



# SOUTH WILLAMETTE Street Improvement Plan

## SUMMARY OF STAKEHOLDER INTERVIEWS AND FOCUS GROUPS

The South Willamette Street Improvement Plan will explore options for people to easily and safely walk, bike, take the bus, or drive to or through an eight-block study area from 24<sup>th</sup> Avenue to 32<sup>n</sup> Avenue. The study's goal is to help South Willamette Street become a vibrant urban corridor accessible by bicycle, foot, car, and bus.

In early August of 2012 the project conducted a series of group interviews and in September the project hosted two focus groups. A total of 53 stakeholders were involved in this first phase of the project, representing a wide variety of interests, including pedestrians, bicyclists, businesses, freight, transit, commuters, customers, and residents. The goals of the interviews were to:

- Introduce the project goals and public process.
- Review and gather input on the criteria to evaluate alternatives.
- Identify initial opinions about the project.
- Listen for alternative insights and ideas.
- Identify ways to communicate with stakeholders.
- Honor the core values of the International Association for Public Participation (IAP2), particularly value #5: "Seek input from participants in designing how they participate."

The focus groups provided the opportunity to explore priorities in more depth and gather feedback on various lane configurations, pedestrian and bicycle issues, and impacts to businesses. The following themes emerged from the first phase of public involvement and are not prioritized:

- Explore options for increasing the safety of bicyclists of all ages. People want to cycle to and from the local businesses!
- Study the impacts of different lane configurations on traffic and congestion.
- Understand the costs and benefits of consolidating driveways.
- Increase the safety of pedestrians because they are currently the least safe street users due to multiple factors.
- Improve the size and condition of the sidewalk and landscaping, within the existing right-of-way. Elements to consider in design alternatives: sidewalk width, landscape strips, type of vegetation, location of utilities, number of accesses, and barriers between road/landscaping/sidewalk/parking.
- Address stormwater flooding issues that plague the corridor in winter.
- Support and enhance existing businesses. A vibrant business district is a central component of the vision for South Willamette Street. Business viability depends on maintaining existing traffic volumes, parking, and vehicle access.
- Beautify the street.

- Enforce the existing speed limit.
- Improve the flow of buses through the corridor: investigate bus pull-outs, location of shelters, and pedestrian cross-walks.

## INTERVIEW SUMMARY

### Interview Questions

1. What are your thoughts about this project? (Major issues? Best options? Recommendations?)
2. What feedback do you have about the Draft Criteria?
3. Final thoughts for the project team? Recommendations for public input and communication?

<b>Project Themes Identified in the Interviews</b> (themes are listed alphabetically)
Access to and from businesses is both essential and challenging: <ul style="list-style-type: none"> <li>• Vehicles have a difficult time turning due to traffic</li> <li>• Multiple access points make it very dangerous for pedestrians and bicycles</li> </ul>
Bicycle education is key: teach people how to ride safely and respectfully and many current difficulties would be solved
Bicycle options to consider for the alternatives include: <ul style="list-style-type: none"> <li>• Dedicated lanes both directions</li> <li>• Alternative routes: Willamette is too busy and not an appropriate route</li> <li>• Sharrows/Green lanes: shared by both vehicles and bicycles</li> </ul>
Bicycle problems currently exist. Bicycles are on the sidewalk in competition with pedestrians, or in a narrow vehicle lane slowing traffic
Bicycles and the future of Eugene - two different perspectives: <ul style="list-style-type: none"> <li>• Bikes are an important mode of transport due to climate change</li> <li>• Bikes are not a primary mode of transportation in the winter and resources should be allocated based on use</li> </ul>
Business construction impacts can be very detrimental and this project must be planned to support businesses through construction
Business vitality must be maintained or else there will be no 20-minute neighborhood Profit margins are slim and minor changes may cause many businesses to close Businesses on Willamette depend heavily on existing: <ul style="list-style-type: none"> <li>• Vehicular traffic, so maintain current traffic volumes</li> <li>• Access to businesses by cars and trucks</li> <li>• Parking</li> <li>• Right of Way</li> </ul>
Connectivity is very important for both vehicles and bicycles: to Amazon area, to downtown, to South Eugene, to Friendly area
Future visions: <ul style="list-style-type: none"> <li>• Create a sense of place</li> <li>• Accommodate future growth</li> <li>• Find balance for users</li> <li>• Support what currently works</li> </ul>
Implementing the plan is essential. Keep in mind: <ul style="list-style-type: none"> <li>• Do it right the first time, because if businesses close it is very difficult to revitalize</li> <li>• Don't be afraid to try something new – future changes in demographics (aging population) and land uses (increased density) must be acknowledged and accommodated</li> <li>• Do something! Enough studies!</li> </ul>

