



# SOUTH WILLAMETTE Street Improvement Plan

## Meeting Summary Community Forum #1: Explore the Alternatives

Tuesday, November 13, 6-8 pm, Roosevelt Middle School Cafeteria, Eugene

### Overview

The goal of the first of three community forums was to share project goals, report the results of recent traffic studies, explore alternatives, and listen to community priorities for future improvements to the design and condition of Willamette Street between 24<sup>th</sup> and 32<sup>nd</sup> avenues. The study aims to help South Willamette Street become a vibrant urban corridor accessible by bicycle, foot, car, and bus. The area includes residential, commercial, and mixed uses, and has six intersections being studied over about a ¾ mile stretch.

Community participation was robust! Approximately one hundred and fifty people filled the room to capacity and respectfully engaged with staff and consultants for two hours. Many perspectives were aired at the meeting, and geographic representation was balanced. Cyclists represented about 30% of all participants, and the crowd was primarily middle aged. After the Register Guard erroneously reported that the forum would be held on Wednesday, November 14, City staff quickly organized a second meeting, and this report includes the results of both events.

Participants overwhelmingly agreed that Willamette Street is a stressful experience for all modes of travel. Adding bike lanes, improving pedestrian crossings, and enhancing sidewalks were key priorities for participants. When participants were asked a specific question about improving bicycle facilities, bike lanes on Willamette Street was the preferred option of the majority. However, participants also questioned the impacts of reducing travel lanes in order to add bike lanes. Individuals who use the corridor to commute to work and school expressed a clear desire for the street to continue to move automobile traffic efficiently. Merchants located on Willamette Street stressed that they need current traffic volumes to maintain their businesses. Additionally, there was near unanimous support for undergrounding utilities, careful landscaping to beautify and to improve stormwater problems, and consolidating some of the corridor's more than seventy driveways. The idea of slowing car traffic to the speed limit was acceptable to almost all attendees.

Electronic polling, or "clickers," were used in the meeting, and are not meant to provide scientific data. Clickers ensure that everyone's opinion is heard in large time-limited meetings, and create transparency, since everyone sees response results immediately. This allows the facilitator to focus and draw out the various points of view for discussion. Also the first questions asked allowed everyone to quickly understand the representation in the room.

"The staff is here to hear what 'fix it' means to you and wants to find a solution that fits most," said Chris Henry, City of Eugene Project Manager. Ellen Teninty, who facilitated the meeting, discussed that the next steps in this project will be to have two more Community Forums – one likely in February and one likely in May- to first evaluate the alternatives and then refine the preferred alternatives. These will help inform recommendations to the Eugene Planning

Commission and City Council in the fall of 2013. For more information, or to view the slideshow presentation, please visit the project website at <http://www.eugene-or.gov/SWillametteStreet>.

## Detailed Summary

Ellen Teninty asked the audience a couple of hand-raise polling questions to help audience members understand who is in the room. The conclusion was that there were more men than women present, and the audience was overwhelmingly over the age of 34. Then the audience used clickers to participate in a group poll of the following three questions. Due to audience size, some participants did not get clickers and instead filled out a paper survey. Results of the poll were automatically displayed for all to see on a large screen. (Note: Percentages do not equal 100% because some people did not vote).

1. Willamette Street between 24<sup>th</sup> & 32<sup>nd</sup> Avenues has some problems.

- A. Agree: 90%
- B. Disagree: 4%
- C. Not sure: 5%

2. How do you usually travel on Willamette Street?

- A. Walk or mobility device (wheelchair, scooter): 20%
- B. Bus: 1%
- C. Bike: 29%
- D. Car: 48%
- E. Other: 1%

3. Where is your neighborhood?

- A. South of 32<sup>nd</sup> Ave towards Spencer's Butte: 19%
- B. West of Willamette Street towards Friendly Street: 34%
- C. East of Willamette Street towards Amazon Parkway: 31%
- D. Elsewhere: 15%

Project consultants Scott Mansur of DKS Associates and Tom Litster of OTAK presented information about existing conditions and design elements; visit <http://www.eugene-or.gov/SWillametteStreet> to view the presentation. Questions and comments from the audience followed:

*Audience member:* Will this project address sidewalk issues near the baseball stadium?

*Response:* That is north of the project area, however it is part of a separate paving project also currently in planning.

*Audience member:* I believe there might be a lot of people not represented here, especially drivers, and I have concerns about equitable representation.

Audience member asked questions about counts of automobile traffic and freight in the presentation, airing concern that bicycles and pedestrians were not counted.

*Response:* We did count bicyclists and pedestrians however we don't have 24-hour counts. Freight counts provide a typical measure for pavement design (or thickness).

Audience member describes concern over drainage deficiencies that affect the sidewalk usability.

*Response:* The drainage would be fixed as part of paving project improvements regardless.

