



SOUTH WILLAMETTE Street Improvement Plan

Community Forum #3 Discussion Notes

GENERAL QUESTIONS

Audience member: You were discussing the queuing that happens when people are turning. So if we have the alternative designs that include the designated turn lane (Alt 3 and 5), how will that increase flow, as opposed to the long period of time waiting in the queuing as we wait for someone to turn?

Chris Henry: Well it depends, if you are turning left- the alternatives 3 and 5 provide a turning lane and you have a place to be out of the travel lane to do so. The queuing in a lane, as referred to in the presentation, is when the traffic signal turns red, how many cars stack up. And in alternatives 3 and 5, you can expect the length of those queues to double over what it is currently. You have two lanes of cars that would be going into one lane.

Audience member: (Follow up question) This would be at the signals, not turning at the signals?

Chris Henry: You will have a left turn lane to turn from and to.

Audience member: Have you considered placing the bus stops so there is no left turn adjacent to the bus stops, so it would be much easier for people to move into the center turn lane to get around the bus?

Chris Henry: That is a possibility. We have not yet looked into that level of detail.

Audience member: I planted trees along Willamette Street and alternative 1 shows the tree on the outside, next to the street. It's not adequate to do that because of trucks. How are you going to get that tree out there without it losing all of its limbs?

Chris Henry: This is just a conceptual drawing; it's not the actual design. The idea is that there will be an opportunity to have trees. Somewhere on the sidewalk we will have the opportunity for trees. That is not an exact location for the tree.

Audience member: At the previous community forum, you said that Willamette Street between 24th and 29th experiences about twice as many accidents as one would expect on a street that capacity and volume and traffic. How many fewer accidents do you expect for each of these three alternatives?

Scott Mansur: In alternative 3, when you go from a four lane to a three lane, you see a lot of reduced travel speeds. You would expect about a 30% reduction in your crashes along the corridor. And you would see similar reduction in alternative 5 like 3, as compared to alternative 1.

Audience member: Regardless of which plan is chosen, is the implementation going to be in 2018 or before that time?

Chris Henry: 2018 is the projected year that we would get bond funding for the preservation project.

Audience member: 18th Avenue is a 3 lane with a center turn lane, so what's the traffic count on that street compared to Willamette, and has the city looked into how the two compare?

Chris Henry: The volumes on 18th Ave. are higher. We have just over 16,000 vehicles a day on Willamette St. while 18th Ave, depending on where you look, is about 20,000 vehicles per day.

Audience member: Research shows that when you have a more controlled environment with vehicles, there tends to be more access by pedestrians and bicyclists, which reduces the amount of traffic by 10-20%. Which of these figures did you use?

Scott Mansur: All of the traffic volume evaluations are based on the LCOG model traffic assumptions. We applied those and saw some traffic diversion but we are going to still see some growth on Willamette St. Not a lot, but we were not seeing the reduction.

Audience member: How many people have told you that they choose not to walk along Willamette St. now because the sidewalks aren't wide enough?

[Audience laughs]

Chris Henry: We've heard that concern, its very inhospitable for pedestrians. You can walk there but if you encounter bicyclists, it is uncomfortable.

Audience member: Back to the vehicle queuing slide, did you account for cars that were turning left or did you say just assume that the lines are going to double?

Chris Henry: It is based on how many vehicles are trying to go through the signal and the light turns red, everybody stops. That's what the queuing was based on, its not so much about left turns.

Audience member: As usually being a pedestrian, I realize that no one enforces the 25 MPH limit. When I called about it, they said, 'Well, no one is really going much over 30 [MPH].' You really do notice the difference in the sound of vehicles and the feeling that I should belong here or I don't belong here. Are the people who run these things going to enforce 25 [MPH] as a limit in any of these plans or are they going to tolerate the 5 miles over?

Chris Henry: Law enforcement is a conversation to have with the Eugene Police Department [EPD] or with their funding by the Eugene City Council. There is a traffic enforcement unit. The speed limit is 25 MPH. In alternatives 3 and 5, compared to the existing condition, the most prudent driver on the road sets the speed. We expect speeds to drop because of that.

Audience member: With the sidewalk being widened in all the alternatives, are you intending that cyclists and pedestrians be using the sidewalks together in alternatives 1 and 5?

Scott Mansur: By city ordinance, you are allowed to ride bikes on sidewalks. It's not something we are real excited about, having cyclists on the sidewalks.

Chris Henry: We do not encourage people to ride bicycles on the sidewalks. In fact, in the downtown the Eugene code prohibits it. When we talked about widening sidewalks, alt 5 is the one with real widening opportunity to go from 9 ft. to 13 ft. The potential in alt 1 and 3, the existing condition is to realize the full width – 9ft. In many cases, that has already been built- in other cases, it has not.

Audience member: Can you walk us thorough the historical ADT? I guess you guys have been studying it. Has there been a drop in the ADT? I guess through the last five or six years throughout the city and state they have been seeing drops. So I'm just

wondering what your reasoning and what you have been using as the average annual increase.

Ellen Teninty: Can you say what ADT stands for?

Chris Henry: The Average Daily Traffic volume, the number of vehicles traveling on the street in a 24-hour period. This data was collected in 2011 as a part of our transportation system plan. It was factored up to 2013 and 2018 for this analysis. With a modest growth based on Lane Council of Government Metropolitan Transportation Model, the volumes have been relatively flat since 2008. We haven't seen the amount of growth we have seen in decades past.