<p>Land use affects transportation:</p> <ul style="list-style-type: none"> <li>• Future infill</li> <li>• 4J properties: Willard and Civic Stadium</li> </ul>
<p>Lane configuration:</p> <ul style="list-style-type: none"> <li>• Goals should be to increase safety and traffic flow</li> <li>• Limiting turns negatively impacts businesses</li> <li>• Study traffic flow impacts carefully, especially rerouting</li> <li>• Right of way: do not impact</li> </ul>
<p>Parking Issues:</p> <ul style="list-style-type: none"> <li>• Maintain existing parking; parking in front is important</li> <li>• Create shared parking for businesses</li> <li>• Reduce demand by increasing bicycles and pedestrians</li> </ul>
<p>Past projects and studies:</p> <ul style="list-style-type: none"> <li>• Resolve lingering issues from 24<sup>th</sup> Street project ASAP</li> <li>• 29<sup>th</sup> intersection – some challenges with new design</li> <li>• 25<sup>th</sup> light – people remember the discussion</li> <li>• 3 lane to 4 lane: lost parking and construction caused businesses to close</li> <li>• Lower Willamette: businesses adjusted</li> <li>• Willamette studies: what were the outcomes? How is this different?</li> </ul>
<p>Pedestrian counts – stakeholders are interested in projections of how improved walking infrastructure will effect volume of people walking</p>
<p>Pedestrian improvements suggested:</p> <ul style="list-style-type: none"> <li>• Landscape buffer</li> <li>• Reduce driveways and move poles</li> <li>• Level and widen sidewalk</li> <li>• Aesthetics: create sense of place</li> <li>• Separate pedestrians from bicycles and skateboards</li> <li>• ADA standards</li> </ul>
<p>Pedestrian planning:</p> <ul style="list-style-type: none"> <li>• Not enough emphasis in COE Bicycle and Pedestrian Plan</li> <li>• Aging population will result in more pedestrians</li> <li>• Educate people about walking</li> </ul>
<p>Pedestrian safety concerns are a priority for majority of stakeholders:</p> <ul style="list-style-type: none"> <li>• Numerous driveways</li> <li>• Way too close to speeding traffic</li> <li>• Poor condition of sidewalk</li> <li>• Utility poles</li> <li>• Shared sidewalk with bicycles</li> <li>• Storm water problems: Pooling water</li> <li>• Poor access between front and back of businesses</li> </ul>
<p>Public Involvement Recommendations:</p> <ul style="list-style-type: none"> <li>• Reach through-corridor drivers</li> <li>• Involve young families, UO students</li> <li>• Stand outside businesses and ask for opinions</li> <li>• Work with neighborhood associations for outreach</li> </ul>
<p>Social equity</p> <ul style="list-style-type: none"> <li>• Create access for all modes, and bicycle and pedestrian use will increase</li> <li>• Balance costs with existing uses – put money toward how people use road now</li> </ul>
<p>Speed</p> <ul style="list-style-type: none"> <li>• Reduce traffic speed to increase safety and ability for cars to access businesses</li> </ul>

