



# **SOUTH WILLAMETTE** **Street Improvement Plan**

**Draft Plan, Economic Study, & Process Update**

**April 16, 2014**

**Eugene City Council**

# Background



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Street Improvement Plan

# Plan Goals

Help South Willamette Street become a vibrant urban corridor accessible by bicycle, foot, car, and bus.

- 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
- Foster a well-informed and involved community supportive of the plan



# Sustainability

- Evaluation of alternatives considered balance of effects on people, the planet, and prosperity
- Adapted Triple-Bottom-Line analysis vetted through Eugene's Transportation System Plan



# Review of Alternatives



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# Alternatives Screening

## Tier 1

- Evaluation of community priorities
- Identification of broad level tradeoffs
- Assessment using qualitative tool (scoring criteria)

## Tier 2

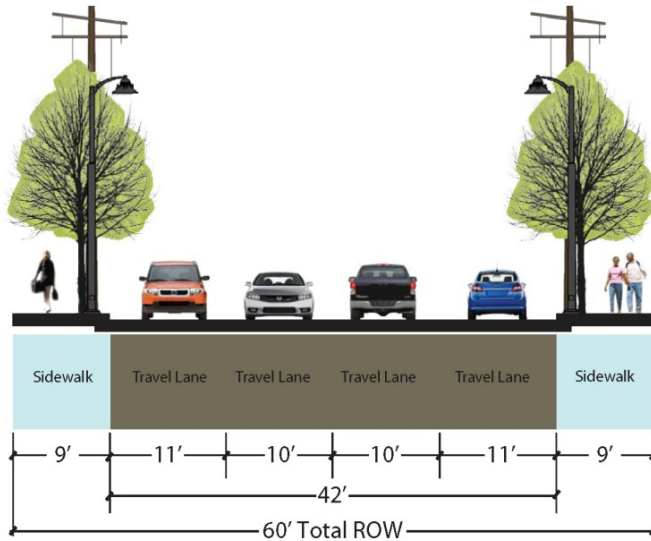
- More details and rigorous analysis of the designs

Tier 1: 6 alternatives → 3 alternatives

Tier 2: 3 alternatives → Draft Plan

(recommended alternative)

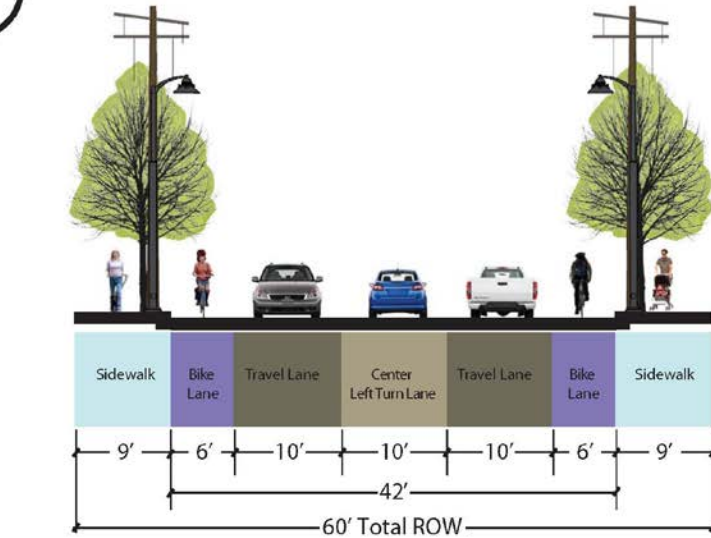




## 4-Lane

- Maintains existing 4 travel lanes
- Left-turning vehicles block travel lanes
- 9' sidewalks
- No bike lanes
- Maintains 11' outside travel lane for buses





