

Traffic Safety Improvement Project
Coquille Indian Housing Authority Board
Work Session Agenda
6/19/2020

Project History

- This is a long standing issue that was most recently identified in the Empire Comprehensive Plan and the overall Tribal Comprehensive Plan.
- Traffic Safety Improvement Plan, adopted at the beginning of 2019, prioritized this project.
- A team was formed and has been working on this since October 2019
 - Becky C.
 - Bridgett W.
 - Eric S.
 - Fauna L.
 - Helena L.
 - Lon M.
 - Matt J.
- Tribal Council workshops occurred on the following dates:
 - 12/11/19
 - 1/8/20
 - 6/11/20
- On 1/23/20, Tribal Council passed resolution CY20010: ADOPT 2020 PRIORITY TRANSPORTATION PROJECT LIST which included Traffic Safety Improvement Project

Review purpose of the project

- Reduce pedestrian (particularly child) and auto conflicts, as well as auto and auto conflicts near the Learning Center.
- Improve parking effectiveness at Learning Center and Health Center

Review and Discuss Options

Option 1—Do nothing

Option 2A—Miluk Prime, utilities stay

- Description
 - 3-Way Stop
 - Utilities Stay
 - 35 ft radius on both turns
 - Prioritizes auto travel by having a through-way up Miluk
- Pros
 - Increases open space in front of the existing health center
 - No utilities move
 - Easiest for automobile traffic
 - Very right-of-way take
 - Easier environmental review
- Cons
 - Promotes higher speed along Miluk
 - Increased pedestrian conflicts at Learning Center exit
 - Does not address Learning Center safety concerns
 - Not a good place for the bus barn to stop
 - Less likely for automobiles to stop at stop signs due to through movement
 - Project would not begin until summer 2021 due to redesign/engineering needed

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Option 2B—Miluk Prime, with moving utilities

- Same as above but with the increased cost of moving utilities

Option 3A—Learning Center Prime, utilities stay

- Description
 - 3-Way Stop
 - Utilities Stay
 - 35 ft radius on both turns
 - Prioritizes pedestrian safety by having a turn to continue up Miluk
- Pros
 - Decreased pedestrian conflicts at Learning Center
 - Outdoor play area for children in front of the Learning Center
 - No utilities move
 - Lower volume on the through movement
 - Obvious bus pull-up and drop-off area passed the stop sign
 - Space for focal point/entry feature in front of the existing health center
 - Clean, safe intersection due to improved site distances and vehicle stack
 - Possible for the project to be completed in fall of 2020
- Cons
 - Little more right-of-way take (but still a categorical exclusion)
 - Less truck friendly for through traffic on Miluk

Option 3B—Learning Center Prime, shift intersection north

- Same as above but with the increased complications due to more right of way take, however it further increases safety by adding to the outdoor play area space in front the Learning Center.

Option 3C— Learning Center Prime, shift intersection north + utilities move

- Same as above but with the increased complications due to more right of way take and the utility move, which increases cost and causes the need for an environmental review. However, it further increases safety by adding to the outdoor play area space in front the Learning Center.

Option 4—Mexeye Prime

- Description
 - 3-Way Stop
 - Utilities Stay
 - 74 ft radius remains for Mexeye, 35 ft radius on other turns
 - Prioritizes through movement from Mexeye to Miluk
- Pros
 - Minimal demolition, because Mexeye stays the same
 - Decreased pedestrian conflicts at Learning Center
 - Outdoor play area for children in front of the Learning Center

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- No utilities move
- Obvious bus pull-up and drop-off area passed the stop sign
- No right-of-way take
- Cons
 - Promotes higher speed along Miluk and Mexeye
 - Less likely for automobiles to stop at stop signs due to odd intersection (on the radius)
 - Less perpendicular vehicle stacking, which means significantly less visibility and increased auto-on-auto conflicts.
 - Project would not begin until summer 2021 due to redesign/engineering needed