*Audience member:* Is there a safe way to have cyclists use roundabouts?

*Response:* Some ways were described.

Other audience members expressed concern about these methods and the safety of roundabouts for cyclists.

*Audience member:* I would love to see streets with a “sharrow” on them however there isn’t anywhere for it to link up and sidewalks are dangerous to ride on.

*Audience member:* In a recent survey we conducted at the Market of Choice on Willamette Street, a lot of people said they drove, but wished they biked.

*Audience member:* When talking about the roundabout possibility with bikes, what would that look like?

*Response:* It can be shared use, or separate paths.

*Audience member:* With a lot of right of way, we could consider some alternative stormwater drainage.

*Audience member:* The bus works well for people. I think that Willamette Street gets clogged up with commuters and they should use another route.

*Audience member:* It would be great to have undergrounded utilities. \*Some clapping of approval is heard from the audience.

*Response:* We will be asking EWEB what it would take to underground the utilities on Willamette Street.

*Audience member:* Do we know where the traffic is destined? It seems important to know.

*Response:* The planning team had to scale back on the scope and remove destination research from this project. We are relying upon other methods described in the presentation.

*Audience member:* Asks a question regarding the project deadline.

*Response:* The next five years is the deadline for the project because it needs to meet the bond timing.

*Audience member:* More stop signs and a reduction in speed limits might increase the number of people using the Amazon Parkway.

*Audience member:* The bus doesn’t loop from Willamette Street through the neighborhood. I would take the bus if that were the case. \*Some clapping in agreement is heard from the audience.

*Audience member:* Have you thought of using bioswales?

*Response:* Yes and this is a consideration.

*Audience member:* A comment about a preference for improvement to turn lanes on 29<sup>th</sup> Ave.

*Audience member:* I would like to see bicycle counts on the bike ways paralleling Willamette to better understand how cyclists connect to Willamette Street.

*Response:* Our partners at LCOG might have that information for us. This project may need more funding to work on bicycle and pedestrian improvement.

*Audience member:* Why does the City Council need to approve this project for it to move forward?

*Response:* As a capital improvement project, it needs to be approved by Council.

Community members used clickers to answer two more questions:

4. What's your #1 priority for improving this section of Willamette Street?

- A. Make bus stop improvements: 2%
- B. Add bike lanes: 47%
- C. Improve pedestrian crossings: 23%
- D. Have better sidewalks: 29%
- E. Improve traffic flow: 18%

If not one of these, then write your #1 priority here:

- Complete streets
- Find an alternate route for through traffic
- Improve bike infrastructure, not necessarily lanes
- Improve bus service to the area. Today there are no local buses to and from nearby neighborhoods
- Make bike lanes at least 6' wide
- Plan that includes all
- Reduce speeding
- Safety for all modes, slower speed
- Safety! It is hard to see bikes from car
- Stormwater management
- Streetside housing, trees

5. What's your #2 priority for improving this section of Willamette Street?

- A. Make bus stop improvements: 4%
- B. Add bike lanes: 24%
- C. Improve pedestrian crossings: 23%
- D. Have better sidewalks: 29%
- E. Improve traffic flow: 11%

If not one of these, then write your #2 priority here:

- Find an alternate route for through traffic
- Traffic law enforcement
- Improve cohesiveness/boundaries of neighborhood
- Streetside housing, trees

**Responses from audience members who selected having better sidewalks as one of their top priorities:**

*Audience member:* I walk a lot on Willamette Street and the utility poles and other obstructions are in the way.

*Audience member:* The cars coming from the street into parking lots are under a lot of pressure to get off the street and it makes it dangerous for pedestrians.

*Audience member:* Sidewalk in front of Woodfield Station does not have room for pedestrians because cars have to pull all the way out to see traffic and get their opportunity to pull out.

*Audience member:* We should be able to park in one area –whether you bike or car- and walk to other destinations. People want to visit more than one place on Willamette Street.

*Audience member:* Can we get grant funding for improvements to the private way as well as the public way?

*Response:* Some longer-term planning can provide for public-private alternatives and improvements that require redevelopment.

*Audience member:* The sidewalks need a buffer between the traffic and pedestrians.

*Audience member:* I've been drenched walking on the sidewalk by cars driving by. Also automobile side mirrors are dangerous to pedestrians on Willamette Street.

**Responses from audience members who selected improving traffic flow as one of their top priorities:**

*Audience member:* Traffic stress makes people do weird things. We need to slow down traffic to reduce the stress.

*Audience member:* 'Improve bike lanes' and 'improve traffic flow' seems like the same thing.

*Audience member:* What if the lanes are reduced and the idea is that automobiles shouldn't use the street? That would be bad, because it would actually cause a lot of problems.

