

Public Works Suggestions

ENGINEERING SOLUTIONS

The number of orange dots listed indicates the votes received by attendees at the 10-24-2007 Bailey Hill Road Safety Committee meeting.

Suggestion #1: Lower the speed limit (5 ●)

PW Recommendation: First pursue other options to slow down motorists, then conduct a speed study and seek to have the speed limit lowered.

Suggestion #2: Mark crosswalk at skate park (0 ●)

Recommendation: Do not pursue this option on its own. Consider this or other crossings during the design phase for Bailey Hill Road reconstruction.

Suggestion #3: Increase visibility of crossing(s) and/or signage (3 ●)

Recommendation: Continue to maintain visibility on an ongoing basis.

Suggestion #4: Control pedestrian access (install fence) (5 ●)

Recommendation: Fencing or other pedestrian blocking treatments should only be used to channel pedestrians to safe and appropriate pedestrian crossing facilities. Simply erecting a fence would just shift the problem of uncontrolled crossing to a different location.

Suggestion #5: Reconfigure park/bike path/sidewalk access routes (0 ●)

Recommendation: On its own, this option is not likely to lead to desired safety outcomes; consider this option in conjunction with other crossing options at this location.

Suggestion #6: Improve existing sidewalks between the shopping center and Warren Street. (4 ●)

Recommendation: Consider this option during the design phase for Bailey Hill Road reconstruction.

Suggestion #7: Control vehicle access (limit/close Churchill High School south driveway and commercial driveways on the east side) (2 ●)

Recommendation: Hold off on this idea until design issues have been worked out on Bailey Hill Road, including improved crossing safety at Westleigh

Suggestion #8: Install pedestrian-activated crosswalk signal at skate park (13 ●)

Suggestion #9: Install pedestrian-activated crosswalk signal at Westleigh (8 ●)

Recommendation: This appears to be an effective option; however, the cost and impact on the school and business traffic are significant issues that would need to be addressed.

Suggestion #10: Install full traffic signal at Westleigh (17 ●)

Recommendation: This appears to be an effective option; however, the cost and impact on the school and business traffic are significant issues that would need to be addressed.

Suggestion #11: Shift traffic from Bailey Hill Road to Bertelsen Road (3 ●)

Recommendation: Given the lengthy time frame to complete Bertelsen Road improvements and the potentially marginal effects of those improvements on Bailey Hill Road, do not count on this option to effectively achieve the safety outcomes for Bailey Hill Road.

Suggestion #12: Reduce the number of lanes on Bailey Hill Road (“road diet”) (23 ●)

Recommendation: Despite extended time frame and relatively high cost, this solution appears to be the most likely way to achieve the goal of long-term safety improvements and comprehensively address the needs of pedestrians, bicyclists, motorists, and neighborhood residents.

Suggestion #13: Construct a pedestrian bridge over Bailey Hill Road (0 ●)

Recommendation: Because of the cost, the impact on the adjoining properties and the likelihood of relatively low usage by pedestrians, staff recommends at-grade crossing protections such as pedestrian refuges, traffic signals, etc.

Suggestion #14: Seek Safe Routes to Schools (SRTS) funding (BHRSC to work on)

Recommendation: Through a cooperative effort of the school district, the City and the neighborhood group, develop an SRTS action plan that is coordinated with other safety strategies and seek SRTS funding in 2008.

Suggestion #15: Find ways to link to Pedestrian and Bicycle Strategic Plan (BHRSC to work on)

Recommendation: Churchill Area Neighbors are encouraged to seek ways to link the safety needs on Bailey Hill Road with the draft Pedestrian and Bicycle Strategic Plan. Information about the Pedestrian and Bicycle Strategic Plan is available at www.eugene-or.gov/walkbike.
