

Alt #	1. Suggested Modifications to Alternatives
1	With a turn lane.
1	At least reduce driveways, improve and widen sidewalks, add trees, do something about ugly utility poles; also add bus turnouts; designate/improve bike routes in study area.
1	Might work with consistent 9' sidewalks.
1	I like the idea of one side 6'/ other side 12' sidewalks in this one.
1	Reduce sidewalks to maintain some parking lots.
1	With sharrows.
1	Include sharrow lanes
1	Add better bike accommodations/ sharrows/ or adjacent bike infrastructure.
1	Needs sharrows. Not optional.
1	I would like to see LTD bus turnouts on both sides.
2	Could you consider some center islands in left turn lanes so that crossing would be easier? For pedestrians? Not great for emergency vehicles.
2	It is important to consider aesthetics, like trees, street lamps.
2	With bike "lane" on sidewalk
2	Must have sharrows and lower speed limits.
2	With sharrows.
2	If two lane with center lane: Has anyone considered bus only lane in center with bus stops with proper pedestrian crossings from center point of stops (no bike lanes).
2	And bus pull out or center lane modified
3	Consider raised bike lanes.
3	Needs soft hit posts to separate bikes from cars.
3	If option 3 was chosen I would want the bike lanes to be marked clearly, perhaps with different pavement coloring at driveways/ intersections or a different striping pattern.
3	Need bike buffer, less width sidewalk.
3	Need buffers -safety for bike.
3	Is there a way of having the center left turn lane be a variable lane so that during peak capacity times, the center lane becomes a traffic lane in the peak direction, with no left turn allowed during peak times? Overhead indicator lights could tell you whether you drive or turn left or not enter that lane.
3	Consider narrowing the bike lanes (or ped sidewalks) slightly to allow for 11' wide lanes. Or provide special design considerations where bus stops exist.
3	Create 11 foot travel lanes by reducing bike lanes to 5.5' and reduce sidewalks to 8.5'.
3	With 11' thru lanes and 5' bike lanes.
3	Reduce bike lane to 5' and add back to travel lanes to get 11'.
3	Put 5' bike lanes and 11' travel lanes.
3	And travel lanes at 11'
3	8.5' - 5' - 11' - 11' center turn -11' - 5' -8.5': Change the bike lanes to 5 feet, increase the car travel lanes to 11 feet to accommodate trucks. This would also require decreasing the sidewalks by 1/2 foot on both sides (only) to gain the extra foot width in the center lane.

3	Can the bike lanes be reduced to 5', giving back to the two travel lanes?
3	Possibly #3 with 5 or 5 1/2 ' bike lanes and 11' outside travel lane?
3	If you make the bike lanes 5 feet wide (standard width), you could either make 10' sidewalks or 11' travel lanes (better for transit vehicles).
3	8', 6', 11', 11', 11', 6', 8' Can sidewalks be 8'? Then we would gain more room for vegetation and bike lanes and retain 3 car lanes.
3	11' travel lanes and 8' sidewalks
3	Reducing the bike lanes to five feet and expanding the through lanes to eleven feet would seem to help transit without impacting bikers much.
3	I think it is important to have bike lanes and to have a turn lane. Alternative 3 best meets this, but has narrower than standard width. Meeting travel lane width standards could be met by shifting 6 inches from each of the bike lanes and sidewalks.
3	"Bike lane" on sidewalk possibility.
3	Need bus turnouts!
3	Needs to have bus pullouts -narrower sidewalks or no center turn lane to allow traffic to pass. Sharrows in the 29th Ave vicinity. Limit restrict left turns during peak traffic periods to maximize through traffic capacity.
3	To minimize bus/ bike conflict, maybe sidewalk curbs could be lowered at the front and back of the bus stop so that if a bus is at the stop or coming in it, a biker could roll easily into a designated lane on the sidewalk to bypass the bus stop. Pedestrians could stay out of the bus-stop-bike-bypass designated area! Maybe could keep things moving.
4	Raised bike lanes.
4	Buffers not needed.
4	Don't need buffer.
4	Take option 4, eliminate 2' buffer give one foot to bike lane and one ft to sidewalk.
4	Reduce 11' lanes to 10' and increase sidewalk to 8' wide with 3' wide tree and light planters (rectangular) and 5' sidewalk. Keep or move telephone/ power poles into 3' planters -keep them out of sidewalks!
4	With 10 ft. travel lanes to allow for wider sidewalks.
4	Make car lanes 10' wide or widen sidewalks.
4	Reduce car lane width to 10' to make sidewalks wider.
4	Maybe travel lanes 10' each, that will provide buffer for bikes as well as 8' sidewalks.
4	Lessen sidewalk widths. Why the need for 9' sidewalks? Not necessary. Lessen width, more space for bike lanes and buffers etc.
4	If neighborhood concept plan requires 5ft setback so sidewalks would eventually be wider.
4	This option would need to consider larger sidewalks to be viable.
4	Would like a wide enough sidewalk where bikers that aren't comfortable w/ the road are able to ride on.
4	Could be almost 8' sidewalk by narrowing travel and turn lanes could happen.
4	Narrows the sidewalk too much.
4	I like this option because, as a cyclist, I would feel more safe and comfortable and less vulnerable to vehicles. However, I wish the sidewalks could also be widened to 9'.

