

Bailey Hill Road Safety Committee
Chart notes from 9-19-2007

The 9-step problem-solving process was quickly reviewed.

Eugene Traffic Engineer, Tom Larsen, opened the meeting by saying that we were working on the 'solutions' step. About half of the people at this second meeting had been at the first meeting a week prior. Over the course of the two meetings, reducing the speed limit and installing a push-button controlled, cross-walk light were the two most requested solutions.

Below are most of the suggestions discussed.

Engineering	
Lower Speed	<p>Community members spoke up in favor of lowering the speed limit on this section of Bailey Hill Road at both meetings.</p> <p>Mr. Larsen said that directly lowering the speed limit was not something that he or others in the city were empowered to do, according to state statute. The posted speed limit is a function of the actual speed that 85% of drivers practice going through an area as well as crash statistics. (Apparently one fatality is not enough by itself to meet the state standards to lower the speed limit.) To lower the posted speed limit we first need to induce drivers to drive slower.</p> <p>Mr. Larsen said he was empowered to change the configuration of the street. This could include things such as; reducing the number of lanes in each direction to one, changing the location and design of the crosswalks, and adding traffic-calming devices (also know as "friction") to the street. These things would be expected to slow traffic. Once traffic is slowed, then Mr. Larsen could lower the limit.</p> <p>One person at the meeting worried that only having one lane in each direction could bring traffic to a halt during busy periods. Mr. Larsen said his traffic volume measurements did not show enough traffic to require 2 lanes in each direction as it is now.</p>

<p>Pedestrian-activated crosswalk signal</p>	<p>A pedestrian-activated crosswalk signal and intersection control signal would reduce the ambiguity that drivers and pedestrians currently face about whether to stop or go.</p> <p>During the previous discussion about the ‘problems’ in this area, frustration about the ambiguity surfaced from both perspectives.</p> <p>Participants said solutions such as this signal needed to work 365 days a year.</p> <p>The group discussed how a push-button crosswalk at the junction of Westleigh would need a full, intersection light system in order to allow emergency vehicles to leave the fire station rapidly.</p>
<p>Shift Thru Traffic to Bertlesen Road</p>	<p>Drivers coming north from the country out on Lorane highway tend to turn right on Bailey Hill Road because Bertlesen Road between the BHR and West 18th intersections is narrow and rough. It does have a posted speed limit of 45 mph, but vehicles can’t drive this fast. If this street were widened, given curbs and a sidewalk on the east side, through traffic would be encouraged to drive on Bertlesen.</p>
<p>Sign Maintenance</p>	<p>Trimming bushes and trees around street signs would make them easier for drivers to spot and thereby know what to expect. Some signs may be missing and need to be replaced. An inventory should be done.</p>
<p>Control Park Users Access to BHR</p>	<p>By adding six foot fencing just west of the sidewalk and part way up the driveway of the Pathfinders’ School pedestrians and cyclists using the park could be funneled to the one desired crosswalk location.</p>
<p>Enforcement</p>	
<p>Reduce Teen Drivers</p>	<p>A suggestion was made that we could reduce the number of teen drivers in this area by making Churchill a “Closed Campus”. There was little discussion about this idea.</p>

Support Graduated Drivers' License Laws	These laws were established because new drivers are at higher risk of crashes and need to have the least distractions. Parents and the community need to voice support for these rules and apply negative consequences for their violation.
Police Presence	The Churchill H.S. administration and parents felt that having the traffic team patrolling BHR the first week of school sent a good message to all of the drivers.
Education	
Parent Education	The Lancer Parent Association (Churchill parents) plans to have a driver's education session for parents this school year. Several speakers are being contacted about their availability. Parents have an important job as good role models, educators and enforcers.
Churchill Area Neighborhood	<p>The accident and continuing hazards will be the topic of the September 26 monthly meeting. Community members who have not participated so far will have a chance to learn more about the dangers of this area and offer ideas for solutions.</p> <p>The CAN group has offered to post educational traffic information on their website.</p>
McCornack video	A McCornack parent and a fifth grade teacher talked about producing a pedestrian safety video with their students. They may work with other media to spread the message about pedestrian safety.
MADD presentation at CHS	The current Churchill H.S. student body president, Erica Dose, reported that her leadership group is talking with the MADD organization about providing a school assembly. Drunk drivers endanger everyone.

Concessions	We all may need to make concession in order to have a child-safe street. Principal Biggerstaff pointed out that there are 2,000 children going to and from school each day within a mile of this accident. Kids must be the priority.
Survey Kids	The suggestion was made to survey kids at all four schools about what they thought would make this area safer.
CHS videos	After this meeting the Churchill technology teacher said he would encourage his students to produce short “public-service type pedestrian and auto safety videos that might be aired on local stations.

Tom Larsen said he would take care of preparing cost estimates for various recommendations. Eric Jones, Public Affairs Manager for the Eugene Public Works said he would have a report ready for the October 24, 2007 follow up meeting in the CHS library at 5:30 p.m. Mr. Jones and city counselor, Chris Pryor seemed to think that there is some “Pavement Preservation” money that could be used to fund physical changes to the street.

We must protect the 2,000 children moving through this general area each school day.