

E/W Amazon Active Transportation Workshop (October 4, 2012)

Discussion Questionnaire *Results*

The City of Eugene is assembling a grant application to fund bicycle and pedestrian projects on E/W Amazon Drive and Hilyard Street. Improvements will enhance the safety, comfort, and convenience of all transportation users along the corridor to ensure multimodal access. This may include widening sidewalks, installation of bridges across Amazon Creek, or other improvements discovered through the public involvement process.

There were 12 participants. Percentages indicated represent the percentage of total participants and may not reach 100% due to nonresponse. Meeting attendees were shown a facility option (e.g. "Bike Lanes") and asked to state a preference; participants could also ask questions about the facility option before selecting a response. Results shown in **RED** below.

1. Tugman/Amazon Path Extension

This project would widen the existing sidewalk from 34th Avenue to the south end of Tugman Park (just north of E 38th Avenue). Most attendees of Meeting #1 supported this project. Are you in favor of this project?

Yes (100%)
 No

Comments:

Common sense; currently uncomfortable for pedestrians due to bicyclists on the sidewalks; obvious improvement; fantastic addition to the local path network.

2. Bike Lanes

Bike lanes exist on East Amazon (southbound) and on West Amazon (northbound). Do you feel that the current bike lanes are adequate?

Yes (83%)
 No (17%)

Comments:

Bike lanes are too narrow; prefer a more family friendly option; I do not feel comfortable in narrow spaces next to fast moving traffic; adequate but not preferred.

3. Buffered Bike Lanes

Buffered bike lanes provide a 2' painted separation between the bike lane and the automobile travel lane. There is room to do this without changing the existing configuration of the street; however, there would continue to be only one southbound bike lane on East Amazon and one northbound bike lane on West Amazon. Are buffered bike lanes your preferred bicycle facility option?

Yes (67%)
 No (17%)

Comments:

Only one direction is not adequate; prefer shared use path; improvement but not preferred; might increase safety for cyclists while preserving on-street parking.

4. Two-Way Cycle Track (separated from traffic)

This at-grade facility would be installed on West Amazon Drive. It would feature a physical separation (e.g. concrete barrier) between the bikeway and the automobile travel lane. This facility was preferred at Meeting #1. Is a two-way cycle track your preferred bicycle facility option?

- Yes (67%)
 No (17%)

Comments:

I like this option best; no additional hard surfaces/runoff to Amazon Creek; like that it separates bikes from peds; might affect parking around Ridgeline Montessori; I would feel comfortable on this option.

5. Shared Use Path (Sidepath)

This facility would be installed on West Amazon Drive using existing roadway right-of-way currently used as a green space buffer between the Rexus Trail and the roadway. The facility would accommodate all non-motorized users including skateboarders, pedestrians, bicyclists, families with strollers, etc. This facility was not preferred at Meeting #1 because it introduced a redundant pedestrian facility (sidewalks and the Rexus Trail already exist). Would you prefer this facility over the separated cycle track?

- Yes (0%)
 No (92%)

Comments:

Least bang for the buck; redundant pedestrian facility (Rexus Trail, sidewalks); pleasant but costly; I'd prefer this over the cycle track but might be too pricey; don't want to lose parking at Ridgeline Montessori otherwise this is my top choice.

6. Bridges

Three bridge locations were identified at Meeting #1 based on city plans and the location of existing transit stops. Locations include 36th Avenue, 39th Avenue (existing bridge), and Dillard Road. Upon review of the 36th Avenue location with Lane Transit District it was determined that 37th Avenue would provide more direct transit access while 36th Avenue is closer to existing commercial areas on the north end of Amazon Drive. Which bridge location best represents your preference?

- 36th (25%)
 37th (42%)

Please explain:

Prefer transit connection on 37th; Both – we need more bridges; prefer an option north of 36th

Are there additional Bridge locations that should be considered? Please identify by nearest cross street (e.g. 44th Avenue). See map on back page.

44th would be good, but more is better; near Hideaway/Mazzi's; Dillard preferred for south side

Would you like the Zig Zag Bridge design to be used for one of the three bridge installations?

- Yes (83%)
 No (0%)

Comments:

Looks attractive, please include; unique idea; might not be comfortable for walking; if it busts the budget, then "no"; if you can fund it, please build it.

7. Pedestrian Beacons

Pedestrian beacons (like the RRFB units on 30th Avenue at Alder Street) have been shown to increase driver yield behavior at crosswalks. The city will examine the need for RRFBs along the corridor and add them to the project list as appropriate. Do you have any comments on this facility type?

At existing crosswalk at Kincaid; don't want them to cause congestion; the installation on 30th/Alder is great; as these are expensive they should be used strategically

8. Rexus Trail

At Meeting #1 the surface of the Rexus Trail was identified as undesirable during the wet months. At the time, reconstructing the trail was not an option due to the funding source. Since then a separate grant has become available and the Rexus Trail is now eligible. The city will add reconstruction of the Rexus Trail to the project list. Do you have any comments on this project component?

