

West 18th Avenue Pavement Improvement Project

Meeting Notes (September 25, 2012)

This City of Eugene Public Works project includes rehabilitating the roadway surface on West 18th Avenue from Washington Street to 510' east of Chambers Street. Rehabilitation of the surface includes replacing the top layers of deteriorated pavement and removing sections of pavement that have completely failed. The project will also reconstruct sidewalk access ramps in several locations. The current surface material is concrete and will be reconstructed using concrete.

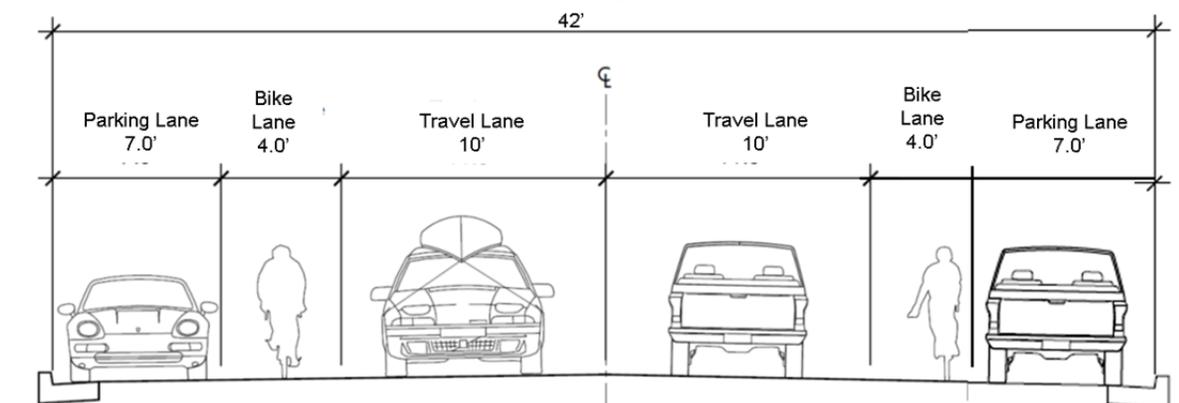
Meeting Venue and Attendees

The meeting was held on Tuesday, September 25th at 6:30pm at Cesar E. Chavez Elementary School (1510 W 14th Avenue). There were six people at the meeting, including two city staff. One attendee was a resident of West 18th Avenue.

Meeting Format

The meeting began with a formal presentation to explain the purpose of the project and present a slideshow of the project area and three alternative design options. As each design option was presented there was a group discussion about the benefits and drawbacks. A summary of the notes recorded during the meeting are listed below after a description of the alternative.

Alternative #1 "As-Is": Street is reconstructed using the configuration that currently exists



Bicycles

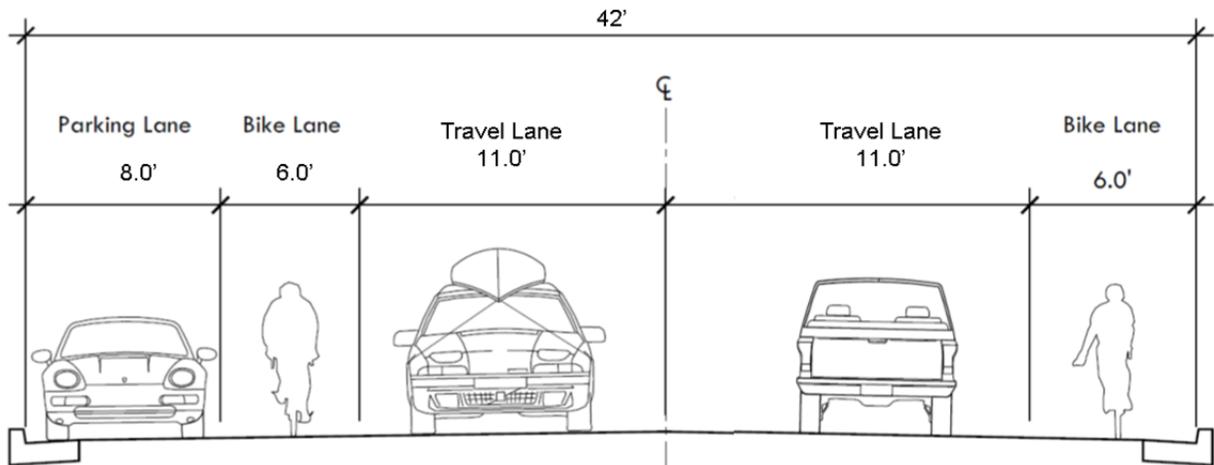
- There is high motor vehicle traffic here which makes it uncomfortable to ride next to parked cars
- The lanes are very narrow; less than 4' bike lanes in some places (less than 3' near Friendly)
- Dooring is a concern
- 18th is used only occasionally by many riders due to the constrained environment; many prefer 19th but will use 18th depending on destination
- Leaving the bike lane as is won't help attract new bicyclists
- The Fern Ridge Path is not a good option after dark; will use 18th instead
- 18th can be a better option because 19th has a hill