4	I like this option, but the space provided as a buffer could better be used to give more space on the sidewalk (where it will provide more value than the 2-ft buffer).
4	How will busses be accommodated?
5	Could there instead be a curbed single lane cycle track w/a 6 foot sidewalk?
5	With cycle track.
5	Can there be wider sidewalk that has dedicated bike track on one side and narrower sidewalk on other?
5	Add or include raised bike track as medial part of sidewalk.
5	There should be a future plans for bicycle access using cycletracks in each direction.
5	That have designated bike ways on sidewalk
5	sidewalk 9', car 11', center left turn lane 12', car 11', cycle track 8', sidewalk 9'
5	Cycle track. Cycle tracks is the only safe option for bicyclists!
5	Add cycle tracks. I like the sidewalks here but there must be a bike option.
5	Cycle tracks.
5	I actually like number five too if it had a cycle track to accommodate bikes and reduce conflict with bikes and peds.
5	I would also be interested in pursuing a cycle track option. Perhaps a 2-way cycletrack on one side of the street. I would not like cyclists and pedestrians to be on the same gradient.
5	Show how bike/ ped separation might occur.
5	With designated bike lane on sidewalk.
5	Preferred alternative if cycle track will be included!
5	What about some kind of signage to facilitate sharing the sidewalk; no speeding bikes through groups, no groups blocking the entire pathway...? i.e. "cycle track"!
5	Is impractical for bikeways (cycle tracks) shared with pedestrians and stormwater treatment areas it seems. Or is 13' wide enough for both stormwater and cycle track?
5	Only if sidewalk includes cycle track to separate bikes from pedestrians.
5	Include space for bikes on sidewalks i.e. cycletrack.
5	I really like the shared sidewalk idea -where the wide sidewalk has a lane in it for bicycles.
5	Allow bicycles on sidewalk -have a special lane.
5	Needs to consider options to improve bicycle options and access to businesses. Possible investment in Agate Alley/ Oak or shared sidewalk use with clear division between pedestrian and bikes.
5	Love the wide sidewalk with cycle markings/ tracks for shared ped/ cycle use.
5	Shared w/ bikes and delineated with striping.
5	W/ devoted bike lane.
5	11.5' wide shared bicycle pedestrian sidewalk, 11' wide South Bound traffic lane, 10' wide South Bound traffic lane, 10' wide North Bound traffic lane, 11' wide North Bound traffic lane, 6.5' sidewalk
5	Sidewalk 13.5', travel 11', turn 10', travel 11', sidewalk 13.5': take 1 foot from the center turn lane, put it to the sidewalk.
5	Would only be good if sharrows are added to the lane.
5	With bike sharrows.

5	Do not plan on bikes on the sidewalk. What kind of signage possible to help vehicles understand bikes allowed full use of lane?
5	With shared pedestrian/ bicycle use of sidewalk
5	Discuss cycle use in sidewalk "realm." If we do not incorporate bikes into this realm, bikes/ peds conflicts could be a concern.
5	Wider sidewalks 13' are a big priority!
5	w/ sidewalks being mixed use (bike and pedestrian friendly as are the park and river bike paths.
5	Big sidewalks. Sidewalks should be used for bikes as well as pedestrians.
5	Could bikes and peds share?
5	I would like to be able to bike on the sidewalk.
5	Only if it can accommodate bikes.
5	Show options that accommodate bikes. Or perhaps have widened sidewalks only in the key 2-3 block area (where good side streets for bike commuters exist hopefully). Or wide on one side only.
5	At least reduce driveways, improve and widen sidewalks, add trees, do something about ugly utility poles; allow bikes to share sidewalk, add bus turnouts or allow vehicles to pass bus when stopped.
5	Wider sidewalks, w/ bicycle parking in #5 with possible bus pull-offs makes most sense. Bicycles could (and possibly cars) use an alt. route if not visiting businesses/ locations in the area. Bike parking area & walk to businesses on wider sidewalks. Also cars could park in one lot and walk/ cross streets up and down to other businesses and locations = less car pull ins and outs. Less driveways for bikes, peds, less car turning to prevent backups.
5	And bus pullouts. Get poles off the sidewalks. Bikes allowed on sidewalks. Fewer driveways.
5	All modes eventually are pedestrians -wider, obstacle-free sidewalks are a must. I am concerned that Option 5, despite the wonderful 13' walkways, doesn't adequately address bike/ ped/ sidewalk seating conflict.
5	With bike turnouts.
5	For bikes and peds.
6	4 lanes w/ roundabouts would be my first choice, moving bicycle traffic to alternative routes with some level of dedicated access.
6	Crucial to maintain cyclist safety at roundabouts -diverting cyclists onto sidewalks at roundabouts is unsafe in my experience.
6	Intrigued (but concerned about bike/ ped safety at roundabouts).
6	Make the median a little smaller for emergency vehicles to travel easily -maybe combine sidewalk w/ bike lane.
6	No "raised" median: emergency vehicle access at risk. Raised medians scare me with regard to emergency vehicle access. And people get frustrated (road rage) w/ raised median inconveniences.
6	Six feet seems a bit wider than necessary for bikers. Maybe we could reduce it a bit to give more width to the vehicle lanes and sidewalks.
6	Sidewalks could be expanded to 10' (standard) if median was narrowed.