Let's do it; runner preference is for low-impact surfaces; this is good; I avoid this trail in the wet season; use Pre's Trail for reference; I'd prefer crushed limestone.

9. Intersection of Amazon at Hilyard

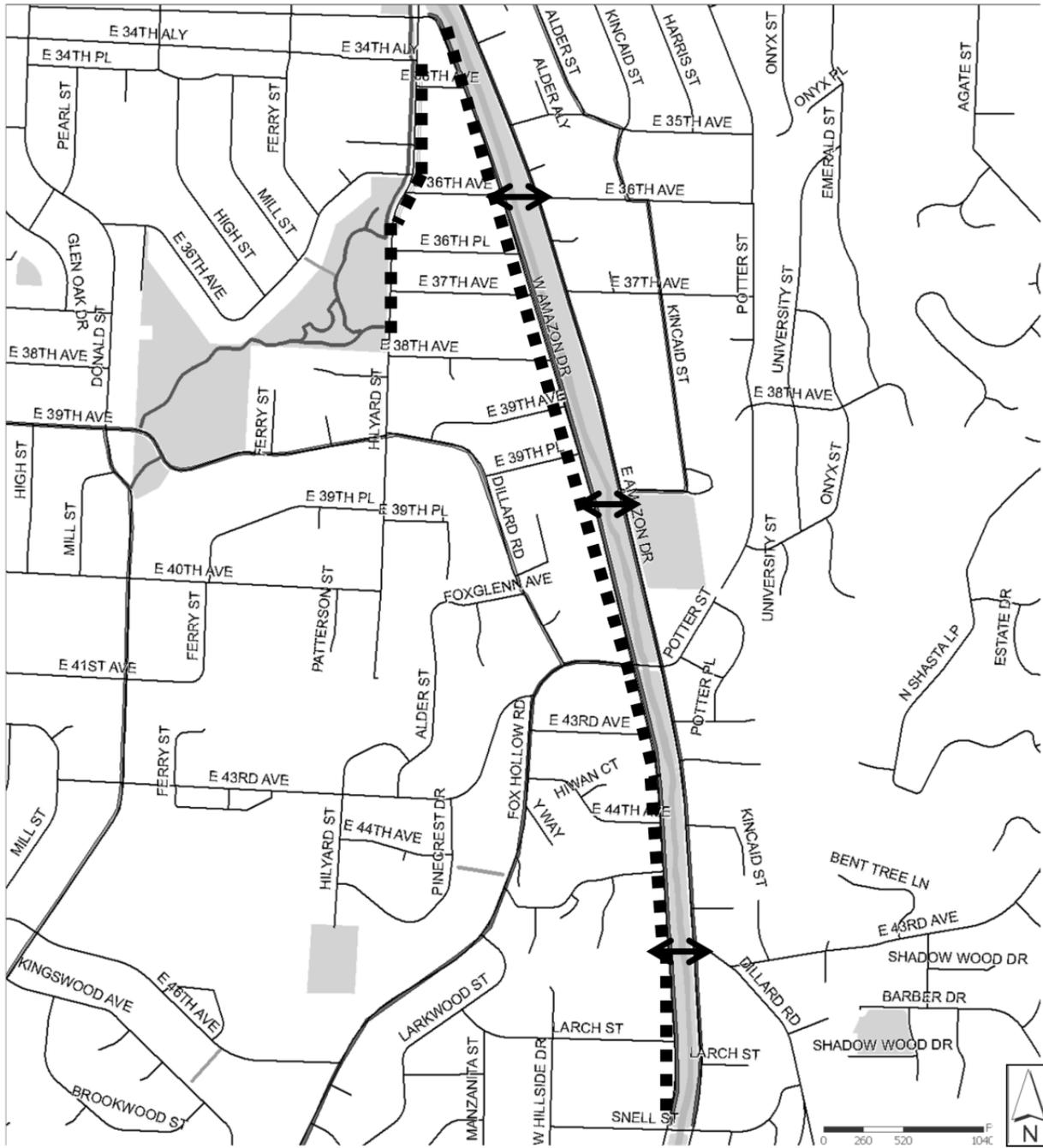
If a two-way non-motorized transportation facility is constructed city staff has identified West Amazon Drive as the likely location due to the quality of parkland, prevalence of protected natural resources, and availability of alternate north/south routes on the east side of the parkway. If a facility is constructed on West Amazon Drive, the northern terminus would require users to cross Hilyard Street to access the Amazon Path at either 34th Avenue (south) or 33rd Avenue (north). Do you have a preference for 33rd or 34th Avenue?

- 33rd (17%)
- 34th (42%)

Please explain:

34th might reduce wait time; I like the current slip lane on 34th as a driver; 33rd should have a crosswalk on the south side of the intersection; there's better access to the Rexus Trail at 33rd.

Amazon Active Transportation Corridor



■ ■ ■ ■ Proposed Project Location

↔ Proposed Bridge Location