



SUBJECT: Tudor Area Traffic Calming Study W.O. D59148
Citizen's Advisory Committee Meeting No. 2

DATE/TIME: December 14, 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: Informal Binder updates; Sign-In Sheet

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

MEETING INFORMATION:

Nine committee members attended the second Citizen's Advisory Committee (CAC) meeting on Wednesday, December 14, 2005 at DOWL Engineers (DOWL). Comments and questions submitted by the CAC members are summarized in the following pages. Project staff's comments and responses to questions are shown in italics.

Brad opened the meeting. It was suggested by members to have an open-house discussion versus a PowerPoint presentation. Brad started with introductions and noted the different Agency folks in attendance at the meeting. He asked the Agency members to start the discussion by identifying things they would like to see DOWL avoid or identify any concerns they may have.

Shawn Dooley, Street Maintenance began talking about the types of structures used in traffic calming, for example, bollards or pipes. He said he cannot get the plow crews to plow it out. Timberland Road is a good example of this. He also mentioned that maintenance is accustomed to channelization or small islands but suggests wider channels. He said narrow ones become hidden in the snowfall.

Captain Drozdowski spoke next. He said he was not aware of any problems associated with diverters. He said it's the Fire Department's responsibility to become familiar with the area. He said they have good maps. *Steve from DOWL mentioned that the reason Fairview turned out so well is because they worked with the Fire Department in that area regarding the diverters.*

Steve explained that DOWL's intent is not to close off access to 42nd Avenue. We want to provide access in one location and reduce access in another location. We want to make it less attractive to use 42nd Avenue. Steve mentioned that one option is to put in a diverter on 42nd Avenue, and make it a pedestrian-oriented street. Under this scenario 40th Avenue would provide access to the community.

Barbara Garner asked Captain Drozdowski and Street Maintenance about the idea of putting in a roundabout at 40th Avenue and Piper Street. She asked how well fire equipment moves around a roundabout. Fire responded by saying they have no problems with roundabouts, the new fire trucks are designed to turn around in a cul-de-sac with no problem.

Steve asked the CAC Members what they would like to see in the area. They were asked to specifically identify pedestrian routes and write on the maps provided.

There was a comment from Michelle West on a snow removal concern in her area of the neighborhood. Shawn Dooley responded and said he would follow up.

Steve and Brad briefly discussed three alternative concepts:

Concept No. 1: Closure of 40th Avenue at Dale Street with a cul-de-sac or turnaround for fire and maintenance vehicles. It shows chokers along 42nd Avenue. The goal is to discourage cut-thru traffic. Chokers will not reduce cut-thru traffic but they will slow them down.

Concept No. 2: Diverter at Folker and 42nd Avenue, which will drive all traffic up to extension at 40th Avenue. No cut-thru traffic at 42nd Avenue because you cannot.

Concept No. 3: Rather than a full-closure at 40th, use chicanes, with 42nd Avenue being the main collector of traffic.

A CAC Member asked what would happen to 41st and 43rd Avenues as a cut-thru. Steve explained that traffic is more likely to go the most direct route via 40th Avenue.

Further discussion followed regarding suggestions/comments/concerns about placement of roundabouts, etc. Following this, traffic volumes were discussed. One member asked about raised intersections- do they work, do they really slow traffic down? Steve responded by saying that there are not too many people using Piper Street yet. Hopefully in the near future, it will show that the raised intersection slows down the traffic.

Brad asked members where they would want pedestrian corridors to be. Based on municipal requirements for new construction, sidewalks will be required on both sides of the road. Members commented that there are students going to work and school, as well as people using electric wheelchairs on the roads.

The formal meeting broke up and individual conversations started at this point. Some of the questions overheard were:

- Is there a way to push traffic into business areas?
- Someone mentioned speed bumps, especially on 40th Avenue between Piper and Dale Streets.
- One member asked if any one has talked to businesses regarding the traffic changes in the area - *Steve responded by saying the feedback has been positive, with just a couple negative comments.*

The general consensus of the group was that 40th Avenue should be extended and turned into the main east/west connection point. There were also comments made that if 40th Avenue were to be made a major connection, then the residential portion of 40th Avenue between Piper and Dale Streets should receive major traffic calming tools to discourage traffic on the residential portion of the road.

It was also expressed that 46th and 42nd Avenues should be given traffic calming tools and be brought up to current standards with adequate drainage and sidewalks, etc.