

## MovingAhead community workshops

The City of Eugene and the Lane Transit District (LTD) hosted five community workshops in May 2015. These workshops were held throughout the study area with each workshop focused on one or more geographically-related corridors. Individual workshop information includes:

### Highway 99 Corridor

Monday, May 18, 5-7:30 pm  
 Willamette High, 1801 Echo Hollow Rd.

### River Road Corridor

Tuesday, May 19, 5-7:30 pm  
 North Eugene High, 200 Silver Ln.

### Martin Luther King, Jr. Boulevard/Centennial Boulevard Corridor

Tuesday, May 26, 5-7:30 pm  
 Springfield High Library, 875 7th St.

### 30th Avenue/Lane Community College Corridor

Wednesday, May 27, 5-7:30 pm  
 Eugene Public Library, 100 W 10th Ave.

### Northeast Corridors (Coburg Road, Martin Luther King, Jr. Boulevard/Centennial Boulevard, Valley River Center)

Thursday, May 28, 5-7:30 pm  
 Monroe Middle School, 2800 Bailey Ln.

The Randy Papé Beltline Corridor was discussed at most workshops, as it intersects with many of the study corridors. The purpose of the event was to present information about MovingAhead and allow participants to provide feedback on aspirations and concerns for MovingAhead and multimodal improvements in the corridors. Approximately 130 people attended the five workshops.

In addition to the in-person workshops, the team prepared a virtual workshop for online comments. The virtual workshop was open from May 11, 2015 to June 5, 2015. Approximately 1,000 people viewed the website during that time, with over 850 unique visitors to the website. Comment forms were collected in-person at the workshops and through the virtual workshop, email, and postal mail. 44 people submitted comment forms at workshops, with an additional 89 comment forms collected online. There were also 17 comments collected by email and two comments sent by postal mail.

## Advertising and outreach

The open house was announced and publicized in several ways, including:

- **Project website and email distribution list:** The website was updated to advertise the five workshops and the virtual workshop. The City of Eugene website was also updated to reflect information on the workshops. An email was sent to over 500 interested parties on April 30, May 6, May 26, and June 5, 2015.
- **Press release:** A press release was sent to all major news outlets by communications staff at LTD.
- **Social media:** The City of Eugene and LTD advertised the community workshops on their Facebook and Twitter accounts throughout May.
- **Newspaper ad:** LTD ran an advertisement in the Register Guard on April 27, May 11, and May 25, 2015.
- **Project flyer:** An event flyer was distributed to stakeholders and posted around the City of Eugene during May. All LTD buses also carried a large advertisement with information about the workshops.

- **Cascade outreach by community partners:** Community partners were sent materials to forward to their networks. Partners include, but are not limited to, 1000 Friends of Eugene, United Way, neighborhood associations, and school districts.
- **Targeted community leader outreach:** Project staff sent targeted emails to community leaders to share with members of their organizations. The organizations include, but are not limited to, the Eugene Bicycle and Pedestrian Advisory Committee, the Housing Policy Board, and the Human Rights Commission.
- **Newspaper articles:** Two articles were written about the workshops. Articles appeared in the Register Guard (<http://www.registergaurd.com>) and on the KEZI ABC 9 webpage (<http://kezi.com>), both published on May 12, 2015.
- **News stories:** Two TV news programs ran stories on MovingAhead and the upcoming workshops, KEZI on May 11, 2015, and KVAL on May 12, 2015.

## Format

The workshops were structured as a sit-down event, with two presentations and two small-group exercises. Participants were seated in groups of 6-8 people with a staff member facilitating for each group. At each table, participants discussed opportunities, constraints, and priorities for the featured corridors. In the first exercise, participants identified areas on a large corridor map that were opportunities as well as areas that needed improvements. The second exercise was a cross-section exercise that tasked participants with designing different road configurations (including travel lanes, bike lanes, or transit lanes) along the available right-of-way for that corridor. Although each workshop focused on a single corridor or subset of corridors, materials for all corridors were available.



May 27 30<sup>th</sup> Avenue/Lane Community College corridor workshop

## Comments

Below is a summary of the comments collected through the in-person workshop comment forms (44), online form (89), emails (17), and postal mail (2). *Note: not every respondent answered every question on the collected comment forms.*

The comment form asked community members five questions. The first question was regarding the purpose and need of the project. The next three questions on the form dealt with the specific opportunities (and important places), barriers, and facility types for one of the specific study corridors. The form also asked participants to rank the importance of the following elements for each corridor:

- Bike lanes with protection from adjacent auto traffic
- Wider sidewalks
- Trees between sidewalks and streets;
- Transit in its own lane or in a lane shared with right turning cars and trucks
- Transit in a lane shared with cars and trucks

- Center turn lane
- Planted median
- On-street parking

Finally, the form asked participants to share any other ideas or comments they had on the MovingAhead project. The form also included optional demographic questions. A copy of the comment form is available in the appendix of this document.

### **Project Purpose and Need**

Comments on the project's purpose and need were submitted by 24 people in the virtual workshop and approximately 20 people at the in-person public meetings. Several comments indicated that the Purpose and Need and Goals and Objectives were clear, provided a good overall vision for the project, and was comprehensive with pieces related to the economy, environment and livability. Comments on the purpose and need include:

- References are made to documents and plans with no explanation of what they are and where to find them
- There are too many objectives that say the objective is to meet the objectives of some other planning document - document is too insular and simply just does not speak clearly to the residents and businesses that are supposed to be served by LTD and the City
- Need to reconcile expectations about number of bicycles and pedestrians
- Concern about movement of pedestrians and bikes
- It will be tough to double the number of those that bike and walk, this will take a lot of education, incentives, and a safe environment
- Connectivity with pedestrians and bike access is important
- Safety around schools for walking and biking is crucial
- Continue to prioritize active transportation
- Need to provide transportation downtown for work, school, and entertainment (including evenings and late night service)
- Need to add senior friendly parkways at least 3 miles from shopping
- Concern about how to get people safely off transit and across the street to their destinations
- Careful consideration of bus stop locations to discourage midway crossings
- Need to reach into the neighborhood for improved service
- Make it a goal to separate bicycle traffic/lane from auto and truck lanes with medians
- Need to think about how to move people across the Willamette River
- The natural environment must be acknowledged and supported as a vital component of livability, not just the built environment
- Spend money on autonomous personal transportation and stop spending it on outdated modes like buses and trolleys
- Planning should not provide for suburban development of the farmland north of East Beacon Drive and north of the east part of West Beacon, where Class 1 and 2 soils should be saved for growing food
- Objective 1.3 is a good goal; supports putting public transit as a first choice, cars second
- Objective 2.4 is about leaving the place better than you found it and implementing improvements that enhance the environment
- Objective 3.2, 3.3, and 3.4 coordinate all planning with land use and community needs

## Corridor-specific comments

### 30th Avenue/ Lane Community College Corridor

A total of 39 people attended the in-person workshop, 14 comments were collected at the workshop, and 28 comments were collected online.

#### *Important places*

When asked about the most important places to be able to access by foot/mobility device, bike or transit in the corridor, respondents mentioned:

- Amazon Park (future site of YMCA at Roosevelt)
- Lane Community College
- Woodfield Station
- South Willamette business zone - 29th Avenue and Willamette Street
- Path from golf course to LCC
- 30th Avenue from Harris Avenue to LCC
- Schools – South Eugene, Roosevelt, and Camas
- Hilyard Street to Kimberly Street or University Street
- Agate Street and 30th Avenue to LCC
- Amazon Parkway
- 18th Avenue and Oak Street
- 19th Avenue and Alder Street
- 18th Avenue corridor from Willow Court to Agate Street
- Kimberly to Ribbon Trail
- 30th Avenue and University Street
- Spring Boulevard off 30th Avenue. to Mt. Baldy trail
- Doctors' offices and buildings along Oak Street
- Civic Stadium site (new Kidsports location)

#### *Corridor barriers*

When asked what barriers make it difficult to get around the corridor by foot/mobility device, bike or transit, respondents mentioned:

- Vehicle volume and speed is a barrier on 30th Avenue
- Tiny shoulders are a problem
- Crossing on/off ramps at Spring Boulevard
- Buses to LCC are infrequent in evenings and weekends
- Hard crossing locations along south side of 30th Avenue to LCC
- Bike path on Amazon Parkway is uninviting and risky
- Amazon Parkway from 19th Street to 29th Street is difficult
- Proper, clear signage on the trail network connecting to LCC
- Bus into the neighborhoods (not just to downtown) to cut back the number of trips
- More bike transport on buses
- Lack of bike lanes on 30th Avenue
- Large hill
- Transition from Amazon path to High Street
- No transit stop available around Agate Street/Kimberly Street
- No bike lane going west by Camas Ridge Elementary
- Intersection of 30th Avenue/Amazon Parkway/Hilyard Street is difficult on a bike
- Lack of bike/ped connection from 27th Avenue east through Amazon Park
- Crossing Kimberly Street
- Agate Street and 30th Avenue intersection

- Harris Street and 30th Avenue intersection
- Hilyard Street to University Street
- No bike or pedestrian facilities from Agate Street to 30th Avenue

### *Street facilities*

When respondents were asked to rank the level of importance for certain street facilities, 37 out of 42 respondents said bike lanes with protection from auto traffic were very important or somewhat important, and 29 respondents said sidewalks were very important or somewhat important. The most unimportant street facilities to respondents were parking (23) and a planted median (17).

