

PEDESTRIAN NETWORK ANALYSIS

Report on Field Observations and Recommendations

Lane Transit District

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Introduction

Purpose

Jarrett Walker + Associates has conducted a pilot Pedestrian Network Analysis (PNA) effort in the Eugene-Springfield region for Lane Transit District (LTD).

This effort focused on identifying areas where pedestrian infrastructure improvements are likely to most effectively:

- address the needs of seniors, people with disabilities, the economically disadvantaged, and school children;
- make existing transit customers' walking trips safer, more direct, and comfortable;
- improve pedestrian safety and comfort through design and operations;
- attract new transit and walking trips;
- leverage other public and private investments.

Because this effort is focused on access to transit service, these areas were identified with reference to the locations of transit stops. We focused primarily on stops where there is good reason to expect high transit demand, and where the pedestrian environment is unappealing, uncomfortable, or potentially unsafe.

Process Overview

This pilot PNA effort is intended to serve as a test and first step to help LTD and its regional partner jurisdictions develop a method to continuously:

- evaluate the highest priority sites for pedestrian improvements; and
- define the next steps to implementing relevant improvements at those sites.

This effort was carried out in three parts: site selection, fieldwork and reporting.

Site Selection

Site selection was carried out as a desktop analysis effort from January to July 2018. The methods used are described in a memo titled "Pedestrian Network Analysis - Site Selection Methods".

JWA calculated scores for each bus stop according to factors relating to transit demand and pedestrian infrastructure deficiencies. Priority was given to stops that scored highly by both measures, and by infrastructure deficiencies alone.

JWA proposed 31 high-scoring areas for further assessment, shown in Figure 1 (on page 4). Following consultation with partner jurisdictions, LTD narrowed this selection to eight sites.

Fieldwork

Fieldwork took place in August 2018, and involved LTD and JWA staff.

Fieldwork included a systematic assessment of all major intersections, block faces, and bus stops at each site. In addition, LTD and JWA staff took pictures and made relevant unstructured observations about conditions impacting the pedestrian environment.

In the course of fieldwork, the geographic scope of the surveyed sites expanded, such that this report addresses 12 sites, as shown in Figure 2 (on page 5).

Reporting

This document includes a systematic reporting of our findings in each of the twelve surveyed sites, as well as a summary of key issues and recommendations for each site.

Note that any recommendations are intended as a first step in understanding ways to improve the pedestrian environment from a planning perspective, and should not be construed as design or engineering advice.

