

Acorn Park Street Traffic Calming

Public Workshop #1
Meeting Report
October 17, 2007

Workshop Time: 7:00 to 9:00 pm
Workshop Location: McCornack Elementary School, 1968 Brittany Street, Eugene
City staff present: Chris Henry, Lindsay Selser and David Roth

Background

The City of Eugene has received several requests for traffic calming on Acorn Park Street in recent years. Residents cited speeding, an absence of sidewalks, and the nearby location of a neighborhood park as concerns that may be addressed through the use of traffic calming devices.

Funding for the development and implementation of a traffic calming project has been made available through a Community Development Block Grant (CDBG) for the second phase of the Acorn Park renovation. Phase 2 of the Acorn Park renovation project allocates \$12,000 in CDBG funds to develop a traffic calming project on Acorn Park Street. Other elements of phase 2 include the construction of a basketball court, tree planting, and sidewalk construction between the Fern Ridge shared-use path and 13th Place on the east side of the street.

Acorn Park Street is an unimproved local street that connects 11th Avenue to the north with 17th Avenue to the south. Data from the most recent traffic studies conducted on September 18, 2007 is shown in the table below:

| Location | Average Daily Volume | 85 th Percentile Speed |
|---------------------------------|----------------------|-----------------------------------|
| North of 13 th Place | 2463 | 32.4mph |
| Acorn Park (midpoint) | 1270 | 28.7mph |

Acorn Park Street (at 13th Place) ranked 7th in the prioritized list of potential traffic calming projects with a score of 60. Calculation of this score is based on traffic volume, 85th percentile speed, proximity to schools, proximity to pedestrian generators, and the designation of a street as a bicycle route.

Advertisement

Advertisement for the first workshop included the following:

- A postcard invitation was mailed on October 5 to approximately 1500 residents in the area bounded by Oak Patch, 18th Ave, Bailey Hill, and 11th Ave.
- Personal invitations were emailed to other interested parties and stakeholders
- City staff attended the Churchill Area Neighborhood meeting on Wednesday, September 26, 2007 to describe the project and to provide notice of the two upcoming meetings.

Meeting Summary

City staff began the meeting with brief personal introductions and followed with a description of the project background. With only five neighborhood residents in attendance, City staff were able to answer questions and allow time for thorough discussion. Once participants were

brought up to speed on the traffic calming project background, staff gave a presentation combining a general traffic calming tutorial and additional information on existing conditions and images from Acorn Park Street.

Following the presentation and related discussion, staff presented participants with 4 potential traffic calming scenarios for Acorn Park Street. The preliminary scenarios were developed taking into consideration the available project budget from the CDBG grant, the severity of the speeding problem, anecdotal reports of cut-through traffic, and the existing conditions of the street. Although many traffic calming tools are available, City staff has determined that the most appropriate devices for Acorn Park Street are asphalt speed humps (standard 3" height and 14' length).

Meeting participants and City staff discussed the costs and benefits of each scenario and the project in general. After some deliberation over each alternative scenario, staff asked participants to indicate their preferred option verbally and in writing on the provided comment forms. It was the consensus of the group that the first priority should be to improve pedestrian safety on Acorn Park street. They suggested that funding be allocated to construct sidewalks to allow for a safer walking environment connecting residential areas to the commercial areas bordering West 11th Avenue. City staff suggested bringing materials back to the follow up meeting scheduled for November 14, 2007 to help outline a process to fund a street improvement project on Acorn Park Street.

Participants were then asked to vote on their preferred traffic calming option from the alternatives presented by staff. The group indicated that a modified alternative #3 would be the preferred option. Participants indicated this would be a good compromise between managing speeding and cut-through problems with maintaining an efficient transportation corridor. A draft layout of alternative #3 is included on page 5 of this report.

The meeting closed after an in depth discussion of general safety issues and concerns of neighborhood residents. Staff informed the group that a refined traffic calming plan would be brought to the follow up meeting scheduled for November 14, 2007. Staff also noted that information regarding the City's street improvement policies and procedures would be made available at the next meeting.

Workshop Participants

| Name | Address | Email | Phone |
|----------------|-------------------|--|----------|
| Barbara Stair | 3427 W. 16th Ave. | | 344-3085 |
| Michael Boland | 3357 W. 17th Ave. | | 687-7152 |
| Dale Jestice | 3415 W. 16th Ave. | djestice@yahoo.com | 344-3699 |
| Tim Lighty | 1461 Quaker St. | tim.lighty@guarnty.com | 228-0379 |
| Tom Schneider | 3245 W 16th Ave. | toms12@gmail.com | 343-3699 |

Comment Sheets

The following comments were recorded by meeting participants.