### *General comments*

General comments about the 30th Avenue/LCC corridor include:

- Importance of careful and multiple media spots to tell people about any changes to street design
- More people would ride bikes to LCC if there were improvements from Hilyard Street to the campus
- Public transit and progressive bike lanes can help make the region a safer place
- LCC route only serves a single purpose and money should be spent where multiple purposes will be served
- Need alignment with other city-based planning projects
- Provide better weekend service to LCC campus
- Ensure that freight and traffic mobility is maintained
- Harris Street to University Street should be a school zone with a 25mph zone
- Improve bicycling to LCC; more students would bike if it was safer
- Money is being wasted here, transit is adequate and cyclist are rare on 30th Avenue
- Need a separate area for bikes and pedestrians – 30th Avenue is a semi-highway road

### **Randy Papé Beltline Corridor**

A total of nine comments were collected online. No comments were collected in-person.

### *Important places*

When asked about the most important places to be able to access in the corridor by foot/mobility device, bike or transit, respondents mentioned:

- W 11th Avenue
- Gateway
- Parks
- Bike paths along river
- Delta Oaks shopping center
- Schools – Clear Lake, Shasta, Willamette High School, Cascade, and Danebo
- Coburg Road
- Barger – Winco and Bethel library
- Costco
- Fred Meyer
- Jerry's

*Corridor barriers*

When asked what barriers make it difficult to get around the corridor by foot/mobility device, bike or transit, respondents mentioned:

- Need access to cross Highway 99
- Lack of bus service along Beltline Highway
- Beltline Highway cuts Bethel in half and it is hard to get around
- Lea Avenue lacks street lights, speed bumps, and sidewalks
- Lack of pedestrian/bicycle bridges over Beltline Highway
- Railroad tracks
- Crosswalk needed at River Road and Division Street

*Street facilities*

When respondents were asked how important certain street facilities were for them, out of nine respondents, seven people said transit in its own lane is very important or somewhat important. The most unimportant street facilities to respondents were parking (7) and center turn lanes (5).

*General comments*

General comments about the Beltline corridor include:

- The Beltline Highway needs a sound-abatement wall to shield residential areas from traffic noise - most cities have a tall concrete wall planted with ivy along freeways running through residential areas
- Build shared- use paths all along Beltline Highway
- Would love a BRT line and bike paths along this corridor
- Connection to safe routes to school program is very important
- Pedestrian islands are a death-trap for motorcycles

**Coburg Road Corridor**

A total of 17 people attended the in-person workshop and 13 comments were collected online. No comments were collected in-person.

*Important places*

When asked about the most important places to be able to access in the corridor by foot/mobility device, bike or transit, respondents mentioned:

- |                   |                          |
|-------------------|--------------------------|
| • Oakway Center   | • EmX station at Gateway |
| • Downtown        | • VA Hospital            |
| • Chad Drive      | • Albertsons             |
| • Riverfront area | • Sheldon Plaza          |

*Corridor barriers*

When asked what barriers make it difficult to get around the corridor by foot/mobility device, bike or transit, respondents mentioned:

- Oakway Road has no crosswalks and heavy traffic
- Lack of protected bike lanes on Harlow Road
- Difficult to cross Oakway Center parking lot
- High speeds and narrow sidewalks
- Corridor could use a separated cycle track
- Harlow Road and Garden Way is difficult to cross – very dangerous

### *Street facilities*

When respondents were asked to rank the relative importance of certain street facilities, 13 out of 13 respondents said bike lanes were very important or somewhat important, and 11 out of 13 respondents said sidewalks and transit in its own lane are also important. The most unimportant street facility to respondents was parking (8).

### *General comments*

General comments about the Coburg Road corridor include:

- Coburg Road is frequently congested with autos and has many crashes, but the design of the corridor makes alternatives unappealing
- Bicycling seems risky, transit is slow and stuck in traffic, and walking is unpleasant and can be dangerous
- Support for improved facilities for walking and biking in the corridor
- More frequent bus service is needed
- Crossing Coburg Road is difficult with traffic lights far apart
- Cars do not stop for walkers at non-light intersections, this needs improved enforcement
- Improve transit from Eugene Station to north side of Ferry Street bridge
- Ferry Street bridge could be a bottle neck for traffic with dedicated transit lanes
- Important piece is to connect to and around Oakmont Center
- The biggest hazard is turning vehicles
- Encourage businesses to remove barriers for walkers and bikers
- Do not put another bridge over the Willamette River

### **Highway 99 Corridor**

A total of 24 people attended the in-person workshop, eight comments were collected at the workshop. Eight additional comments were collected online.

### *Important places*

When asked about the most important places to be able to access in the corridor by foot/mobility device, bike or transit, respondents mentioned:

- |   |                                  |
|---|----------------------------------|
| • Willamette High School                | • Four corners area              |
| • Eugene Airport                        | • Winco                          |
| • Maxwell Road to Barger Road area      | • Jerry's                        |
| • Shopping centers – Barger/Echo Hollow | • Petersen Barn Community Center |
| • Willamette High School                | • Gilbert shopping center        |
| • Parks – Trainsong, Shasta ball fields | • Bethel Library                 |

## EVENT SUMMARY

### *Corridor barriers*

When asked what barriers make it difficult to get around the corridor by foot/mobility device, bike or transit, respondents mentioned:

- Garfield Street and 7th Avenue
- High speeds on Highway 99
- Beltline Highway cuts off bike/pedestrian transit
- Lack of bike options from Maxwell Road to Barger Drive
- 4 corners - angle of road is sharp and speeds are high
- Railroad yards are a major obstacle -- Maxwell Road to Roosevelt Boulevard
- Bus service is not frequent enough
- Highway 99 is hard to cross for pedestrian/bikes
- Lack of bike lanes north of Bethel Drive

### *Street facilities*

When respondents were asked to rank the relative importance of important certain street facilities, 12 out of 16 respondents said bike lanes were very important or somewhat important and 8 respondents said sidewalks are also important. The most unimportant street facility to respondents was parking (9).

### *General comments*

General comments about the Highway 99 corridor include:

- Highway 99 needs wider sidewalks for the current mixed bike and pedestrian going both directions
- Heavy trucks on Highway 99; need more electric car charging stations and park and rides
- Corridor needs more protected bike lanes
- Connection to safe routes to school program is very important
- Corridor seems too auto-oriented and would not serve transit well, except to the airport
- Bus stop needed at Petersen Barn Community Center (lots of senior services)

### **Martin Luther King Jr. Boulevard /Centennial Boulevard Corridor**

A total of 22 people attended the in-person workshop and six comments were collected online. No comments were collected in-person.

### *Important places*

When asked about the most important places to be able to access in the corridor by foot/mobility device, bike or transit, respondents mentioned:

- Kinsrow/Garden Way area
- McKenzie Willamette Hospital
- Mohawk Boulevard
- Businesses along Centennial
- Schools – Hamlin, Springfield High School
- Oakway Road
- Hayden Bridge Neighborhood
- Marcola Meadows



### *Corridor barriers*

When asked what barriers make it difficult to get around the corridor by foot/mobility device, bike or transit, respondents mentioned:

- Wide, 4-5 lane sections are uncomfortable for biking and walking
- Martin Luther King Jr. Boulevard is very wide, needs buffered bike lanes and crossing improvements
- Marcola Road needs bike/pedestrian improvements for comfort and safety
- Bike lanes end along Centennial Boulevard at various intersections
- Island Park bike path connection at D Street has blind turn and no bike lane

### *Street facilities*

When respondents were asked to rank the relative importance of certain street facilities, six out of six respondents said bike lanes were very important and six people said trees between sidewalks and streets are also important or somewhat important. The most unimportant street facility to respondents was parking (6).

### *General comments*

General comments about the Martin Luther King Jr. Boulevard / Centennial Boulevard corridor include:

- Further involvement of Springfield residents and stakeholders for the Centennial Boulevard corridor
- Bike Paths need clearer and safer transitions into street traffic
- Extension from Marcola Road and 29th Street through Hayden Bridge area
- Centennial Boulevard is a noisy mess and avoided by avid walkers
- Interstate 5 bridge is in a handy spot- would like better access
- Need wayfinding signs for pedestrian routes on Centennial Boulevard
- Centennial Boulevard may need grinding and overlay to accommodate BRT

### **River Road Corridor**

A total of 49 people attended the in-person workshop and 14 comments were collected there. An additional 28 comments were collected online. Two comments were sent by postal mail.