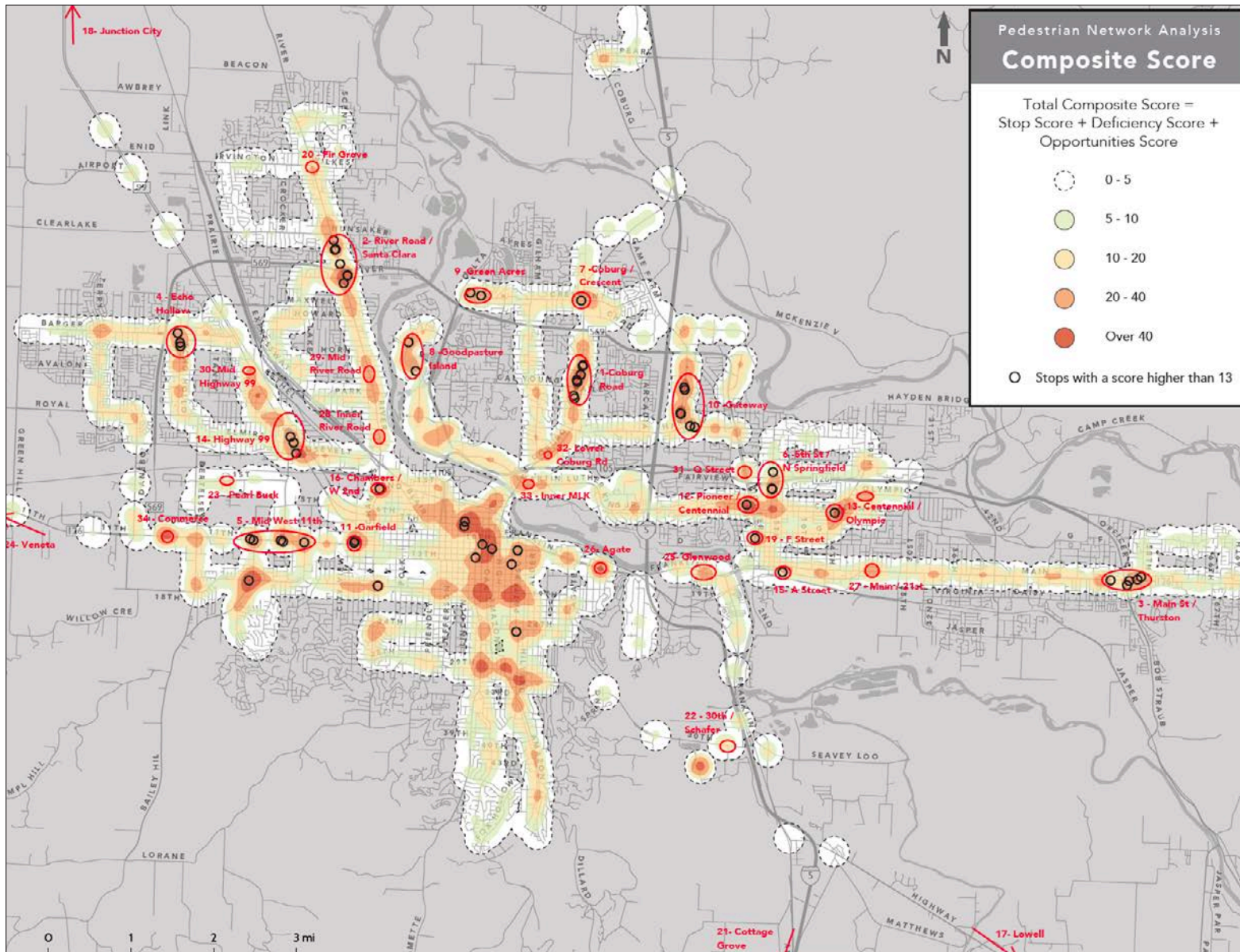


Figure 1: Initially considered sites. This map shows all bus stops scoring highly on a combined measure of transit demand and infrastructure deficiencies (black circles). Areas with a concentration of high-scoring stops, or where bus stops had high scores on infrastructure deficiencies alone, are named and numbered (red ovals and circles).