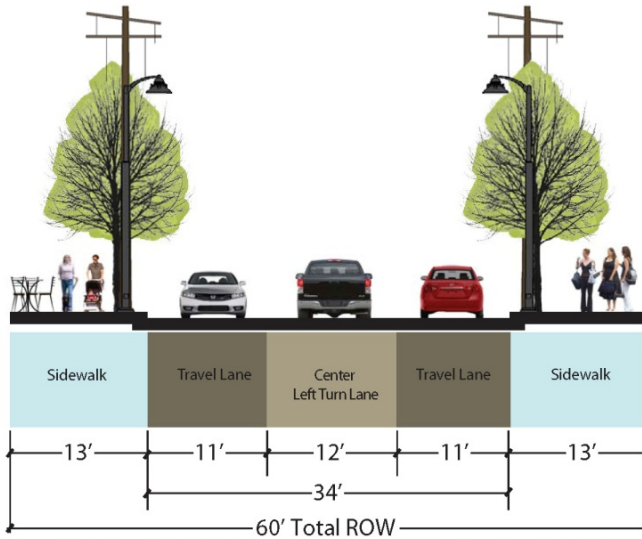
## 3-Lane with Bike Lanes

- 3 travel lanes (1 SB, 1 NB, 1 center)
- 9' sidewalks
- Bike lanes
- 10' travel lanes are narrow for buses and trucks
- Center turn lane offers opportunities for design treatments
- Intersections and traffic signals would need to be reconfigured



# 3-Lane with Wide Sidewalks

- 3 travel lanes (1 SB, 1 NB, 1 center)
- 13' sidewalks
- Wide sidewalks provide design treatment options
- No bike lanes
- Maintains 11' outside travel lane
- Center turn lane offers opportunities for design treatments
- Intersections and traffic signals would need to be reconfigured



# Public Involvement



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# Outreach

## Stakeholder Conversations

- Business and property owners, residents, and users of all modes (August, February, May, October)

## Community Forums

- Three public meetings to “Explore”, “Evaluate”, and “Refine” Alternatives
- Online survey

## Technical Advisory Committee

- Included LTD, EWEB and Emergency Responders (4 meetings)