### *Important places*

When asked about the most important places to be able to access in the corridor by foot/mobility device, bike or transit, respondents mentioned:

- |   |  |
|---|--|
| • From Park Avenue to Hilliard Lane. – heart of the community (stores, homes and the schools) | • River path system  |
| • Razor Park  | • North and south of Beltline Highway                                |
| • Fir Lane - access to natural food stand and river/park                                      | • River Road Recreation Center                                       |
| • Santa Clara Square, River Road Station/NEHS area  | • Access to Willamette River   |
| • Schools - River Road, Howard and Kelly  | • Bus stop at Scenic Drive and Dublin Avenue (for power wheelchairs) |
|   | • Division Avenue between the two shopping centers                   |
|   | • Santa Clara Square   |
|   | • Fred Meyer   |

- River Road Transit station
- Howard Avenue and River Road
- Maxwell Road and River Road
- Silver Ln. and River Avenue
- Emerald Park
- The new Ecco Apartment complex
- River Avenue Post Office
- Lower River Road - stutter flash

### *Corridor barriers*

When asked what barriers make it difficult to get around the corridor by foot/mobility device, bike or transit, respondents mentioned:

- Crossing River Road at Elkay Drive
- River Road is too loud, wide, auto-oriented, and fast; no one wants to bike or walk along it
- High speeds/lack of crossings on River Road
- Beltline Highway bisects the corridor, leaving few parallel bike/ped connections
- Bus service gets stuck in traffic
- Infrequent marked crosswalk along entire corridor
- Long crossing distance at Hilliard Lane
- Very dangerous to bike on Division Avenue east of Moore Street
- No good crossing between the shopping areas
- River Road under Beltline Highway is too narrow
- No sidewalk going west on Hilliard Lane
- Howard and River Road - 3 way intersection is confusing for pedestrians and drivers
- Too few protected pedestrian crossings on River Road
- No crosswalk or light to cross River Road near the bus stop at River Road and Lindner Ln.
- The River Road intersection at Silver Ln. is congested and dangerous for bikes and pedestrians
- The Santa Clara shopping center area is congested and dangerous for bikes and pedestrians
- Lack of crosswalks along the corridor
- Hatton Avenue has a dead end and cannot be accessed from Sunny Drive or Golden Avenue
- No sidewalk on the south side of Howard Avenue
- No service to the Post Office on River Avenue
- No light at Dari Mart/new apartments
- Lack of crosswalk at River Road and Division Avenue
- Lea Avenue has broken sidewalks, lacks street lamps and speed bumps
- No crosswalks between NW Expressway and Knoop
- In future planning for River Road, reference the Lower River Road Concept Plan (developed 2002-2004)

### *Street facilities*

When respondents were asked to rank the relative importance of certain street facilities, 39 out of 42 respondents said bike lanes were very important or somewhat important, 32 people said trees between sidewalks and streets are very important or somewhat important, and 30 people said transit in its own lane is very important or somewhat important. The most unimportant street facility to respondents was parking (33).

### *General comments*

General comments about the River Road corridor include:

- Include River Road in EmX project

- Listen to residents who want a slower River Road with easier, safer crossing for pedestrians and bicycles, and build green space (trees and median strip landscaping)
- Please provide wide or protected bike lanes all along River Road
- The River Road residents who live on the west side of the road need to access the river bike path with many more protected places to cross
- There is no access to the end of Delta Highway except by freeway, would like to see a connection by surface street
- Would like a bus that goes all the way to the south end of Chambers Street
- Bring back express bus to UO
- Do not want a highway running through our neighborhood
- Would like to see this extended a bit northward to a possible bus terminus at Oroyan Avenue at the failed shopping center
- This corridor in particular is well situated for the conversion of two general purpose traffic lanes to transit only
- Please don't add to the right-of-way width of this street by simply adding bus lanes- reallocate the space to BRT from all the single-occupancy vehicles out there
- Safe routes to school is in serious need
- Seems like there's going to be terrible traffic problems soon due to all the new housing being built in the River Road and Santa Clara area - public transportation sooner than later would be good
- River Road businesses are not close enough to most residential areas to reasonably plan to walk, would be easy on the bike if it was safer
- Continue to solicit input from the public - we especially need visual representations of various options
- Need for a bridge from River Road east to Good Pasture Island Road or VRC (or further north from railroad to Delta Highway )
- Lea Avenue did not receive resurfacing a few years ago when all residential streets along River Road received this treatment
- Transfers downtown discourage ridership if waits are longer than 10 minutes
- The EmX corridor could restore River Road to its roots: tree lined, easy to cross, mixed residential and business
- Beaver Street needs a real bike lane
- There is potential for slowing traffic and building community – making places – along the corridor

### **Valley River Center Corridor**

A total of five comments were collected online. No comments were collected in-person.

#### *Important places*

When asked about the most important places to be able to access in the corridor by foot/mobility device, bike or transit, respondents mentioned:

- |   |   |
|---|---|
| • Valley River Center                             | • EWEB waterfront (via Coburg Road viaduct) |
| • Neighboring business park                       | • Downtown                                  |
| • Waterford Grand/Willamette Oaks area apartments | • Eugene country club                       |
| • Village Plaza and the surrounding apartments    | • Doctor offices on Willagillespie Road     |

## EVENT SUMMARY

### *Corridor barriers*

When asked what barriers make it difficult to get around the corridor by foot/mobility device, bike or transit, respondents mentioned:

- VRC is awkward to cross for bikes/pedestrians
- Goodpasture Island Road, south of the bike bridge, is nerve-racking to ride for cyclists
- Poor pedestrian/bike connections across Delta Highway at Goodpasture Island Road
- Large surface parking around Valley River Center increases pedestrian /vehicle conflicts
- Fast vehicle speeds along Goodpasture Island Road
- No pedestrian bridge under the Washington/Jefferson bridge
- No river crossing north of Beltline Highway

### *Street facilities*

When respondents were asked to rank the relative importance of important certain street facilities, three out of five respondents said bike lanes were very important or somewhat important. The most unimportant street facilities to respondents were center turn lanes (3) and parking (5).

### *General comments*

General comments about the Valley River Center corridor include:

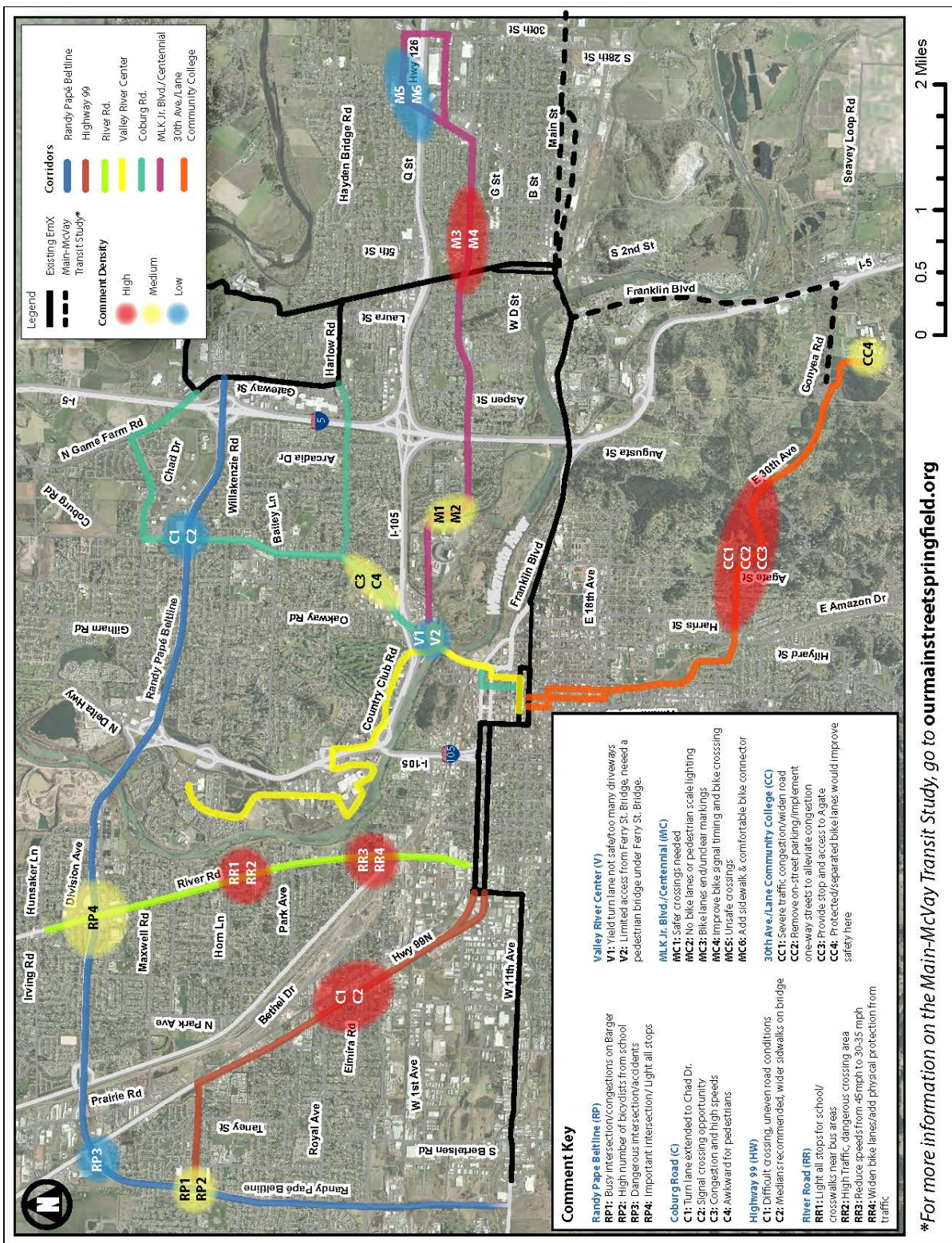
- If both the Valley River Center and Beltline Highway corridors are advanced, consider looking at potential transit connections between them at Delta Oaks
- The circuitous bus route through Valley River Center is unnecessary; transit would be more successful in this corridor if it served Valley River Center via a straight-line path on the north side of the property
- Focus energy on downtown revitalization rather than servicing a mall
- Major congestion across river with no bridges except Ferry Street bridge
- Electric bicycles not allowed to cross river on pedestrian bridges
- Bike/ped access across river is important
- Link Crescent Avenue to Valley River Center
- No dedicated or Business Access and Transit lanes required on Valley River Center
- Consider removing bike lanes from Valley River Center to river
- Connect neighborhoods underserved by transit to Valley River Center