Audience member: Now I am concerned about the walking on Willamette Street. I do that all the time and it's perfectly easy to walk down to 24th street. It's that as soon as you go north of 24th, you risk life and limb. Bikes do come barreling down that walkway. And I really don't understand how you think you can keep bikes from riding on the sidewalks and being a threat to pedestrians.

Chris Henry: Well we are not prohibiting bicyclists from riding on the sidewalk.

Audience member: The city council adopted a goal to reduce fossil fuel use by 50% by 2030. And one would assume that alternatives 3 and 5 would lead to a decrease in fossil fuel use by encouraging pedestrians and bicyclists. Is that being taken into consideration in making this decision, this goal?

Chris Henry: Yes, that is part of the policy context that the Eugene City Council needs to consider in making this decision here. Creating a balanced multimodal transportation system provides people opportunities to walk, bike, and ride the bus in addition to motor vehicles. It helps achieve that goal.

Scott Mansur: Just to add to that, we are using that in the criteria that we are using to evaluate the alternatives.

Audience member: I wonder if you could elaborate on the impact of wide sidewalks on businesses along Willamette. I'm thinking of like Turtles, Eugene Hardware, and Down to Earth. That their parking lots are awfully close to the streets and I would imagine that increasing the width of the sidewalk would impact those businesses.

Chris Henry: The sidewalk in front of Eugene Hardware is a full 9 ft.

Audience member: (clarification) Well alternative 5...

Chris Henry: It is towards the center of the roadway, not outward. There are other locations, like in front of Turtles where people are parking in the public right of way now. Increasing the sidewalk width over there would mean that the cars would be parked on the sidewalk or they wouldn't park in those two adjacent spaces.

Audience member: Hey, I have a question about safety. So I am a mom and I ride my bike with my two young sons on Willamette Street to go to businesses. As I am looking at alternative 5, I am wondering what would you say to someone who is biking with young kids where it is safe to bike on Willamette, in that scenario. Is it the sidewalk? Is it the road? That's something I would consider and want your input on.

Chris Henry: If you absolutely had to ride your bicycle on the sidewalk on Willamette St, I would encourage you to ride in the direction of traffic. Otherwise, I would suggest that you ride on parallel streets and then move laterally to Willamette St. Riding a bicycle on the sidewalk is not a safe activity. There are many conflicts with motorists that aren't looking for bicyclists moving at that speed. They might be looking for pedestrians, but they're not typically looking for or able to see cyclists. The alternative 5 is offered

because some people said, 'Well, why don't you just widen the sidewalks and bikes can share that space.' It's not something we recommend.

Audience member: First I was wondering if there are currently 16 to 18,000 cars a day using that corridor, how many bicycles do you expect to use it once the bike lanes are in place?

Chris Henry: I can't answer that question directly. There is certainly some demand now for cycling on Willamette St. We did count bicyclists and pedestrians at the intersections during two-hour periods in the morning, day, and evening. But we didn't predict what the future demand would be.

Audience member: It was stated in the presentation that alternative 5 would be best for pedestrians. I understand that's kind of the quick presentation. But given the curb will still be right up against the sidewalk in this alternative. And there will be lots and lots of bicyclists in both directions in alternative 5, and that all those bicyclists would essentially create a 8 or 9 ft. space for pedestrians. And there is even talk of adding a bikeways or lanes onto the sidewalk as a potential down the road. I am wondering how is it that then this is the best alternative for pedestrians?

Scott Mansur: That was applying a national standard for multimodal level of service. So when you apply that multimodal level of service based on that width, it says that this will provide the best level of service for pedestrians. But this didn't really take into account the limitations that come with that. So take that with a grain of salt.

Audience member: You mentioned that it would take up to 30 seconds longer to go up 29th Ave. Does that take into considerations left turns on the 4 lane alternative? I've been stuck behind cars many times waiting to turn, and that very often adds more than 30 seconds of wait time.

Scott Mansur: Yes this does for all the alternatives.

Audience member: (Follow up) Then a different question is, on 27th Ave. the slide you showed, showed only one car making a left turn to get on to 27th in the alternative 3. It seems to me that there is more than one car at any particular time waiting to make a left turn.

Scott Mansur: That was just to show the queues, it wasn't the number of vehicles represented in that figure.

Audience member: (Follow up) Well, it seems to me if there are more cars waiting to make a left turn that would make the queues shorter.

Scott Mansur: That's true and the left turns were removed and left out of the queuing evaluation.

Audience member: Thank you for providing the multimodal level of service. It seems like we are using some different terms though. In the results that you found, you noted you found increased speeds in alternative one for motorists, and increased comfort for bicyclists in alternative three. And I missed what was mentioned for alternative five. So one question is, is there increased comfort for motorists and is there increased speed for bicyclists and pedestrians in these alternatives. So specifically I am thinking, like pedestrians crossing a five-lane road versus a three lane road. Is there increased delay on someone on a bicycle using the alternative routes versus using Willamette St?

Scott Mansur: So unfortunately, there is not a great tool for measuring travel times for bicyclists and pedestrians on this corridor, especially when there are no bike lanes there today to measure where we are.

Peter Coffey: I think that it would be fair to assume for through cyclists that having bike lanes from 32nd to 24th on Willamette St. will be the fastest route but we have simply not quantified that. Did that answer all your questions?

Audience member: (Follow up) Also in terms of pedestrians you know in the delays for crossing wider streets? Just so that we know the distinction of the terms using delays and comfort.