Parking

- Is this critical?
- Parking seems to be only partially utilized

- The parking area allows residents to back out of their driveway without backing into a travel lane; this would be missed if it were removed and may have a safety implication
- The on-street parking might help narrow the roadway and reduce automobile travel speeds

Alternative #2 “Right-Size”: Ensure all lanes meet city standards; remove parking one side



Bicycles

- A door zone bike lane remains in this option
- This would make bicycling more attractive for some trips
- Increasing the space might make it more comfortable for all users

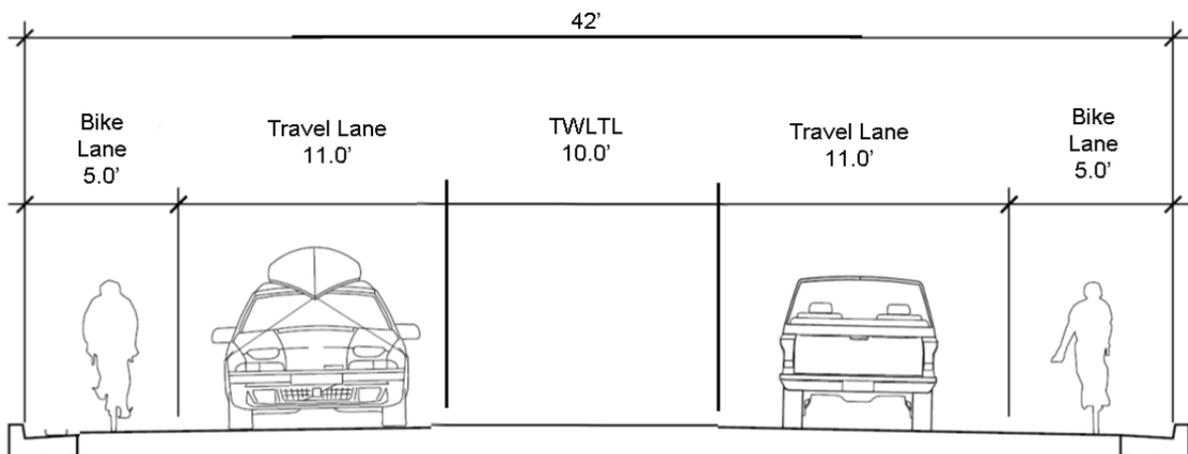
Parking

- Doesn't have to be strictly north side or south side parking; can alternate the location of parking from north to south by block
- If switching sides of parking there needs to be a very soft transition
- Removal of parking could make the street feel more “open” which may increase driver speeds

Transit

- Retaining some on-street parking will allow buses to move out of the travel lane for boarding
- Would there be more delay if no parking lane?

Alternative #3 “Conformity”: Keep the design consistent with the east and west end of W 18th Avenue by installing a two-way left turn lane and removing parking from both sides of the street



Two-way Left Turn Lane (TWLTL)

- Is there a crash history here? A TWLTL may help reduce crash events
- Increase width of TWLTL, reduce travel lanes, increase bike lanes
- Would people use this? Currently, oncoming traffic will wait for left-turning vehicles

Bicycles

- Widen bike lanes to 6' and reduce the travel lane to 10' (TWLTL should be 11')

Parking

- If not necessary to remove all parking, don't
- How far would people have to walk from the side streets?
- Are there more houses, or more housing density in these 5 blocks? This is the only segment on W 18th (Friendly to Polk) that has parking on both sides.

Intersection Discussion (18th Avenue at Friendly Street)Signal

- Can we get a pedestrian signal (RRFB/Stutter Flash like on Chambers)?
- Can we move the pedestrian signal at O'Hara School?
- Would an overhead signal work better? It would allow for north/south traffic on Friendly to cross using the same signal

Bicycles

- With the pedestrian island on the west side, northbound bicycle traffic is unprotected
- If an RRFB is installed can there be an actuator on Friendly Street for bicyclists?

Pedestrians

- The crosswalk does not line up with the ped island (no sidewalk northwest corner or southeast corner of intersection)
- Why is the pedestrian island channel so narrow?
- Can the pedestrian island be moved to the west side? Traffic impact for left-turning vehicles
- What if there were two curb extensions and no pedestrian island? With RRFB?
- Can there be crosswalks on both the east and west sides with a centrally located signal to stop traffic on both sides of the intersection?

Next Steps

City staff will meet to review the notes from this meeting and comments gathered via email and telephone. Based on these data a preferred alternative will be selected. The city will notify property owners and neighborhood associations (Jefferson Westside Neighbors, Friendly Area Neighbors) of the results. Another meeting may be scheduled depending on response.