

EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



Work Session: South Willamette Street Improvement Plan

Meeting Date: January 30, 2013
Department: Public Works
www.eugene-or.gov

Agenda Item Number: A
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ISSUE STATEMENT

The Eugene City Council will receive a progress update from staff and consultants about the South Willamette Street Improvement Plan. The South Willamette Street Improvement Plan will develop a complete street design plan for an active transportation corridor (providing for walking, biking, transit access, motoring and business access) that can be adopted and advanced as a capital improvement project for construction. The project team will share details of community involvement, what has been learned so far, a range of street design concepts resulting from that engagement, and the schedule for developing the plan. The council will have an opportunity to ask questions about street design elements, discuss community issues, provide feedback, and discuss its role in the process.

BACKGROUND

The South Willamette Street Improvement Plan is exploring options for people to safely walk, bike, take the bus, or drive in an eight-block study area of Willamette Street from 24th Avenue to 32nd Avenue. The City and Oregon Department of Transportation (ODOT) have contracted with a consultant team of transportation engineers and urban design planners led by DKS Associates (with assistance from OTAK), which includes Cogito, locally based specialists to coordinate public involvement.

The goal of this study is to help South Willamette Street become a vibrant urban corridor accessible by bicycle, foot, car, and bus. Today, Willamette Street is heavily used to reach many popular destinations, yet it is uninviting to pedestrians, bicyclists, transit riders and motorists alike. For years, many residents and business owners have shared complaints about the poor conditions on Willamette Street for walking and biking and the need to do something about it.

The plan aims to support existing businesses and the commercial district's vitality; create a balanced multi-modal transportation system; further City planning efforts to identify compact growth and redevelopment opportunities; and foster a well-informed and involved community supportive of the plan.

The results of this project will serve as the street design portion of the South Willamette Concept Plan. The South Willamette Concept Plan is a pilot of the area planning process, an important

strategy to accommodate growth through Envision Eugene. The Concept Plan creates a long-term vision and identifies tools realizing that vision in the South Willamette area. One important goal of the Concept Plan is to create a neighborhood where services for residents are available in a “20-Minute” walk, and the street functions for a variety of users. The timing of the South Willamette Street Improvement Plan is good because it melds with the South Willamette Concept Plan, and needed pavement preservation work recently identified in the 2012 Bond Measure to Fix Streets and Fund Bicycle and Pedestrian Projects.

In August 2012, the project team began by talking with stakeholders in small groups, including property and business owners, bicycle, pedestrian and transit advocates, and neighborhood leaders from Friendly, Crest, South Eugene and Amazon neighborhood associations. Based on knowledge gained in September, two robust focus groups were organized (one based on business; and another based on those who use cars, walk, bus, and bike) to hear more about people’s concerns, preferences and flexibilities towards identified corridor issues. In October, traffic count data was collected (when University of Oregon and Lane Community College campuses were active) and an Existing Conditions Report was prepared. In November, over 150 participants attended the first community forum where they heard the results of recent traffic studies, explored alternatives, and the project team listened to community priorities for future improvements.

A second community forum will be held on February 27, 2013 (in the South Eugene High School cafeteria from 6 - 8 p.m.) to evaluate the alternatives prepared in response to earlier community conversations. Following the February community forum, the project team will perform more detailed analysis of a small set of alternatives and prepare a draft South Willamette Street Improvement Plan. Sometime in the summer, a third community forum will be held to refine the preferred alternatives. In the fall, a draft plan and recommendations will be presented to the Eugene Planning Commission and Eugene City Council for consideration.

The South Willamette Street Improvement Plan is being managed by the City of Eugene and is funded with a grant from the Transportation and Growth Management program of the Oregon Department of Transportation.

More details of the project and public involvement process are available at: <http://www.eugene-or.gov/SWillametteStreet>

RELATED CITY POLICIES

Later in the fall, as the South Willamette Street Improvement Plan develops a preferred alternative, the Eugene City Council will have an opportunity to consider the policy context surrounding the South Willamette Street Improvement Plan. The Council may choose to affirm existing policies, balance potential conflicts between policies, approve potential changes to existing policies or enact new policies.

TransPlan (2002)

System-Wide Policy #4: Neighborhood Livability

Support transportation strategies that enhance neighborhood livability.

Roadway Policy #1: Mobility and Safety for all Modes

Address the mobility and safety needs of motorists, transit users, bicyclists, pedestrians, and the needs of emergency vehicles when planning and constructing roadway system improvements.

Roadway Policy #2: Motor Vehicle Level of Service

- 1. Use motor vehicle level of service standards to maintain acceptable and reliable performance on the roadway system.*
- 2. Acceptable and reliable performance is defined by the following levels of service under peak hour traffic conditions: Level of Service E within Eugene's Central Area Transportation Study (CATS) area, and Level of Service D elsewhere.*

Roadway Policy #4: Access Management

Manage the roadway system to preserve safety and operational efficiency by adopting regulations to manage access to roadways and applying these regulations to decisions related to approving new or modified access to the roadway system.

Bicycle Policy #1: Bikeway System and Support Facilities

Construct and improve the region's bikeway system and provide bicycle system support facilities for both new development and redevelopment/expansion.

Bicycle Policy #2: Bikeways on Arterials and Collectors

Require bikeways along new and reconstructed arterial and major collector streets.

Bicycle Policy #4: Implementation of Priority Bikeway Miles

Give funding priority (ideally within the first three to five years after adoption of TransPlan subject to available funding) to stand-alone bikeway projects that are included in the definition of "Priority Bikeway Miles" and that increase the use of alternative modes.

Pedestrian Policy #1: Pedestrian Environment

Provide for a pedestrian environment that is well integrated with adjacent land uses and is designed to enhance the safety, comfort, and convenience of walking.

Goods Movement Policy #1: Freight Efficiency

Support reasonable and reliable travel times for freight/goods movement in the Eugene-Springfield region.

Finance Policy #5: Short-Term Project Priorities

Consider and include among short-term project priorities, those facilities and improvements that support mixed-use, pedestrian-friendly nodal development and increased use of alternative modes.

