

UACC April 7, 2021 Draft Comments on the Tudor & Wright Street AMATS Options

Notes: Comments received from community members below were combined and categorized based off the slide presentation presented at a March 3, 2021 UACC Board meeting. ADOT&PF Completed Traffic Options 1 through 3; This included removing cars, traffic, building a raised median refuge, and installing yellow signs at the unsignalized area.

The following Traffic Options have comments:

4. Double Light Levels at Night

- Should be the first priority, if it is not already finished.

5. Count Crossings & Review Design Criteria

- Should proceed as next priority to gather underlying data.
- Pedestrians and bicyclists have a strong desire to continue their intended path of travel. Do we know the natural patterns of pedestrian movement? (Bus Stop to Gas Station) Could use of a high-angle video timelapse camera to map pedestrian crossing locations.

6. Median, Crossing at Folker or Wright, with Device (or without Device)

- Toss-up in cost and effectiveness. The UACC would support whichever the Muni determines is most prudent.
- Suggestion: Ped/bike crossing signal similar to the one linked below located in Eugene, near the Oregon campus. Pedestrians/Bikers activate the signal to cross a 4-lane street. The unique traffic signal design has two sets of Red-Yellow-Green rectangular lights in a horizontal position above the streets. A set of the lights on a Median center post and at both sides above the curb at the crossing. https://www.eugene-or.gov/DocumentCenter/View/17237/Ped-ActivatedRedLight_8-15-14?bidId
- It appears from the presentation that was shown by AKDOT, the U turns at Tudor Road and Wright Street might be an issue. Specifically, when a car is turning right, west-bound onto Tudor, and an east-bound car makes a U turn to go west, this appears to be a close call for the car turning onto Tudor Road. The car making the U turn usually swings wide into the northerly lane and the person turning onto Tudor Road from Wright Street thinks the person is making a left-hand turn onto Wright Street. Coupled with the meridian at the junction of Wright & Tudor, though well-intentioned (designed for a foot traffic rest spot & likely reduction of drive across issues from Holiday) makes this intersection a dangerous spot for vehicles and pedestrians.

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- Put pedestrian stop signs on each side of Wright on the bike path. Most people won't attend to them, but if even a few did-it could help. Might be a cheap first step.
- Redesign meridian: The Muni should analyze the options for a Staggered Mid-Block Crossing, and if a device is necessary to stop traffic, lighting, or signals as options for the crossing. See the link below for examples.
<https://www.fhwa.dot.gov/publications/research/safety/pedbike/05085/chapt12.cfm>
- Bicyclists and pedestrians tend to try and cross Tudor Road at Wright Street. It is convenient, but certainly not safe. A wider median, or some sort of warning or controlled pedestrian crossing might be effective, however, it would slow the traffic along Tudor Road.

7. Pedestrian Bridge

- Though a pedestrian bridge is one of the safest options for pedestrians, because of the cost there is low support from the UACC on this option. Lighting would be a better start.

8. Double fines

- Double fines between Elmore and Lake Otis. Random enforcement and diver concerns for getting a large fine could be a strong motivator in reducing speed.
- Speed should be reduced to between 35-40 mph between Lake Otis and Elmore.
- Prefer not to reduce speed if other traffic options are successful in making the intersection safer.

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9. Build arterial traffic calming, narrowing, shifts

No Comments Received

10. Change Land Use

- Not much will change with this situation until we have a path of least resistance across Tudor. More neighborhoods are going to have to take up the challenges of homeless issues, though it's not the only cause of jaywalking.
- Relocate the bus stop across from the Holiday Station to a new location.