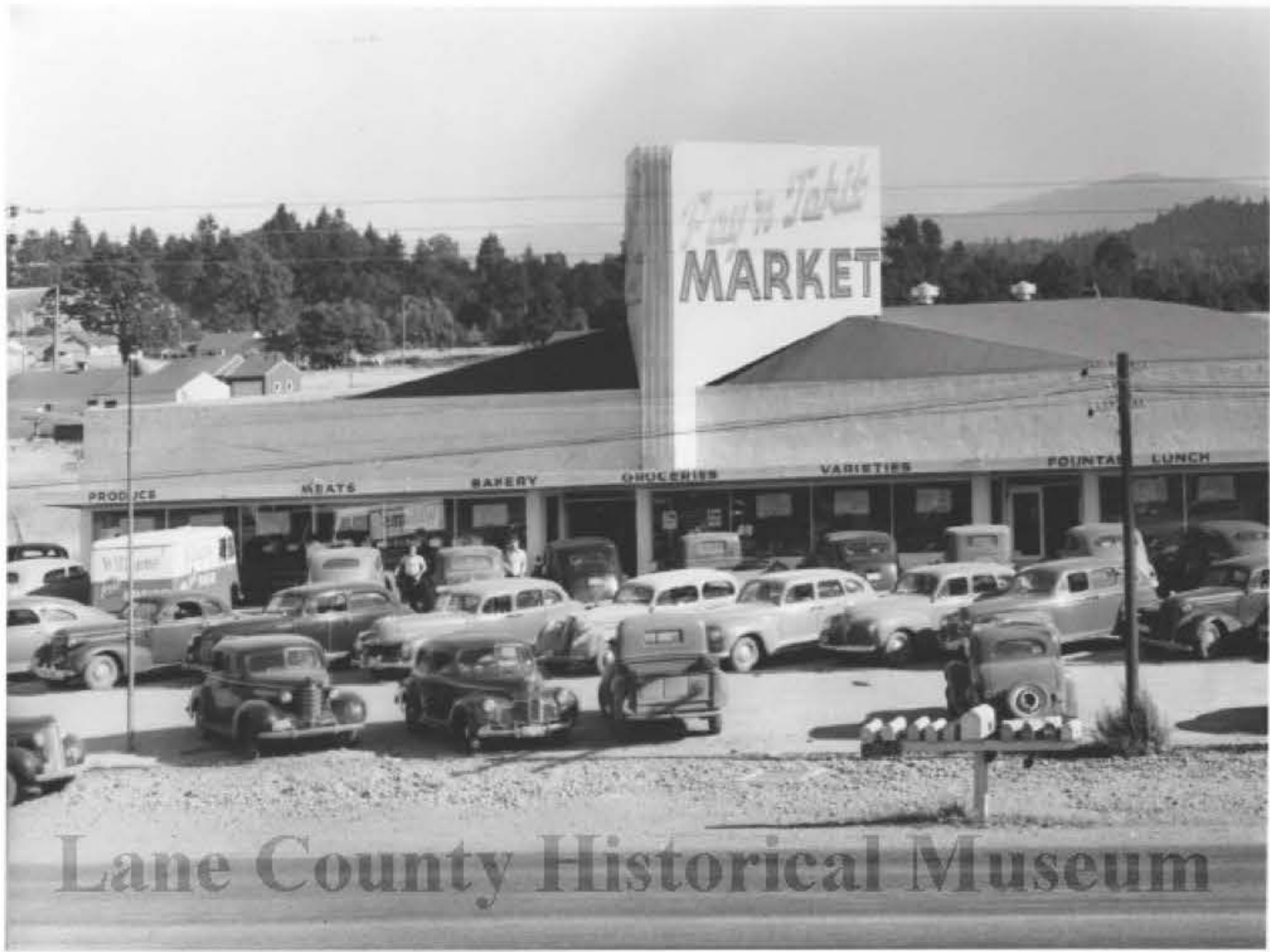
## Elected/Appointed Official Oversight

- Planning Commission Meeting (November 2013, April 2014)
- City Council Work Sessions (January & June 2013)





The County Historical Museum



Lane County Historical Museum

# Transportation Analysis



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# High Collision Rate

Table 5: Segment Collision Summary (2008-2010)

Segment (Distance)	Severity		Type				Total	Collision Rate <sup>b</sup>
	Injury	PDO <sup>a</sup>	Turn	Rear-End	Angle	Other		
24 <sup>th</sup> Ave thru 27 <sup>th</sup> Ave (0.30 mi.)	14	10	7	10	6	1	24	-
27 <sup>th</sup> Ave thru 29 <sup>th</sup> Ave (0.20 mi.)	15	18	22	8	1	2	33	-
29 <sup>th</sup> Ave thru 32 <sup>nd</sup> Ave (0.28 mi.)	11	6	6	10	0	1	17	-
<b>Entire Study Corridor (0.78 mi.)</b>	<b>40</b>	<b>34</b>	<b>35</b>	<b>28</b>	<b>7</b>	<b>4</b>	<b>74</b>	<b>5.2</b>
<b>% of Total</b>	<b>54%</b>	<b>46%</b>	<b>47%</b>	<b>38%</b>	<b>10%</b>	<b>5%</b>	<b>100%</b>	-

<sup>a</sup> PDO = Property Damage Only  
<sup>b</sup> Rate Calculation = Collision per year / (Average Daily Traffic x 365 days / 1 million vehicle-miles traveled)

- Statewide Average Collision Rate = 2.9
- Total of 4 Bicycle Collisions, 0 Pedestrian Collisions
- 35% Related To Turns from/to Driveway (or Alley)