Priority Bikeway System Project #296 – Striped bike lanes, Willamette Street from 18th Avenue to 32nd Avenue (unprogrammed).

Eugene Pedestrian Bicycle Master Plan (2012)

Policy 1.1: *Make bicycling and walking more attractive than driving for trips of two miles or less.*

Policy 1.2: *Increase pedestrian and bicycle connectivity between existing residential neighborhoods and nearby commercial areas, parks, and schools.*

Policy 1.5: *Construct high-quality pedestrian and bicycle infrastructure to provide safer, more appealing and well-connected facilities.*

Policy 1.6: *Build pedestrian and bicycle facilities on new roadways, and retrofit older roadways to complete the pedestrian and bicycle system, using routes and facility designs identified in this plan.*

Policy 1.7: *Construct bikeways along new and reconstructed arterial and major collector streets.*

Policy 2.1: *Continually improve bicycling and walking comfort and safety through design, operations and maintenance including development of “low stress” bikeways to attract new cyclists.*

Policy 3.6: *Improve the quality of the pedestrian environment by including facilities such as planter strips and street trees in the design or reconstruction of streets and consider preservation of existing trees whenever practicable.*

20 Minute Neighborhoods Program: *Development of a 20-Minute Neighborhoods Program is considered a key implementation step of the Climate and Energy Action Plan. 20- minute neighborhoods are places where people can easily walk or bike to key destinations such as grocery stores, other retail establishments, parks and schools. Coordination between implementation of the Pedestrian and Bicycle Master Plan and the 20-Minute Neighborhoods Program will be critical to the success of both. The 20-Minute Neighborhoods Program should be one factor that is considered when determining project funding priorities.*

Bike Lane Project #31 – Willamette Street from 17th Avenue to 32nd Avenue.

Bike Boulevard Project #397 – Portland Alley from W24th Avenue to W27th Avenue.

Bike Boulevard Project #458 – E 29th Place/Pearl Street/E 28th Avenue/High Street/E 27th Avenue from Amazon Parkway to Willamette Street.

Envision Eugene (2012)

7 Pillars of Envision Eugene (partial list)

- *Provide ample economic opportunities for all community members*

- *Plan for climate change and energy uncertainty*
- *Promote compact urban development and efficient transportation options*
- *Protect, repair, and enhance neighborhood livability*
- *Provide for adaptable, flexible, and collaborative implementation*

COUNCIL OPTIONS

The council is asked to provide feedback to staff about the South Willamette Street Improvement Plan.

CITY MANAGER'S RECOMMENDATION

None. Information only.

SUGGESTED MOTION

None.

ATTACHMENTS

- A. South Willamette Street Public Involvement Process Diagram
- B. South Willamette Public Outreach Summary - November 2012
- C. Community Forum #1 Summary - November 13, 2012
- D. Summary of Comments Received Since Community Forum #1

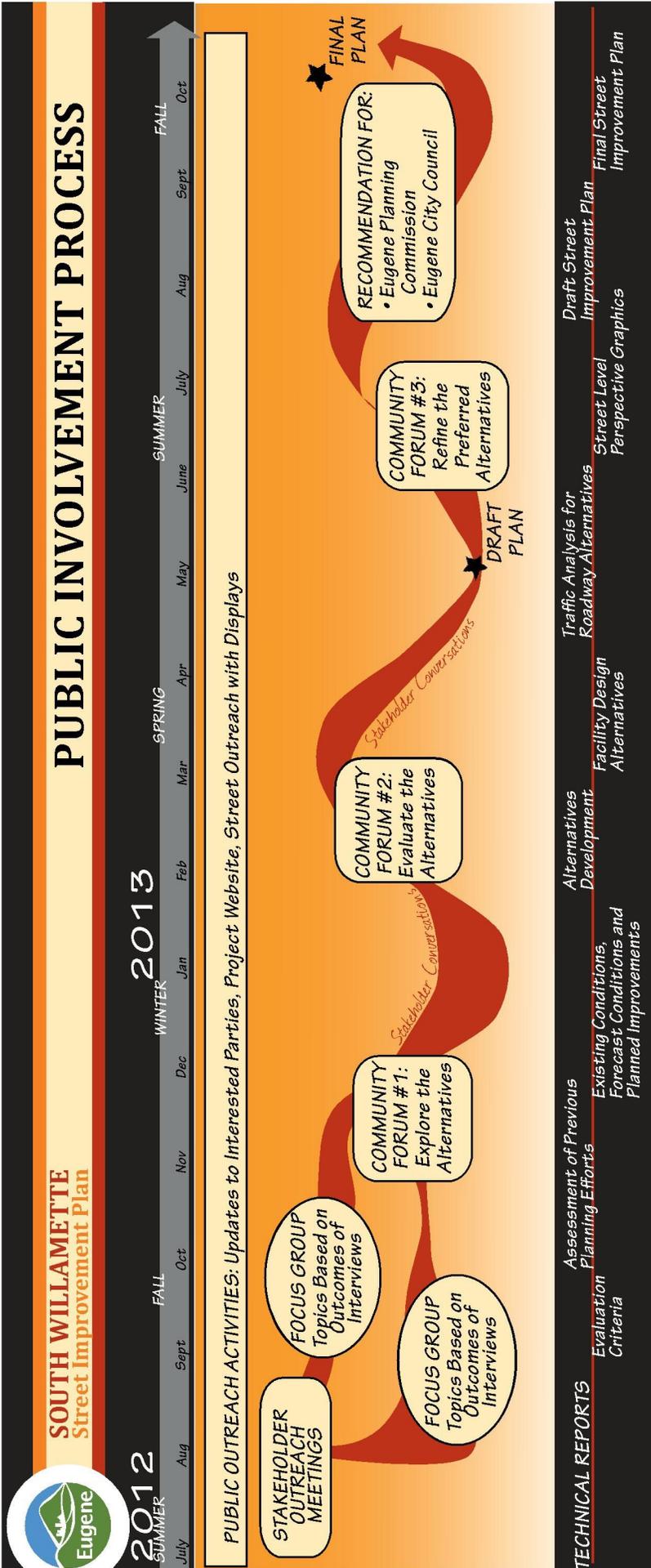
FOR MORE INFORMATION

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SOUTH WILLAMETTE Street Improvement Plan