6	Could reduce the median by 1-2' and add that width to the sidewalk. Also, the same could be done with the buffer and added to the bike lane while adding soft -hit posts.
6	Need to make safer pedestrian crossings since roundabouts can create accessibility option.
6	With round-abouts, would likely make it impossible for the blind to cross the street at those locations. It might work for vehicles but probably would add significant risk for pedestrians if there are no lights.
6	What about getting blind and disabled peds across Willamette? Without traffic lights...?
6	No buffer, wider sidewalk.
6	To help with diversion of commuter traffic off of Willamette, put a roundabout at 24th and Amazon Parkway -I think this would encourage more people to use this route as now the lights are short and turning laborious.
6	If roundabout, then ped. Xing 150 away with signals.
6	I would like to know more about how roundabouts work and if there are safety concerns for peds and bikes.
6	Would like to see what the roundabouts would look like.
6	I like (after much thought) the roundabout idea for 29th and Willamette only.
6	I like this option, but the buffer could be used as more sidewalk space. Also I like the pedestrian crossings and roundabout. And I like that this is the safest alternative.
6	Put a roundabout on 29th and Willamette.
6	Ugly center median.
6	How about a wider sidewalk with a turning lane and a bike lane in the roundabout. How about busses routed to Oak or Portland Street or alley bus lanes.
6	Hybridize this option with 3/4.
1, 2	Shared side walk, wider -less driveways.
1, 2	4 lanes with combo walk/ bike path w/o poles and standards.
1, 2, 3	With bike lanes moved to Oak and Portland
1, 2, 3	Combine sidewalk and bike plus let bike use the lanes with autos.
1, 3, 4	Keep street trees and lights in 4' planter.
2, 5	Include modifications to parallel streets for bicycles (a la Alder St. controls at 19th, 24th, 32nd) or include bike travel accomodation/ protection on sidewalk (plan 5).
3, 4	Only if sharrows are going to be added.
3, 4	We need bike lanes that work for people of all ages and ability levels -the only plan that allows that is alternative 4. Unfortunately, alternative 4 has the worst facilities for pedestrians. Why can't we have the car lanes and sidewalks from alternative 3 and the buffered lanes from alternative 4? I like the idea of 8' sidewalks, 5' lanes, 2' buffers, and 3 10 ft vehicle lanes.
3, 4	Should have green paint to keep cyclists safe.
3, 4	Is it possible to incorporate roundabouts in options 3 & 4?
3, 4, 5	Cycle tracks in sidewalk with three levels (2 curbs) like in Europe.

3, 4, 5	No to reduced capacity.
3, 4, 5	Clarify, in 3-lane configurations, what the signalized intersections would be like -would there be protected turn pockets at intersections?
3, 4, 5	Pull outs for busses would be good in three lane options.
3, 4, 5, 6	Can we explore cycle tracks like on Alder? Or Pioneer Parkway? Why not.
3, 4, 5, 6	Any bike lane need not be wider than 5'. Rather have 11' vehicle lanes. Must have bike lanes!
3, 4, 5, 6	There is no bus consideration for slowing traffic on only three bike lanes.
3, 4, 6	Possible to make a 2-way bike lane in one lane like on Alder?
3, 4, 6	5' Bike lanes, 10' sidewalks, reduce driveways. Common parking for bikes and cars to encourage visits to multiple businesses in a single trip.
3, 5	Combinations of 3 and 5. Consider narrower vehicular travel lanes -wide sidewalk- buffered bike lanes. Consider a 2 lane bike section to gain safety not at the cost of pedestrian use.
3, 5	Consider need to improve options for protected pedestrian crossing (islands) at inbetween intersections.
5, 6	Consider bus turnouts to reduce impact on blocking traffic flow.
All	Fixing (reducing) car turn access to businesses is critical for all alternatives and protected pedestrian crosswalks. They also have to be usable by bicyclists.
All	More police enforcement for the laws in the area, speed, rolling out of lots without stopping, passing cyclists safely.
All	Please consider vehicle- bike -pedestrian as in Amsterdam & Copenhagen
All	No reduction of traffic lanes.
All	Protected left turn lanes.
All	I like the concept of 2-lane South bound.
All	Would bike lanes have significant markings? E.g. bike boxes, reflective approach lanes (similar to Portland?), signage at driveways and intersections.
All	Each alternative should use bicycle travel lanes as a buffer between pedestrians and vehicles.
All	Bike lanes are a must.
All	I liked one suggestion that sidewalk be enlarged in width to accommodate bicycles, i.e. 13th on one side and 5' on the other, perhaps with a divider on the 13' side to separate pedestrians.
All	Primary importance- If no bike lanes chosen, highly support making adjacent N/ S routes become most bike friendly and smooth connections to beyond.
All	Save \$ to ensure improvement to alternate routes for bikes for real improvement.
All	Please consider side street corridors for bike riders.
All	Side street bike route?
All	Evaluate potential alternative bike routes. Have to include bike lanes elsewhere.
All	Use parallel side streets for bikers. Way too much congestion already present with cars, etc. on Willamette.