<ul style="list-style-type: none"> <li>• Maintain enough speed to meet needs of through traffic or drivers will avoid</li> </ul>
<p>Streetscape improvements are welcome by all!</p> <ul style="list-style-type: none"> <li>• Utilities – move the poles or bury underground</li> <li>• Trees and vegetation – consider impacts and benefits (pedestrian buffer, calming)</li> <li>• Storm water management</li> </ul>
<p>Traffic</p> <ul style="list-style-type: none"> <li>• An increase in pedestrians and bicycles will increase and slow traffic</li> <li>• Through-traffic is essential because it supports businesses and provides access to South Eugene residential areas</li> <li>• Balance through and local traffic</li> <li>• Reroute through-traffic and increase local bicycle and pedestrian traffic</li> </ul>
<p>Transit</p> <ul style="list-style-type: none"> <li>• Consider alternate routes, such as Portland Street</li> <li>• Increase connectivity to East and West Eugene: loop routes?</li> <li>• Pull-outs needed so doesn't block traffic</li> <li>• Increase frequency and redesign routes</li> <li>• Not identified currently as a future BRT corridor. LTD does not anticipate major population growth in South Eugene</li> </ul>
<p>Key quotes</p> <ul style="list-style-type: none"> <li>• Growth is inevitable; be open-minded, think big, compromise.</li> <li>• Want to see process that includes the “average user” – Joe Six Pack. Make sure to include more than special interests.</li> <li>• My customers come from Coast, and as far away as Bend. I am the regional center. Needs to be easy for them to get here.</li> <li>• Fear of change is common. If you build a facility where people can walk and bicycle, they will use it. Important to open up the possibility. Important to convey the possibilities to people, and to make it safe.</li> <li>• Without the businesses you have nothing. Two pronged thing: businesses and their vitality AND how people get here. Need to make it as efficient as possible and viable for businesses.</li> <li>• Love to see this as “place” that you want to go – create a sense of place</li> <li>• I was almost hit by a car on the way to the interview.</li> <li>• Make sure it's an improvement!</li> <li>• People need to not dig into a position until they review the technical analysis and make informed decisions.</li> <li>• Travel time should not only be a consideration for cars. If bikes have to go out-of-direction for a safer facility, what does that do for their travel time?</li> </ul>

**BUSINESS FOCUS GROUP SUMMARY**

**Sept 18, 2012, 10:30-12:00**

**Focus Group Agenda**

1. Welcome & Project Description
2. Existing Conditions
3. Street Design Elements & Discussion

**Topic 1. BIKES: A central question of the project—How to accommodate bikes?**

- *Talk about the pros and cons of each concept*
- *What are your overall concerns and your ideas for how to address them?*

### **A. Center turn lane, one lane each direction, bike lanes both sides**

- Great. Only exception is bus. Otherwise you get trapped in left-hand lane. I will not bike to Willamette, and I love to bike. Scary with bikes on there.
- How many rear-end collisions justify a middle lane?
- No other option to get bikes off of sidewalk.
- Staff: Widening the street is a theoretical option, but not a pragmatic one.
- This is least intrusive for prop owner. Might improve flow.
- Can bike lanes hug center turn lane or it will be a problem with all those driveways?
- Staff: Standard is curbside. Makes it a little easier to get in and out of driveways, with bike lanes next to curb.
- Staff: Unconventional. Concerns about it.
- MOC (Market of Choice, Woodfield Station) is very difficult with the 4-lane to get in and out of driveway. Center lane might help.
- This is inevitable way to go. But egress is tough with steep driveways, because they have to come to complete stop in the lane to make a right. Can't get off the street quickly.
- Storm sewers. It's a lake in front of my store. (Play it Again Sports)
- True!!! That water is tough on peds and bikes.
- Used to live in south, and there are lots of car commuters. If you have only 2 lanes, you'll push more people to Amazon. Will need to have better facilities getting around buses on Wm.
- Not talking about any more width?
- Underground utilities should be top of the list.
- Center turn lane could help us get out. We have 60 foot trucks to maneuver from 7-9 am.
- Like center lane idea, but don't know what it will mean to squeeze cars into one lane.
- Any impact to traffic flow or diversions will impact the stability of your business. Most impact on impulse buys.
- Center turn lane—but have to have bus pullout.
- How much space needed for bus pull out?

### **B. 2 lanes each direction, bikes using green-painted curbside/Sharrows**

- Do not feel appropriate at all.
- Have a 3 year old in trailer. Don't want to be on main road.
- Speed limits impact?
- Don't want to cause any traffic diversion. Negative impact on visibility of businesses.
- Like not having bike lanes on Willamette! Like center turn lane idea though.
- I am for no bike lanes. Alternate route would be better.
- It's more important to be pro-active on aesthetics and driveway issues, as vast majority of people are in motor vehicles.

### **Topic 2. SIDEWALKS**

- *What is the ideal width for the district?*
- *Do you have concerns about wider sidewalks?*
- *Would you like to have street trees?*

### **A. Width**

- Staff: Currently 5-9 feet
- We can't have wider in front of our store. We would lose all of our parking! (Down to Earth)
- Why does ped need 10 feet?
- Staff: Explains body widths, etc.
- Staff: Street lights and hydrants take up some of ROW.
- Staff: Sidewalk cafés and sidewalk merchandizing make a nicer district.