SUMMARY OF PUBLIC OUTREACH AS OF 11-26-12

The South Willamette Street Improvement Plan interfaced with over 50 residents, business owners, property owners and community advocates in the first three months of the project, through stakeholder interviews and focus group meetings. Since that time, the outreach continued as follows:

- Project website for detailed information and announcing Community Forum #1 (Nov. 13, 2012) (www.eugene-or.gov/SWillametteStreet)
- Emails to interested parties list (500+ emails). The project specifically requests that groups send to their own lists.
- City Council Newsletter (a source for media outlets) announcing Community Forum #1
- City of Eugene Public Meetings Calendar announcing Community Forum #1
- Staffed outreach at area businesses in advance of Forum #1: Glenwood Restaurant Glenwood Café (11/4/12 AM), Capella's Market (11/7/12 PM), Market of Choice (11/9/12 PM), Turtles (11/9/12 PM)
- Postcard mailed to residents and property owners immediately adjacent to corridor announcing Community Forum #1
- Signs posted in corridor announcing Community Forum #1
- Announced Community Forum #1 at South Willamette Concept Plan meetings and through email communications
- Submitted material for articles to be included in South Eugene neighborhood newsletters. Friendly Area Neighbors and Crest Drive Citizens Association published articles and announced Community Forum #1.
- Recruited Edgewood Homeowners Association representative to focus group and public meeting, including specific conversations about through traffic
- Phone call to parent volunteer for the South Eugene High School email list and Roosevelt Middle School email list, requesting inclusion in school email announcements, recognizing that many families live South of 40th Avenue
- Meetings where the project presented and gathered input:
 - Southtowne Business Association (SOBA)
 - Bicycle and Pedestrian Advisory Committee (BPAC)
 - Friendly Area Neighbors
 - Crest Neighbors
- Planning Commission update
- Articles in Eugene Weekly, Register Guard, and interviews on TV and radio.
- Personal responses to written comments sent to project manager



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 24th and 32nd 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 24th & 32nd 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 32nd 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 29th 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 18th & 20th & 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 24th & 32nd 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 32nd 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-striping	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 24th & 32nd 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 32nd 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:

_____.



SOUTH WILLAMETTE **Street Improvement Plan**

PUBLIC COMMENTS

November 16, 2012 - January 20, 2013

Hello. I am an avid bicyclist, pedestrian, driver and resident of SE Eugene. While I am very supportive of improving bike access to Willamette Street, I am also concerned about turning it into a one lane road for cars. I have seen this happen all over Eugene, which causes a serpentine of cars that is blocks long--which effectively hampers bicyclists and pedestrians. This is not good management. I know that I do not like to ride my bike on any of the bike paths that are on busy streets--I choose parallel less busy routes to get where I am going. I avoid riding my bike on Willamette, because with many cars pulling out of businesses all along it, cars, and pedestrians, it is dangerous to ride there. Willamette really needs 2 lanes of traffic and bike lanes--it is the major access to all of South Eugene. I wish I could think of an elegant solution to this dilemma, but wanted to share my opinion at least.

Hi Chris,

Excellent presentation on Tuesday evening. Didn't realize you were doing an encore until I read it in the RG. I hope that went well too.

In putting together a plan to include a bike facility, you may want to keep in mind, that if the community decides on bike lanes, that the majority of riders may still choose to stay on the sidewalk. Having a protected bike lane should draw most bicyclists to that safe area. As a pedestrian I would like to keep cyclists off the sidewalk.

Looking forward to your next presentation.

Thanks for holding a great meeting last Tuesday! Way to process a lot of people and a lot of information smoothly. I wanted to send you the link to the petition seeking "On street bicycle access along south Willamette street." The list of reasons for signing located at the bottom of the page provides really great information about what some people want from Willamette Street. <http://www.change.org/petitions/city-of-eugene-create-on-street-bicycle-access-along-south-willamette-street> Also, as I mentioned at the meeting, I'm interested in hearing a bit more about the outreach process for letting the public know about the study and ways they can be involved. I also wanted to respectfully suggest in future meetings that the terms "traffic," and then more specifically "motor vehicle traffic," "bike traffic," and "pedestrian traffic," be used. "Traffic" can refer to all modes of transportation, so when traffic is referring to a specific mode it should be made clear to the meeting participants to avoid confusion.

Please let me know all the contacts for the S. Willamette project; i.e. LCOG, ODOT, the County, and the City. Basically, all the decision makers for this project.

I'm not sure whom to contact re: this issue, so please forward my comments if appropriate. I have lived in south Eugene for 30+ years. I use Willamette Street regularly (Eugene Hardware, Capellas, Down to Earth, Market of Choice, OCCU, etc.). This is a wonderful corridor to many local businesses! However, adding bike lanes and limiting auto lanes will discourage many, including me, from driving this particular road, especially on dark afternoons/evenings. Consequently, it will be detrimental to the many locally owned small businesses. That is not an outcome any of us want. Please understand that I am NOT opposed to bicyclists, but instead, welcome them! However, not every street in Eugene is appropriate for bike lanes. I think of those dark winter afternoons/evenings, with rain pouring down, and the increased traffic that will continue to be a reality in the coming years. Lane crossings, intersections, cars turning into the numerous business parking lots ~~ and they bicyclists.....good grief! Please consider in your planning my comments and concerns. And please accept my gratitude for all you, and your co-workers are doing for our city!

please include me on your email list regarding the willamette st improvement project. i am interested in what i can do to support the current concept of 3 lanes with bike lanes, or something at least this ped and bike friendly.

I wanted to drop a line as suggested to get on the "List". I can no longer drive due to poor vision and do quite a bit of walking in the Willamette St corridor as we live in the area.

I find that the worst part of my pedestrian experience are bikes on the sideWALK. No one wants to "lift" (i.e. slow down) when encountering walkers. Of course there are other issues but this definitely makes me an "Interested Party".

Thanks for the consideration!

