

UACC April 26, 2021 Comments on the Tudor & Wright Street AMATS Options

Comments received from our 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.

We have comments on the following Traffic Options:

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)

- Please evaluate the pros and cons for the options presented below. The UACC is interested in what the Muni determines is most prudent.
- 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.

Please evaluate and consider 5 suggestions below for pedestrian crossing options:

- 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

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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

- The HAWK Pedestrian Hybrid Beacon, to allow protected pedestrian crossings, stopping road traffic only as needed. <http://dot.alaska.gov/stwddes/dcstraffic/hawk.shtml>
- 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>
- 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.
- 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 driver 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.

9. Build arterial traffic calming, narrowing, shifts.

The UACC has no comments on this at this time.

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.

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