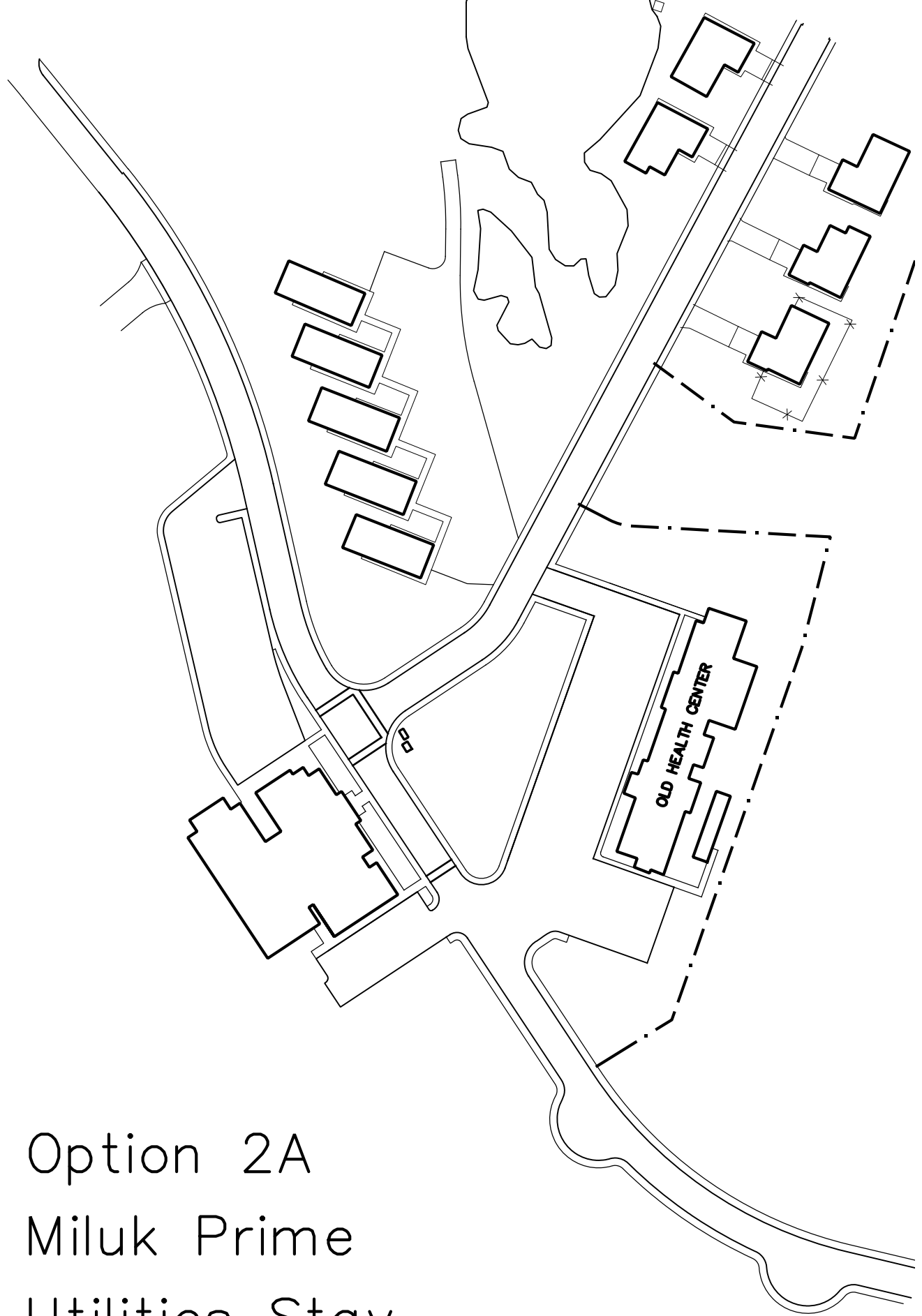
Budget

(see attached opinion of probable cost)