## Demographics

Respondents of the workshop and online comment form had the option of answering demographic questions. Of the respondents who provided demographic data, nearly all are Caucasian (59). About 26 respondents ride their bike for their commute, while 21 drive alone. Most respondents providing their age were over 55 years old (31).

## Base map exercise results

Participants of the workshops were asked to work in small groups to identify needs, opportunities and important places on specific corridors. Below is a map showing the concentration of comments placed on the map, with a focus on the density of comments given by participants. A few of the most common responses written are also included.



**Comment Key**

**Randy Pope Beltline (RP)**  
 RP1: Busy intersection/congestions on Barger  
 RP2: High number of bicyclists from school  
 RP3: Dangerous intersection/accidents  
 RP4: Important intersection/Light all stops

**Coburg Road (C)**  
 C1: Turn lane extended to Chad Dr.  
 C2: Signal crossing opportunity  
 C3: Congestion and high speeds  
 C4: Awkward for pedestrians

**Highway 99 (HW)**  
 H1: Difficult crossing, uneven road conditions  
 H2: Median recommended, wider sidewalks on bridge

**River Road (RR)**  
 RR1: Light all stops for school crosswalks near bus areas  
 RR2: High Traffic, dangerous crossing area  
 RR3: Reduce speeds from 45mph to 30-35 mph  
 RR4: Widen bike lanes/add physical protection from traffic.

**Valley River Center (V)**  
 V1: Yield turn lane not safe/too many driveways  
 V2: Limited access from Ferry St. Bridge, need a pedestrian bridge under Ferry St. Bridge.

**MLK Jr. Blvd./Centennial (MC)**  
 MC1: Safer crossings needed  
 MC2: No bike lanes or pedestrian markings  
 MC3: Bike lanes end/unclear markings  
 MC4: Improve bike signal timing and bike crossing  
 MC5: Unclear crossings  
 MC6: Add sidewalk & comfortable bike connector

**30th Ave./Lane Community College (CC)**  
 CC1: Severe traffic congest on/wider road  
 CC2: Remove on-street parking/implement one-way streets to alleviate congestion  
 CC3: Provide stop and access to Agate  
 CC4: Protected/separated bike lanes would improve safety here

\*For more information on the Main-McVay Transit Study, go to ourmainstreetspringfield.org

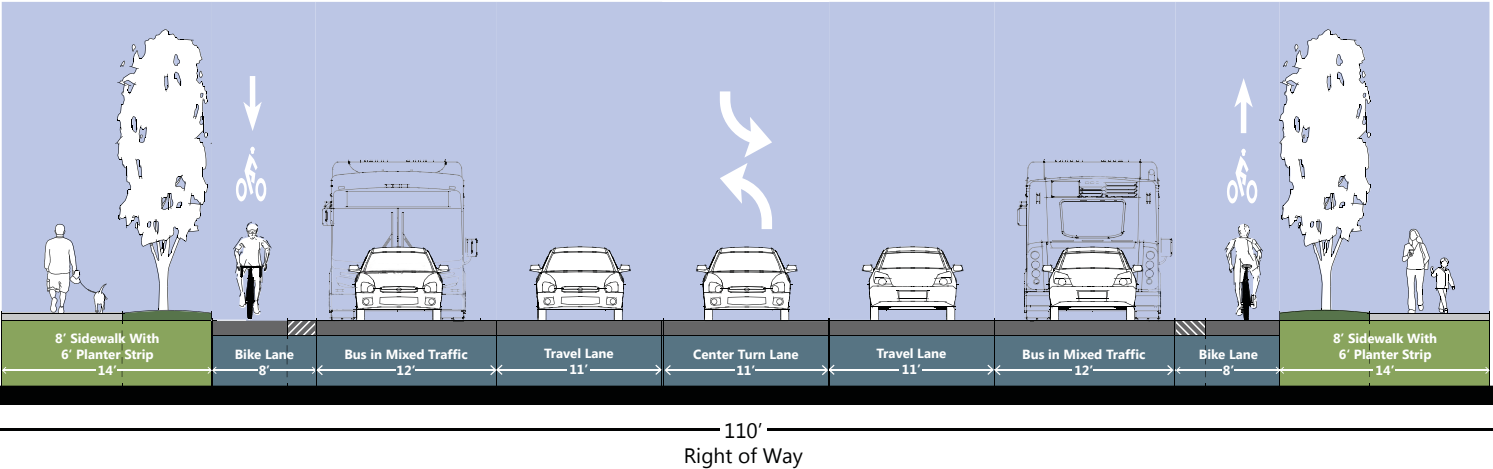
## Cross section exercise results

Participants of the workshops were asked to work in small groups to test different ideas for how specific corridors could be developed. Using this information, participants discussed the benefits and impacts of developing some kind of bus rapid transit in the corridor.

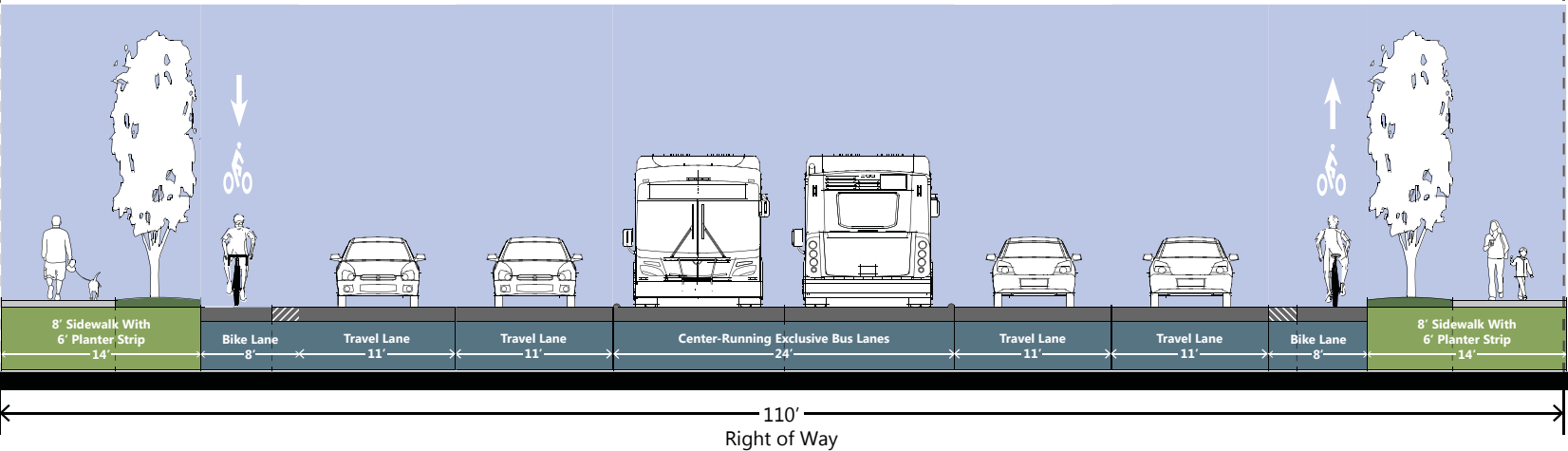
Below are the most common cross-sections developed for each corridor.