Peter Coffey: Right, and the crossing differences is not in the lengths, the distance is the same in alternative 1 and 3. We haven't widened the cross section.

Chris Henry: The multimodal level of service tool is to gauge the user comfort in the corridor. And for automobiles, this is based on delay. So its not apples to apples for all these comparisons and it has its limitations.

Audience member: So did your study project the price of gasoline in the year 2018?

Chris Henry: We did not.

Audience member: My understanding is that level of service, the letter grades don't actually mean good or bad. It depends on what is happening in the corridor. So the level of service with a letter grade D, doesn't necessarily mean nearly failing, it just means it's slower. The merchants are getting businesses because the traffic is moving slower to see the businesses. Is that right?

Chris Henry: That is perhaps a subjective interpretation. What it does represent is a range; each letter grade represents a range of so many seconds of delay for motor vehicles. From the user perspective of pedestrians or bicyclists, and transit riders, it would be similar to their comfort level in the corridor.

Audience member: Twice in the presentation alternative 5 is more comfortable for pedestrians. I wonder if that takes into account that bicyclists will most likely be using the sidewalk in that alternative. As a person who walks down that street daily that is not comfortable for me. So I was just wondering if that was taken into consideration.

Scott Mansur: It was initially clarified that when we looked at the pedestrian multimodal level of service was the result that it provided and I know that is one of the limitations in the software is that it doesn't account for the fact that there is no bike lanes there. So the conflicts that would be created between bicyclists and pedestrians weren't part of that equation. It's a tool we used but as we go through the process, it is going to have to be updated because we saw a lot of limitations through that.

Chris Henry: This is an opportunity for me to say something here, I forgot at the beginning of the meeting to mention that in regards to sidewalks, and what happens the curb-line and back. Later this summer, separate from this process and more related to land use, will be another community meeting, not scheduled yet, but the discussion will be about what we do as the area grows regarding public right of way next to the businesses and properties.

Audience member: You talked a lot about the different alternatives and their analysis at their level of service. But I am wondering if you could speak to the analysis of safety?

Scott Mansur: If you remember at the last community forum, we said that this Willamette St. corridor has about 50% more collisions when compared to other similar facilities and streets like this in Oregon. Alternative 1 would keep it similar to what we have today. Alternatives 3 and 5, by removing the two travel lanes we reduce the corridor speed as well as providing other amenities. Studies have shown if we were to implement alternatives 3 or 5, you would typically see a range of reduction in collisions of 10-30%. So over the last 3 years of data, there were 72 collisions within our study

area and 26 of those were at private driveways. In alternative one, you will see lots of rear ending collisions because of conflicts between left turning vehicles and driveways and through traffic. Alternatives 3 and 5 would provide the most improvement in safety as you look at reducing the collisions along the corridor.

Audience member: I heard your bring up the alternatives 3 and 5 which I think you were talking about the alternative routes the cars would be taking because of the slowed street, over to Hilyard, Lincoln, or Jefferson in either direction. You were just talking about the cars and the change in vehicle traffic. Did you bring up or did you look at the increase in revenue the bicyclists or pedestrians would bring to Willamette, were there to be alternative 3 or 5?

Chris Henry: Not necessarily. There have been recent studies that bicyclists and pedestrians do spend more than motorists at the businesses but you really need to get down to the details of those studies to get to what they really mean. What we did look at was where would vehicles divert to in cases of increased traffic or congestion. Those results came from the LCOG Transportation Model.

Audience member: I'm curious how much detail has been given to the alternative bike routes into the making of these maps. Some of these have some tricky things here. I think some of these were hail marys in the bike/ped master plan because of a lack of a corridor route along Willamette. The worst of the intersections is on 29th and Oak, especially if you are on 29th and taking a left turn on Oak...the question is, what are you going to do for the improvements for those crossings and then still get us to the businesses?

Chris Henry: There is more work to do for the development of the parallel routes. They have been identified in the Pedestrian and Bicycle Master Plan but they have not been prioritized for re-development yet. The next steps are to identify traffic, way-finding signs, and lane markings in the pavement. Also we are looking into some kind of crossing treatment, could be a pedestrian hybrid beacon which is a flashing red signal like what was shown on 29th place. We just haven't gotten to that level of detail.

Audience member: So you mentioned a question about safety. You mentioned that plan 1 would be similar in safety as to what we have today. And it seems like that is not taking into consideration for the parallel bike lanes on Oak, potential for roundabouts- 25th for example, and extra lanes at 29th. Couldn't there be gains in safety there that you are not looking at? I mean do you see what I am saying?

Chris Henry: Alternative 1 doesn't add extra lanes at 29th. There are already extra lanes there. 5 travel lanes. One of the most problematic issues with Willamette St., Scott mentioned it, is the driveway accesses. Many of the collisions that happen are because of the numerous driveway accesses. So one of the ways to improve safety in the corridor, regardless of which alternative is ultimately selected, is to really consider the changes to accesses, driveways to be eliminated or consolidated to improve safety.

Audience member: (Follow up) And you mention that an extra light could free up some of the problems and increase safety in plan 1.

Chris Henry: Yes and the traffic signal in front of Woodfield Station could regulate left turns more safely and for pedestrians to cross more safely.

Audience member: The city is planning building quite a bit of apartment buildings along 24th and 29th. What is the amount of anticipated residence in that area and how much more crowded will it get? Not just for the next 4 years but for the next 10 or 15 years.