Comment sheets submitted at the meeting: 4

Comment sheets submitted after the meeting: 1

1) Please describe the positive qualities of your neighborhood.

- Park setting
- Safe Neighborhood
- Lots of cars – no where to go
- 17th and Brittany, close to shopping on 11th Ave.
- Short, quiet streets not conducive to a driver building up a lot of speed.
- Broad mix of singles, families, etc.

2) What are the current traffic issues and problems in your neighborhood? Are some problems found in particular locations?

- The main problem is that Acorn Park is used as a cut over from 11th to 18th, via 14th and Quaker.
- On 17th Ave. from Acorn Park to Quaker we often see autos speeding in excess of 40 mph.
- Some tendency to pick up too much speed if living near 13th and Quaker and going non-stop to 18th.

3) What traffic issues or problems do you expect to occur in the future?

- I feel slowing cars down will in affect change peoples direction cutting from 11th to 18th.
- Because of building permits issued on and north of Bailey Hill I expect travel to double in the next ten years.
- Increasing problems just south of the bridge on Acorn Park.
- The potholes make great speed bumps, but the gravel shoulders are minimal.
- Pedestrians walk on the road pavement, especially at night and are not easily seen.

4) Which alternative did you prefer?

- Alternative 1: with 4 instead of 5 humps at 260 ft spacing
- Alternative 3: 3 speed humps at 400 ft spacing
- Maybe none: After driving Acorn Park both ways, twice today, I'm not sure the money couldn't be better spent elsewhere or at another time.

5) Additional Comments

- How long before we have a pedestrian fatality on Acorn Park Street?
- Because most of us turn off Quaker and Acorn to get to and from our homes, we don't really drive much over the 30 mph at most.
- The 25 mph sign right after the bridge and going south is very effective.
- If you do pick up speed along the park side of Acorn Park St., you have to slow almost immediately (going south), because of the upcoming turn.
- Turning off 11th Ave. onto Acorn, I often find the cars parked too close to the arc of my turn at the used car/repair shop.