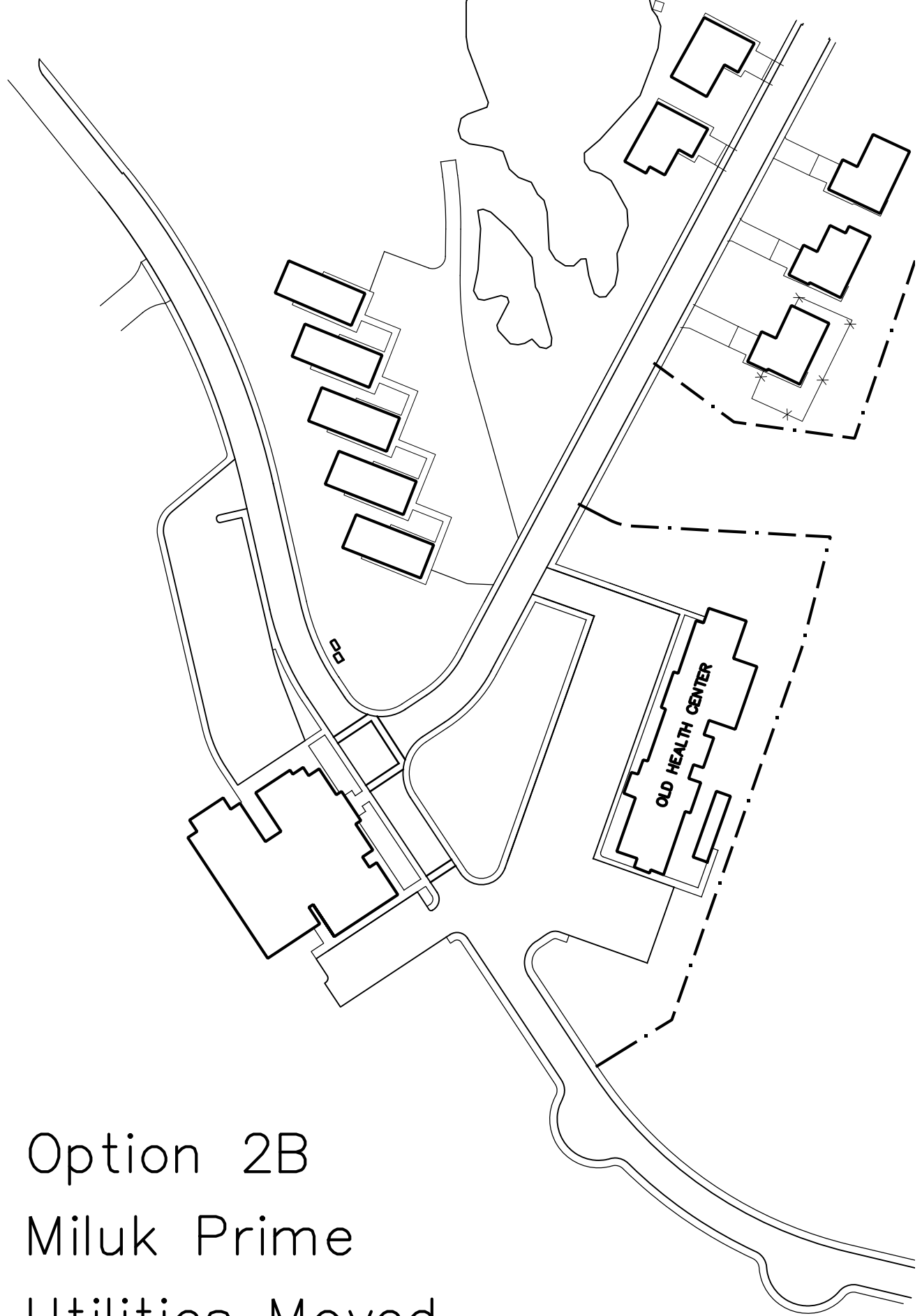
- SHN estimates for option 3A approximately \$485,000 to complete project (this includes a 20% contingency)
 - No estimates are available for other options
- Estimate for utility move is between \$300,000 and \$500,000
- Current CIT roads funds = \$589,867.82
- Anticipated additional \$240,000 for FY 2021.