*Audience member:* To me, improving traffic flow is for walking, biking, and cars and it means slowing it down, making it more thoughtful. I would like to sit outside at a restaurant and enjoy it but you can't do that now on Willamette Street.

*Audience member:* I don't drive a lot, but I do if I have to go to Willamette Street, especially if I bring my kids. Even driving there is very stressful.

*Audience member:* Regardless of the mode, it is stressful for people.

*Audience member:* Sometimes congestion is a calming (slowing) device.

6. Cyclists only (self-define): What would you prefer?

- A. Bike lanes on street: 23%
- B. Bike lanes separated from street: 27%
- C. Bikes & cars sharing lanes: 0%
- D. Parallel bike route off Willamette Street: 8%
- E. Other: 0%

This question was asked again removing separated bike lanes as an option, since it is likely to be a more long-term solution.

- A. Bike lanes on street: 40%
- B. Bikes & cars sharing lanes: 1%
- C. Parallel bike route off Willamette Street: 11%
- D. Other: 0%

7. Non-cyclists only: What would help you to ride your bike on Willamette Street?

- A. Bike lanes on street: 11%
- B. Bike lanes separated from street 15%
- C. Bikes & cars sharing lanes 0%
- D. Parallel bike route off Willamette Street 10%
- E. Other: 3%

### **Discussion on bikes:**

*Audience member:* Bicycle safety means anti texting laws.

*Audience member:* Despite the fact that you have to have the speed limit the way it is, the lights could be set slower.

*Audience member:* My middle school son used to ride his bike up Willamette Street and there are tons of kids in the area. This needs to be safe for kids because even if you tell them not to use a certain route, if it's the most direct way, and it has no hills, they will use it.

*Audience member:* Question about application of a multi-modal level of service analysis for each of the modes.

*Response:* We performed an analysis of each of the transportation modes (auto, bicycle, pedestrian, and transit) for the existing street segments on Willamette Street, but found that the results were not particularly helpful at this stage. For example, the results indicated a current level of service for bicycles of "D" while we don't think most users would agree with that assessment. We do plan to use the multi-modal level of service analysis tool to help compare alternatives to better understand some of the trade-offs. (The MMLOS results are included in the Existing Conditions Report on the project website).

*Audience member:* Use concrete because it is better than asphalt and lasts longer. It's good for cyclists.

*Audience member:* Cycling up Willamette Street is a gauntlet and stressful.

Ellen Teninty asks some questions for response by raising hands: and the audience overwhelming agreed that they supported slower traffic on Willamette Street, undergrounding of utilities, improvements to stormwater, and consolidation of some driveways.

### **Additional comments and questions:**

*Audience member:* I have concerns about this project being separate from the long-term planning.

*Response:* We have coordinated between the efforts and we hope to be responsible stewards for the public interest.

*Audience member:* Even if we had separate bike lanes, I wouldn't use them because of all the driveways.

*Audience member:* We need to look at the possibility of bus pullouts.

*Audience member:* Is there any effort to link this project more with 18<sup>th</sup> & 20<sup>th</sup> & Willamette and the rest of the routes to downtown?

*Response:* We have done a lot of work and will continue.

*Audience member:* Many people here walk and bike or would like to and I think this speaks to the need for complete streets.

*Audience member:* Alternate bikeways are very important and I believe that if you put a bicycle lane on Willamette Street, it will put the bicyclists in great danger. A lot of people are not used to sharing the road with bicyclists.

*Audience member:* For the next forum, I wish you would put in a slide with options for painting the lanes on the street for the full range of potential alternatives.

*Audience member:* I heard some people bring up parallel ways to get around the area in bikeways off of Willamette Street. What I want to do is access the businesses and services on the street and have equal access as anybody else.

*Audience member:* If I'm riding my bike, I'm more likely to just stop by one of the stores on a whim.

Before people left, they filled out the following two questions and dropped them in a collection bin:

1. One thing I want to make sure is front and center in the plan is: (see below for answers)
2. After this evening, I am most encouraged by: (see below for answers)

Ellen Teninty concludes at the meeting at 8pm and thanks everyone for attending. The audience applauds. Some audience members shout 'thank you' for having the meeting.

# Additional Meeting

Wednesday, November 14, 6-8 pm, Roosevelt Middle School Cafeteria, Eugene

The morning after the forum, the Register Guard erroneously reported that the forum would be held that night. The City recognized the implications of the error and quickly made plans to host an additional meeting. Following are the comments, questions, and survey responses from this group of 20 participants, some of whom also attended the previous evening:

*Audience member:* So there isn't a design already?

*Response:* No, we are developing alternatives.

*Audience member:* Is there a specific design on the table?

*Response:* We are developing the alternatives and are in the idea-generation phase.

*Audience member:* If the group said, "Let's not do a project," would you listen to us and not do a project?