### **B. Street Trees**

- They create vision barriers. Impact freight because we are higher.
- Yes, but can't take out any parking (said by three people).
- Staff: We have to constrain ourselves to 60 feet of existing ROW.
- Staff: Can use tree grates.
- Can trees go in center medians?
- Staff: No, not usually.
- Don't block any visibility!

## **Topic 3. DRIVEWAY CONSOLIDATION**

- *Where might driveway consolidations be feasible in the short run?*
- *What should the driveway goals be over the long run to achieve good business access, adequate parking and improved safety?*

### **A. Consolidation**

- I have 4 cut outs. Could be 2. (In Shape) Can't speak for other businesses in the building.
- We (MOC) have Entrance Only by Chase bank.
- Others sat they cut through to go out behind the bank rather than out Woodfield exit.
- Might be possibility by to combine Play it Again Sports, Mini Pet-Mart, & Glenwood.
- Have to do something about grade differences.
- What about driveways directly across from one another? Problem with that. Holy Cow and Glenwood right across from one another. How will it cause backup in center turn lane?
- Down to Earth and Bowling Alley. You know we have a fight going on about parking space.
- Consolidate OCCU with Pizza Hut. Problem now with people going north turning into OCCU.

### **B. On street parking (parallel)**

- NO, rather have the turn lane. (Repeatedly said.)
- Staff: Can slice the pie to do it.
- Congestion comes from people stopping to make turns, so losing turn lane.

## **Topic 4. CROSSWALKS**

- *Is there anywhere you think we need another ped crossing? Pros and Cons*
- Make sure bus stop is farther away from crosswalk and want median island.
- Need one in front of MOC!!!

- Couldn't make a left if there is an island.
- Would 28<sup>th</sup> work?
- Line it up with the bus stop?
- Have one at Capella's and it works
- Have to be in the right to turn at 25<sup>th</sup>

### **Topic 5. OPEN**

- *Is there any final comment you want to make sure everyone hears?*
- Woodfield station parking lot is an abomination. Can't deliver with a van in the back!! Is there anything that can happen to help in the back???
- Staff: Multiple tax lots at Woodfield Station
- Lots of complaints. Parking spots are too small. Bad for peds & cars. Trucks go into the back and come out onto Willamette
- Woodfield Station is a mess. It's gerry-rigged.
- Staff: Long-range can address perhaps.
- 3 lane with center, at 27<sup>th</sup>, cars stacked up
- How about opening 25<sup>th</sup> to Amazon?
- Everyone likes that idea!!
- Not everybody is using Wm St to get to a business. On way to Downtown. Encourage traffic flow to Amazon more for through traffic.
- Like center turn lane, 2 lanes. Like 18<sup>th</sup> works well. Improve flow,
- Don't want to impact car count. Very concerned with diverting to Amazon
- Center lane. Slow traffic
- Trees are nice, but be careful what kind for vision barriers. Safety.
- Agree that ease of getting in and out of shopping center is going to impact our (MOC) business.
- Don't divert too much traffic going by my (In Shape) business.
- Estimates about what traffic can support with new configuration, please. Need info.
- Like center lane, but don't want to divert to Amazon. Not through cause of 19<sup>th</sup>.
- Hard to cross, think center turn lane might increase access. Trucks in & out of Capella's are a problem for me.
- Flow from 19<sup>th</sup> to 24 has to be studied. Doesn't flow. Affects us. 2<sup>nd</sup> thing, prefer pretty lights with flowers over trees. A tree is covering my (Holy Cow) sign. Hanging baskets. Can we try it for 6 months?
- Staff: Shared parking lot? How would you participate in that?
- Staff: Seems like a consensus that 3 lane is worth a try, and that is a change. I'm thankful for willingness to explore the options.