All	Bike lanes and access on Portland and Oak.
All	Portland and Amazon for bike traffic.
All	Use Portland for bike lanes.
All	I want peds to be able to cross safely at intersections and midblock.
All	More mid-block crosswalks
All	More trees and plants close to sidewalks.
All	I like the consistent 9 foot sidewalks.
All	Any and all options should include signage at intersections explaining peds have R-O-W when crossing.
All	More signaled pedestrian crossings.
All	Mid-block cross walks.
All	I would like to see sidewalk improvements for ped. Bikes can use other off Willamette Street paths.
All	I would like to see sidewalk improvement as the highest priority -widening and removal of utilities. We also need a stop light at Woodfield Station's East entrance.
All	Put utilities in alley? More ped. Crossings!
All	Improve lighting from highway corridor to commercial scale.
All	Trees!
All	More trees for the health and beautification and safety of our community!
All	Would like sidewalks to be as wide as possible even buying a few of private property. A buffer would be the icing on the cake.
All	Pedestrians needs should get more attention. Is there some flasher crossings planned for ped. Xings.
All	Hide cars so people can see the building and sale items.
All	Include 'on demand' crossings mid-block.
All	More plants!
All	Show pedestrian-scale lighting!
All	Mount street lights off of businesses instead of on poles.
All	Access to Woodfield Station on end of Portland for strollers and bikes.
All	Keep sidewalks as wide as possible.
All	Do not reduce sidewalks whatever you do.
All	Wide sidewalks like Amazon Park "multi-use"
All	More bike parking on every block in plain view!
All	Possibly take the sidewalk width on a block (or property by property) basis. Of course, there would be a minimum width -say 5 feet, but not a standard 9 foot throughout.
All	Sidewalks need to be wider in all schemes. Existing sidewalks are too narrow.
All	We should consider roundabouts in alternatives other than just the center median alternative.
All	Option for sharrows.
All	Add sharrows on drawings with no bike lanes.
All	Bike sharrows are too dangerous for people on bikes.
All	Please fix drainage.
All	Make sure and fix drainage issues.
All	Include contemporary stormwater treatments.

All	Previous re-paving projects have not included adequate drainage for heavy rain, viz flooding regularly on Hilyard St. Please create more drainage for ALL street projects.
All	Driveways need to be part of traffic flow plan. Some parking areas may have to be used differently to fit traffic flow on streets.
All	Discourage thru traffic on Willamette; signs suggesting alternatives such as Amazon.
All	Yes to traffic signal at Woodfield Sta. driveway!
All	We need a traffic light for vehicles to/ from Market of Choice.
All	I have a priority of slowing traffic on Willamette.
All	Perhaps a slightly raised intersection, and/or crosswalks with a different texture to get traffic to slow down in intersections where bikes and people are at greater risk.
All	Suggest adding in other traffic-calming, especially at intersections. For example, intersections and or crosswalks that are just slightly raised, different color, and or different types of pavement such as bricks.
All	How about a slight raising of the street grade at intersections to help calm traffic?
All	Bus turnouts must be included in all concepts.
All	Yes on LTD pullouts.
All	I am concerned about stops for LTD busses. It would be ideal if there were "cutouts" or "turnouts" to prevent busses from blocking bicycle and auto traffic. I don't see this in the proposals.
All	Yes to increasing existing R-O-W to allow bus turnouts.
All	I would like to see cutouts along Willamette for busses for better traffic flow.
All	Pull outs for busses seem critical in any alternative.
All	With all alternatives bus pullouts are critical to improving safety.
All	Build transit stops w/ pull outs and shelters and accommodate the other modes around those points -include prominent signage to yield to bus and pedestrians -good to co-locate zebra crossings with transit stops (e.g. sharrows in lane adjacent to stop). Get LTD and businesses on board!
All	Bus turn outs.
All	Bus turnouts such as at Woodfield Station would help the flow of traffic.
All	Incorporate bus turn outs?
All	Bus pull outs?
All	Bus turnouts or better ways for cars to go around bus (without running into turn lane) could let bikes merge into travel lane and reduce sidewalk width at those spots.
All	Bus turn outs. Busses need turn outs not to stop in streets.
All	Bus lane pull outs.
All	Some accommodation needs to be made for bus pullouts.
All	Put utilities underground -safer all the way around (including during storm weather).
All	Utilities underground.
All	Underground all EWEB overheads -just street/ stop lights.
All	Utility poles need to be relocated to the outside of the ROW as far from the curb as possible.
All	Consider utility lines (telephone and electricity) in the alleys -would greatly improve look and feel of the entire corridor.
All	Bury utilities.