Timeline:

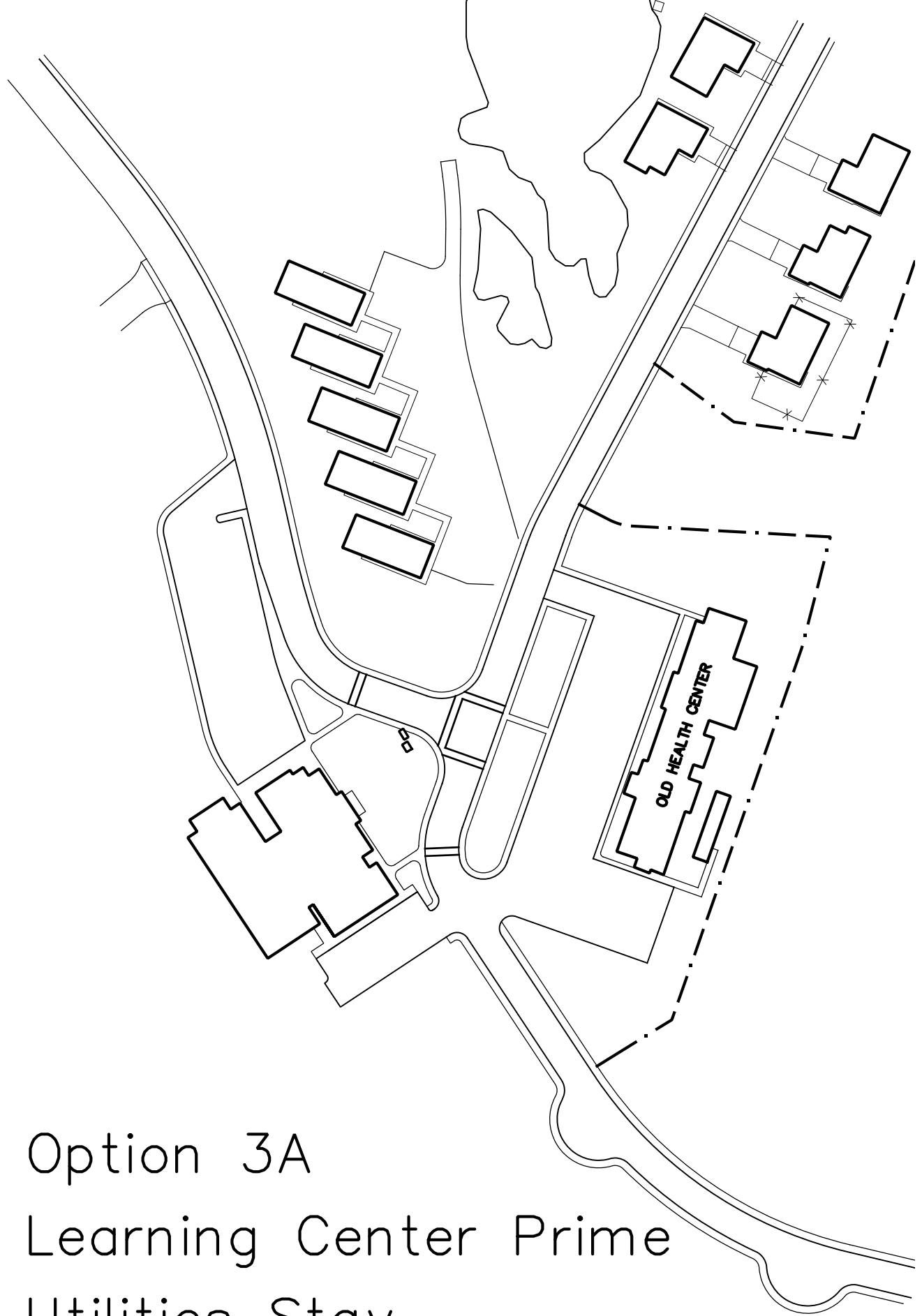
- June:
 - 19th—Presentation to CIHA Board
 - 23rd— Kilkich Community and Tribal Member meeting via Zoom
 - 24th —Incorporate feedback from community meeting
 - 25th—Tribal Council meeting, motion to approve project and resolution to approve the Tribal Transportation Improvement Plan (T-TIP)
- July
 - 10th—Submit CIT Environmental Review and CATX to BIA for concurrence
 - 16th—SHN delivers final constructions documents
 - 17th—RFP Bid package disseminated
- August
 - 7th—RFP response deadline
 - 10th—Top responses selected for interview
 - 19th—General contractor selected
- September
 - 9th—Contract executed
 - 14th--Traffic Safety Improvement Construction begins
- November
 - 16th—Project completed (based on SHN estimate of 6-8 weeks to construct project)