*Response:* We would report it to the City Council. There will still be a paving project. There is a need to fix some of the major issues, however, and the money is already there (for the pavement preservation project through recent passage of the pavement preservation bond).

Forms were handed out to mark, and show of hands was requested. A total of 16 surveys were returned and the results are:

1. Willamette Street between 24<sup>th</sup> & 32<sup>nd</sup> Avenues has some problems.

- A. Agree: 100%
- B. Disagree: 0%
- C. Not sure: 0%

2. How do you usually travel on Willamette Street?

- F. Walk or mobility device (wheelchair, scooter): 19%
- G. Bus: 13%
- H. Bike: 12%
- I. Car: 56%
- J. Other: 0%

3. Where is your neighborhood?

- E. South of 32<sup>nd</sup> Ave towards Spencer's Butte: 51%
- F. West of Willamette Street towards Friendly Street: 14%
- G. East of Willamette Street towards Amazon Parkway: 33%
- H. Elsewhere: 2%

*Audience member:* How will these tallies be used? I'm concerned about equal representation.

*Response:* We are concerned about equal representation too. The information will help us determine where else we need to reach out to in order to gain equitable and robust representation.

*Audience member:* Was the Bailey Hill project effective as far as travel and congestion?



*Response:* There was a fatality there before the project and it is not yet known what the effectiveness is since completion of the project.

*Audience member:* How was the traffic study done? Specifically how were the number of lanes studied?

*Response:* Autos, pedestrians, and bicycles were counted during three-hour periods in the morning and evening peaks at the studied intersections.

*Audience member:* It sounds like you're there: that there *is* a problem. Are we beyond debating that there is a problem or not?

*Response:* Yes. We believe it is our duty to do something about fixing this problem for the community. We are at the point of identifying what the solution is and going after grant funding to further achieve the solutions desired.

*Audience member:* Is this project reality-based or is it what we would like to do down the road?

*Response:* We are engineers and are very reality-based. We want to make it work with what we have.

*Audience member:* Is there any reason why a concrete barrier separation like a short wall might not be able to fit or work in the area? Her stepson ran out and got hit by a car and something like that would help prevent that.

*Audience member:* I would like to make sure that whatever happens in the planning area, that it connects and hooks into the bigger system.

*Audience member:* I was going to make the comment about how I appreciate the stats on injury and crashes on Willamette Street. I usually use Amazon Parkway. Wider sidewalks and lighting and having drivers be more aware of what's going on will help [the vision impaired]. The crosswalks seem to be in the right positions and I appreciate that the talking signals were installed.

*Audience member:* Are there plans for bus rapid transit to be installed?

*Response:* That could be 50 years from now, it's a long ways out.

*Audience member:* I'm delighted to hear plans to fix this dysfunctional disaster. I think it has tremendous potential and I encourage bold steps because it could be a wonderful place. I like the whole idea about facilitating bikes, because it needs to be easier and safer. I won't get out to ride my bike. I think that the planning should focus on enabling other modes, like pedestrians and bikes. When people walk on Willamette Street, people get sprayed with water by busses. There should be some specific stormwater improvements to areas around bus stops.

*Audience member:* Bicycles share the sidewalks with pedestrians and I think the speed of the bikes is a problem.

*Response:* Mostly it's because of two modes sharing the same space.

*Audience member:* I bike more risky and faster when I'm on Willamette Street because you sort of have to in order to be successful if you want to ride that corridor on a bike. It seemed like there was an opportunity to do some of the development I've seen in a better way than has been.

*Response:* We are looking into form-based code and design standards to help prevent some of those kinds of problems from happening.

*Audience member:* There are a lot of driveways and that causes a lot of issues. I see it as incompatible to have walking where there are a lot of driveways. There is a redundancy with bike and bus lanes but the sidewalk is what matters. I think we can't be all things to all people or it will be a disaster.

*Audience member:* I am not an all-weather biker. There isn't bicycle infrastructure that makes me feel safe there.

*Audience member:* Bikes can park and walk and in my opinion.

4. What's your #1 priority for improving this section of Willamette Street?

- A. Make bus stop improvements: 0%
- B. Add bike lanes: 31%
- C. Improve pedestrian crossings: 12%
- D. Have better sidewalks: 44%
- E. Improve traffic flow: 0%

If not one of these, then write your #1 priority here: Trees

5. What's your #2 priority for improving this section of Willamette Street?

- A. Make bus stop improvements: 1%
- B. Add bike lanes: 31%
- C. Improve pedestrian crossings: 19%
- D. Have better sidewalks: 19%
- E. Improve traffic flow: 13%

If not one of these, then write your #2 priority here: (no responses)

Discussion:

*Audience member:* Amazon Parkway is an alternative bicycle route to Willamette Street. Isn't it a little easier for drivers to go a little further away than it is for someone in a human-powered vehicle? There also needs to be more bike signage for where these bicycle routes are.

