

E/W Amazon Active Transportation Workshop (May 22nd, 2012) Discussion Questionnaire Tally

Introduction

A neighborhood open house was attended by approximately 50 people on Tuesday, May 22nd at the Hilyard Center from 6:30pm to 8pm. The meeting was held to discuss walking and biking improvements for E/W Amazon Drive (from Hilyard Street to Snell Street), extending the Amazon Path south to Tugman Park along Hilyard Street and installing additional pedestrian crossings of Amazon Creek. The City is preparing an Oregon Department of Transportation (ODOT) grant application to help fund these improvements. The event was held to test preferences for facility types so the city could accurately estimate potential facility costs for the grant application.

The ODOT grant process occurs in two stages. The first stage is a Notice of Intent (NOI) to notify ODOT that the city has a project ready for funding. The NOI was sent to ODOT on June 6th. If the ODOT grant review committee selects the project a subsequent application will be developed and sent to ODOT in December 2012. The city will hold a subsequent meeting (or meetings) if notified to prepare a full grant application.

The meeting began with a formal presentation of the grant opportunity and a review of possible facility options. Transportation plans include a variety of facility types for E/W Amazon Drive including a shared use path, buffered bike lanes, or a cycle track. The extension of the Amazon Trail south to Tugman Park was also presented, as was the existing crossing of the Amazon Creek. Following the presentation, participants were broken into small groups and asked to discuss their preferences for improving bicycle and pedestrian access. Each small group reported out to the larger group to conclude the meeting. The following notes summarize the comments received on a questionnaire available at the meeting and the results of the small group exercises. A general summary of the NOI contents is also provided.

Workshop Questionnaire

Respondents were asked to mark the facility types that they preferred. Bold text indicates multiple responses.

Facility	Tally	Comments to "Other"
Buffered Bike Lane	15	
Shared Use Path	6	-Hilyard to Tugman Park, Extend to 39 th would be better
No Change	2	
Standard Bike Lanes (both sides)	7	-at least 4 ft, preferably 6ft— currently too narrow -move curb line to get needed width or provide parking bump outs
Cycle Track (one side)	13	-put on West Amazon on east side of street
Additional Bridge Crossings	14	- at Dillard -at 35 th or 36 th - coordinate with bus stops and crosswalks -3 crossings total = good

The following notes were recorded on the questionnaire under "Comments". Bold text indicates multiple responses.

- **Improved crossings (paint, signage, RRFBs, raised)**
 - o Especially at Potter/Fox Hollow on both E and W Amazon Drive

- East Amazon at south end of Potter Street should be 4-way stop
- Address manholes (interrupt the bike lanes)
- Pave gravel path through Kincaid Park
- Shared use path on Hilyard doesn't work because there are too many crossings
- Improve surface (repave)
- **Preserve natural space**
- Sidewalks needed from Larch to Snell on both East and West Amazon
- **Traffic calming/reduced speeds**
- Enhance lighting
- **Improve drainage on Rexus path**
- **Widen shared use path from Amazon Trail to Tugman Park; widen Tugman Path**
- Bike detector loops need to be recalibrated (don't always work esp. Hilyard @ 33rd)
- Some respondents want parking removed, others do not

Small Group Summary

The following notes summarize the comments recorded throughout the meeting. Italicized text indicates response given.

- Question about one side or the other (*depends on the facility type*)
- would we need to remove parking to install path? (*probably*)
- cars come by really close and they're going 35 - 40 mph
- road surface goes over several manhole covers, they're raised
- crosswalk paint is rough to ride over
- access to commercial node is important
- difficult to make left turn going southbound; speed differential
- entering east Amazon from Hilyard is too tight; need larger arc
- Edgewood Elementary and Spencer Butte Middle School - kids need to cross the corridor
- people run in the bike lane to avoid poor trail conditions
- finds east Amazon decent; weaving in and out around parked cars can be challenging; switched to biking in part due to Alder project
- biking south through the park; as soon as you hit East Amazon, you're focused on the narrow lane but it's hard to enjoy it
- creek is a barrier for transit users
- uses East Amazon and cuts over to Alder on 35th; swerving around parked cars; most cars give a wide birth but it can be tight
- some of the intersections are confusing to bikes such as with Fox Hollow
- Dillard is a concern; lots of kids here; hardest to cross
- widen sidewalk to Tugman; extend Tugman path to 39th
- intersection of Hilyard/Amazon/33rd needs improvement
- two-way cycle track on East Amazon; ideally two way facility on both sides
- flashing crossing at Fox Hollow and East Amazon (*RRFB*)
- bridge close to Dillard between 2 bus stops
- replace existing pedestrian bridge
- 2 6-foot wide bike lanes with no parking would be good
- more crosswalks especially at bridges; more bridges, especially at Dillard
- improve north/south facilities for peds too
- widen sidewalk by encroaching on grassy strip
- Ridgeline Montessori will generate more demand
- separate peds and bikes

- create one way streets?
- cycle track on West Amazon because less parking on this street and Alder is on east side
- improve running path to keep runners on path
- two new bridges -- at Dillard and Hideaway
- three new bridges: across from Dillard
- adjust bus stops so they coincide with bridges
- remove parking and put buffered bike lanes with 2 foot buffer on both sides
- improve running path on at least one side - all season treatment
- concern about impact to homeowners of lost parking, property value impacts
- better clarity for peds and bikes at intersections
- on street parking is important especially on East Amazon
- new bridge around 36/37th
- create east/west connection from Tugman to Alder
- pave dirt path that goes past Parker school
- more clearly delineated parking
- keep peds and bikes away from fast moving traffic
- because of high auto speeds, need curb between cars and bikes
- need to improve running path and sidewalks; sidewalks are bumpy
- longboards and inline skates could be left out without shared use path
- doesn't matter which side if there are new bridges
- want to be able to bike fast and safe
- Willamette River is more of a destination and E/W Amazon is more of a transportation corridor
- Could use Hilyard Path (when done) to 37th, and start E/W Amazon facility at 37th

Contents of NOI

The NOI sent to ODOT for phase one of evaluation contained the following project components. Identification of these facilities does not “lock us in” to these facilities; they were provided so we could select a cost range. The cost range identified was \$800,001 - \$1.2M.

Amazon Path Extension (west side of Hilyard Street)

- Widen the sidewalk from E 33rd Avenue to the south end of Tugman Park (at existing shared use path). Path will be 12’ wide in most areas, 10’ where constrained

Crossings of Amazon Creek

- Three (3) prefabricated 10’ wide steel pedestrian bridges (45’ in length)
- Concrete footings and access paths to bridges
- ADA ramps to access paths
- Pedestrian scale lighting, crosswalks, and warning signs

E/W Amazon Cycle Track

- Concrete traffic separator
- Flexible delineators
- Pavement markings

Intersection Improvements (33rd Ave or 34th Ave at Hilyard)

- \$75,000 placeholder for improvement