## **CORRIDOR USERS FOCUS GROUP SUMMARY**

**Sept 18, 2012, 6:00-7:30**

### **Focus Group Agenda**

1. Welcome & Project Description
2. Existing Conditions
3. Street Design Elements & Discussion

### **Topic 1. BIKES: A central question of the project—How to accommodate bikes?**

- *Talk about the pros and cons of each concept*
- *What are your overall concerns and your ideas for how to address them?*

### **A. Center turn lane, one lane each direction, bike lanes both sides**

- Would love to have center turn lane. Safer for all.
- Like center turn lane. Safety. Trying to get around folks making left turns is dangerous. Is there a study differentiating commuters from consumers? Commuters could use Amazon. Don't go to MOC 3:45-5:30.
- Prefer not to go down Willamette. Go Hilyard to the UO. It is either congested or rushing, and I go too fast on Willamette.
- Few people are going on Willamette unless they are going to a store there.
- Center turn lane would help a lot. So much jockeying for position in lanes. Safer
- Be cautious with policy that obstructs traffic. Wrong approach. Going to make it bumper to bumper. Right turns off the street will slow things too much. Frustrating.
- I am uncomfortable now driving it. Could make it more efficient with turn lane.
- Good for drivers, ped and cyclists. I live on cut through street—Highs St., no sidewalks, very narrow. Want less cut through on my street.
- I walk, bike, and drive regularly. My son hit on a bike in front of MOC. Completely unsafe for bikes now. Want center turn lane.
- I bike or walk. Perfect world I would have my own separate corridor off the street. My experience in Chicago with this 3-lane format worked smoothly. Improved.
- It's hard to see the turn signals of the cars
- 3 lanes appeals to me. Bike lanes are buffer between traffic and sidewalk. We get drenched walking on sidewalk!! Fix the stormwater drainage problem. Want better representation of data. Iowa has new data about this construct—looks better, but level of service at peak hours may be negative but the rest is positive.
- 4 lanes do have more capacity for traffic, but yes 3 lane can be safer and carry decent capacity.
- Like center turn lane ditto.
- Good for business because I now avoid turning left
- Changes at 29<sup>th</sup> have increased congestion! Access to turn lane is too short. Tons of back up routinely, not even at peak hours. The reason I object to blanket 3 lane is that I have seen it fail at 29<sup>th</sup>. Don't make that mistake again.
- 5 year window? What about Civic and the jog at 19<sup>th</sup>? Insane.
- Driveway slopes are really sharp.
- It has to be made attractive enough that people feel safe to ride their bikes and walk because it is going to become denser.

### **Topic 2. SIDEWALKS**

- *What is the ideal width for the district?*
- *Do you have concerns about wider sidewalks?*
- *Would you like to have street trees?*
- Depends on how many obstacles.
- I like the 9 feet with some planting along the light polls. More inviting to walk.
- Aesthetics are important, because it makes us want to walk.
- Potential to be boutique shopping area. Plantings and other things.
- Not too boutique-y because I want True Value.

### **Topic 3. Crosswalks**

- *Is there anywhere you think we need another ped crossing? Pros and Cons*
- I abhor the tendency to ignore traffic signals at 29<sup>th</sup>. Installation of flashing bright ped signals would help a lot. At 29<sup>th</sup> and Willamette, have a hard time dealing with cars turning across cross walk. Flashing light would help alert motorists.
- Crossing around Metropol with center island.
- Walkway over the road.
- How expensive are flyovers?
- Staff: They are often not used. And very expensive \$2 mill and up.
- Around 28<sup>th</sup> True Value. (2<sup>nd</sup> person agrees.)
- We jaywalk from apartments across to True Value.
- Will cars pay attention to cross walks without flashing lights?
- Staff: Maybe not.
- 4 lanes are too far to cross. There are cars behind cars.
- 3 lanes more comfortable to cross.
- People are on the cell phones, so flashing lights would help.
- I walk with 3 year old and a stroller and it is terrifying!!! No car buffer and bikes are on sidewalk.

### **Topic 4. DRIVEWAY CONSOLIDATION**

- *Where might driveway consolidations be feasible in the short run?*
- Any discussion of shared parking lot? You have to pull out to see if it safe—and you are on the sidewalk. How far out do we pull before we turn?
- Staff: No one follows the rules
- If business has access on side street to Willamette, can you condemn the driveway on Willamette? Like Capella's, you'd only get into from 25<sup>th</sup>. Get into True Value from the back.
- Is there anything that can be done around Turtles and Play it Again—can that be smoothed out? The grade is terrible there.
- Staff: If we contain ourselves to the ROW, we'll have vertical walls.
- Around the Apartments, can't see if anyone is coming.