*Audience member:* I wonder if there are any ideas floating around about how you can widen the corridor while not compromising the business parking access?

*Response:* Yes. Chris discussed alternatives and options, some of which would require more right-of-way.

*Audience member:* There just isn't enough room on Willamette Street. Why not just run a parallel bike route to Willamette Street? Reducing traffic lanes would be disastrous in this area.

*Audience member:* Alleys could be helpful and considered for improvements.

*Audience member:* The bicycle interest in this is not about finding alternative routes to bypass Willamette Street. It is because cyclists would like to access the businesses equally. For some people, walking is their primary mode of transportation. It is a basic right to be able to get there the way that people want to get there. The people who want to use the area will use the area more because it won't be a hellish place to visit.

*Audience member:* If we widen the sidewalk, people who bike can also use the sidewalk –they are already having to do that. And thank you for having this public forum.

*Audience member:* Is it clear at this point whether or not we need 4 lanes of traffic?

*Response:* We haven't done that analysis yet. It can work today and it may work in the future, however in the future, the place may be different and we may need to adopt different mobility standards.

6. Cyclists only (self-define): What would you prefer?

- A. Bike lanes on street: 13%
- B. Bike lanes separated from street: 38%
- C. Bikes & cars sharing lanes: 0%
- D. Parallel bike route off Willamette Street: 0%
- E. Other: 0%

7. Non-cyclists only: What would help you to ride your bike on Willamette Street?

- A. Bike lanes on street: 0%
- B. Bike lanes separated from street: 25%
- C. Bikes & cars sharing lanes: 12%
- D. Parallel bike route off Willamette Street: 0%
- E. Other: 0%

Additional discussion:

*Audience member:* There could be a dedicated through-lane.

*Response:* Please send us more information about that. It's a new idea.

*Audience member:* There is a growing movement about mechanized bikes and there could be a shift where there are just a lot more bikes and that should be accommodated.

*Audience member:* I'm not thrilled about alternative bike routes.

*Audience member:* Would it be possible to have the speed limit be slower, like 20 mph? It could help with congestion.

*Response:* We set the speed limit to the travelled speeds so it would be highly unlikely that people would actually drive that speed.

*Audience member:* I'm not saying we should not try to accommodate bicycle access, however I think that alternative routes would be best. Also, there should be covered bike parking areas that maybe even have a special lock. They could be so that you could ride your bike, park it, and then ride your bike and park it. I also think there should be improved cross walks. There is a huge drop in traffic during the summer months and that's probably due to UO enrollment.

*Audience member:* My general appeal is to expand the way we think about this project to be more than just about traffic to be instead more about the creation of place. Thinking of a redesign of that space. I think front and center is really aesthetics: what does it look like to be there and what does it feel like to be there?

*Audience member:* Greenery and good materials and things that make it look nice and make it look inviting.

*Audience member:* I really think this corridor could be more things to more people. I think we need to be sensitive to look at what really does work for people with disabilities, people who walk and ride bikes and what they need.

*Audience member:* On beautification: greenscaping sounds lovely. They should underground the power lines. They are so ugly. It should be a top priority.

*Response:* We will be asking EWEB what it will take to underground the utilities and that will be a decision by the City Council and the EWEB Board.

*Audience member:* Some kind of little topographical bump or something would be nice for cars to be able to tell that they are in the pedestrian realm.

*Audience member:* It would be good to have some signal to cars that they are in the pedestrian area.

## Survey Comments: South Willamette Street Improvement Plan, Nov 13 and 14, 2012

One thing I want to make sure is front and center in the plan is:	After this evening, I am most encouraged by:
Complete integrated design	Principles for aesthetics, livability, social public space
Long term, holistic, integrated, forward thinking...	How many people showed up! Good notification from City and interested parties/groups
Sense of place	Good sense by participants - excellent points by all (most)
Balance between the modes	Discouraged by the lack of opinions by those living South of 29th Avenue
There is a sensible and safe solution as well as info mailed to Rob Inerfeld	Sorry. I could not stay.
The street is for everyone. It needs to be more attractive to walkers, bikers, and transit users	Number in attendance, recyclable plates.
Safety for all esp. peds and cyclists	The variety of helpful community suggestions.
Maintaining a balance that keeps the existing vitality on Willamette.	The great process
SAFETY FOR ALL. Ingress, egress on Will is crazy and scary (I'm a car driver)	People caring, showing up, and getting involved.
To consider equal priorities for various transportation modes: bike, ped, bus AND car	Vocalization of bike and ped advocates.
Safety for everyone	Citizen turnout
Equal accommodation of peds/bikes/transit and autos and reclamation of parking intrusions.	The openness of staff/consultants to consider unconventional approaches/ideas. If it goes rigid with engineering "RULES" it will be resisted.
Add right-of-way width for sidewalks, landscaping, and buffer bike lanes.	
I want biking and walking and driving to be safe along Willamette.	
Help many types of travelers to safely use the corridor	
Willamette should be safe for people of all ages using all modes of transportation.	Support for bike infrastructure.