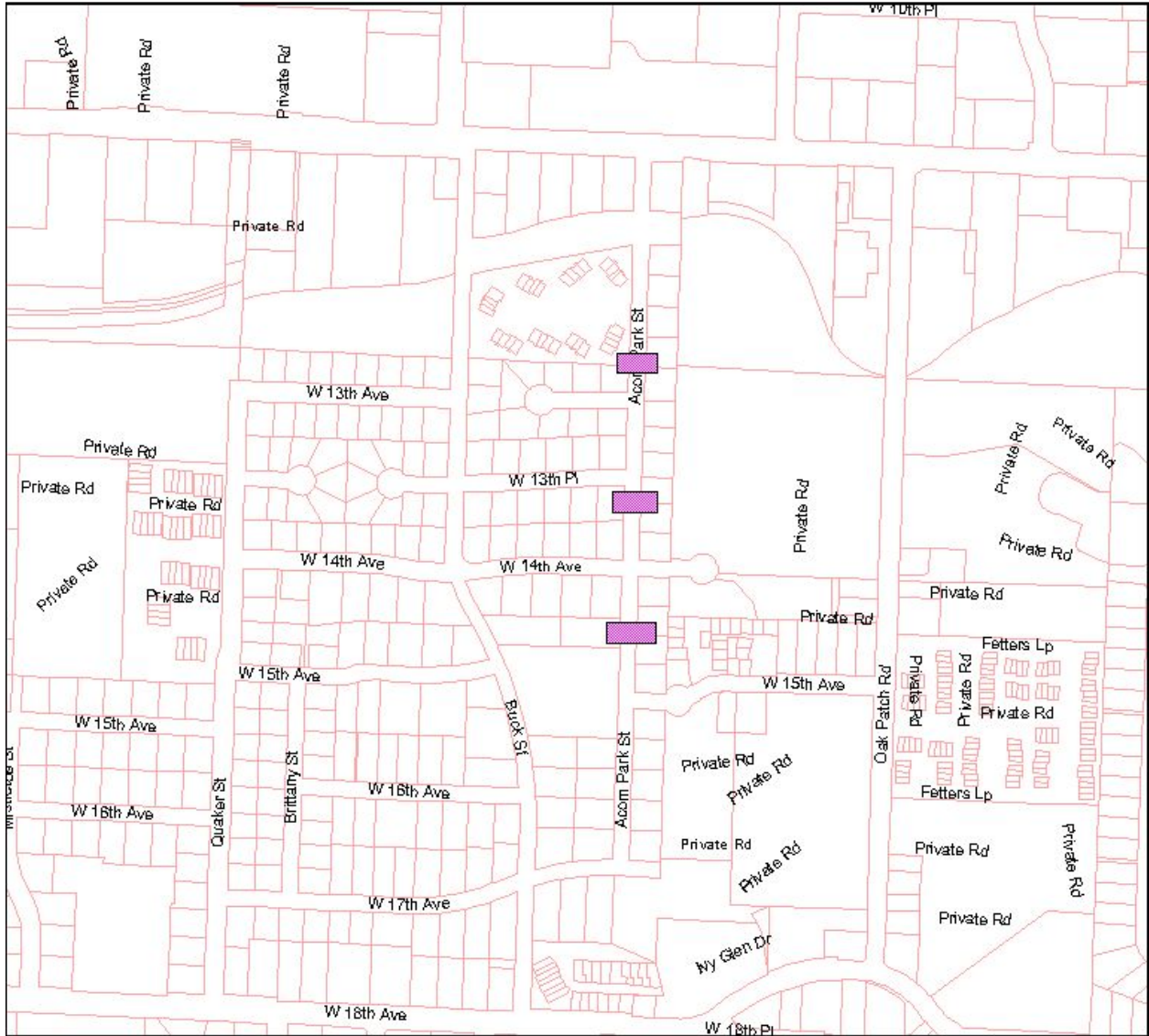
Other Comments and Ideas

The following comments were captured during discussions at the meeting.

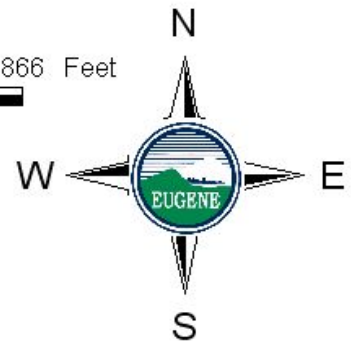
- What is process for improving streets? How does it start?
- What is the size of the humps on Brittany? How high, how far apart?
- Wider, lower, and further apart are preferred.
- Concerns with cut through traffic, especially on Quaker.
- There is no stop sign on 14th and Quaker. There is a problem there so maybe a stop sign would help.
- People are cutting through this area because it helps them miss 4 stop lights.
- Will this traffic calming push more cars onto Bailey Hill Road or Oak Patch?
- Pedestrian and bikes on Acorn are not safe?
- ADT reflects cut-through traffic from Acorn Park to 14th to Quaker (no stop signs or lights)
- Southbound traffic faster
- Issues of visibility off bridge going southbound.
- Most hazardous for pedestrians from 11th to 13th (after that you can get onto the gravel at the side of the road)
- 14th is now down to one lane because of people parking cars on side of street.
- Bumps are hard on trucks and cars and also jar the people riding in them. Could be detrimental to seniors and those with bad backs.
- A 4-way stop on 14th and Acorn Park is wanted.
- Lose the bump that would be closest to 11th Ave.
- A shoulder is needed on Acorn Park (2ft – 2 ½ ft.)
- Average speeds seem to citizens to be 28mph, and slower at night.
- Safety concerns.
- Check crash data (bike and ped)
- People in a hurry to get of W 11th. They accelerate over the bridge.
- Change in environment from W 11th to Acorn Park.
- What was the total cost of the Acorn Park Improvements?
- Info on assessments was wanted.
- Acorn Park is the only other through street between Bailey Hill Rd and Oak Patch.
- Why is AP classified as it is? Why not a collector? Bring classification map to next meeting.
- Check into POS planning and the speeding concerns that came out of those meetings.
- Check into over 40 mph speeds in area.
- The speeding issues come from the apartments (transient population, in and out).
- More speeding in the summer
- Check in with the businesses on W 11th. Walkability would improve their businesses (Shari's agrees).
- What are options for installing stop signs for traffic calming?

Acorn Park Street Traffic Calming Option #3

Oct 30, 2007



433 0 433 866 Feet



Caution: this map is based on imprecise source data, subject to change, and for general reference only.