# Highway 99 Corridor

Workshop Concept 1



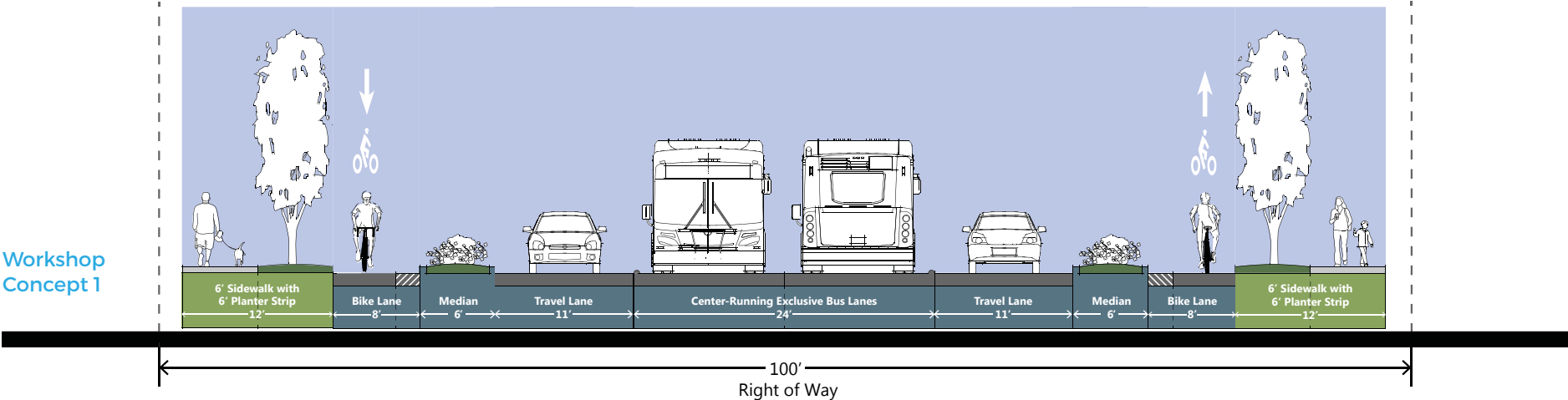
Workshop Concept 2



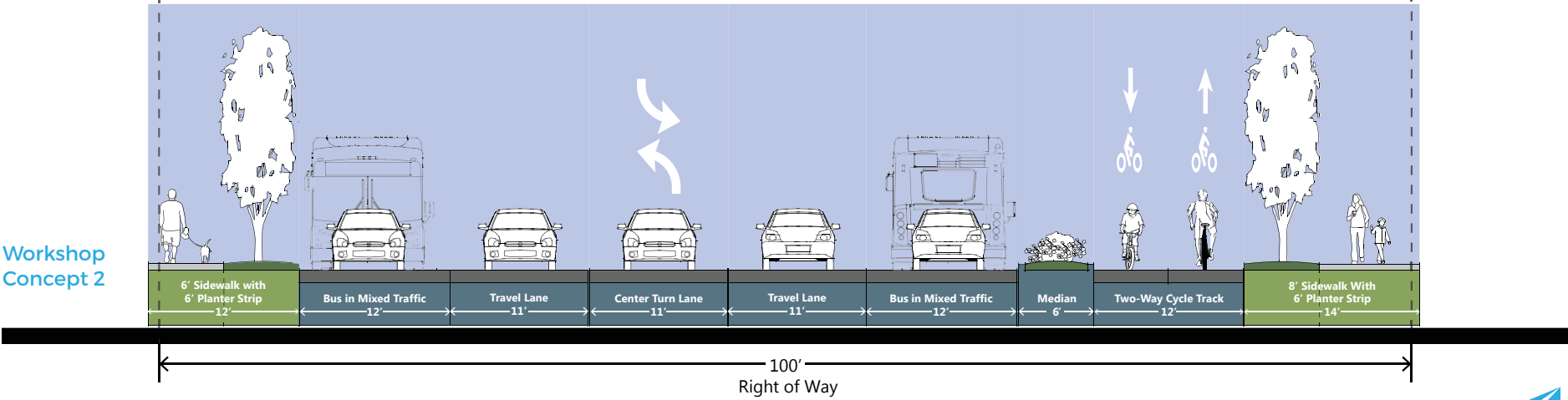
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# River Road Corridor