Option 2A
Miluk Prime
Utilities Stay



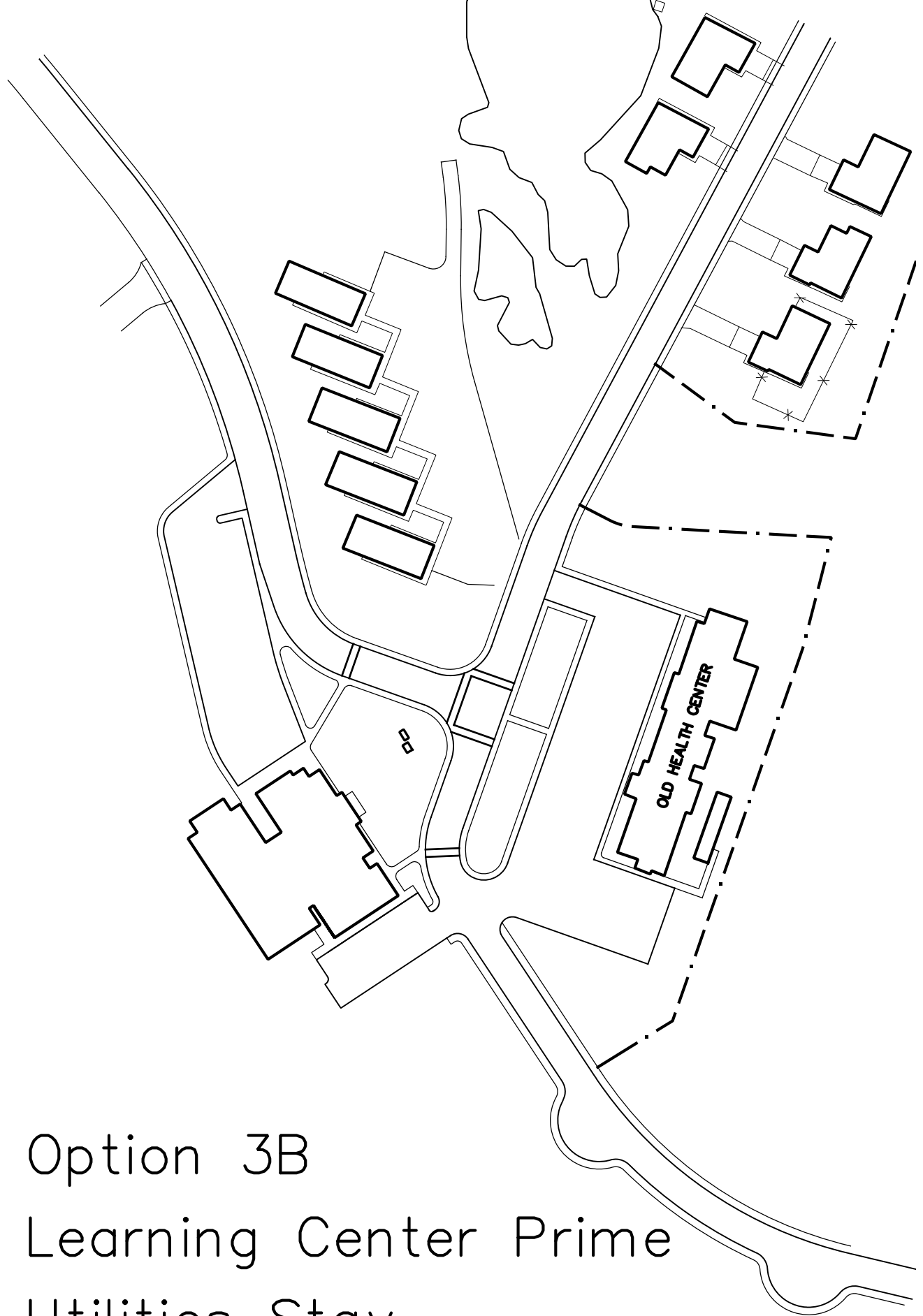
Option 2B
Miluk Prime
Utilities Moved



Option 3A

Learning Center Prime