# Traffic Analysis Overview

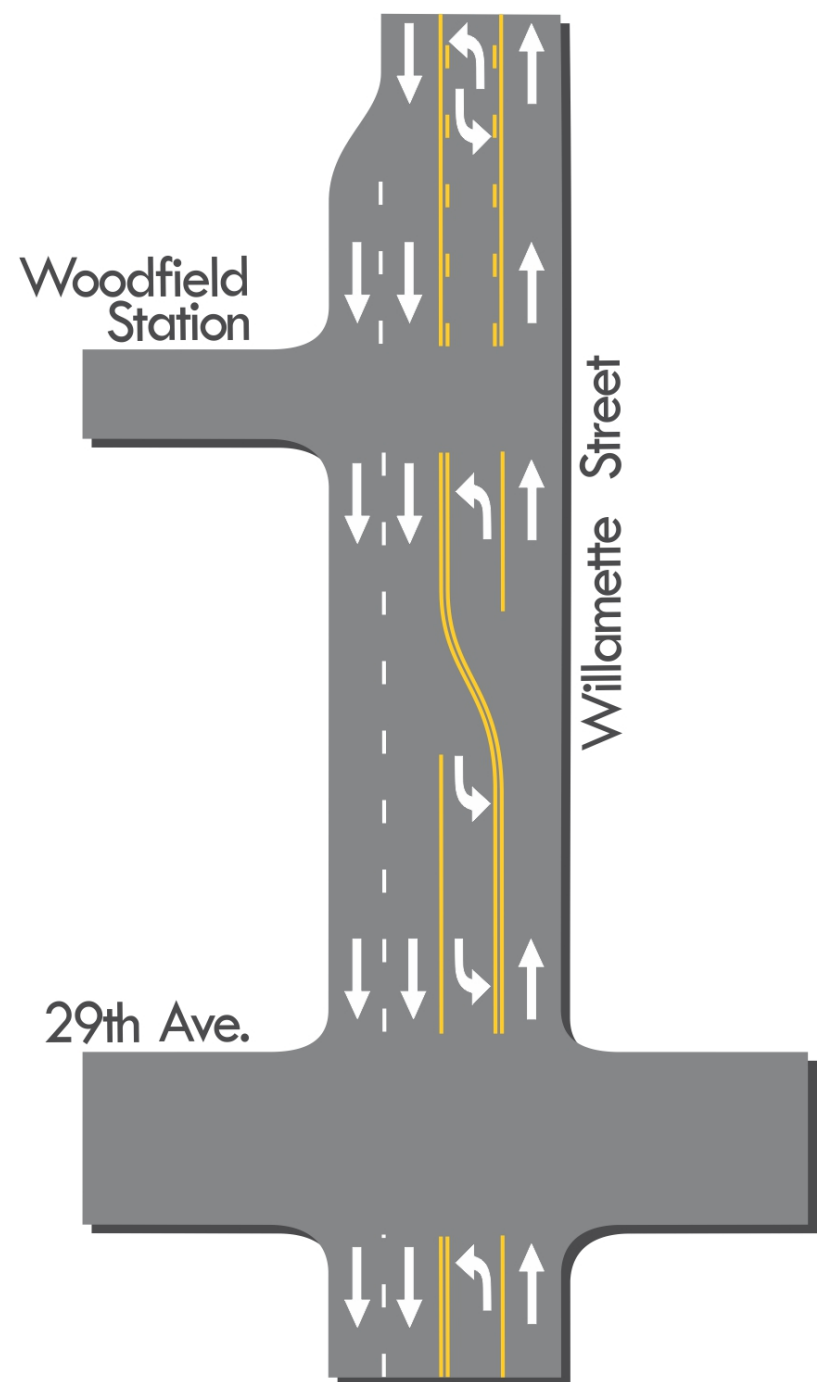
- 2018 P.M. peak hour traffic
- Intersection operations standard  
Citywide: LOS D      Downtown: LOS E
- Aside from 29<sup>th</sup> Avenue, all other intersections operate with LOS D or better for all Alternatives





# Proposed Design at 29<sup>th</sup> Ave

- 2 Southbound through lanes through to 32<sup>nd</sup> Ave
- Minimize capacity reduction at 29<sup>th</sup> Ave for p.m. peak direction traffic (southbound)
- Alt 3 would include bike lanes