Map of Sites Surveyed

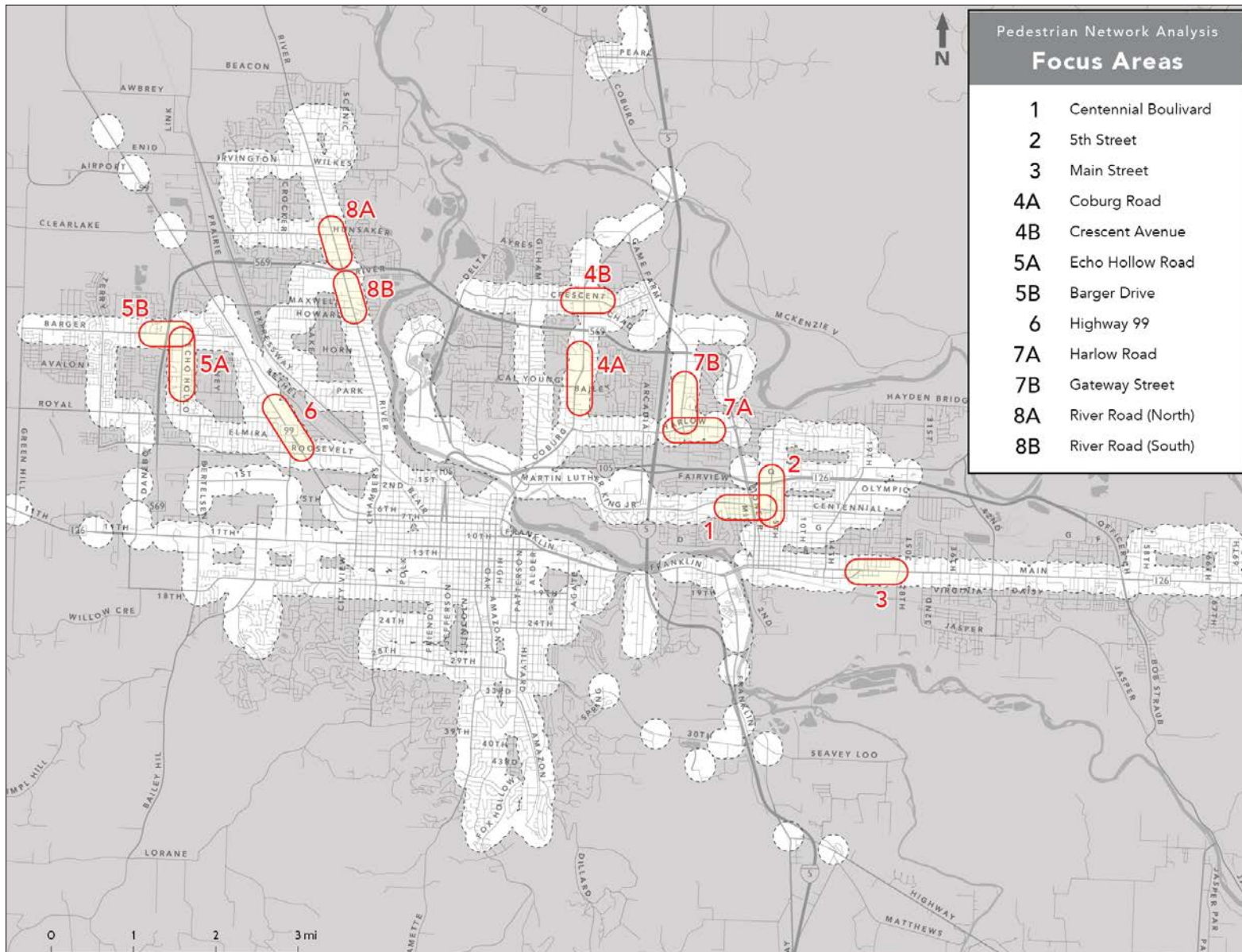


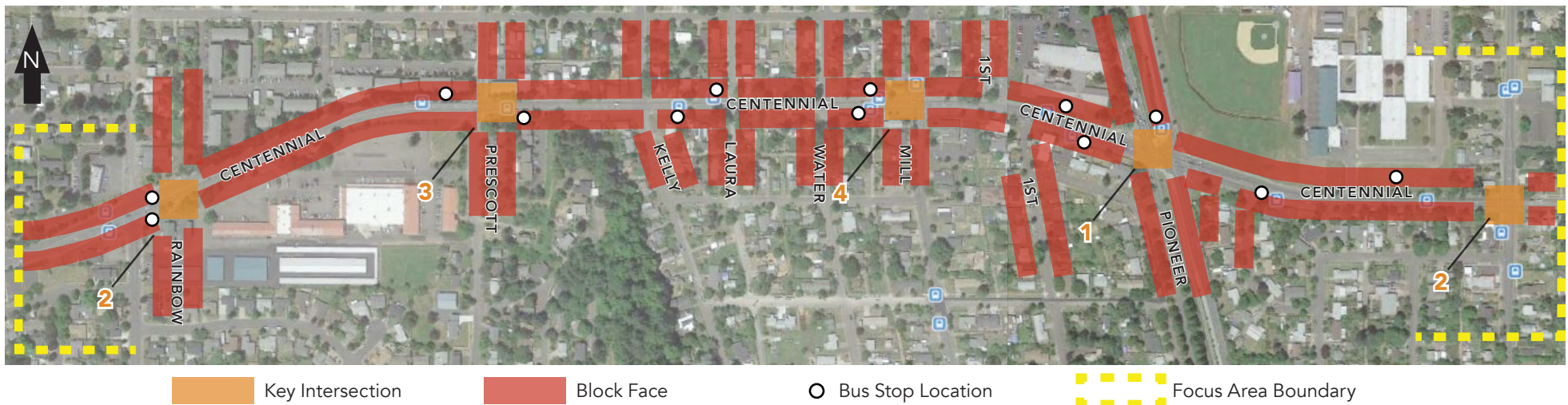
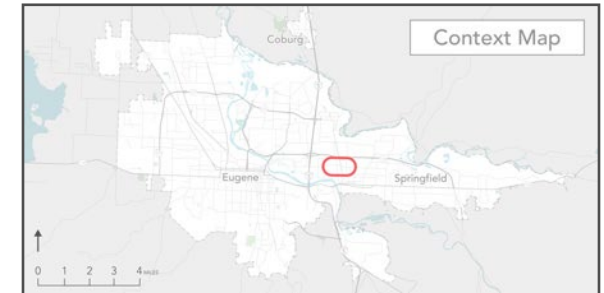
Figure 2: Surveyed sites. LTD and partner jurisdictions narrowed down the initial sites to a set of eight. In the course of fieldwork, the area of some sites expanded. As a result, this report has an individual section on each of the 12 areas listed.

Site 1: Centennial Boulevard

The Centennial Boulevard focus area is located in north Springfield, approximately 3.5 miles from downtown Eugene, and is served by LTD Routes 13, 17 and the EmX.

The focus area stretches from the Aspen Street to the east and 7th Street to the west.

This area was initially selected as an extension of the area surrounding the EmX Centennial Station. This is an area where transit routes connect, many people get on and off the bus, and many people nearby use LTD Ridesource services. This area also features high traffic speeds, and recorded pedestrian crashes.