Workshop Concept 1



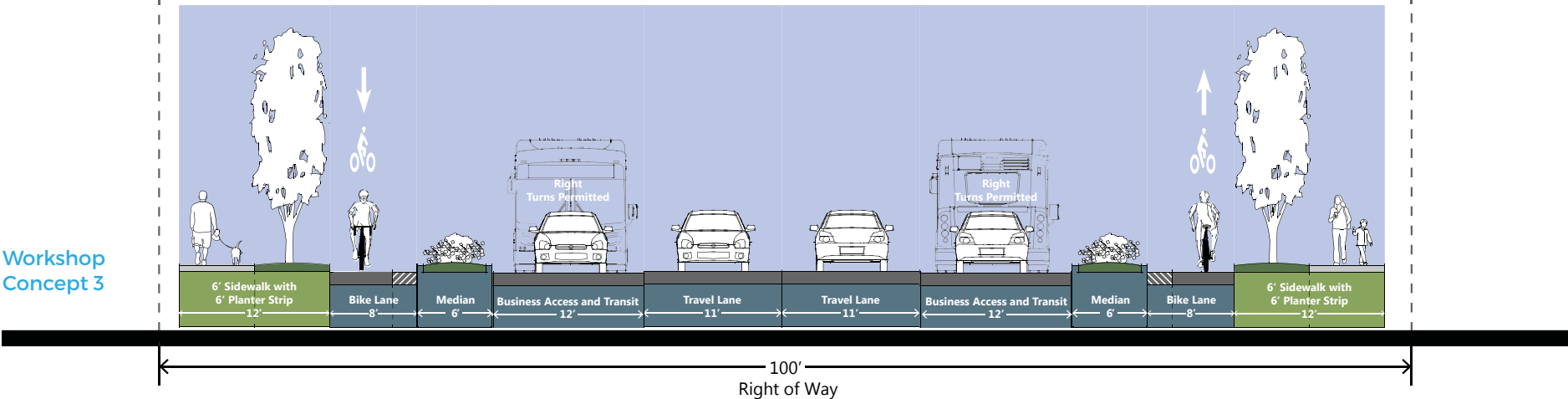
Workshop Concept 2



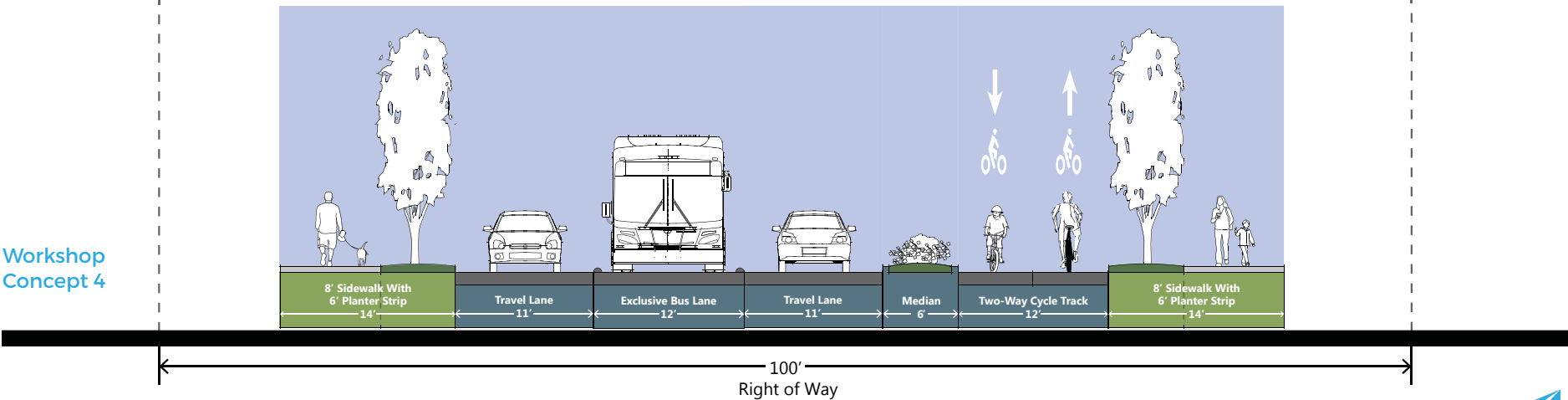


# River Road Corridor

Workshop Concept 3

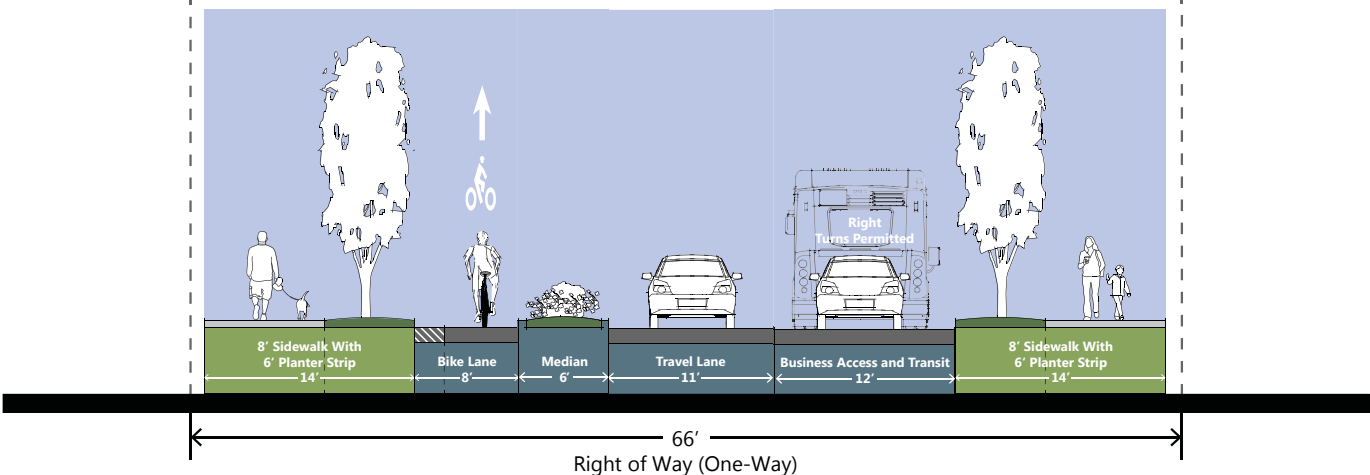


Workshop Concept 4

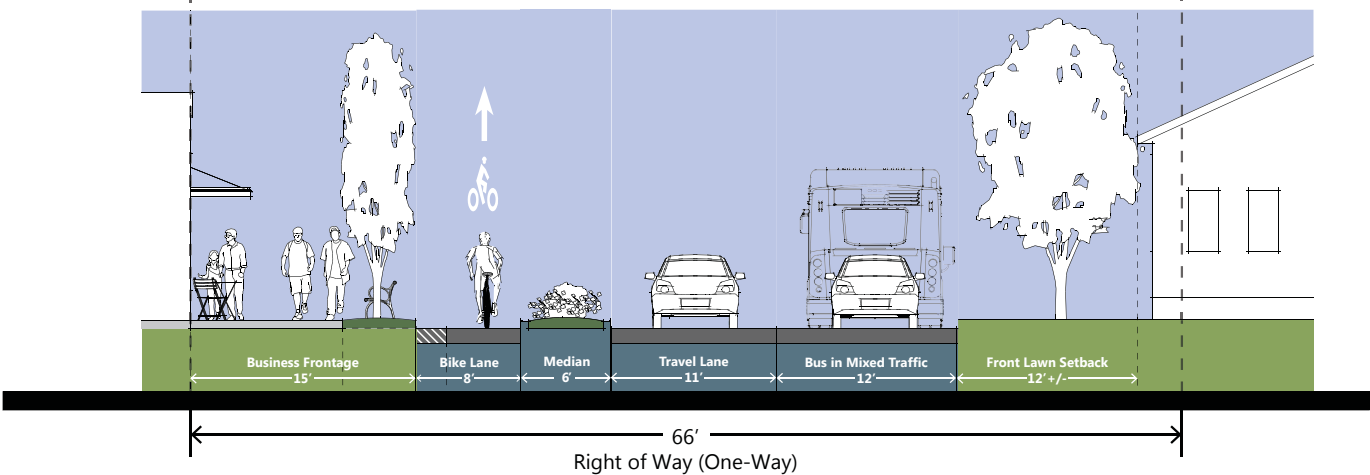


# 30th Avenue/LCC Corridor

Workshop Concept 1



Workshop Concept 2

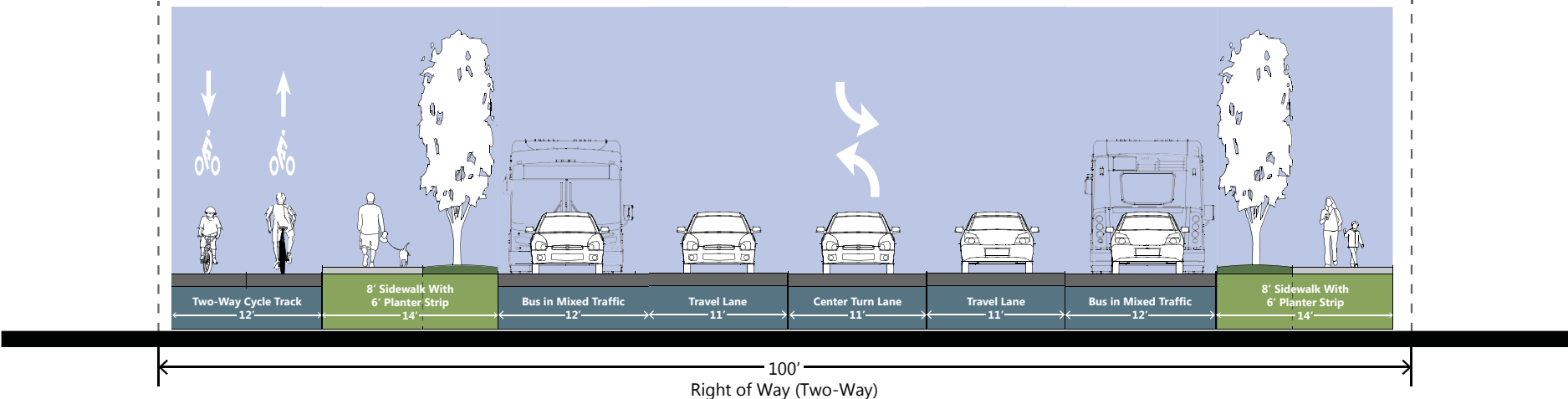


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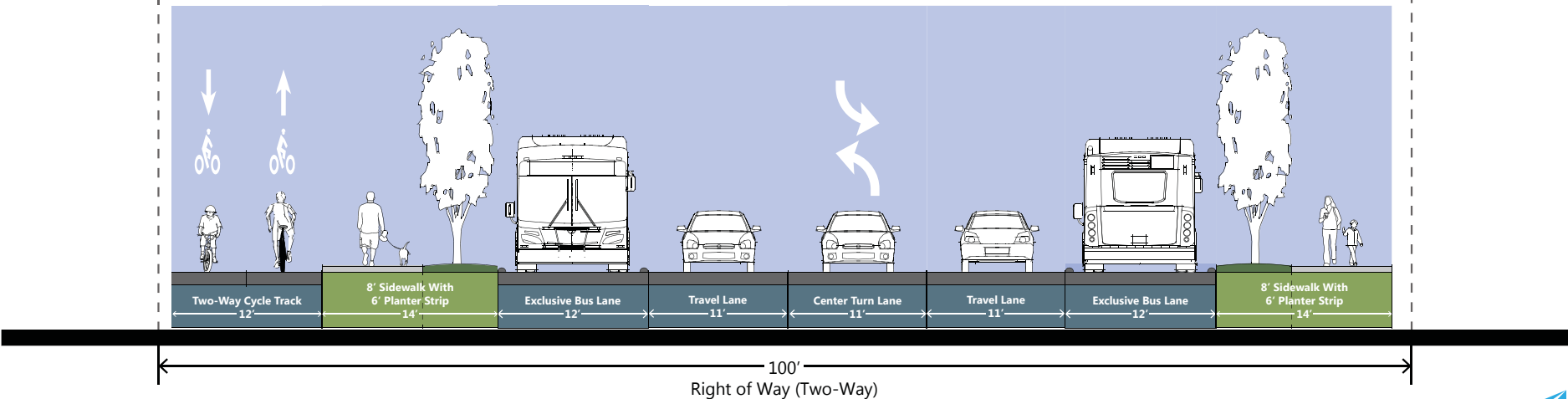