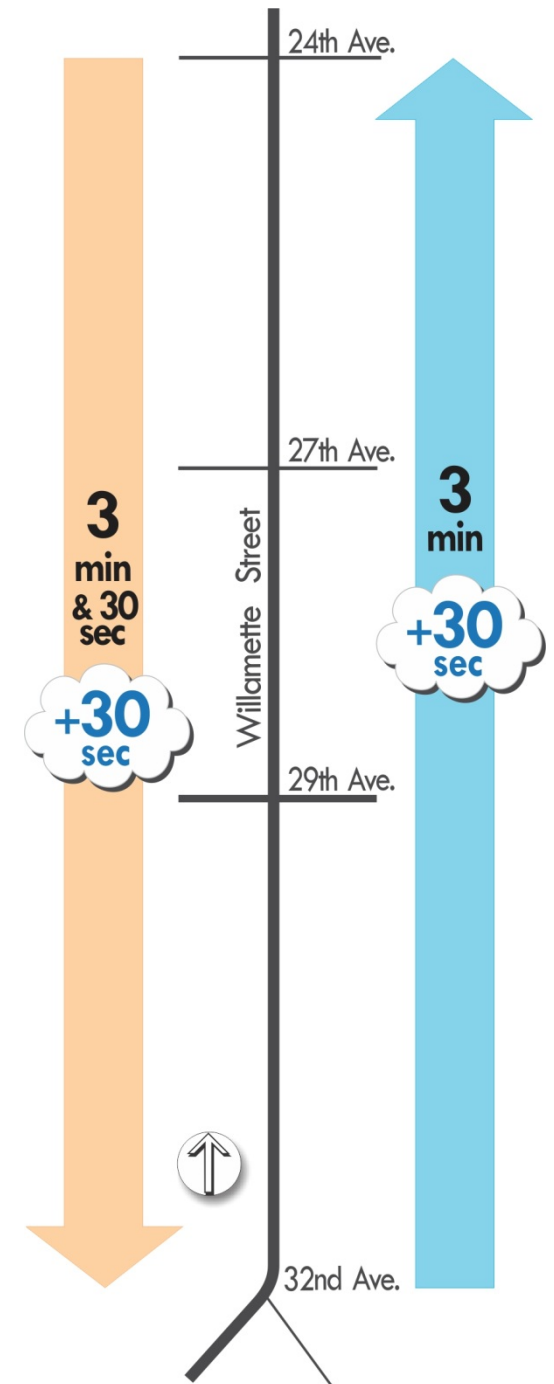
# Intersection Operations At 29<sup>th</sup> Ave.

- LOS **D** with 5 lanes (Alt 1)
- LOS **E** with 4 lanes (Alt 3 & 5)
- Adequate for peak traffic if downtown standard is accepted



# Traffic Modeling Results

- Average travel times between 24<sup>th</sup> and 32<sup>nd</sup> Ave would be ~30 seconds longer, southbound and northbound, for Alts 3 & 5
- Travel time would be more reliable in Alt 1 (less variance)
- Queue lengths would ~double