You are also considering a roundabout- is it going to be the standard size or super size. That area is so crowded right now, would a roundabout handle the irregular traffic?

Chris Henry: I think the anticipated growth is just a few hundred new dwelling units. Those new residences are included in the modeling for the transportation. So they are accounted for in this analysis. As far as roundabouts on 29th Ave, in order to accommodate the volume of traffic there, it would have to be a multi-lane or a two-lane roundabout. It would have an effect on all the corner properties so we are suggesting not doing that, although it could be done.

Audience member: In your presentation you talk about the impact on EMS so models 3 and 5, did you study that? And how will that impact the emergency system?

Chris Henry: Alternatives 1 and 3 had the same curb distance of 42 feet. Talking with the fire chief, they're concerned that motorists will not pull into the bike lane to get out of the way. Alternative 5 does narrow the roadway and that does cause some concern for not only emergency vehicles but also for Lane Transit District.

Audience member: Speaking of safety, wouldn't front-end collisions increase with alternatives 3 and 5 with people turning in the middle lanes both ways?

Chris Henry: Perhaps, but the data doesn't support that. It shows a reduction of collisions between 10-30%.

SURVEY DISCUSSION

Question 3 regarding what is most important to you

Audience member: So in 3C, you say, "maximize traffic flow." Is your definition of "traffic" just cars or does it include human beings that might be walking or bicycling?

Ellen Teninty: There are other questions for biking and walking. This one is about cars.

Audience member: So same question, 3b. Access to businesses--Is that for car drivers or everybody? Or...bikes?

Chris Henry: Motor Vehicle access.

Audience member: Could you define sidewalk amenities?

Chris Henry: Sidewalk amenities could include decorative street light poles to illuminate the street. You might consider the removal of the overhead lines, relocating the utilities out of the corridor. Planting street trees could be an amenity. Including a bicycle rack in the sidewalk. Benches. Green storm water treatment that filter the water. Vegetation. Landscaping.

Audience member: My primary concern with this route is for the cyclists coming through Willamette St. from 18th Ave. I'm looking at the bicycle routes on parallel streets and I know that taking Oak street involves going through at least two more traffic lights and taking a significant detour as a cyclist. And Portland St. is not a through street that offers any useful ability commute northbound from this area. So I am curious, are there any substantial improvements to those bike routes that will improve my experience as a cyclist commuting between Willamette St. and 18th?

Chris Henry: The Eugene Pedestrian and Bicycle Master Plan identified bike lanes on Willamette St. but not how to do that. And that is in part why we are here. The parallel routes were identified in the map as bicycle boulevards. Those treatments could include traffic calming, way finding signs, and shared lane markings. It's a bike symbol with two

chevron signs so bike share the road with motor vehicles, indicating to both drivers and cyclists that both will be in the lane at the same time.

Audience member: *Shouldn't the bike lanes be considered pedestrian amenities?*

Chris Henry: *They could be, the bike lanes would create more separation between pedestrians and the motor vehicle traffic. Unfortunately the multimodal level of service model doesn't factor in that separation, interestingly.*

Audience member: *3B, where it says to rate the bicycle routes on parallel streets from very important to not important... I am wondering why that's on there and wouldn't there also be a place on this list for car lanes or automobile lanes on Willamette St. as not important or very important? I say that because the automobile lanes exist on Willamette St. and they will be on Willamette St. and that's a given. These parallel routes for bicycles that we are talking about exist already. And they are there now, and they have been there for the 23 years I've lived in Eugene, and they will be there for another 23 years. So we are not talking about something that is not important or very important, it just exists. I want to make sure that everyone knows that. We are not talking about some new amenity that will preclude the need for a bike lane on Willamette St. This is not that. This is something that already exists and does not work to get you where you want to go on Willamette St. And the question is, you can just stretch it out because it really makes no difference to the topic.*

Chris Henry: *To respond to the earlier part, 3C, maximize traffic flow, lets you express the importance of traffic flow.*

Audience member: *One more comment, presuming that we go ahead with option 1, with 4 lanes of traffic. How likely is it that, 15 years from now that we go through this process to develop bike lanes? How expensive would it be, at that time?*

Chris Henry: *If we don't make a change on Willamette St. now, we've made a statement about how we like it as it is and want it to stay the way it is for some indeterminate amount of time until we ask the question again. I can't predict when that might be.*

Audience member: *I didn't understand on 29th and Willamette when you are talking about extra turn lanes, does that mean you will have sidewalks or bike lanes or not?*

Chris Henry: *At 29th there are two southbound travel lanes and a left turn lane and one northbound travel lane. And bike lanes in alternative 3 or wide sidewalks in alternative 5.*

Audience member: *(Follow up) So you would remove a sidewalk?*

Chris Henry: *No, we would remove a travel lane. There are currently 5, and we would go down to 4.*