I'm not sure whom to contact re: this issue, so please forward my comments if appropriate. I have lived in south Eugene for 30+ years. I use Willamette Street regularly (Eugene Hardware, Capellas, Down to Earth, Market of Choice, OCCU, etc.). This is a wonderful corridor to many local businesses! However, adding bike lanes and limiting auto lanes will discourage many, including me, from driving this particular road, especially on dark afternoons/evenings. Consequently, it will be detrimental to the many locally owned small businesses. That is not an outcome any of us want. Please understand that I am NOT opposed to bicyclists, but instead, welcome them! However, not every street in Eugene is appropriate for bike lanes. I think of those dark winter afternoons/evenings, with rain pouring down, and the increased traffic that will continue to be a reality in the coming years. Lane crossings, intersections, cars turning into the numerous business parking lots ~~ and they bicyclists.....good grief! Please consider in your planning my comments and concerns. And please accept my gratitude for all you, and your co-workers are doing for our city!

A few thoughts on the re-think of Willamette between 24th and 32nd. I live in the area and ride my bike along Willamette daily, as does my middle school daughter to and from school. It feels dangerous and unwelcoming to bikes as it is. However, I think that reducing lanes will be a big mistake and will harm business owners, some greatly.

I suggest encouraging alternative bike routes. I tend to ride one block west on Portland from 23rd to 27th, which is very pleasant, or on the bike path adjacent to Amazon Parkway and/or High Street, which parallels the Parkway. Yes, it involves a little extra travel, but both options are pleasant and worth the effort to me. I really think shrinking traffic lanes will be a big negative overall. Thanks for your ear.

Mr. Henry, thanks for the opportunity to send you input. I hope you don't regret opening yourself up for the barrage of communications I suspect you will receive. I wrote before but I'll try to be more specific this time. I'd like to see one lane each direction, bike lanes both directions, and TURN lanes at every intersection. NOT a (what we used to call) a suicide lane! Drivers use those lanes to pull out of driveways and stop in them to await a chance to merge into traffic which is illegal but done all the time. There are so many driveways, you'd have cars facing each other constantly, trying to turn into and out of driveways. Add a few pedestrians who can't or won't walk to the nearest intersection and we'd have mayhem out there. Each turn lane should consume about 1/3 of every block in each direction and the middle 1/3 would be given to bus stops. Bike lanes would go out at these bus stops toward the center but still to the right of the driving lanes. There was a letter in today's R-G from a guy who says if there were just one lane in each direction commuters would cease using Willamette. I say, GOOD! There are plenty of alternatives which should be used for commuting because they have many fewer commercial establishments. I was present when a northbound "commuter", in a hurry as so many are, switched lanes to get around someone trying to make a left to head west and crashed into a driver headed south and trying to make a left to the east. The carnage came very close to involving several pedestrians. South Willamette also needs a lot more police presence, incidentally. Or make the speed limit 15 to keep people under 25. People drive through there like maniacs.

Have you read this: <http://www.walklive.org/wp-content/uploads/2011/04/ITE-Complete-Streets-Article-April-2011-Burden-Litman.pdf>

I might have told you that I was part of a Willamette study that Dan Burden did nearly ten years ago. He proposed a complete streets design then. I have asked the lead for the community outreach about this and she said she would look into it.

Can you find that work the City paid for?

Please let me give some suggestions for improving traffic flow and safety along south Willamette Street. I have lived at 260 W. 20th for 14 years. I do most of my shopping and banking at businesses between 24th and 30th along Willamette. I walk the College Hill neighborhood and use my car weekly to get groceries. My husband and I ride bikes, he rides to the U of O regularly for work, and we have two adult sons who have worked in the bicycle business here in Eugene in the past. My first suggestion is that we do not reduce the number of lanes for car traffic along Willamette. That will always be the primary street that cars can use to go to and fro from south Eugene and downtown. I do not think it wise to encourage bicyclists to use Willamette for reasons of SAFETY. Maybe a 20 or 30 year old is agile enough to avoid an encounter on that busy street but a senior or a child on a bike, I feel, would not be safe. I have seen too many close calls on that street between 28th and 24th due to drivers trying to hurry. I think it needs to be monitored more closely by the police to catch speeding and drivers cutting in and out of lanes because they just don't want to wait their turn. I believe encouraging bike riding in this area you are studying. Please look at the whole area, the streets from Amazon Parkway west to Lincoln, and consider these possibilities:

1. encourage bicyclists to go north-south on Oak street from 24th to 29th. Oak street is a quiet neighborhood street in this area and leads into SouthTowne shopping complex.
2. add a crosswalk with flashing light, similar to what is available for walkers at Albertson's on 30th, along Willamette about where 25th or 26th would be. Make it easier for bikers using Oak to come west to Willamette and access the shops on the west side of the street, such as Metropol Bakery, Glenwood Café, and others. This would also make it easier for people walking or riding bikes from College Hill. Making more highly visible crosswalks for bikers and walkers along this section of Willamette may also slow down the cars.
3. On the College Hill side consider encouraging bikers and walkers to use a residential street parallel to Willamette, such as Portland St. or Olive.
4. Look at the alleys available for walkers and bikers. Our house being in the middle of the block, between Lincoln and Charnelton, our property runs along an alley that is partly paved. I believe this alley runs from 19th to 25th. If it were completely paved It would be a safe and pleasant route for bicyclers and walkers. I see many people commuting to work in my neighborhood. Cars are parked on both sides of the street on College Hill. I often have to slow down behind a bicycler, at dusk returning home, as he or she negotiates the parked cars and the steep hill.
5. Encourage every business, or parking lot in front of a group of stores, to have adequate and highly visible spaces for bicyclists to park and lock their bikes. As the city encourages infilling for housing and we develop our downtown and encourage more people to shop and live there, we must look at ways to encourage people to own no more than one car. To do that we must provide SAFE bike routes for ALL AGES. We must look at how our neighborhoods and shopping areas connect, and how can we improve the connections for the bicyclists and walkers. Maybe we will have to designate some streets as only bicycle streets, allowing people who own homes on the street, mailtrucks, emergency vehicles and delivery trucks as the only exceptions. I suggest 15th street be a restricted car/truck street. Painting a white line along the side of the street is not my idea of creating a safe bicycle route. There are very few streets in Eugene, especially in the older and hilly sections of town, that are wide enough to accommodate bicycles and cars. Too often the bicyclist recognizes that the street is not safe and goes up on the sidewalk, but that endangers the walker. I have more times than I can count been almost run down by a bicycle while walking along Willamette and other streets in Eugene. Thank you for listening and I hope these suggestions help.