# 30th Avenue/LCC Corridor

Workshop Concept 3



Workshop Concept 4

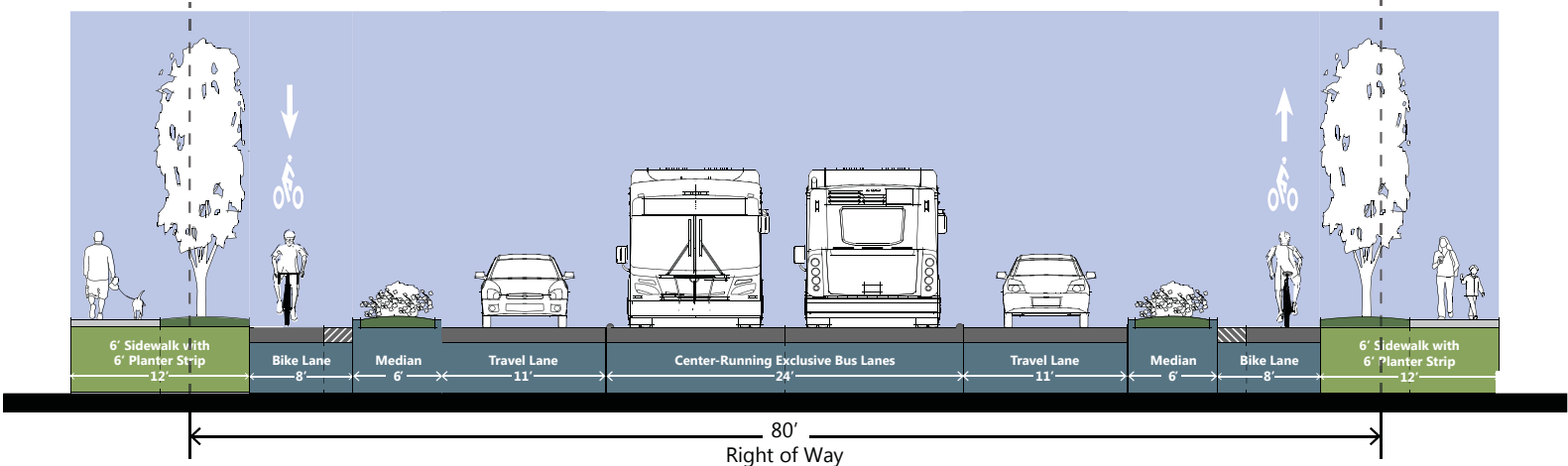


DRAFT



# Martin Luther King, Jr. Blvd./ Centennial Blvd. Corridor

Workshop  
Concept 1



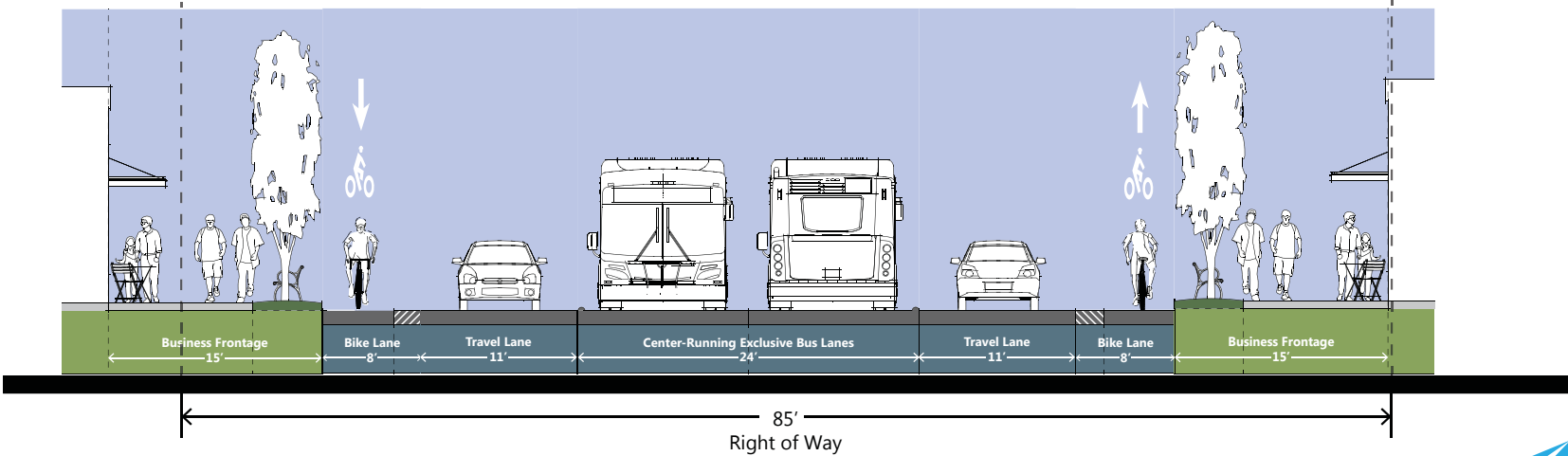
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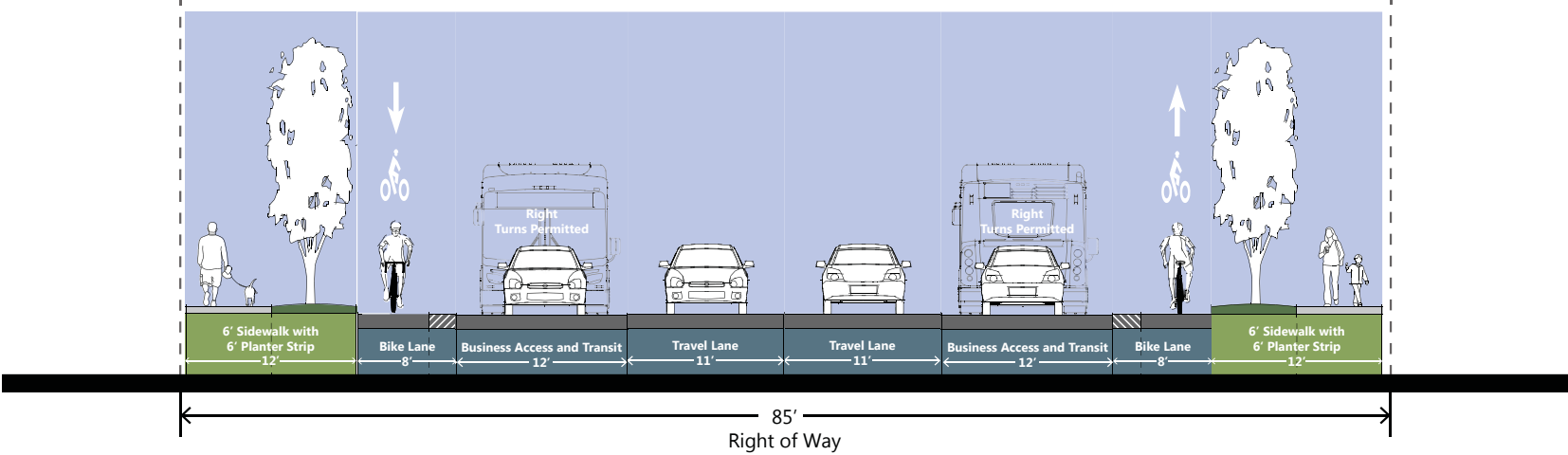
# Coburg Road Corridor

## Coburg Road Corridor

Workshop Concept 1



Workshop Concept 2

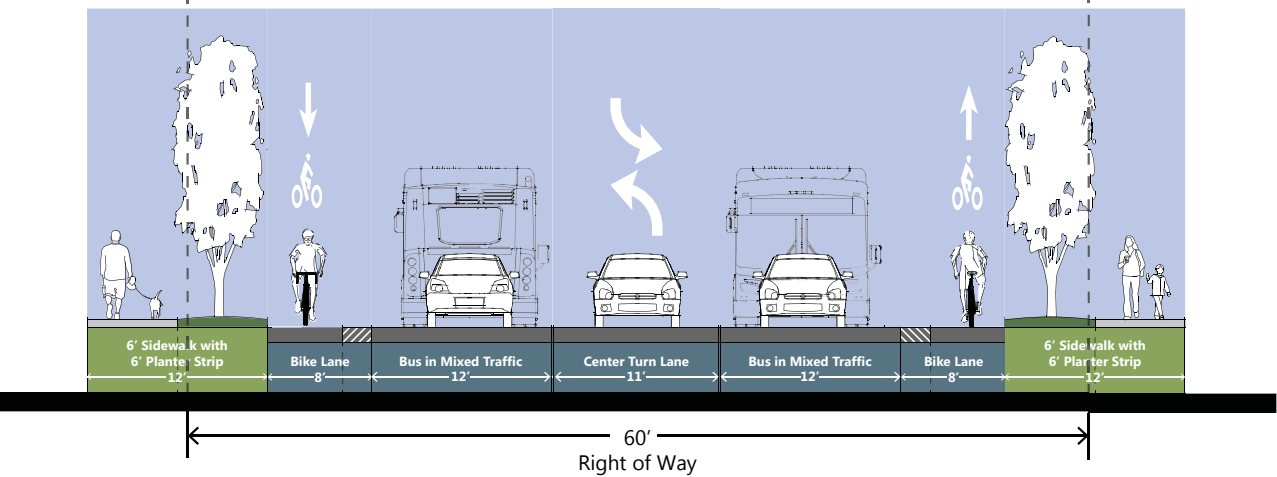


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# Valley River Center Corridor

Workshop  
Concept 1



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# Comment form – Valley River Center Corridor

May 2015



We appreciate your input! Your comments will help MovingAhead develop corridor ideas to study. Please take a few minutes to complete this form and leave it tonight, return it by mail to MovingAhead, PO Box 7070, Springfield, OR 97475, or email to [questions@MovingAhead.org](mailto:questions@MovingAhead.org). You can also submit comments online at [MovingAhead.org](http://MovingAhead.org). Please return comment forms by June 5, 2015.

## First, please tell us a little about yourself

Do you live in:    Eugene             Springfield             Other \_\_\_\_\_

What is your zip code? \_\_\_\_\_

## Preliminary Purpose and Need Statement

Please share any comments about the Preliminary Purpose and Need Statement (review the complete Purpose and Need Statement at [MovingAhead.org](http://MovingAhead.org)).

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## Valley River Center Corridor

Where are the most important places to be able to access by foot, mobility device, bike, or transit in this corridor?

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What barriers make it difficult to get around by foot, mobility device, bike, or transit?

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## How important is it to include the following elements in concepts for the Valley River Center Corridor?

	Very important	Somewhat important	Neutral	Somewhat unimportant	Unimportant
Bike lanes with protection from adjacent auto traffic	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wider sidewalks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Trees between sidewalks and streets	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Transit in its own lane or in a lane shared with right turning cars and trucks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Transit in a lane shared with cars and trucks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Center turn lane	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Planted median	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
On-street parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Other comments

Please share any other ideas or comments that you would like the project team to consider during the development of the MovingAhead project.