All	Put utilities underground. It will give an extra 2 ft to sidewalks.
All	Put phone/ utilities underground!! It creates space on sidewalk for bikes and peds.
All	Consolidate lighting poles with utility poles to reduce conflicts in sidewalks.
All	Non-buffered bike lane and 11 ft lanes for busses.
All	Bus turnouts. Divert through traffic to Amazon Parkway. Reduce speed limit on Willamette.
All	The selected alternatives for further study should increase accessibility to the business district and provide improved conditions for bikers and pedestrians, prioritizing those concerns above thru- traffic for p.m. commuters -Amazon Parkway serves that purpose, and by increasing foot and bicycle access and improving safety, business will be more supported.
All	Focus on creating a vital economic district that creates a positive experience and is accessible to all modes of complete street transport. Commuter vehicle traffic should be shifted toward Amazon Parkway (with roundabouts at 24th and 27th and 29th).
All	Concentrate on designs that enhance all user access to the businesses as opposed to catering to drivers that just are passing through. Same goes for cyclists -design lanes to enhance bike access to businesses -not bike freeway through the area.
All	Could there be a concrete barrier just North of 29th so people could not turn left across 3 lanes into the bank. This would be in middle of median. Not a whole wide strip, just a narrow 8" barrier.
All	Please use buffers, they are critical for safety and to attract new users who require the perception of safety.
All	Just repair or replace existing damaged roads and sidewalks or use effective striping and signage.
All	Left turn lanes and fewer driveways would be great. Removing utility poles would also be awesome
All	Add light traffic control at Woodfield Station. How about using light control that changes direction based on how busy the street get (South vs. North)?
2. Questions	
	In option 5, would telephone poles etc. be put underground?
	Would roundabouts be safe for peds?
	Does option 6 need a median? Less concrete = less cost without decreasing safety.
	How will the Woodfield Station parking lot driveways be consolidated to reduce congestion at 29th and Willamette?
	Will bikes really stay off the sidewalks if they have a designated lane?
	What similarities does this stretch of Willamette Street have with successful re-designs with three auto lanes and two bike lanes? How have these re-designs changed bicycle use? And how have the re-designs affected business?
	What evidence exists from other communities that reducing the number of automobile lanes can improve automobile traffic flow and/or reduce accidents?
	What is the future of housing development on S. Willamette -then there is the Civic sound where are the traffic plans if a large store is put there?

	What is the "expected" demographic change (psu???) for the affected residential neighborhoods? No young families are currently inbound.
	What are the anticipated multi-family structures that will be allowed?
	Is the middle turn lane in the 3 auto lane options safer for left turning cars than the current two lanes in each direction, especially when cars from each direction make lefts from the center lane at approximately the same spot?
	Capacity and street flexibility: If South bound traffic is peaking at a certain time and north bound at another time, why not have one way during the morning and the other way during the afternoon?
	Why isn't Willamette one way and Amazon Parkway the other way?
	What plans are being made to improve alleys for bike traffic and side streets and bike access from Amazon Parkway? And between Amazon Parkway(all the way to Hilyard) to Willamette Street. 24th Ave to 30th or 32nd.
	Why is the alley running from Capella parking lot South to Oak Street chopped up and not even fully accessible to any vehicle (not even emergency) and how will this plan remedy this even slightly?
	With the alts. w/o bike lanes what is the bike path? Would Portland and Oak be developed as bike boulevards?
	If there is reduced auto capacity, can alternate routes for bikes be different than auto alternate routes?
	What after-dark safety measures are in place for peds' safety at night?
	No mention of aesthetics -the current street is just ugly. While any change would be improvement, maybe some alternative would provide better aesthetics?
	Will any of the options require any properties or businesses along Willamette to give up any parking space or property?
	What are the safety factors that we are trying to fix? And I do mean -what are the statistics on accidents compared to other similar traffic situations? Please share this information widely.
	Due to the instability of Northbound traffic to turn West on 18th, lots of traffic turns West on 24th and 23rd through the neighborhood. Is there a solution using the Civic property to link Oak with Amazon?
	What plans best support bus stop improvements and bus turnouts?
	Which option might best accommodate EMX in the future?
	Is LTD going to get basements for busses?
	Could the utility poles be moved back from the pavement? Would that be cheaper than undergrounding?
	What physical design steps are being taken to prevent cars cyclists and pedestrians from "gaming the system" (ie. Cyclists going the wrong way, cars driving in parking lots, jay-walking peds) when frustrated?
	What is the life expectancy of the "project": 10 years? 15 years? More?
	What is happening South of Willamette/ 29th? Does it matter?
	Are there any near term sewer, water, wastewater "projects" needed/ anticipated? Dig a ditch, fill it in, dig a ditch, fill it in...