## Survey Comments: South Willamette Street Improvement Plan, Nov 13 and 14, 2012

One thing I want to make sure is front and center in the plan is:	After this evening, I am most encouraged by:
Equitable space for all modes - access along the street for motors/ped/bike	The variety of options being explored which includes bike and ped access.
This corridor needs a lot of fixing, not just pavement and re-stripping	Good start by City. Tremendous potential for improving corridor.
Beautification	The idea that the best ideas will come to the forefront.
Street aesthetics improved	The emphasis on "complete street"
Business interests are foremost in the plan	Discouraged by the possibility of adding bike lanes to the street!
Consideration of the needs of business and property owners	Diverse opinions including consideration of those not present. i.e. the vast majority of car users. Statistical info was very helpful
There is not a parallel/alternate route to access Willamette.	The number of people who want to access the businesses on S Willamette.
Not overbuilding multi residences on street. (like the new one on 24th Place and Willamette). Supporting successful small businesses.	
Traffic calming that incorporates bike lanes to vegetated stormwater system	
Family destination oriented, multi-modal road design (not thoroughfare capacity)	Overwhelming community need/support for bike/multi-modal transit on S Willamette
Bike lanes	The timeline to make changes
Physical safety from cars for bicyclists. Please have a physical barrier!	Mention of bikes and peds having dedicated lanes
Adequately wide bike lanes (at least 6 feet)/paint the crosswalks!	Nothing. The opening comment that stated that there was no room on the road for bikes was beyond insulting. Bikes Belong!
Traffic flow with bike lanes on street. Two lane traffic with center turn out, 3 lane total. We need to keep traffic on Willamette not send elsewhere	Keeping business and property owners in mind

## Survey Comments: South Willamette Street Improvement Plan, Nov 13 and 14, 2012

One thing I want to make sure is front and center in the plan is:	After this evening, I am most encouraged by:
Bike lanes	The focus on "complete streets"
Bike lanes on the street will help peds as well as calm traffic	Not much. There are a lot of confusing questions, people didn't get their personal questions answered as well as they could have.
Possibility of parallel bike route. Reducing to 3 lanes with buses using only lane available would make traffic flow unbearable.	Study by the City to arrive at solution.
Safe movement of bikes on Willamette	You are considering bike/ped/wheelchair transit since "concept" does not
Bike lanes and traffic stress reduction	The broad consensus in improving the state of the street
On street bike lanes (although separation would be awesome!)	Landscaping and utilities changes possibilities
Would love to see bike lane between 18th and 24th as well	Needed to leave early
Bike lanes with no car parking to the right of it since the lanes are always put in the door zone.	I am discouraged by staff's reluctance to slow traffic. Also seems like Eugene spends a huge amount of its funds on the city planners, and the hired consultants. Maybe we could skip the planners and just hire consultants.
Bike lanes	Openness to different design options
Reduction of through traffic. Two travel lanes w/center turn lane and on-street bike lanes	level of interest/turn-out for workshop
Good bicycle access on Willamette	The turnout! Must have been the pizza!
Bike lanes on street, 2 travel, 1 turn lane	This appears to be your goal - good!
Creating bike lanes whether separated or on street. BUT if we could increase buses to every 10-20 min I would prefer bus to bike. I commute from S Will to Valley River and if it was faster I would take bus.	Project appears very bike friendly.

## Survey Comments: South Willamette Street Improvement Plan, Nov 13 and 14, 2012

One thing I want to make sure is front and center in the plan is:	After this evening, I am most encouraged by:
<p>Make it so parents are comfortable biking with their kids. Aesthetic improvements could go a long way toward slowing traffic in a natural manner. Ideally thru a combination of public (brick sidewalks) and private (signage, lighting, awnings). Plantings, underground utilities, etc. could make a big difference. Driveway consolidation would be a great step.</p>	<p>That city staff (Chris Henry et al) seem to genuinely care about improving bike transit in that corridor, as well as including all types of users.</p>
<p>Good facilities for bikes</p>	<p>Consideration being given to a cross-section with bike lanes, 2 travel lanes, one turn lane, like the "road diet" concept.</p>
<p>Bicycle safety</p>	<p>Turnout was encouraging</p>
<p>On street bike lanes</p>	<p>The emphasis in the presentations on balanced multi-modal usage, not just traffic</p>
<p>Putting bike lanes on the street would make it safer/better for bikes and peds alike - both by getting bikes off the sidewalk and by the bike lane buffering the sidewalk. As density in the corridor grows, walking and bicycling must become a bigger part of the modes split. Also access control MUST be a part of it.</p>	<p>Near-consensus that better facilities for walking and bicycling on S Willamette is desired and needed.</p>
<p>I would like a safer more accessible bicycle experience</p>	<p>Finally looks like we will get an improved and hopefully more aesthetically pleasing transportation corridor.</p>
<p>Less cars, more safety for bikes and peds</p>	
<p>Bike lanes and an aesthetic that encourages people to walk and enjoy the area</p>	
<p>Improve safety for foot and bike traffic</p>	<p>Plans to extend bike paths. Need to add a striped/lighted crosswalk for entering Market of Choice at the True Value/Citibank end of parking lot.</p>
<p>Safety for bikes, pedestrians</p>	<p>Variety of ideas offered including public use/social</p>
<p>Encourage people to leave their cars at home</p>	