Audience member: *I am neutral about three or four lanes at this point. Because I own a business there and that business will be closed by the time this occurs. What I am very concerned about is why nothing is being done about it right now. I am hearing that as of the year 2010, we had 50% more accidents than the state rate. I lowered the speed limit 12-14 years from 45 MPH TO 35 MPH by getting people to sign a statement. Then I easily got a \$250,000 stoplight put up there on 25th. Why are we not talking at all about how we can slow traffic right now? Is that impossible? Is that outside the realm of this? Is that outside the realm of the city? Why have we not been in stakeholder meetings or in one discussion about how we can slow traffic, and how we can make it more livable if we can make people go 25 MPH, which IS the speed limit? Anyone here not know right now that is the speed limit? It's changed quite a bit. People are now starting to know. If we can do that, we can have a clean slate to see what the possibilities are. Pardon me, but*

let's wait five years to do that? I've had to pick two people up off of the street. I am ready to get out there right now. If you have a business on Willamette or if you use Willamette, call the police right now and demand that they are out there taking care of the traffic. If we are going to have bicycles on Willamette, the bicycle cops stop at 18! But when I talk to Pete Kerns or Kitty Piercy, the next day, they are out here. I am just one person. I make seven bucks an hour running my business. I don't want to wait another five years. Pardon me for being a little radical about that, but you pull a kid out from underneath a car in front of your business... you do that one of these times. I'm asking everyone here, let's be community about slowing it down. You got a business on Willamette, put a red 25 MPH speed limit up. So do something so there is a downturn in the collision rate in our town. Put that up. Let's make it a nice place right now. It will make it easy to be a bicycle friendly place in five years.

Audience member: *One thing that helps make decisions is knowing the impact this has on our community's health. One thing that this helps is the impact and just coming for a sustainable and holistic approach. And how the street can help our local economy and community.*

Audience member: *Regarding the buses, you are not going to do pull outs. So the thing to do is to stagger the bus stops. We have enough of a center lane there and people are allowed to go around the busses like the police said you could. And you put on the back of the bus, a signage that says, 'When this bus stops, you are allowed to go around the bus using the center lane.' So use the staggered bus stops and driveways. That's what you ought to do!*

Chris Henry: *The challenge is that there are many driveways and it's hard to find a place without one. 18th Ave. is the same situation with fewer turning and driveway accesses but the same situation otherwise.*

Audience member: *Any businessperson will tell you that they first need potential customers then after that, actual customers. This is often calculated by the amount of cars passing by during the day. If we survive the construction process, and if Willamette St. is reduced from 4 to 2 lanes, and if anybody says 3 lanes, there are only 2 traffic lanes. Potential customers will find other avenues and loss of business might occur. Loss of business equals less potential rent, which makes property values stagnant. If the city wants more money from property tax, they should support the alternative that has less cost to property values increasing. We hope that if we build it, they will come. From an economic standpoint, this is far from true. I don't believe that for one instant. We have built it, and it has four lanes and it's thriving.*

Audience member: *Eugene kind of prides itself as an environmentally progressive city. We even have a climate action plan. I know that we take steps to be more sustainable. And it is just kind of perplexing to me, that given this culture, it is so difficult to even get bike lanes on a major street and encourage people to get out of their cars and bike more.*

Audience member: *It comes from the perspective of being an older person who unfortunately, because of physical conditions cannot ride a bike anymore. So I do the best I can by bussing and using a Prius. But what its all about in my mind, is looking to the future. And if we don't understand, global warming on a personal level, as well as larger corporations, we are missing something extremely important, especially for our younger people. As someone who can't take advantage necessarily of a bike lane, I am looking to little children and their families and I want safe places for those kids to be. I*

don't want all those wonderful businesses to suffer but I think the people who love those businesses will still going to be there. But please let's think about what the consequences are, that are maybe to some people are way out there. But we are already seeing some now and we need to make change.

Audience member: *Scott, when you came to our table we asked you a question to explain some similar situations. I just ask you to reiterate some of those experiences and some of the concerns that business owners in other cities involved in similar projects and their reactions?*

Scott Mansur: *One of those projects I worked on, was a similar project on E Street in Washougal, Washington. The volumes were much smaller about 9 to 10 thousand. There were a lot of concern from businesses and property owners. We got a lot of feedback. We went to city council and shared our findings. Council supported that project and we got a lot of positive feedback since that project was done. Businesses had actually been pleased with the results. Emergency services had been very concerned but they were now very happy with the way things were operating and movement of travel. And the police chief shared a comment that they rarely write a ticket on E street and they rarely have to go deal with accidents on that corridor. Another example in Oregon City had a higher volume with 19,500 vehicles and they were also very pleased with those results over there.*

Question 4 regarding a traffic signal at the Woodfield Station driveway.

Audience member: *So I have a question for you guys. Are you only considering only a traffic signal at that intersection or are you considering some other form of control that would enable pedestrians to cross more safely?*

Scott Mansur: *Both. Both would be considered.*

Audience member: *(Follow up) How do we answer this question? Do you want us to assume that both would be considered? Because I will definitely say, not for one thing, and absolutely for another.*

Scott Mansur: *The intent is, what we have heard, from a motor vehicle standpoint, pedestrian/bike traffic signal would be desired. If we were able to look through the design, we need more detailed analysis is going to be needed to determine what the signal would be needed.*

Audience member: *So, if you put a traffic signal in there, would it be activated by cars? By pedestrians? Could it be synced to other traffic lights that are so close to it so that it doesn't automatically go off and make sense from other angles?*

Scott Mansur: *Yes, 100% would it be coordinated with other traffic signals along 29th so that as a pedestrian you could push it and you would wait and the lights would be synchronized with Willamette St. and side streets. It would be served simultaneously to help serve traffic.*

Audience member: *The projected volume of the street, whatever it was, how do you factor in a traffic light at Woodfield station anyway? Do you have estimated interruptions into the traffic flow down Willamette? How do we figure that into traffic flow?*

Scott Mansur: *So we have a traffic model that was created with existing signals and we've provided an analysis with a signal at Woodfield station and analyzed the flow with that signal.*

Audience member: (follow up) So the current delay in these options up and down Willamette in the current model, that factors in at the Woodfield Station light, or does it not?