Please add me to the mailing list. Also note that I am really concerned about the impact of the potential bike lane thereby reducing lanes for cars and emergency vehicles. All one has to do is to look at the traffic back up on 29th, especially from Amazon Parkway, to go west, to see what might happen if the same configuration is used for north-south traffic. It is difficult to get onto East 29th from Southtowne without going several blocks east to cut over. Willamette is already backed up at 5:00 hours often to 27th. Will it be backed up under the new configuration to 24th? Will it make it even more difficult to cross a lane to get to a business on the other side? Likewise in an emergency where will cars pull off to...the bike lanes? Doesn't seem safe to me. Willamette is the major north-south road for South Eugene. Don't do to it what happened in the Crest Drive area! Dangerous to navigate. While I understand the plight of the bike, I think there must be a solution off Willamette to accommodate them, a beautiful connect with the already exciting bike path to the north of us. They are small and more flexible than a car and can easily cut off to arrive to a certain block on Willamette. They don't really need all the roads designated for them.

Please give the impact of more crowded lanes some consideration.

The public involvement plan illustrated on the City's web site shows the process terminating with staff recommendations being proposed to the planning commission and to City Council. During the last community forum, you mentioned that (if I understood correctly) the project was listed on the CIP because the TGM grant was obtained prior to the street bond measure passing (is this correct?). And (continuing with my foggy recollection) that now that we have the funding through the bond measure, it is conceivable that you could use a different process (not the CIP??) that bypasses the council. I'm sure my description lacks accuracy. But if not it brings up an interesting question: is there a way this whole process could be accomplished without requiring the approval of the City Council? If so, would your team be willing to consider that alternative? In my mind, this would take a lot of pressure off of staff and make the process less susceptible to special interest pressure.

Is it possible to have the bus stops moved off the road in this redesign? Entirely off the road, not blocking a travel lane or a bike lane? Maybe we could get some business owners willing to give up some street real estate in return for something.

Or are you only going curb-to-curb and reusing the existing space?

I understand the proposal for re striping Willamette from 18th to 24th is for single north and south lanes and a turn lane. I live in South Eugene and drive that corridor 2 to 6 times daily. At the peak times 9-12-5 the current configuration barely handles the traffic. If it is reduced to single north south lanes the congestion and back up traffic will bring the area to a stand still. Center turn lanes only account for left turns, traffic is stalled much of the time buy right turns into and out of shopping centers and waiting for pedestrians at the crosswalk intersections. Traffic in that area must have 2 lane options to maneuver left turn right turns and the buses that take up the right lane for stops.

I think at 24th and Willamette in the northbound lanes the left lane should be a left turn lane and the right lane - straight ahead and right turn. Currently, the left lane is left turn and straight and the right lane is right turn. Traffic gets hung up there a lot for those of us heading straight north. I think there are few bikes on Willamette because it is so unsafe to ride there - they are often on the sidewalks heading in opposite direction of traffic and I and my husband have had near collisions several times with bikers on sidewalks. Scary. I tried riding a bike on Willamette - too vulnerable for me.
Good luck with your work. wow. Big deal.

I have always been of the opinion that bicycle paths should be a completely separate system within the city and not just a part of the motorized vehicle ways - so-called bicycle lanes, which are just a strip of paint in the roadway are confusing and scary and the SOLE REASON that I do not ride a bicycle for transportation. The stripe on the street that is also used by passing traffic or turning vehicles or the strip on the side that is cambered for run-off and dirt and rock accumulation is just a cheap, avoidance of creating a true bicycle transportation system. I understand that the City is planning to repave Willamette between 24th and 32nd to place a center bicycle/turn lane with no extra width for passing busses. Some urban design decisions like storm swales make sense. Some, like cul de sacs, are just stupid on so many levels. I think that no matter what you do, cars are going to pull out to pass busses and having a generous lane in each direction is the safest way to go. Of course, if I had to make a choice I would rather wait for a bus and see a center dedicated parkway with curbs and trees in it and a winding true bicycle pathway that is maybe only 3-5 feet wide - just having paint on the ground and telling people they cannot drive there is like entrapment because you know people are not going to heed that and it will just be a waste of tax money as cheap, half-way measures almost always are. Please get real and think about making separate bikeways run through the entire city, not just in parks.

I live just beyond the South Hills. In the discussions I have seen in the newspaper, everyone's concerns are focused on bikes, and pedestrians and shoppers in those stores. No one seems to see this street as a thoroughfare into the South Hills. One letter writer even suggested that cars traveling through find an "alternative route."

Now, you and I know, there aren't any. This is a through street.

Let's just do the math. Logic tells me that fewer lanes in either direction will mean more backup, especially coming to 29th and Willamette. Have you ever been there around, say, four or five PM heading south? It's a long wait to get through that intersection now, and shoppers coming out of the Woodfield Station wait even longer.

Here's my suggestion: Keep the existing lanes. Make the west sidewalk for walkers. Widen the east sidewalk--where there is some setback of light poles and street plantings--for two directions of bikers, who will be completely protected from road traffic--except when cars turn in to the shops, but that danger is there even for ordinary bike lanes.

OR, put the bikes on the east side parallel street to Willamette--where Southtown Mall is--and on the parallel west side street that ends in the 29th and Willamette mall.

With fewer than 100 bikers and walkers a day (LTD September 2012

count) and 16,000 cars, let's not get into social engineering--the idea that if you make it difficult enough to drive, people will abandon their cars in favor of bikes, buses and walking--which has a long track record of not working). Let's engineer it to keep the traffic rolling, and the bikers and walkers SAFE.