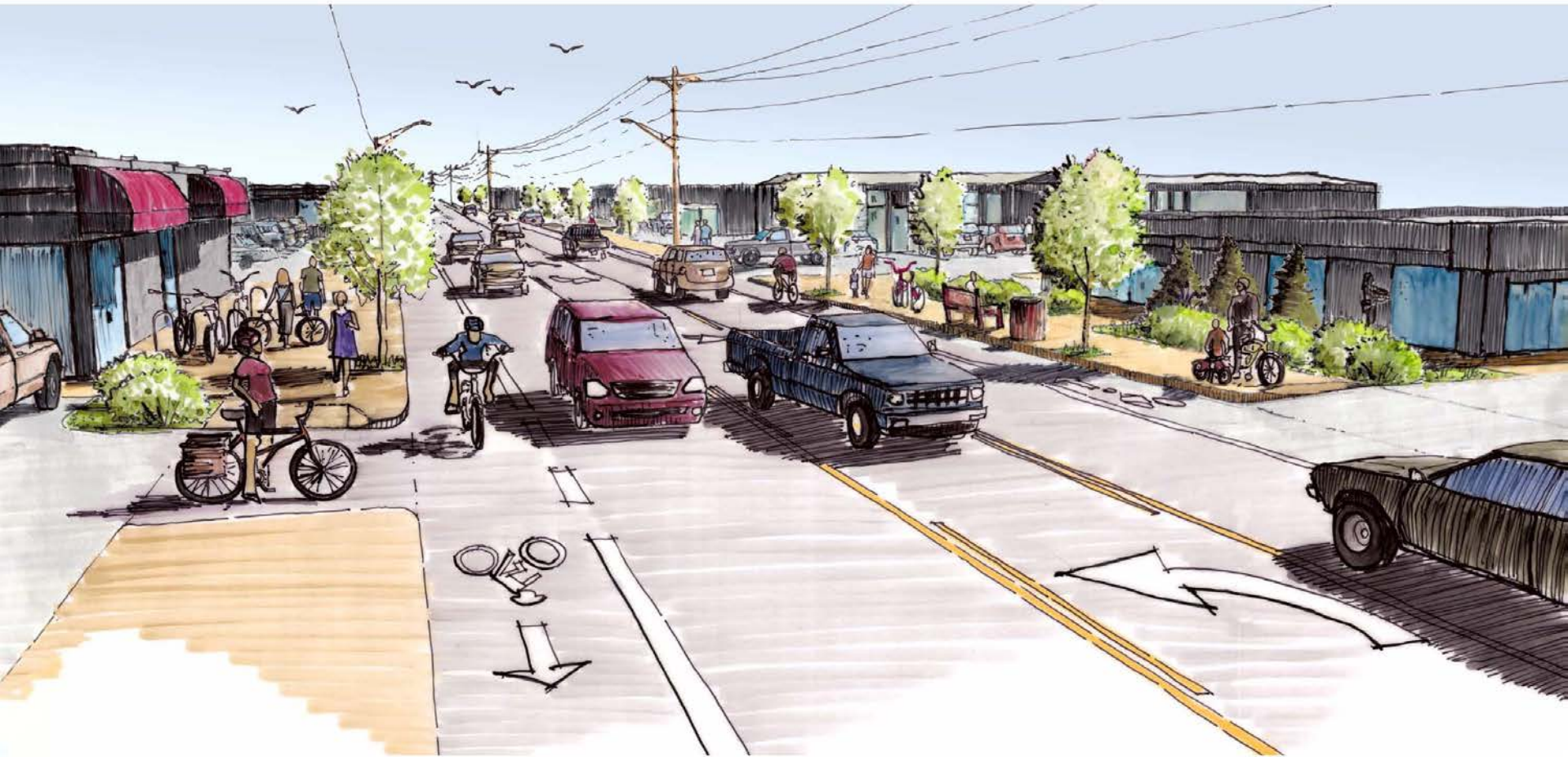


# Consultant Recommendation



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# Alternative 3



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# Transportation Findings for Alt 3

- Safety Improvement (expect 30% crash reduction)
- Improved Access for Bicycle and Pedestrian Travel
- Acceptable Impact to Motor Vehicle Mobility
- Case Studies of Similar Facilities Indicate Successful Outcomes
- Highest Ranking Alternative in Criteria Screening Evaluation
- Best Reflects Community Goals and Objectives



# Effects on Businesses



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# Literature Review Findings

Ed Whitelaw - ECONorthwest





# Cost Estimates



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# Cost to Implement Alternatives

- Alt. 1 (4-lanes, signal): \$4.6M
- Alt. 3 (3-lanes, bike lanes, signal): \$4.85M
- Alt. 5 (3-lanes, wide sidewalks, signal): \$5.6M

Includes: \$2.1 M Pavement Bond

Not included: \$2.6M for utility relocation

Note: Costs shown are high-level planning estimates in 2013 dollars, subject to change.