Scott Mansur: It does in each of the alternatives though. Each of the alternatives, when we talk about the travel time delay, each of those alternatives has a traffic light at Woodfield station assumed so it would be equally impacted.

Audience member: I think my question was just answered. You've already studied this and it is a possibility. Because when Woodfield Station went in, we discussed it with the traffic department and a light being there and they said it was impossible to do. Is it now been studied enough that we know for sure that it can go in?

Scott Mansur: There are a lot of different variables. We have done preliminary evaluation but we will need a more detailed evaluation. That still needs to take place. Part of our process is to install a traffic signal you actually have to meet national standards. There are a few more steps in the process to confirm if the signal is a viable option at this point.

Audience member: (follow up) So it's a maybe now?

Scott Mansur: It's a maybe.

Audience member: Is it possible to have a temporary light there and study it and see how it works before we do it permanently?

Chris Henry: A lot of things are possible. We have considered that as a possibility. We are considering the possibility of a trial. But we haven't landed on yes or no.

Audience member: The question says it would be closing some businesses' driveways on the east side of Willamette. Why does it say that?

Chris Henry: Typically you don't want driveways immediately adjacent to the signal, it's harder to control the traffic that way. Ideally, we would eliminate driveways. While we haven't gotten to the level of detail yet, we have identified it as a concern.

Audience member: Have you considered that the traffic might back up into the intersection of 29th and Willamette?

Peter Coffey: Yes, that is a significant concern. We are still looking at how to make it work effectively. So it's still a work in progress.

Audience member: Did you ever think of just closing the driveway to the shopping center and just keeping the one on 29th open?

Chris Henry: Typically, that is not popular. A lot of things are possible but businesses are entitled to give their customers access. How they achieve that access is a matter of discussion.

Audience member: To me this turn out of that access onto Willamette is quite scary, particularly when traffic is busy. So if this is the best alternative to come out with, I think it is absolutely necessary to do something, so I support it.

Chris Henry: It's scary for pedestrians and that's where the signal comes into play and provides opportunity for pedestrians to cross safely.

Audience member: I have a quick question about measuring delay. Is that for peak hours only?

Chris Henry: Yes, during the PM Peak hour.

Audience member: (Follow up) So what is the change in the delay in the rest of the day for 23 hours?

Chris Henry: This is something DKS is working on to be able to describe what the other times of the day will look like, off peak and how it changes throughout the day.

Audience member: You know there is a bank or something that is a little north of Woodfield entrance. Technically it is connected to that parking lot. Is it possible to make the light further north?

Chris Henry: We looked at that, we talked with the people who owned the Woodfield Station property and managers of Market of Choice and some businesses. Ideally, it would be help and it would be nice to move the intersection up north. However, we have no firmed up plans and it would take work and talk with more multiple property owners.

Audience member: Would it be possible to have the traffic light there but only operate at peak traffic times?

Chris Henry: You could do that but traffic operations like predictability. And things that aren't always working aren't always noticed and that reduces the effectiveness for the users.

Question 5 regarding motor vehicle delays in alternatives 3 and 5.

Audience member: Is there any data on the new redesign on 29th, going west and the impact that has had on the traffic delay?

Chris Henry: The operation of the signal as it is today, is included in this analysis.

Audience member: (Follow up) How did that change from a year and a half ago when you put it in?

Chris Henry: We have bike lanes now and its different for motorists. It's the consequence of creating options for mobility in the corridor. The consequence for adding bike lanes is, that it has made it a little bit more difficult for motorists moving east and west through 29th.

Audience member: As I understand the level of service and delay times, those are all concerning the 1-hour peak PM flow. Any idea what happens the rest of the 23 hours of the day?

Chris Henry: That is what we are working on. DKS is in the midst of doing that analysis and looking at off-peak effects to help answer that question an describe what it might be like on other times of the day. Right now we are showing the worst-case scenario here. And as 29th Ave. in alternatives 3 and 5, show Level of Service E, that is 1 second of average delay past the threshold. That is a policy question for the Eugene City Council, whether or not they want to accept higher levels of congestion along the corridor. And they can do that like they have in the downtown core. It's a very small amount of delay.

Audience member: I would like to see an additional box here say that, "Delay not a problem for such short distances." We are not queuing on a turnpike for 10 miles. We are going through a six-block section. For me, when I drive, I expect delays there. I expect delays in this very short, congested section. I would love to see this as an alternative.

Audience member: With options 3 and 5, you talked about a 30% decrease in traffic accidents. Does that take into account the slowed down speed into the picture?

