



SUBJECT: Tudor Area Traffic Calming Study W.O. D59148
CAC Meeting No. 1

DATE/TIME: November 7, 2005
5:30 p.m. to 7:30 p.m.

LOCATION: DOWL Engineers' Training Room

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

MEETING MATERIALS: PowerPoint presentation, informational handout and comment form, sign in sheets, display boards, area maps, relevant reports, and studies

STAFF PRESENT: DOWL Engineers: Steve Noble, Tim Potter, Brad Doggett, and Kelly Brown

Steve Noble, DOWL Engineers Project Manager, began the meeting with staff introductions, and discussed the purpose of the Tudor Area Traffic Calming Study project. Committee members then introduced themselves and gave a quick background regarding their interest in the project area. Steve gave a PowerPoint presentation that included a description of the project, various traffic calming methods and the proposed schedule. Comments and questions submitted by meeting attendees are summarized in the following pages. Project staff's comments and responses to questions are shown in italics.

- The purpose of the meeting is to focus on potential traffic calming measures in the project neighborhoods that could help reduce vehicle speeds and discourage cut-through traffic.
- What are the projected traffic flow numbers based on? What are the traffic counts?

The projected traffic flow assumes the full build-out of the Providence southwest campus expansion. Piper Street is estimated to have 5,000 cars per day at full build-out. We still need to do counts on 46th Avenue, in fact we will be updating the counts in the entire area now that Piper Street is open. Piper Street is planned to be re-classified as a collector street.

- How will build-out of the institutions impact the traffic and the neighborhood? *Road design is based on a 20-year horizon. The U-Med district institutions will need improved access connectivity in the future. We need to study and develop the traffic flow while not breaking up the individual institutions into a grid pattern.*
- What improvements are planned for Dale Street?

There are no improvements planned at this time, although project staff will monitor safety issues at the intersection of Dale Street and Tudor Road.

- Are there any plans to extend 46th Avenue to Lake Otis Blvd? There was concern that pushing 46th Avenue through to Lake Otis would increase cut through traffic in the neighborhood by those wanting to avoid traffic on Tudor Road. *The Tudor/Lake Otis Intersection upgrades will take into consideration potential links and access to the major intersections.*
- Concerned about pedestrian safety and the volume of traffic as the area grows. 40th Avenue should be punched through to Lake Otis Parkway to help the traffic flow.
- Will we see an increase in cut-through traffic on 42nd Avenue now that Piper Street goes through? *The intent of a collector street is to carry traffic to a local street; it is not intended to be used as a cut-through route. Previously, 21% of the eastbound cars on 42nd Avenue between Lake Otis and Folker were cut-through. The Tudor/Lake Otis Intersection improvements will help discourage cut through. Although it is possible the cut-through traffic will go all the way down to Piper Street now.*
- There are pedestrian improvements studies going on Providence Drive. The Transit Department is studying the locations of bus stops and sidewalk connections near Providence Hospital and UAA.
- The residents discussed specific traffic calming techniques and tools:
 - A raised intersection should be used due to its increase in pedestrian safety.
 - There should be three (3) speed humps on 40th Avenue to decrease the cut through traffic from Dale to Piper.
 - We should fully close 40th, 41st, and 43rd Avenues. 42nd Avenue should be used as the main artery for the neighborhood.
 - In order to fully close those roads, it was discussed to put a turn around area on Providence property.
 - The proposed upgrade of 40th Avenue (Dale to Piper) should match up with the future extension. Could a roundabout be placed at the offset intersection of 40th and Piper? Could there be a trail along 40th as part of the Providence House landscaping plan?
 - Pedestrian safety is seen as the top priority for residents.
- Some neighborhoods in the project area may require different solutions. For example the upgrade/improvement of 46th and 42nd Avenues may look very different because of differing neighbor concerns.
- Homework for committee members: Study the traffic calming measures. Think about identifying the walking trails. Ponder if there should be one or two east/west or north/south corridors. What type of lighting is desired?

ATTACHMENTS: Sign-In Sheet