



Franklin Blvd Transformation

2023 Community Engagement Summary

The Transportation Planning Team collected over 1,000 comments from community members about the Franklin Blvd. design concept during this most recent round of community engagement, which took place between August 2022 and March 2023. Over 160 people attended an in-person Community Open House in February 2023. Staff also hosted an online open house, survey, and interactive map on the Franklin Boulevard Engage Eugene webpage.

This most recent engagement effort included various stakeholders such as business owners and property owners, residents, organizations, agencies, and people who walk, bike, drive, and use mobility devices along the corridor. Planners facilitated discussions about the inherent trade-offs of street design elements when including roundabouts and designing for the safety and comfort of all users. The in-person and online open houses included a detailed presentation about each section along Franklin, providing context for the project, current design concepts, and a summary of input received to date.

To understand the possible alignment of design elements (travel lanes, parking lanes, protected bike lanes, multi-use paths, etc.) within the available right of way and their trade-offs, attendees participated in a street design exercise at the open house event. Participants were asked to choose between elements like protected bike lanes, green space, sidewalk width, travel lanes, etc. The online survey included questions about trade-offs as well. The following sections outline the responses we heard during this round of engagement.

Feedback Categories

01 Trade-offs: Protected Bikeways vs. Wide Sidewalks

02 Public Enthusiasm

03 Design Improvement Suggestions



The survey, which residents were able to take both online and at the in-person open house, consisted of three primary questions. The first related to trade-offs, the second to enthusiasm for the project, and the third to design improvements. The following sections detail the responses.

01

Certain sections of the corridor are narrower than others. When there is limited space available, given the presence of the planned shared-use path on the south side of the corridor and the existing neighborhood greenway one block north of the corridor on Garden Avenue, on the north side of the corridor, would it be preferable to:

a) Construct a protected bikeway, with the tradeoff of narrow sidewalks with little to no landscape greenery?

The majority (47.5%) of responses championed the construction of a protected bikeway with the tradeoff of narrow sidewalks. The public also expressed that having continuously connected facilities and separation from the automobile traffic would make them feel safer while riding their bikes and other mobility options on the South Side of Franklin.

b) Construct a sidewalk wide enough for green landscape features with the tradeoff of no dedicated bikeway.

While many public responses prefer the construction of a protected bikeway, the second majority of the responses (37.5%) favored constructing a sidewalk integrated with green landscape features and no dedicated bikeways. The public also emphasized that greenery was crucial from a beautification and climate recovery action standpoint and made people biking and/or walking feel comfortable and safer.

c) Both or Other responses

17.5% of respondents favored having both a sidewalk with landscaping and a protected bikeway. Additional feedback from the public input included:

- The significance of having a road diet, decreasing out-of-direction travel in the overall design, and reallocating space for cars to enhance the space for people walking and biking.
- Having two-way bike lanes on both the north and the south side of Franklin Boulevard.
- Keep the bidirectional EmX lane on sections of Franklin in order to have room for both a protected bikeway and green infrastructure elements, including street trees, in the sidewalk.

02 What excites you and if anything, what does not excite you the most about the design elements of this project?

a) Most Exciting Design Elements:

Survey respondents listed the following design elements as the most exciting:

- Roundabouts
- Safety
- Enhanced Accessibility for people walking and biking
- Green Spaces and Beautification of the overall corridor
- Walking and Biking Improvements
- Overall character change of the existing corridor to being less autocentric, road diet improvements and urbanization
- Double-tracking of the EmX bus lanes and other EmX improvements
- Overall connectivity to destinations especially for people walking and biking
- Shared-use path connectors to crosswalks, creating more access for biking

b) Not excited about the overall design and/or certain design elements

5% of respondents were not excited about the overall proposed design of the corridor.

03

What about the design could be improved, or is missing?

Design Improvement Suggestions:

- Adding a Left Turn onto Orchard for westbound traffic
- Limiting left turns for westbound traffic
- Including an additional Roundabout at Agate St.
- Including raised crosswalks throughout the corridor
- Adding clear signage on how to navigate a roundabout
- Including more public art in the right-of-way
- Promote a sense of entryway into Eugene and the Fairmount Neighborhood
- Include refuge areas for walkers and bikers at crosswalks
- Protected bikeways along the entire corridor
- 15' minimum width of shared-use paths
- Elevated roundabouts for people walking and biking