Chris Henry: *The operational models don't consider the crashes effecting mobility. That is something you might consider for recurring congestion on a freeway but not for this model.*

Scott Mansur: *A lot of the case studies used for the 30% reduction all showed reductions in corridor speeds, which is a lot of the relationship to having fewer collisions, especially in the severity in injuries. Slower speeds reduce life-altering crashes.*

Audience member: *I am noticing that for this question, especially in the impact on commute time for cars, I am wondering if you had considered what the commute time will be for cyclists?*

Scott Mansur: *That's not something we have looked at, at this time.*

Chris Henry: *As Scott said earlier, the multimodal level of service tool is relatively new, hasn't been used yet- until now in the City of Eugene. It has some limitations and one of them is that it doesn't predict some of those things.*

Audience member: *Just a quick opinion, and that is that the 30 seconds delay equals safer working roadway for most people and less – because things are slower- less accidents, I think that would make a lot of sense. And if I am really in a hurry, I would choose a different way to go.*

Audience member: *Since a very large number of people in this audience here are people who either do or choose to ride a bicycle through there if they had that opportunity, and the current delay on the street is a 20 year average for most of the people if they think about bicycle riding. It seems like there should at least be a discussion on the question- even though I understand that you might not have all the tools to do the multimodal level of access study...there's gotta be some consistence, constant recognition of how bad it is for pedestrians and bicyclists right now. And that could improve tremendously. If we are talking about a 30 second delay for automobiles, the increase in speed in which bicyclists and pedestrians could get through there could quadruple. So my question is will you be able to include information along those lines about what it does for everybody when you present this to City Council and when you put it out there on the web?*

Chris Henry: *Not much more beyond what we have already said. We have said that alternative 1 is good for transit and motor vehicles, alternative 3 is good for cyclists, and alternative 5 is good for pedestrians. Saying much more than that is guesswork.*

Audience member: *I understand that I am talking to people that are focused on traffic engineering, not city planning, urban planning, or community development. I understand that's what the focus is. If all of us visit other cities and look at areas that we find desirable that are enjoyable to spend time. We don't focus in on the speed of the traffic on a street. We focus on the sense of place and the activity within a street. And typically, that means the traffic flow is very slow. So I would contend that an objective associated with trying to increase the speed of traffic maybe counter to the object of creating a sense of place and creating community associated with the street. Now here's the question: as you were engaged in this assignment, was there a focus or an intention behind that assignment? You know like, what was the problem you were given that you were supposed to solve. Because sometimes that defines how you look at the problem in the first place.*

Chris Henry: *To clarify, our objective is not to improve the speed for motorists through the corridor. We are simply here reporting the facts of the analysis. Our charge here was to support the land use development and planning work with the transportation system.*

The current system isn't working very well for most users and we are exploring options on how to do that. The plan is to be: supportive of the existing businesses, support the area's vitality, create balanced multimodal transportation system- so you can walk, bike, ride the bus, or drive to further land use work for opportunities for infill and redevelopment, and create a well informed community supportive of the plan. Those are our goals.

Audience member: *I just had one question regarding the accident rate, we are making a supposition that we are going to have a 30% drop in the rate. I've driven that street twice a day since 1967 till about 5 years ago when I retired. So I saw very little accidents during rush hour. I am wondering when we compare the accident rates, what hours are they occurring? Are they occurring between 10 pm and 4 am? Do we have other factors causing accidents Have you also looked at where the severity of the accidents?*

Chris Henry: *The crash rates you describe looks at a lot of different factors. It is independent of the time of day. This includes the total number of crashes divided by the total number of vehicles traveling on the roadway for a three-year period. What we saw was, the crash rate that was about twice what we would expect for similar streets in the state of Oregon. The reduction figure that was quoted earlier was expecting anywhere between 10-30% reduction in the number of crashes. Many of those crashes, when we talk about locality are associated with driveway accesses and intersections. People turning create conflicts for pedestrians, bicyclists, and motorists alike.*

Audience member: *I would like to know if the option of no left turn from Woodfield Station, heading east onto Willamette has been considered. I think that a pedestrian crossing would be very helpful. An example of one I see is on Chambers, for the pedestrian to push the button and change the light. I do travel that stretch a lot and I see traffic hung up because of cars trying to get out of Woodfield Station and head north on Willamette. So I think I would opt for a "no left turn" at that point.*

Audience member: *I am not quite sure why the question phrased only about traffic delay. It's kind of a biased question.*

Chris Henry: *You are right.*

Peter Coffey: *This question is phrased about traffic because we were focused on that alternative and it is geared to measure your sensitivity on traffic delay.*

Audience member: *My thought is that sure maybe 30 seconds or maybe 1 minute of delay could happen. But it is far more hazardous to pedestrians and bicyclists. People could get into accidents three times more likely according to statistics. That's far more concerning than any traffic delay. I can't see any downside to making it more user-friendly to bikes and pedestrians.*

Audience member: *I have a question about driveway modification but not getting much detail. Because that would eliminate some of the delays from turning and I am curious about what your thoughts are. What do you want to do about it? Do you want to remove some of them? Have you talked to stakeholders about this as an option for them?*

Chris Henry: *Modifying driveways for access to properties or businesses demand a one-on-one conversation with each of those effected parties. Some of them are dependent on which alternative is selected. We have looked at best practices of what potential modifications might be recommended. More conversations need to be had to prioritize them. We are at a very high concept level here and we will move to the detail and engineer design next.*

Audience member: One of the things I have noticed in my completely unscientific observation is that people seem to speed a lot down Willamette. Does the time difference take into account maybe people actually going the speed limit or assuming it will be like the times now where people continue to speed?

Chris Henry: The travel times considered were based on the current conditions, providing an average speed. In alternatives 3 or 5, there is no opportunity to pass other vehicles, so you have to drive at the speed of the most prudent driver on the street. And particularly, speeds are lowered in alternatives 3 and 5 than alternative 1.

Audience member: You talked a little bit about turning at the different intersections. I am curious about how the different alternatives stack up when you are turning left at an intersection. So for example, as a car making a left turn into a driveway, is it going to be easier from one alternative to another to access those businesses?