As a south Eugene resident who drives Willamette daily to and from work, who frequents many businesses on Willamette, and someone who is also a bicyclist and pedestrian, I have strong concerns about the proposed idea of two traffic lanes with a center turn lane, and bike lanes. If you take the number of cars traveling in two lanes in either direction and put (funnel) them all into one lane, the center turn lane would be of little value since the single lane would be one long snaking train of cars, with rare opportunity to find a gap between cars to make the left turn between them. This would be a given during business hours, but probably impossible to turn left into east side businesses traveling south during pm rush hours, or west side businesses traveling north during am rush hour. I love bike lanes, but I prefer to use side streets for biking because I feel too vulnerable riding close to cars on busier streets. I also ride on sidewalks and take care to yield to pedestrians. Willamette St. in its present configuration is busy but functions as well as it could. Since it's not possible to make it wider to create space for bike lanes, and it still functions pretty smoothly we should look to the other streets in the area to create more bike paths/lanes.

Thank you for your good work on this important project. I have been following the work in connection with the project discussions. Although I was unable to attend the Nov 13 forum I wanted to add my thoughts to the discussion on one aspect of the planning.

I have significant concerns about the proposal to reduce auto traffic lanes so that bike lanes could be added. I believe that to be an unrealistic and untenable proposal. I am an avid biker and certainly love bike lanes. But the reality is that the primary function of South Willamette must continue to be auto traffic. The street is already overly congested at times with auto traffic and eliminating vehicle lanes will only exacerbate the problem. While I like the idea of promoting bike use we need to accept the practical reality that the vast majority of people will never ride bikes (at least on any regular basis) but they will expect to be able to drive on Willamette to get to and from their homes, stores and work places. In this case I feel strongly that the ideal of more bike travel must give way to the actual and practical needs of the vast majority of our citizens.

If there is a way to make bike traffic easier and safer I will be all for it. But the need for bike lanes should in no way trump the need for smooth and efficient auto traffic flow on this key artery.

Thanks for considering my views on this important topic.

Wonderful survey...47% want more bike lanes.....done deal ...oh yea, what happened to you guys when it came to bikes, etc. on Crest Drive ??????

Did you ever get the thought that the studied section is of Willamette just might be more similar to Coburg Road –major arterial circulation....rather than the Crest Drive Neighborhood Village concept??.....but sincerely... should we hold Crest Drive as a model of what to expect from your planning expertise ??????

After attending the meeting at Roosevelt Middle School I have been much more aware of my environment as I walk, bike, and drive. I live just off Willamette at 24th and go from 24th to the shops along Willamette or the Amazon community garden almost daily. Most of the time I walk with my dog. Rarely do we use Willamette as it does not feel safe and bicycles using the sidewalk force walkers to the side. Portland Street is the first choice but it lacks continuous sidewalks so when it is wet we must go into the street. When going to the garden we use Oak or Ferry Streets and again no continuous side walk so again in the street. Each Tuesday I volunteer near the Gilbert Shopping Center and walk using 99 to Roosevelt then Chambers and through downtown. I must say 99 feels much safer for walking than Willamette. There are wider sidewalks without obstacles and a bike path between the traffic and the pedestrians. While driving on 18th from Chambers to Hawkins I observed two lanes of traffic, a center turn lane and bike paths. The traffic was slower with two stops before getting through several traffic signals, but traffic was moving with bicycles in the bike lane. Would you happen to have a traffic count that would compare the number of cars using Willamette to the number of cars using 18th? The new concrete steps leading from Portland Street to Woodfield Station are an improvement for our walks. Thank you for work work trying to please all of us with the Willamette project.

I drive Willamette Street between 24th and 32nd at least twice daily. As it is, this stretch of road is very hazardous to drive with everyone changing lanes, especially north bound. I can't imagine what a quagmire it would be with only one lane going each way and loading busses blocking that lane. If this plan does go through, I only hope it will include bus pull-outs. The bus drivers may not like them but it will be safer for them I the long run than all the cars driving illegally, and potentially head on, in the turn lane to get around stopped busses.

Willamette between 24th and 29th is just too narrow to add safe bike lanes. Bikes should ride the sidewalks or find another route. This stretch should not be a designated bike route. It is just too congested and narrow.

I am thrilled that there is a lot of thinking and discussion concerning improvements to south Willamette Street. I am also happy that you are leading the effort. Congratulations! And thanks! For many years, improvement of south Willamette has been my favorite project. I have always lived in south Eugene, so Willamette is a key street for me. We talked about it years ago when I was with LCOG. It is a tough project, but a very important one, because Willamette Street is perhaps the most vital street in the city. It is the spine with a wonderful history of commercial and cultural activity. It is so disappointing to me that the city has not been able to make the street represent its values of being a bike-friendly, walk-friendly, attractive and interactive community. I hope all the thinking and discussion results in something tangible that better represents those values. I definitely support the idea of three lanes including a center turn lane and bike lanes on both sides of the street. Improving the pedestrian access with better sidewalks and separation from traffic with space and plantings also is important. Other ideas I support are providing turn-out bays for the LTD buses and reducing the number of access points. People have always been concerned about removing travel lanes on south Willamette because of the heavy traffic demand. However, traffic flow is very poor now with four lanes because of the frequent need to maneuver around cars making left turns, buses stopped to pick-up passengers and cars entering the traffic lanes from so many access points. A center turn lane, bus turn-outs and fewer access points would go a long way to improving current traffic movement. And of course adding the bike lanes and improving the pedestrian environment would make the street more attractive and useful to all modes of transportation, perhaps reducing the vehicle demand. Another important factor is that there are two available alternative arterials to Willamette Street in the Amazon Parkway and Hilyard/Patterson Streets. Thanks for your work. Let me know how I might contribute.