	3. Comments
	[The first alternative is] the only way! Maintain what works. Don't fix something that is not broken.
	#1 seems to be the least expensive project.
	[Option 3] Afraid of lowering people to business
	Alternative 3 is my highest priority, I think this is a reasonable design that provides access for everyone, regardless of their mode of travel.
	[Option 5] Sounds good for a far off future.
	Very concerned that roundabouts would be very dangerous for pedestrians and cyclists.
	Roundabouts are different for pedestrian crossing.
	[Option 6] is too dangerous for emergency vehicles! Think Crest Drive.
	I disagree that roundabouts are safer in Eugene. It doesn't seem safer for pedestrians or wheelchair users or those with limited vision.
	[Option 6] Bad idea for such a stop and go traffic "flow."
	Roundabouts at small-scale intersections are ridiculous! Terrible for bikes and peds! How can this be safer? Needs more R.O.W.
	I think we need to be very careful to make clear how bikers/ cars should behave in roundabouts to keep things as safe as possible.
	I am concerned about roundabouts and their safety to the visually impaired.
	The roundabout idea is a good one but has been coupled with a raised median which seems like a deal-breaker due to emergency access/ business access issues. Consider roundabouts for some portion of the other alternatives in the next design phase.
	Option 6 is a terrible idea: Northbound from 32nd (pws) would need to travel all the way to 27th roundabout to "come back" to Woodfield Station. Narrows access South forever. Very expensive to return to higher capacity.
	No roundabouts. They stink.
	Roundabouts are dangerous for bikes and pedestrians.
	[Option 6 is] not great for businesses, emergency vehicles or neighbor streets.
	Option 6: This plan would be a disasterous waste of space.
	Roundabouts are dangerous for bicyclists (pedestrians also).
	Roundabouts are incompatible with slower, denser, more urban character and also with pedestrians and bikes.
	Leave the 4 lanes -traffic is bad going South or rush hour and not good going North.
	Bikes shouldn't be on road.
	The 2-lane option is too extreme. Willamette is major route -like you said emergency vehicles would be affected and parallel streets would be significantly affected by traffic.
	No bike lanes. They are too dangerous. Bike riders should dismount and walk in pedestrian areas. Bike commuters should be required to use existing bike lanes and routes.
	205 Cars, 1 bicycle: 15 min tally in the afternoon.
	5 of 6 altern. Reduce travel lanes, not in favor, there should be more options including/ maintaining travel lanes.

	We really must have a discussion of what is going to happen between 18th - 24th because connections must be made. How or will 18th -24th be altered? Makes a big difference in future designs.
	I am very skeptical that the 3 lane options will have less capacity than existing conditions including the mess on Willamette between 24th and 18th.
	I would prefer any alternative with a center turn lane or similar (roundabout for example) to improve safety (for drivers, peds, bikes) and avoid the current "slalom" driving experience.
	The street is crying to be 3 lanes in my opinion.
	Options 1, 2, 5 do nothing to accommodate bicycle traffic on Willamette Street. The other options are better for all users.
	Too many driveways.
	Accessibility should also be considered -A turn lane provides greatly enhanced accessibility (don't just look at mobility).
	Restricting drive cuts and connecting businesses at rear could reduce vehicles on Willamette, Rear connectivity would be important.
	Intersection of 24th & Pearl/ Amazon is narrow for S.B cyclists
	"Detour" via Amazon Path adds more time and distance for cyclists. Plus no good access to west, i.e. S. Willamette.
	More safety and comfort for families with young kids to walk and bike.
	I ride an incumbent tricycle to many businesses along this segment of Willamette. I can usually get to anywhere I want to go, but bike parking is inadequate in all cases except Market of Choice and Capella. Bikes have to squeeze between cars and hop a sidewalk to get to bike racks. Parking is inherently the biggest deterrent to cyclists use of Willamette Street.
	We should not consider any of these that don't include bike lanes.
	We should not consider any plans which don't ensure bike lanes.
	When you add bikes on the sidewalk or add a cycle track, 4 and 5 become almost the same.
	Bikes sharing sidewalks doesn't seem safe.
	Although improving parallel routes for through traffic is great, cyclists want to access the businesses on Willamette.
	It is important not to just consider "capacity of the road" being vehicles -what is the bicycle capacity?
	Bike lanes need signal change installed on street so bike can trip the signal to green.
	I disagree with the evaluation that all alternatives listed except for #4 are equal in social equity, because options 1 and 2 are unacceptable for bicyclists, offering no improvement whatsoever and maintaining current terrible conditions.
	I'm concerned that none of these options are sufficient for reticent cyclists to feel safe. Say, for parents with young kids to abandon their cars and bike with kids instead. Research shows they need to feel more protected to move forward in taking that step. And we want their activity, business, and inclusion on Willamette Street.
	We live near Amazon Community garden. We walk and ride bikes in this area for errands, etc.... We mostly use the side streets because of Willamette's condition.