Peter Coffey: I think there are two ways to look at it. If you are turning left in alternative 3 and 5 you will have the center turn lane to pull into. The other way to look at it though, is when you get in that center turning lane, you will have to yield to on-coming traffic. Today there are two lanes of on-coming traffic, but in alternatives 3 and 5, you only have one. Those would be the two perceptions I have about turning into a driveway.

Audience member: Can you elaborate about what you mean by 'bus pull outs' and the potential for bus pullouts? Because I really hate being stuck behind a bus putting a bicycle on.

Chris Henry: We've heard interest in bus pullouts and shared these views with Lane Transit District. We will need to look very closely for opportunities for them. It effects their operations and their preference is to stay in the lane of traffic or the traffic stream because they have difficulty getting back into traffic. Motorists don't typically yield to them.

Audience member: (Follow up) Well, what is a bus pull out?

Chris Henry: A bus pull out is, instead of parking in the travel lane to let people on and off, they pull into the sidewalk space, which would require more space. There are very few opportunities where we could incorporate that without effecting adjacent properties.

Audience member: This is a question for Peter, Peter you said something about in the center turn lane some people worry about collisions. Do you have any statistics on that?

Peter Coffey: What we see generally in facilities like this is an overall reduction in the collision rate when we reduce the number of travel lanes. And that's a combination of different types of collisions.

Audience member: I'm going to ask the question from a different aspect. How much funding is in place at the present time to implement any portions of this overall project?

Chris Henry: Funding is in place thanks to voters passing the preservation bonds to fix streets and bikeways. That's just for the driving surface between the curbs, intersections, and wheelchair ramps. There is a portion of that funding set aside for pedestrian and bike improvements but they are not prioritized. There's about \$500,000 a year over the five years of the bond that hasn't been allocated for this project. Nor has funding for storm water improvements or sidewalk improvements or utility relocation out of the corridor. So we need to first define what the project is that we want. And then we can find the money to realize our goal.

Question 6 regarding traffic shifts

Audience member: So I just had a comment and an observation really. It would seem to me that people who are concerned about the delay are those who are using Willamette as a through route and not intending to stop at the businesses.

Audience member: Amazon parkway was an original road that was supposed to connect to the south instead of all of it going to the east. It was designed with the idea to take traffic away from Willamette St. So shouldn't there be an alternative here saying that it is a good idea to move some of the traffic off Willamette Street instead of the fact that it is only okay?

Chris Henry: The businesses might disagree.

Audience member: So I would like to add to that, I really think that this question should be two parts. Part 1, is about the residential neighborhood streets. Do we think its okay to have cut through traffic in the single-family residential neighborhoods? Part 2, would be the question of, is it okay to divert some traffic to streets that are designated as arterials and intended for that. I think this is difficult to answer as a single question.

Audience member: Eugenians don't change their habits that easily. They still go home for lunch. They did 46 years ago when I moved there, they are doing it now. They're not going to quit going to businesses on Willamette St. just because of some change. They'll complain; they won't change.

Audience member: I just wanted to make note. I didn't know if there was any traffic shift in mode choice. So by adding bike lanes on Willamette St. does that make some people feel safe enough to bike on them or if you widen the sidewalks are people who used to drive going to walk because they feel safer? So what is the traffic shift in our modes?

Chris Henry: We'd like to know that too, but we don't.

Audience member: I just wanted to point out the biased nature of the wording question that is only referring to the shift of people away from Willamette by car rather than the potential of people shifting onto Willamette by bike.

Audience member: So I was thinking that it requires you to make an educated guess. If there is a traffic shift from 25 to 100 cars at the peak hour, wouldn't it stand to reason that by creating a balance in allowing modes of transportation, you would make up for that the rest of the day?

Chris Henry: How much you make up for that is undetermined. What we do know from other studies is that bike lanes will increase bicycle use by about 30%.

Audience member: The graphic showed that traffic will increase on Willamette St. under the status quo. Is traffic going to shift anyway because people don't want to sit in traffic?

Chris Henry: Perhaps in the long run, people will want to. Generally, everyone's response to congestion and delay is that you find an easier route. But once all the easy routes are gone, they will use the roads.

Audience member: As the population increases and traffic increases, people are going to seek alternative routes in their vehicles. From a bicyclist's standpoint, this is something I practice myself. I seek the flattest routes and Reed says that's what

everyone does pretty much. As vehicles move away, bicycles are going to move in because Willamette has the flattest route. I'm not going to ride my bike over a hill if I don't have to.

Chris Henry: Perhaps rethinking that earlier response that people go through easy routes. People also travel at different times of the day and people will travel at times of less congestion.

Audience member: So earlier, someone asked the question about 18th Ave and the diversion of traffic. I am also curious about the diversion of traffic onto Amazon. Do you know what the shift will be to Amazon? Can you share the numbers for 18th and Willamette and compare them?

Chris Henry: 18th Ave. ranges from 12,000 to 20,000 vehicles a day. Willamette St. averages 16,300 (in 2011). Amazon Pkwy, if I guess around 11,000 cars per day, 9,200 cars per day, and 17,000 cars per day both ways at different intersections.

Audience member: I am not concerned at all. The reason why is, because people who want to businesses on Willamette St. will continue to go there. I think that a lot of what Willamette St. offers is great businesses. We should select a design that supports those businesses. I think that a design that supports people going through is not going to benefit the area.