Here's a crazy idea: relocate all through motor-vehicle traffic to Amazon Parkway, and dedicate South Willamette to local-access traffic or bike/ped/transit only. Here's my vision: Approaching from the north, at 20th Street, all southbound motor-vehicle traffic is diverted through the former Civic Stadium parking lot onto Amazon Parkway. Conflicts with northbound Willamette traffic are minimal because all northbound through traffic has also been diverted to Amazon Parkway, at 29th. Traffic on Willamette between 20th and 29th can exit in either direction, but the only way to get onto Willamette in that stretch is from a side street or from a business. This reduces traffic flow dramatically, so that Willamette only needs to have a single narrow travel lane in each direction for local business access, with intermittent center-lane turn refuges. Removal and narrowing of traffic lanes creates room for bike lanes on each side, as well as for widened sidewalks. The pedestrian experience is further enhanced by undergrounding and/or relocating utilities. The center turn lane is shared by the Skinner City Trolley which runs every 15 minutes or so, connecting to the EmX backbone at the Downtown Eugene Station (and continuing north past the Hult Center to the Amtrak station). Mid-street trolley platforms connect to pedestrian cross-walks at Civic Stadium, 24th, and near 27th. The terminal platform would be directly in front of Woodfield Station, heck we could start calling it Woodfield Station with a straight face! Woodfield Station would remain accessible from either 29th or Willamette Street (via a short stub). Business owners will still have vehicle access right to their front door, and the visitor experience will be so improved that those business locations will be in high demand, even though motorists might have to take a less direct route to/from the business. Pedestrians, bicyclists, and transit riders will enjoy direct routing to and from these businesses, of course. Motorists who formerly used Willamette Street simply to pass through the area will quickly develop alternate habits, using Amazon Parkway or other routes. A few of them might even decide to ditch the car in favor of some other mode! Already, I see people using Woodfield Station's parking lot as an unofficial park-and-ride location.

Since the 29th and Willamette St. Intersection is so actively used (Through-traffic to 30th/LCC, Downtown, 28th/Chambers "back-road" traffic), in a perfect world**, it should receive the same treatment, at least as, a River Road scenario. I understand there is little room for width expansion of Willamette between 24th and 29th.

An easy and cheaply upgradable solution would be the "One-Way South Traffic on Willamette/One-Way North Traffic on Amazon Parkway" model (see attached diagram--you may copy and use this if you are interested). This model would repair traffic problems from 18th to 29th, and relieve congestion in a busy area of town.

It would require one block of High St. to be converted to one-way traffic. This model would not need adjustment to any utility lines, and require only extensive finish work surfacing, and line painting upgrades.

Thank you for your time,

Regarding the South Willamette Street Improvement Plan, about which I read yesterday in The Register-Guard, I am writing to contribute to the public discussion. As I often shop at Woodfield Station, in the 2800 block of Willamette Street, I have much experience with trying to turn off and onto Willamette in the stretch between about 26th Street and 29th Street. Frankly, in my opinion, while adding a turn lane to Willamette Street in that stretch will facilitate turning off and onto the street, additional improvements will still be needed to enhance safety for left-turning vehicles in that stretch. Perhaps the city might consider adding a light or at least a speed-bump at the Woodfield Station entrance on Willamette Street? Or adding a light or at least a speed-bump anywhere along Willamette Street between 26th and 29th? While reducing the number of lanes each way to one might slow down traffic on Willamette between 26th and 29th, I don't think we can count on it. Right now, the speed of the traffic as well as its volume makes turning left onto and off of Willamette, while trying to access shops located between 26th and 29th, very difficult. When I exit Woodfield Station and turn left onto Willamette, often I feel that I'm taking my life in my hands, especially given inclement weather and well-meaning southbound drivers who stop and allow clearance for me to exit though they unwittingly block my view of northbound traffic approaching from the south. So, for me the bottom line is that we need improvement beyond adding a turn lane to Willamette and reducing its number of north- and southbound lanes to one in each direction. We also need a light or at least one speed bump on Willamette, to slow traffic down and allow left-turning drivers time to turn safely. In other cities, I've seen that adding speed-bumps works well on major streets adjacent to shopping areas. Surely there are many instances that planners could look at, when considering the efficacy of adding speed-bumps. I can't tell you how happy I'd be to see a speed-bump on Willamette between 26th and 29th.

OK, congratulations on our elections!...now here's how we'd like to see Willamette handled from 24th to 29th...A) one lane of traffic in each direction, north and south, B) left turn lanes at every intersection with green turn arrows, C) bike lanes each direction, north and south, D) curb cutouts at bus stops so buses can get outta the way...this would be a huge improvement by getting bikes off sidewalks, easing frustration of automobile drivers and slowing them down and by creating a generally more comprehensible, ordered, safe and friendly environment for strollers, shoppers, commuters, bikers, shop-keepers, etc....
thanks for everything,

I wrote several weeks back with comments regarding proposed changes to Willamette between 24th and 32nd. I have been heartened and intrigued by some of the background information I have read about the efficacy of changing to one lane each direction with a center turn lane and pedestrian/bike accommodations. My prior comments suggested leaving it be, but I am open to the potential of this idea given what I have read since. I still advise caution with regard to the needs of the businesses along that stretch, however. I have a comment on a stretch of Willamette not included in the above study. About 10 years ago the City changed Willamette from one-way to two way between 13th and 18th. Beforehand, you guys solicited comments from citizens about the perceived pros and cons of this idea, and I commented then that I was concerned that the change was going to make Willamette a more dangerous street for users to cross or turn onto from side streets, and that the new northbound lane would be underused. Well, 10 years later my opinion has been validated by reality on the street. We live two blocks west of this stretch of Willamette, and my partner, kids and I walk and bike eastward multiple times daily (quite literally, as we are very active, and walk and bike as our primary modes of transportation). The crossing of Willamette is always a challenge, and is downright dangerous on bike and on foot. The reason is that a lot of traffic travels south on Willamette from downtown throughout the day. When Willamette was two lanes of one-way traffic, it was easy to find gaps in traffic to cross safely. Traffic came in waves, with breaks in between. With the current design, the traffic from downtown (which has only increased) is now all funneled into one lane, so that south bound traffic is nearly constant. It is very hard to find the safe gaps that existed before. To further compound the problem, northbound traffic is minimal (I would say one in every 10-20 cars on that stretch of Willamette is travelling northbound), making the change seem unwarranted. Invariably, however, when there is a small gap in southbound traffic, it seems common to have that one in 10 or 20 cars on the road that is heading north come just when there is the southbound gap. In short, the change has brought with it the very problems that I predicted 10 years ago, and has resulted in a much less safe environment for crossing Willamette between 13th and 18th. The change also seems unnecessary, as even 10 years later, very little of the traffic on this stretch is northbound. In light of the facts (and I would venture to state that I probably cross that stretch of Willamette more than anybody else in any given week), I think that you guys ought to change this section of Willamette back to one-way. Whatever gains were made for bikes travelling ON Willamette are greatly outweighed by the hazards created for cross street users. I would add that sometimes the "experts" on such matters are folks like me who actually use the streets multiple times daily. Thanks for consideration of my comments. If you would like to talk further, feel free to call me at 541-344-8968. Thanks, too, for the work you do on behalf of all Eugene residents. I, for one, greatly appreciate it, and I don't think that City staff always gets the appreciation or acknowledgment that you deserve.