### **Topic 5. OPEN**

- *Is there any final comment you want to make sure everyone hears?*
- Bike lane in center of street. Cycle track.
- Underground utilities; TREES.
- Underground utilities and calming, softening, plantings.
- Urge sidewalks improved!!
- Prettier, better sidewalks, good ideas, but let me stress – I don't support attack on automobile. I live on a steep hill, and I'm going to be driving. Want street to be friendlier to peds and bikes, but be aware there is a trade off when you make it difficult to cars that 90% of people are using. Don't make it so difficult for cars that people avoid the area!!
- I take that point to heart. Yes, tied into automobile, but have to redo sidewalks. Alder bewildering. Didn't know what to do with my car. Flashing lights for peds!
- Makes no sense to do streets without sidewalks. We want people to WALK if they can. Enhance so it can happen. Wheelchairs can't ride on the sidewalks.

- Potential of calming and more pro-business. Livelihoods depend on us thinking well about the businesses in the corridor. Would like to have little sanctuaries where people can stop and rest—little benches, etc. Enhance the friendly feelings and slowing traffic, as long as it doesn't hurt access to business.
- We have a dog. How about more animal friendly? Buffer would help.
- Anytime I can be separated from are exhaust--do it. But I understand constraints. Now it's an ugly pile of cement with wires hanging all over.
- Like ideas. Greenery, safer. Going to need a selling job to make sure it is lower stress and not lower function. We need this to work for the businesses! As a business owner you'd be really concerned, if you thought cars would be reduced and accesses cut down.
- Dual nature of street as destination and a throughway. I spend all of my weekends there. I don't want to get into a car. If I get into a car, I'm going to Jerry's, because it's cheaper. I go to True Value, because I can bike there. Growing number of neighbors with families that want to bike and walk. Pare down due to economics. Planters and green infrastructure that help the drainage situation would be important. We have plans that have given strong thumbs up to bike connectivity.
- Portland Street is parallel. Olive could go through for alternate routes on west and you have the bike path to the east.
- That's kind of steep as an alternate.

### **Interview and Focus Group Participants**

Julie Barnas, GEARS board member  
 Carlos Barrera, Friendly Area Neighbors  
 Adrienne Black, Southtowne Shoppes  
 Brenda Black, SoOBA  
 Kate Bonét, Turtles Restaurant  
 Larry Brabham, Southtowne Lanes, Down to Earth  
 Patric Campbell, Woodfield Station  
 Tim Campbell, commercial strip with Great Harvest  
 Jim Clark, Down to Earth Distributors, Inc.  
 Gary Cordova, south of corridor user  
 Nancy Ellen Locke, Pedestrian Advocate and Friendly Area Neighbor  
 Stan Hamilton, Olympic Villa Apartment Manager  
 Dennis Hebert, Save Civic Stadium  
 Angie Holland, Southtowne Business Association (SOBA) and McDonalds  
 Richard Hughes, GEARS  
 Jim & Sheila Johnson, Animal Health Associates  
 David Kolb, Crest Drive Citizens Association  
 Scott Landfield, Tsunami Books  
 Kristina Lang, FAN Board  
 Kathy Lavine, Holy Cow Restaurant  
 Mark Lew, Capella Market  
 Shane MacRhodes, 4J Safe Route to School  
 Jean Marie Moore, Pedestrian Advocate  
 Jay Medley, Organically Grown  
 Gary Miller, The Quick Fix Coffee Co.  
 Taylor Monte-Calvo, Oregon Community Credit Union  
 Paul Moore, Arriving by Bike

Will Mueller, LTD Service Planning Manager  
Michael Murphy, youth corridor user  
David Nelkin, Coin & Jewelry Shop  
Menina Newman, area resident user  
Josh Newman, area resident user  
Melisa Nicol, In-Shape  
Jerry Oltion, Edgewood Mountain III Homeowners Association  
Brandon Prentice, Tyco Stations (76)  
Randy Prince, Amazon Neighborhood Association  
Buford Roach, Cascade Manor Resident  
Ron Rodriguez, Market of Choice  
Al Sather, Play It Again Sports  
Lindsay Selser, Southeast Neighbors  
Jeff Slorey, United Natural Foods, Inc.  
Matt Sprick, NW Publishing  
Lanny Thomason, Southtowne Lanes  
Lyndell Wilken, area resident user  
Jacqui Willey, Glenwood Restaurant  
Sue Wolling, Sustainability Commission, GEARS  
Terry & Lucy White, True Value Hardware  
Rick Wright, Market of Choice  
Brian Young, Cascade Manor Executive Administrator  
Margo & Ron Zauner, Village Health building