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How did you hear about this event?  Newspaper  Email  Project website  Word of mouth  Other: \_\_\_\_\_

*As a recipient of federal dollars, this project is requesting demographic information at public events to evaluate the effectiveness of public outreach activities and to comply with Title VI of the Civil Rights Act. The identity of individuals is kept confidential. The results are reported as totals only, and used solely to help improve future outreach.*

#### Your Race/Ethnicity

- African-American (not Hispanic)
- Caucasian (not Hispanic)
- Hispanic
- American Indian/Alaskan Native
- Asian or Pacific Islander
- Unknown/ Don't want to say

#### How do you commute to work?

- Drive alone
- bike
- Walk
- Take transit
- Carpool
- Work at home
- Retired

#### Gender Identity

- Male
- Female
- \_\_\_\_\_
- Don't want to say

#### What's your age?

- Under 18 years old
- 18-24 years old
- 25-34 years old
- 35-44 years old
- 45-54 years old
- 55 years or older



## Multiple routes studied for EmX expansion, transit options

Four major transportation corridors in Eugene or Springfield could be selected this fall for an in-depth review aimed at improving them for public transit, biking and walking.

The Eugene City Council and Lane Transit District Board on Monday heard about the collaborative study effort by the two public entities called "Moving Ahead." The review is intended to lead to the design, funding and building of transit, pedestrian and bicycle improvements on four major roadways.

First, seven key corridors will be reviewed in the next few months, including Randy Papé Beltline, Highway 99, River Road, Coburg Road and 30th Avenue in Eugene, and Centennial Boulevard in Springfield.

Public transit changes on the streets could range from relatively minor improvements, such as the installation of bus-only lanes at intersections, to full-scale EmX bus rapid transit service, councilors and LTD board members were told.

Changes for pedestrians and bicyclists could range from improved crossings, such as pedestrian "islands" and crossing signals, to expanded sidewalks and bike lanes.

LTD planner Sasha Luftig told the officials that planning for four corridors at once is more efficient than the traditional way of making decisions for one corridor at a time. That's the approach the community has used to implement EmX routes in Eugene and Springfield, but which has taken between eight and 10 years from the start of planning to the start of service, she said.

Mayor Kitty Piercy and some councilors said they agree with the new way to plan for transportation improvements, including bus rapid transit.

"I appreciate this more efficient approach," Piercy said.

This fall, the City Council and LTD Board will be asked to select up to four corridors to advance to project development. All of the corridors are in Eugene except for Springfield's Centennial Boulevard portion of a Northeast Corridor.

Officials say a vigorous attempt to gather public opinion on what residents want to see on the streets will begin next week, with the first of five workshops.

The council and LTD board also will get information from other local officials, a project oversight committee, and city and LTD staff.

The MovingAhead review will occur at about the same time as Main Street in Springfield and McVay Highway are being studied for possible EmX service.

An advisory committee in January recommended that local officials consider extending an EmX bus rapid transit line along Springfield's Main Street as one way to improve transit service on that corridor.

But the committee stopped short of recommending EmX service along McVay Highway to Lane Community College, saying that LTD ridership doesn't justify the increased operating costs.

Making busy major streets in Eugene and Springfield safer has become a priority for local officials in recent years, especially in the wake of fatal collisions between motor vehicles and pedestrians or bicyclists.

In February, the latest incident focused attention on crash-prone Main Street in Springfield. On Feb. 22, a 68-year old resident killed three children, ages 4, 5 and 8, as they walked with their mother across Main Street in the Thurston area.

Follow Ed on Twitter [@edwardrusso](#) . Email [ed.russo@registerguard.com](mailto:ed.russo@registerguard.com) .

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## What's Next

Four public workshops will take place in the next two weeks to gather opinion on improving major streets in Eugene and Springfield for pedestrians, bicyclists and public transit. All meetings will last from 5 p.m. to 7:30 p.m.

Corridors to be reviewed: Randy Papé Beltline, Highway 99, River Road, Coburg Road, MLK Jr. Blvd./Centennial Blvd., Valley River Center and 30th Avenue

Highway 99 corridor: Monday, Willamette High School, 1802 Echo Hollow Road, Eugene

River Road corridor: May 19, North Eugene High School, 200 Silver Lane, Eugene

30th Avenue/Lane Community College corridor: May 27, Eugene Public Library, 100 W. 10th Ave.

Northeast corridors (Coburg Road, MLK Jr. Blvd., Centennial Blvd., Valley River Center): May 26, Springfield High School, 875 Seventh St.; and May 28, Monroe Middle School, 2800 Bailey Lane, Eugene

Can't attend a meeting?: Visit [movingahead.org](http://movingahead.org) now through June 5

Watch the KEZI 9 News Live Stream >> (<http://www.kezi.com/livestream>)



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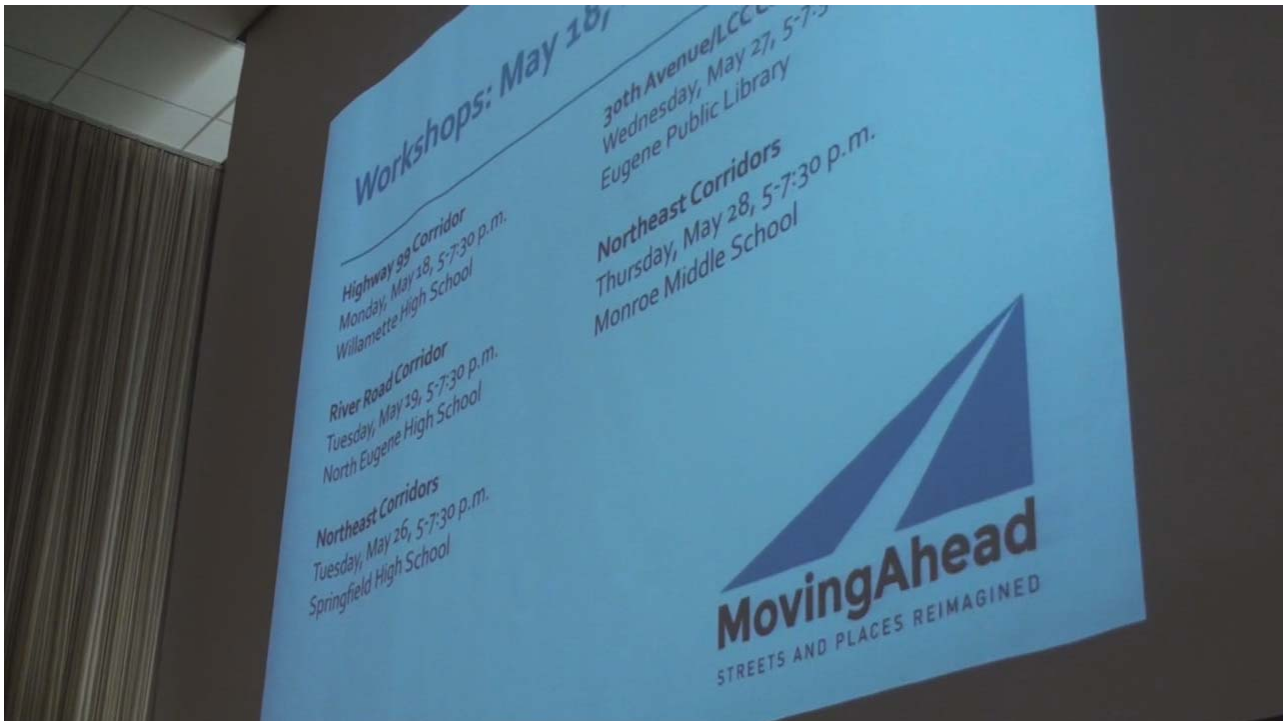


North Bend  
54°

(<http://kezi.com/weather>) (<http://kezi.com/weather>) (<http://kezi.com/weather>) ([http://kezi.com/weathe](http://kezi.com/weather))

Home (/) / News (/news) / New Transportation Direction Forms, Input Sought

# New Transportation Direction Forms, Input Sought



By **Brian Richardson** May. 12, 2015

EUGENE, Ore. – Major transportation upgrades could be coming to four corridors in the Eugene and Springfield area.

It's all part of the "MovingAhead" plan. The Lane Transportation District detailed the plans at the Eugene City Council's Monday Work Session.

The proposal calls for an evaluation of several corridors in the community that may need improved services as the cities continue to expand. Some of the corridors include River Road, Coburg Road and Centennial Blvd.

If chosen, LTD will then perform an extensive study at the sites to determine what kind of improvements need to be made. Those could include expanding to EmX services, improved crosswalks or new lanes for buses.

"If there's congestion along the way we can add something like a cue jump so we can skip the congestion point and operate more efficiently to provide that service," said Sasha Luftig, Development Panner with LTD.

Currently there are seven corridors named in the proposal. LTD hopes to have that list down to four by this fall.

LTD is seeking public input. It has a series of meetings upcoming for people to weigh in on the plans.

For more information on this project including information meetings, click here. (<http://www.movingahead.org/>)

Funding for this project could largely come from federal contributions, but the financial details remain limited in the early stages of this proposal.