## Survey Comments: South Willamette Street Improvement Plan, Nov 13 and 14, 2012

One thing I want to make sure is front and center in the plan is:	After this evening, I am most encouraged by:
Bikes and pedestrians are apart	You are talking about peds being apart from bikes - YES! Also that the buildings will be nice.
Clear bike/ped travel corridors	Inclusion of ped and bicycle needs and services
Ability to safely travel with children along the corridor as a ped or cyclist.	The decorum of the presenters. Thank you.
Clear division of a shared bike/ped path	The # of people concerned re. changing a short but dangerous section of Willamette.
Enhancing access for walking and biking.	
Bikes on Willamette and safer ped environment	Community interest
Disincentives to drive, encouragement for non-motorized travel.	The turnout
Inclusion of bike lanes and ped improvements	The interest in making a bikeway. It has to be safe from the cars.
Pedestrian and bike friendly/safety	Something might improve in the not-too-distant future.
Bike lanes and better sidewalks	The fact that things might change, however I hope it happens while I am still able to walk and bike!!
A way to bike and walk safely	Outstanding turnout. Need a larger facility.
Bike lanes and better sidewalks	It is clear the project team is hearing what the users and future users see as needs for the street. It is great to see such a large population at a community forum.
Making walking/biking pleasing and safe and sustainable	Any changes to Willamette
Good separation between traffic and walkers.	The fact that planners sincerely want smart community input and are open to affordable creative solutions they've NOT yet imagined.
Bike and ped improvements	All the ideas, especially ones improving ped and bike

## Survey Comments: South Willamette Street Improvement Plan, Nov 13 and 14, 2012

One thing I want to make sure is front and center in the plan is:	After this evening, I am most encouraged by:
Multi-modal: safe walking and biking for FAMILIES	The number of people!
Pedestrian and bike lane options	I loved the patience, knowledge and respect that Chris showed toward the audience.
"exposure" is first priority: pedestrians given highest, bikes next, cars last	high concern for non-auto transportation
Pedestrians	
Pedestrian friendly, inviting access. Storefronts closer to sidewalks.	Involvement of people from Portland
Pedestrian experience	Full consideration of all transportation modes, not just automobiles. For me, the ped experience is the most important.
No bikes or skateboards on sidewalks. Make Willamette one way from 20th to 24th to reduce congestion and make room for bike lanes past the Civic Stadium site.	The number of people who wanted slower traffic on Willamette and bike routes off Willamette
Sidewalks and driveways	
Safety for pedestrians - free of roostertail sprays and drivers who might at any moment hit a ped (me!)	Competency of the people running the meeting (the women!) and thanks, Chris for a good job, too.
Pedestrian access to businesses - safety	Some good ideas. I'm glad people are working on solutions. The audience had some of the best ones.
A better safer pedestrian environment with pedestrian crossings and aesthetic separation btwn the high speed traffic and the sidewalk - ie. planter boxes (concrete, 2' high) vs. just a flat planter strip. The sidewalk design should include parallel bike parking btwn the curb and ped walkway perhaps intersperse the concrete planter boxes with bike parking spaces. Include topo/relief marker where sidewalk intersects driveways so that the driver can feel that they are crossing into the ped area. I would like to see the old wooden electric poles and the traffic light poles replaced with modern sleek metal poles that serve both as elect. poles, traffic lights, and as lower street lights, and can accommodate banners for special events.	One way or another it's going to look better!