	Through traffic that does not patronize any of the businesses could be "pushed" onto Amazon Parkway. Most automobile drivers and bus drivers know how to handle a bike lane on the right hand side so I don't think it should be thought of as a negative aspect for vehicle or transit access/ mobility.
	Need to make bike lanes visible to cars, sidewalks less ideal.
	Safe bike blvds. Or lane with buffer.
	This is difficult to choose as details of a potential "cycle track" on the wider sidewalks were not provided. Comparing the bike path and non-bike path plans is difficult with this info missing.
	First and foremost I believe we need dedicated bicycle lanes. But where the bike lanes are provided for, if lane widths can be narrowed to provide more sidewalk, that is my next personal priority. I cycle on this stretch of Willamette 4-6 days/ week and do most of my shopping there, using a bicycle and a trailer.
	Please consider the needs of aging citizens. We walk, use the bus and our children and grand children bike and bus to work and school. The auto continues to be important but is not the most important. Willamette between 24th and 29th has wonderful businesses who would thrive under improved conditions for pedestrians and bicyclists.
	Bike/ ped infrastructure improvements = increased business!
	If you are looking at Portland for a bikeway, what happens southbound to get from 27th and 29th, no way you can expect cyclists to climb the hill on 27th to Lincoln. Oak North doesn't get you to 24th either. Getting cyclists and pedestrians in the other area will increase business. Goal decrease cars, increase bikes and pedestrians.
	Top priorities in my opinion (in this order): Safety; bike lanes; cleaned up sidewalks, as wide as possible; fewer, wider driveways.
	Please become aware of your language use, it has real life consequences: capacity, volume are making your designs but always referring to automobiles that then have to be accommodated. What about taking biking/ walking capacity as your guideline?
	Bike and ped only and public trans (bus). With a town as progressive as Eugene, start a greenway where cars have to go around. Pedestrians and bikes and trees will have the right of way. There would be space for parades, "street" performers, musicians, etc...
	Improve street trees. Improve bike ways in the area.
	Both as a driver and a cyclist, I prefer having a curb between cars and bikes. I have some concerns re: mixing bikes and pedestrians on the sidewalk, although that already happens on the existing 6 ft sidewalk.
	I believe left turn lanes would please businesses and car commuters to continue car flow. However, I am a pedestrian hoping to be a bicyclist visiting these businesses (already a bicyclist) if it were safer. Fewer lanes would make it so much better to cross. Wider sidewalks make a real visual impact that the area is being slowed down... also potential for beautification, which should be positive for businesses. Prevent driving on sidewalk with trees? Landscaping? Bicycle parking that doubles as preventing cars? Envision Eugene ideas for furniture, etc.
	I understand that VMT are decreasing, suggesting that we should weight non-auto needs higher than current usage to better prepare for the future.

	I own a not- yet - open business at 25th and Willamette and my customers (99% of them) drive to my bird seed and nature store to buy their bags of seed. So I'm concerned about a loss of convenience to drivers who are my customers. And I also ride my bike to and from work too! But I do avoid riding on Willamette.
	I am concerned about fewer people to my business area will make an impact in customers to my shop!
	This area of Willamette is not a great bike neighborhood to me the most important is to keep our special shopping area vital. I walk a lot to the shops -sidewalks are important.
	The section at Woodfield Station needs special consideration.
	Please question the need to have a left-turn lane. It takes a lot of the very limited available space (percentage wise) for a benefit that is high conflict for lots of user groups including competing left-turners from the opposite direction vehicle lane,
	In these budget crunching times, it is difficult to choose options without knowing costs.
	Budget consideration -Improved Willamette corridor will increase real estate prices enough to pay for it!
	The "cost effectiveness" screen for evaluating alternatives should consider the cost of operating vehicles -not just the cost of building the infrastructure.
	Police enforcement on 18th to 20th to keep bikes from riding wrong way (N) on the one-way street (I bike, but I also drive -don't want to fill anyone!)
	Compare design scenarios to similarly designed streets in Eugene with similar traffic counts. Compare lane widths for autos and bikes (and sidewalk widths) to help the public assess options.
	Carefully assess intersections and provide this data/ design.
	Use economic development research on different street redesigns and how the public investment drives market value. Look to PDX 2040 Growth Plan for examples. This would greatly diminish likelihood option 1 and 2 pens out for the Envision Eugene plan for long-term growth/ change. These should be considered jointly and not separately.
	Both in the Northern corridor, but especially in the Southern structures will be replaced! And they will be denser! (See SE corner of 24th/ Willamette) Also: a younger demo increase could substantially increase bike usage!!
	More energy needs to be spent on envisioning how these alternatives will affect the beyond-street realm: parking, business store fronts, residential, etc. Robin addressed this briefly, but if this is what we want, why not integrate it now? These are critical to discuss now not in the distant future. If we want complete streets, we need to think in a complete way. "Capacity" as a cup is a false analogy. The most important criteria are how attractive the area is for people to live, walk, work, etc. not how many cars and bikes it supports. Thinking about this project as a transportation project is a too narrow of a perspective. Reducing speed is a very positive outcome for most, if not all stakeholders.
	We should consider reducing travel lanes from 11' to 10' to slow traffic and increase sidewalk width.

	At a first meeting on this subject, I and others on our table suggested using Willamette as a one way street (coupled with Amazon). No mention has been made of why this would not work. All plans were to be talked about tonight. Not so, I see. There should be talk and studies on future transportation needs on Willamette. The planned apartment buildings will add a great many cars to the road. Give us the future planning figures. We need to know the "capacity" of each plan.
	The side street bikeway idea will hopefully involve some way to get on Oak down the alley at the very North end and also how to get from Portland directly into Southtowne without carrying it down steps.
	I'd like alternate bike street option or improved alleys.
	Oak and Portland streets are viable routes for bicyclists. I am very concerned about bicyclists' safety if bike lanes are added in 3, 4, or 6.
	Bike lanes, parallel to Willamette St. would allow cars to drive to their businesses. The older generation living in the South area may not be biking as frequently as the University areas.
	I'm in favor of bikes on alternative routes or cycle tracks sharing sidewalk. The combination of cars and bikes on this opens a lot of safety issues, bikes and crossing each other, multiple driveways, etc. Concerns for economic loss, cost, and esp. safety -fire trucks? Police? Busses?
	Like the sidewalk width. Not sure 3 lanes can work in option 5. Although I support improving and increasing bike access and facilities, Willamette is a major arterial and I don't think there is adequate space to add safe, dedicated bike lanes. I support improving bike routes on Oak and Portland and alleys. I also would like to see bus turnouts. If there was an option to get additional space beyond the 60 ft I would like to see sidewalks wider than 9ft. Definitely need to reduce number of driveways. When I bike, I prefer not to bike on busy streets anyway, even with bike paths.
	If Willamette was pretty, if people could walk and gather there, if businesses integrated smoothly w/ the pedestrians, the notion of café's, places to sit, accomodation of bicycle traffic are wonderful and Willamette would stop being a blighted, ugly, car motivated place.
	Raised sidewalks at In-Shape.
	As a business owner I am very much looking forward to the 'upgrading' of Willamette Street to make it an attractive -tree lined- no pot holes- area that attracts families, singles, students, etc. to come to our area.
	Lighting can be a problem.
	Wider sidewalks create safer space.
	If sidewalk next to traffic lane, maybe some form of protective buffer to protect pedestrians.
	Mid block crosswalks should be considered in front of Market of Choice and around the Holy Cow area. There are big distances between cross walk for peds to travel.
	The traffic light for Woodfield Station would be great for pedestrians, like across 29th coming out of Market of Choice and Asian Market.
	Please provide all background data prior to the next meeting/ decision.

