood. He also stated that by using unifying aesthetics on Folker and Piper Streets could designate these areas as a residential neighborhood.

Steve discussed the Bragaw Street options that were added to the report after discussion with the agencies. The concern is that Piper Street won't be able to handle the projected traffic in the future and we wanted to start a discussion on different options to connect the neighborhood to Bragaw Street sooner than later. The goal would be to get more traffic out of the area. Steve discussed each of the options and how they would affect Bragaw Street in the future.

The meeting wrapped up with staff thanking the agency and neighborhood members of the committee for their time and commitment to this project.