Look at how Albuquerque handled Central Ave around Nob Hill and the University of New Mexico: They took Silver Avenue (comparable to Portland or Oak) and made it the one way, walk and bike friendly alternative. Same thing for the other street to the north (who's name escapes me). Nice bike lanes, less traffic, people USE them. Plus, I have never seen a plan that might re-pave the ALLEY along Willamette and make it a bike friendly alternative to Willamette St itself. I used to bike commute in Seattle - personally I'm against having car traffic squished into 2 lanes, sharing with bikes and the multiple multiple driveways the people who say they'd shop soooo much more if it was bike accessible - I think that's a vocal minority. I can also say as someone who lives in the nearby neighborhood, I regularly use Portland/Oak to get around Willamette and I have not yet seen this addressed either - turning Willamette into 2 car lanes WILL push more traffic onto side streets and make those neighborhoods more unsafe. This isn't just a bikes vs cars issue as the bike contingent would have us believe. It's more complicated.

Lets think outside the "street."

Upper Willamette St between 29th and 24th perhaps should be visualized not as a through street but to facilitate shopping. Amazon Parkway is the logical throughway for traffic into town down (revising the transition with Pearl of course...)

By creating a "parking avenue", merging private frontage parking with circulation eliminating curbs and driveways, auto, bus, pedestrian and bicycle access could be coordinated and planned into the design of the layout. Traffic volume would be reduced since through traffic would bypass on Amazon as well as accessed from Amazon. Deliveries should access the stores from the streets behind.

Utility poles should be underground to reduce visual clutter and trees planted along with other calming green shade features to attract consumers.

Bike paths, sidewalks and bus transit could flow through the district facilitating access to the various stores in a park like setting.

A Willamette Commercial District should focus on a multi-mode circulation pattern for destination shoppers by eliminating through traffic. Without that congestion and traffic pressure, more people would be attracted to visit and shop with far less stress.

I just spoke with Dan Burden, Executive Director and Co-Founder of the Walkable and Livable Communities Institute, (614) 595-0976. <http://www.walklive.org/about-the-institute/our-team/Dan> mentioned that he has handled "road diets" of 4 lanes to 3, resulting in a 30% increase in business for merchants. Currently he's working on a project in Long Island, NY with 33,000 vehicles daily in just 2 lanes. He believes this can be done by removing the traffic lights and using mini-roundabouts. I mentioned that South Willamette St has a volume of 16-18,000 vehicles and he said that was a "piece of cake".

Ran across this and wanted to forward it to you and Cogito.

http://mayormcginn.seattle.gov/nickerson-street-project-improves-safety/?utm_source=rss&utm_medium=rss&utm_campaign=nickerson-street-project-improves-safety

Nickerson Before and After: <http://www.seattle.gov/mayor/media/PDF/120301PR-NickersonBeforeAndAfterStudy.pdf>

Stone Way Before and After: <http://www.seattle.gov/transportation/docs/StoneWaybeforeafterFINAL.pdf>

I am a heavy user of that part of the street, shopping there 1-4 times a week. I drive there because I am usually getting groceries. I use Market of Choice, Eugene Hardware, Down to Earth, OCCU, US Bank, Chevron, and Instaprint frequently. I use Capellas, Office Max, Rite Aid, Skopils, and several other businesses regularly. We visit family members who live farther down Willamette once a week. I sometimes ride a bike to do errands but not to that part of town. I am very supportive of walking and biking in general. I have given myself a few weeks to think this over and listen to the opinions of others. That said, I think changing the street to 2 lanes is a stunningly bad idea. What happens to one lane traffic when there are bikes in the bike lane where you need to turn right? You stop and wait, and everyone behind you must stop and wait, and traffic will slow down and clog up very quickly. And while you are waiting to turn and there are others in the center lane waiting to cross both the car and bike traffic lanes, how long will they wait? People get frustrated and start making poor decisions to try to get across. That increases the danger for everyone. Some times of day there is a lot of commuter traffic, both car and bike. My nephew is one of the bike commuters. At these times it seems that the bike traffic would be heavier and the bikers less interested in shopping than getting home, so more and faster riders could be present. There would also be more cars as people go home after work. This seems like a nightmare to me. I can say I would not ride my bike on Willamette even if there were bike lanes. It would not feel safe to me. If you had asked me a few years ago if anything would keep me from shopping in this area, I would have said no. However, repeated frustrating and very long waits during the last road construction project finally did me in. I reluctantly went to other branches of places that had them and to different and less satisfactory stores. All of that increased my driving time and mileage as these substitute places covered a larger area. Right now when I leave Market of Choice, it is difficult at times to turn north onto Willamette, the most direct route home for me. It is also difficult to turn east onto 29th because of the one lane traffic coming from the west combined with the westbound traffic. At times that we have given up and turned west on 29th, gone up to Lincoln and around to 19th to get back to the university area where we live. This proposal will only make all of these issues worse in my view. I support better sidewalks and adding incentives to ride bikes on the streets on either side of Willamette, or another plan as long as there are still 4 lanes of traffic on Willamette. If there are not, businesses will surely be hurt and the number of people helped will be far fewer than the number of people whose frustration and restricted choices will lead them to give up and go elsewhere. To me this is an idea with good intent that would cause far greater problems than it would solve.