## Survey Comments: South Willamette Street Improvement Plan, Nov 13 and 14, 2012

One thing I want to make sure is front and center in the plan is:	After this evening, I am most encouraged by:
A safer and more pedestrian-friendly Willamette.	The fact that something may finally happen to improve this part of Eugene.
Sidewalks and more careful drivers	All the planning that has happened so far and how well laid out the plans are.
traffic calming	bicycle advocacy in this city
less driveways, slower traffic	Comment: There was no mention of how climate change might guide your direction/planning
isolate bus stops from car lanes	Preparation for participation
To fix the problems created on 29th and make sure that we don't create the same congestion problems on Willamette.	The city planners do seem to be aware of the above problem.
A 3-lane alternative would force cars to stop behind buses. A bus turn-out would not work well because it would significantly delay buses, unless it is linked to a signal like one on Hilyard and 26th.	
Reduce speed, increase crosswalks (safe)	
Slower traffic and more congestion are NOT the same thing. If it's harder to drive and easier to use active transit options means less cars, which means less congestion.	The participants overwhelming desire for safe, separated bike facilities on Willamette.
Traffic flow improved	
Making sure it is less stressful to travel here.	
Close/consolidate driveways	City staff really wants to make this better :)
Driveway consolidation	Discussion about bike ways
Traffic has peaked and City plans do not (yet) reflect this fact	large turnout
Low impact development	I'm confident the City will hear great ideas from cyclists.

## Survey Comments: South Willamette Street Improvement Plan, Nov 13 and 14, 2012

One thing I want to make sure is front and center in the plan is:	After this evening, I am most encouraged by:
Why are we limited to right-of-way? Use eminent domain to get more right of way to do it right the 1st time.	
Expand analysis to entire corridor i.e amazon, high, pearl, oak. Make the whole flow better!	Level of support for alt modes.
Roundabouts	
Run-off is huge and bioswales are a must!	Good change
Trees	An energetic citizen involvement. I appreciate the City doing this planning process, not only to improve transportation for cars, bikes and peds, but in the process to make a better place to live.
Keep costs under control. Consider what impacts will be on other alternate routes if Willamette becomes more difficult to get thru. Recognize the dependency we have on the CAR. Also recognize how the development at Civic Stadium may impact area.	
Coordinate with the rezoning project	
Street design and Trish's planning project need to work hand-in-hand to create a sense of place to assure both designs will work together. Work with police to enforce slow speeds and create a new norm of how traffic moves thru space. I am stressed by the poor driving, tailgating, etc.	Closure of driveways and possibility of reducing speed.
Safer for bikes/peds. I'd love to see on-street separated bike lane but if it can't be done well, then parallel route is my choice. High density of driveways concerns me greatly.	Consideration of kids in the discussion.
There are 2 gas stations and one lube in this area. Hindering traffic into these locations would be devastating for those businesses.	Please more vegetarian pizzas next time. This is Eugene after all.



# SOUTH WILLAMETTE Street Improvement Plan

## Community Forum #1: Explore the Alternatives

Tuesday, November 13, 6-8 pm, Roosevelt Middle School Cafeteria, Eugene

Welcome and Introductions: Ellen Teninty, Cogito

Project Overview and Process : Chris Henry, City of Eugene

Clicker Questions #1, #2, and #3

Existing Conditions & Design Elements: Scott Mansur, DKS Associates

Ideas and Questions from the Audience

Clicker Questions #4, #5, #6, #7

Table Discussion

### CLICKER QUESTIONS

1. Willamette Street between 24<sup>th</sup> & 32<sup>nd</sup> Avenues has some problems.
  - A. Agree
  - B. Disagree
  - C. Not sure
2. How do you usually travel on Willamette Street?
  - A. Walk or mobility device (wheelchair, scooter)
  - B. Bus
  - C. Bike
  - D. Car
  - E. Other: \_\_\_\_\_
3. Where is your neighborhood?
  - A. South of 32<sup>nd</sup> Ave towards Spencer's Butte?
  - B. East of Willamette Street towards Amazon Parkway
  - C. West of Willamette Street towards Friendly Street
  - D. Elsewhere:  
\_\_\_\_\_

4. What's your #1 priority for improving this section of Willamette?

- A. Make bus stop improvements
- B. Add bike lanes
- C. Improve pedestrian crossings
- D. Have better sidewalks
- E. Improve traffic flow

If not one of these, then write your #1 priority here: \_\_\_\_\_

5. What's your #2 priority for improving this section of Willamette?

- A. Make bus stop improvements
- B. Add bike lanes
- C. Improve pedestrian crossings
- D. Have better sidewalks
- E. Improve traffic flow

If not one of these, then write your #2 priority here: \_\_\_\_\_

6. Cyclists only (self-define): What would you prefer?

- A. Bike lanes on street
- B. Bike lanes separated from street
- C. Bikes & cars sharing lanes
- D. Parallel bike route off Willamette Street
- E. Other: \_\_\_\_\_

7. Non-cyclists only: What would help you to ride your bike on Willamette?

- A. Bike lanes on street
- B. Bike lanes separated from street
- C. Bikes & cars sharing lanes
- D. Parallel bike route off Willamette Street
- E. Other: \_\_\_\_\_

#### Table Discussion

1. One thing I want to make sure is front and center in the plan is:

\_\_\_\_\_.

2. After this evening, I am most encouraged by:

\_\_\_\_\_.