# Test of Alternative 3



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# Purpose

- Provide experience of three travel lanes
- Confirm Transportation Analysis
- Identify Unintended Consequences
- Monitor: Transportation, Economics, Public Opinion



# Scope

- Traffic Signal at Woodfield Station (includes right-of-way and widening)
- Widening at 24th Avenue
- Striping and Signal Adjustments
- Monitor: Transportation, Economics, Public Opinion



# Schedule

Two Year Total Duration (approximate)

- “Before” Data Gathering
- Construction and 3 month Adjustment
- Test for 12 Months
- “After” Data Gathering and Reporting



# Budget

## Cost to Implement Test of Alternative 3:

\$920K total = \$760 construction + \$160K monitoring  
(\$50K transportation, \$50K economy, \$60 public opinion)

## Incremental Cost (compared to):

- Alt. 1: \$214K total = \$54K construction + \$160K monitoring
- Alt. 3: \$173K total = \$13K construction + \$160K monitoring
- Alt. 5: \$173K total = \$13K construction + \$160K monitoring

Cost to Revert Back to Four Travel Lanes: \$13K



# Community Vision



*South*  
**Willamette**

**DRAFT**

**CONCEPT  
PLAN**





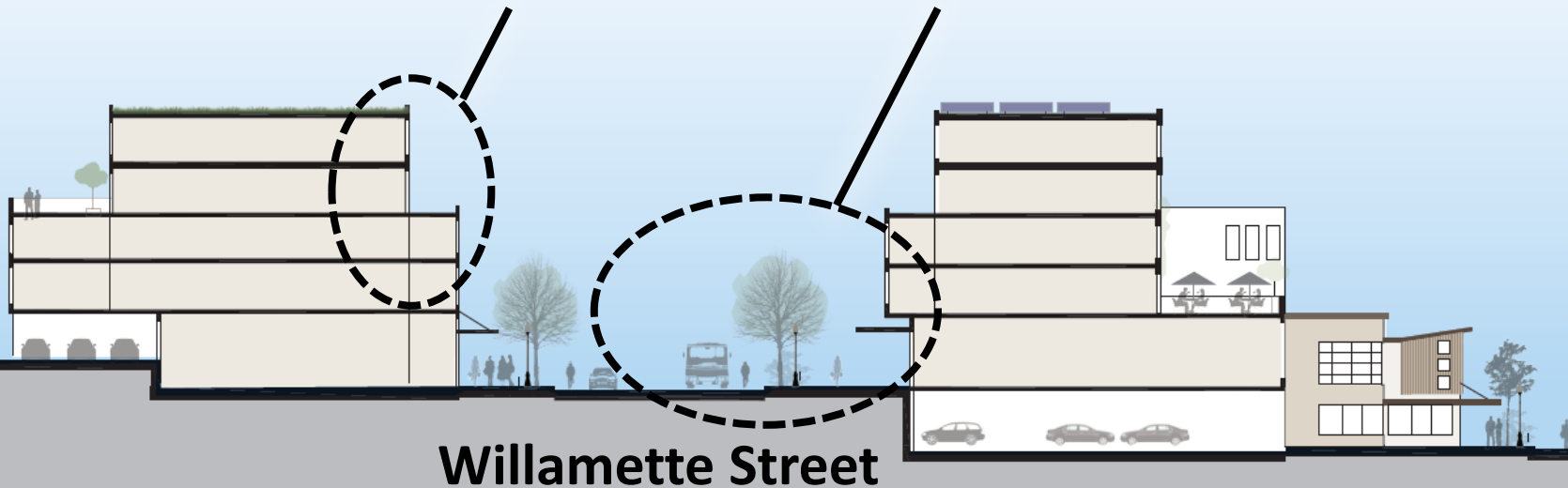
# Street-Side Character



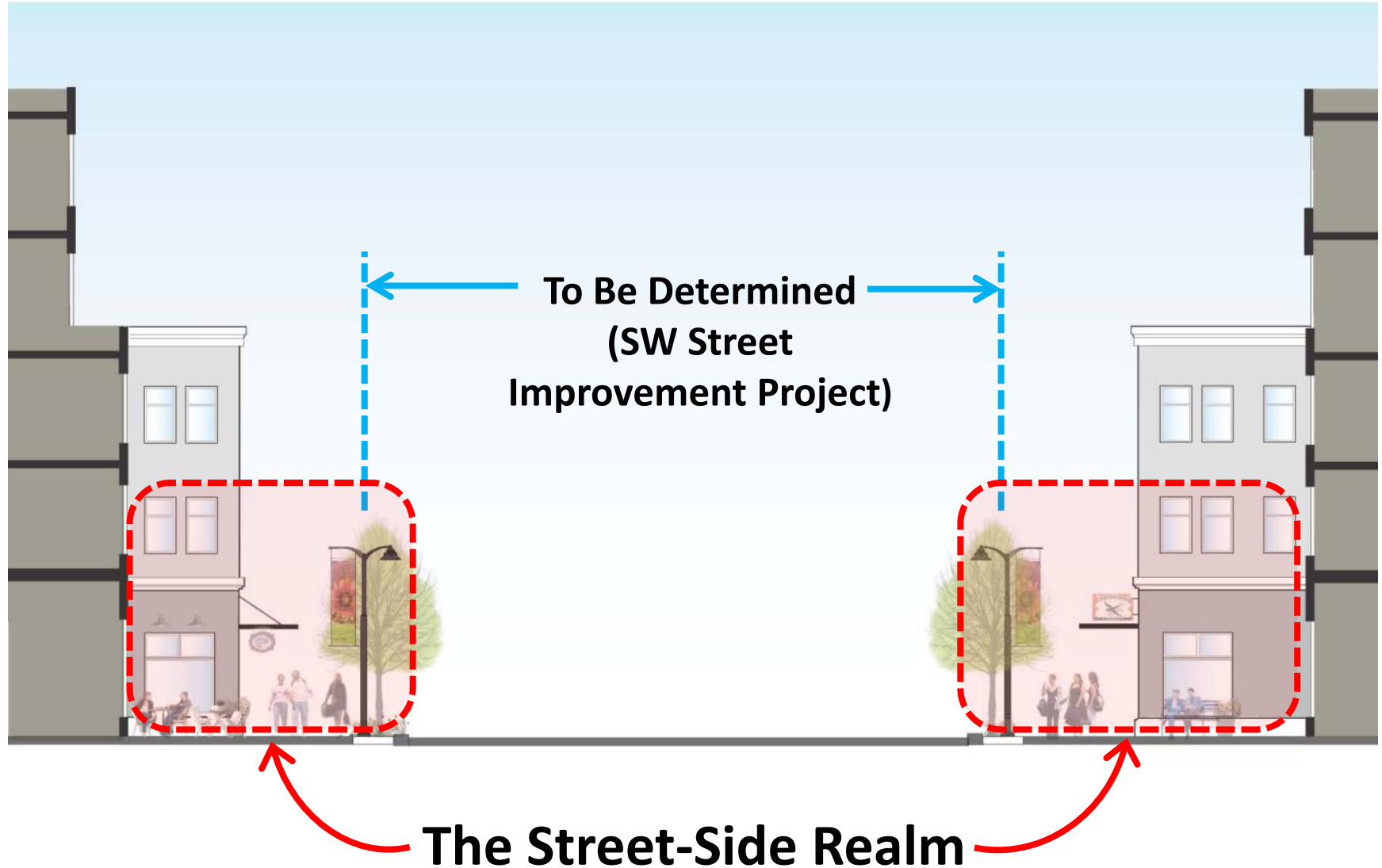
**Step-back buildings**



**Active Street-Side Realm**



**Willamette Street**



# Next Steps



# Next Steps

- Public Hearing about Alternatives:  
Monday, May 19, 2014, 7:30 p.m.,  
Harris Hall
- Council Deliberation & Action:  
Tuesday, May 27, 2014, 7:30 p.m.,  
Harris Hall
- Final Plan



# Questions



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