	There seems to be a distorted representation of bicycle advocates. The general public is far less prone to use bicycles to shop or commute in this area when there are perfectly flat areas immediately to the east. It seems irresponsible to cater to the minority at a significant disadvantage to the majority -with a blind optimism as to the economic consequences, and a failure to tudey where traffic uses Willamette to get to and whose neighborhood it would congest if we lost lanes.
	Please take these surveys with a grain of salt at the "more" road biking community seems to be more represented at this meeting.
	Get Mark Gillem involved.
	A horse designed by a committee looks an awful lot like a camel.
	Evaluate alternatives for safety. How does it impact safety compared with the current reality.
	Safety has to be part of evaluation.
	Drainage is hazardous on many sections of the northern corridor!!
	I assume all alternatives would improve drainage and prevent water pooling at curb and pedestrians being splashed. Not mentioned.
	The transportation model to analyze alternatives should account for the trend of decreasing VMT -or at least not assume continued growth in VMT.
	We cannot give up maximum traffic capacity for this critical travel route. We do need to establish a plan that will extend R.O.W. as soon as possible in the future, so at least sometime in the future, space would be available to make bike lanes and sidewalks as it seems people want but we don't have room to do it safely now.
	Carefully account for changes in traffic patterns in nearby residential streets. Provide this data.
	Assess nearby auto routes to accommodate thru commuter traffic (similar to your assesment of alt. bike routes). Spend money to fix overall problem.
	I wish substantial traffic could be diverted from Willamette to Amazon Parkway.
	Amazon Parkway should be an alternative for traffic N and S.
	Suggest adding in other traffic-calming, especially at intersections. For example, intersections and or crosswalks that are just slightly raised, different color, and or different types of pavement such as bricks.
	Traffic needs to slow to support urbanization.
	The assumed 30 mph speed limit doesn't seem compatible with sharrows.
	Are there any studies on whether 3 lanes (one middle lane turn lane) slows over all traffic - otherwise I have concerns about people still going too fast (as they do now) when trying to "commute" through) with fewer lanes for traffic -hence more dangerous.
	Sharrows would depend on car speed and density work better if cars go slower and not so many of them.
	Clarify how much travel time would increase when stated. Is it significant?
	Roads should not be designed around enforcement issues -such as vehicles not letting busses pull back into lanes.
	Though it cannot be considered within the scope of this project, pullouts for LTD buses are desired.
	North bound bus stop across from Woodfield Station needs a pedestrian crossing: people are sprinting out into the roadway now.

	Make public transit more affordable/ desirable to reduce vehicular capacities.
	We're concerned about bus pull-outs.
	I have a big concern about bus stops. Big delays unless have a pullout, but how would that affect sidewalks?
	Option 3 is too narrow for busses.
	Transit pull out alley -utilities reduced traffic from more walking/ biking.
	Spend money now to bury utilities -it will cost more in 10 years!
	In the long term, the overhead "utilities" must be buried.
	Utility poles are a hazard for bikes and pedestrians.
	Left turn signals are very much needed.
	Although I am in favor of any option that fits the needs of many people -with safety at the forefront- I feel it must be said that bike and pedestrian traffic occurs mostly in the summer -the rest of the year is too cold and rainy for most people to walk or bike.
	I really like alternative 6 but am concerned about the through traffic volumes. Then again if we make it easier to walk and bike than drive, people will be more likely to choose those modes. This would be beneficial in lessening the traffic volume and improving the atmosphere. I imagine that would be the best environment for the businesses but more difficult for through traffic. The way I see it, someone who is new to town and has not decided how they are going to transport themselves, should be able to look at Willamette and see a representation of our community values and unbiased options of how to use the street -it needs to work equally well for vehicles, bikes, and pedestrians and busses!
	I chose [the options I did] because they are the only complete streets and consider the safety and social equity ideals that our community values.
	All businesses applying for permits to expand or reconfigure their buildings or parking facilities should be put on notice that in the future the City may choose to widen its right of way and would be unwilling to compensate the businesses for any losses resulting from design changes.