Utilities Stay

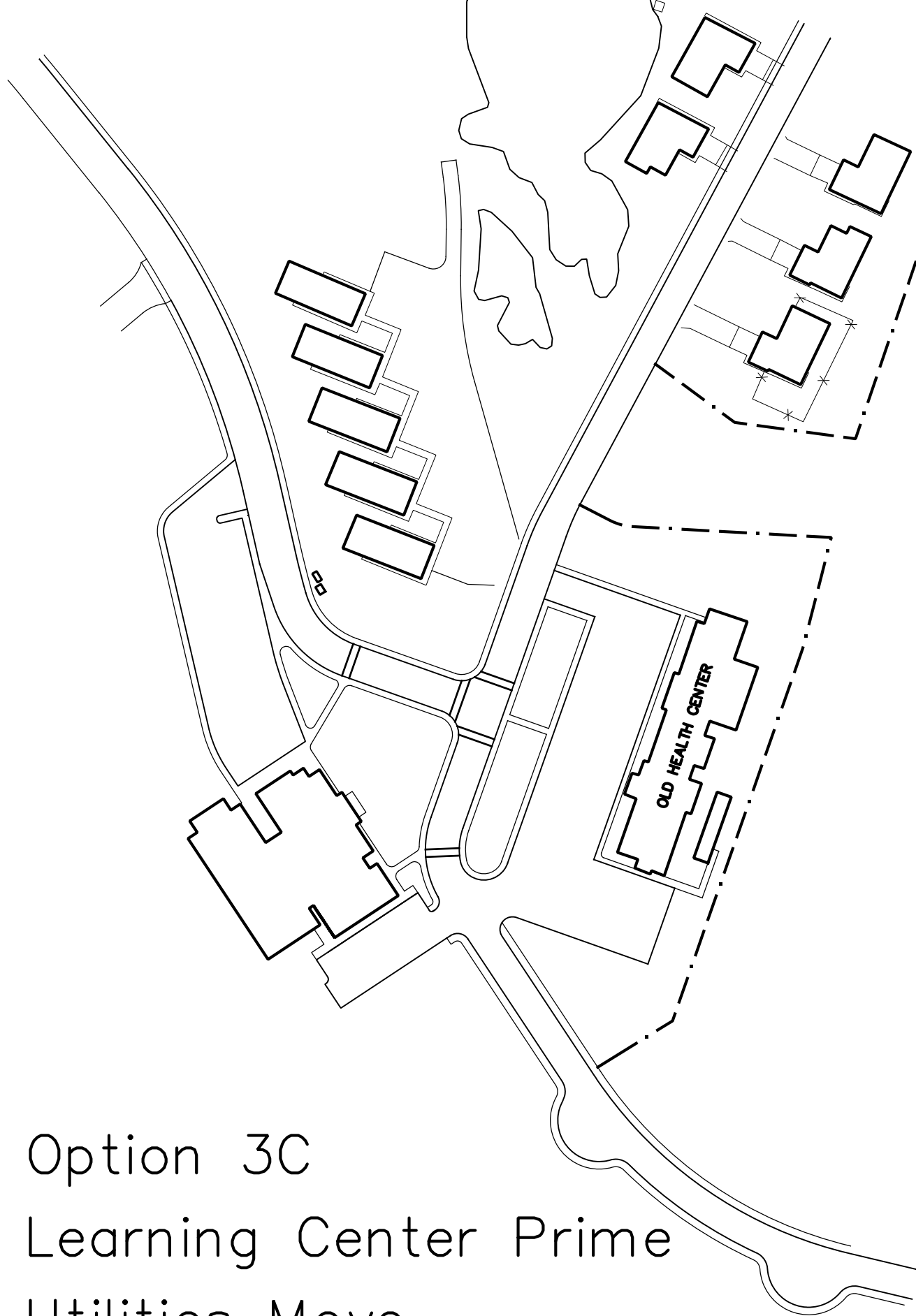


Option 3B

Learning Center Prime

Utilities Stay

Intersection Shifted 20'

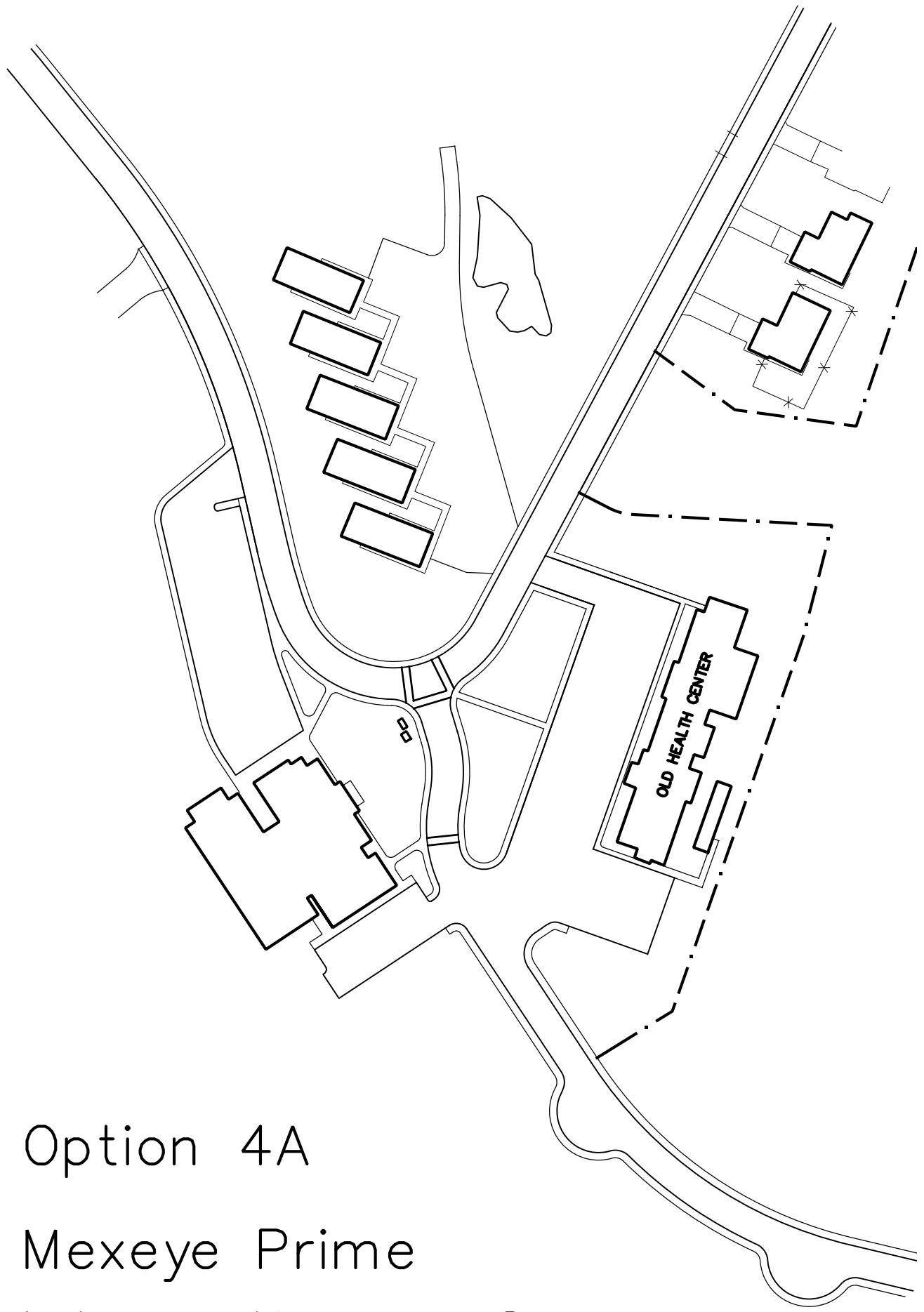


Option 3C

Learning Center Prime

Utilities Move

Intersection Shifted 20'



Option 4A

Mexeye Prime

Intersection on Curve