Key Destinations in Focus Area

- Centennial Market
- Hamlin Middle School
- Springfield High School
- Kelly Butte Park and Overlook

Transit Serving Focus Area

- EmX Bus Rapid Transit in this area provides service between
 - ▶ Springfield Station
 - ▶ Gateway Mall
 - ▶ Riverbend Hospital
- Route 13 provides service between
 - ▶ Eugene Station
 - ▶ Centennial Plaza
- Route 17 provides service between
 - ▶ Springfield Station
 - ▶ Mohawk Marketplace

Site 1: Centennial Boulevard - Intersections

Intersections

Four intersections were surveyed in this area. Three of the four had instances of unprotected left hand turns. This design can lead to pedestrian/vehicle conflicts.

Although the intersection of Centennial & Pioneer does not feature these conflicts, it features multiple other impediments to pedestrians, including crossing distances over 100 feet, right turn slip lanes and very long signal times.

ADA Accessibility

Sidewalks along Centennial Boulevard are continuous, but none of the four surveyed intersections had ADA ramps meeting current standards. While all had at least partial curb ramps present, only the intersection at Centennial & Pioneer had any tactile pads in place for visually impaired pedestrians.

Focus Area Major Intersections				
Intersection	Centennial & Rainbow	Centennial & Prescott	Centennial & Mill	Centennial & Pioneer
Number of lanes being crossed	2 - 5 lanes	2 - 4 lanes	3 lanes	6 - 8 lanes
Unprotected left turn	4 of 4	4 of 4	4 of 4	0 of 4
Crossing distance	62 - 90 feet	46 - 69 feet	46 - 60 feet	102 - 145 feet
Signal crossing time	56 - 85 seconds	50 - 90 seconds	51 - 92 seconds	100 - 247 seconds
Lighting is present	Yes	Partial	Yes	Yes
Shade is present	No	Partial	Partial	No
Curb ramps present and set at 90 degrees	Partial	Partial	Partial	Partial
Curb ramps have tactile pads	No	No	No	Yes



Figure 3: Centennial Blvd and Pioneer Pkwy Intersection right slip lane.



Figure 4: Pedestrian crossing at Centennial Blvd and 5th Street.



Figure 5: Route 13 bus passing Centennial Blvd and Rainbow Dr.

Site 1: Centennial Boulevard - Sidewalks

Sidewalks

Sidewalks along Centennial Boulevard are mostly continuous and in good condition, though they are often narrow, with minimum widths in the range of 3-4 feet. Landscape buffers are only partially present east of Prescott Street, though bike lanes also provide some buffering between pedestrians and vehicle traffic.

Side Streets

Pedestrian access to and from Centennial Boulevard often requires using side streets with narrow sidewalks in poor repair, or without sidewalk at all. This incomplete sidewalk network can create unexpected problems forcing pedestrians to walk in uncomfortable or potentially unsafe conditions.

Focus Area Sidewalks			
Key Arterials	Centennial	Centennial	Centennial
between	Aspen & Prescott	Prescott & Pioneer	Pioneer & 7th
Posted speed limit	35 mph	35 mph	35 mph
Sidewalk	Yes	Yes	Yes
Sidewalk condition	Good	Good	Good
Sidewalk width (minimum)	4 feet	4 feet	3 feet
ADA ramps	Yes	Partial	Partial
Landscape buffer	No	Partial	Partial
Bike lane	Yes	Yes	Yes
Street lights	Partial	Partial	Yes
Shade (trees) present	Partial	Partial	Partial
On street parking	No	No	No
Number of commercial / apartment driveways mid-block	1 to 2	0	0



Figure 6: Desire path at Centennial Blvd and Mill St.



Figure 7: Bus stops and sidewalk conditions along W Centennial Blvd.



Figure 8: Sidewalk crossing Centennial market parking lot entrance.

Site 1: Centennial Boulevard - Bus Stops

Bus stops

This area is served by EmX operating between Springfield Station and Gateway Mall. Route 13 operating between Downtown and Central Springfield, and Route 17 connecting Springfield Station to north Springfield. At midday on weekdays, EmX buses run every 15 minutes, and Routes 13 and 17 operate every 30 minutes.

Rider Experience

All stops along Centennial Boulevard are equipped with basic signage, and most (8 of 12) are equipped with seating at the base of the bus sign. The Centennial EmX Station is located in the median of Pioneer Pkwy and provides riders a single platform to board EmX busses traveling in either direction.



Figure 9: Bus stop with seating on Centennial Blvd near Kelly Blvd.

Pedestrian Access

Less than half (4 of 12) of the stops in the focus area are located within 300 feet of a marked or signalized crossing.

This requires transit riders to either deviate a large distance to safely cross Centennial Boulevard or risk crossing illegally against traffic for a more direct path. This trade-off places transit riders into potentially dangerous situations and likely has a dampening effect on transit ridership.

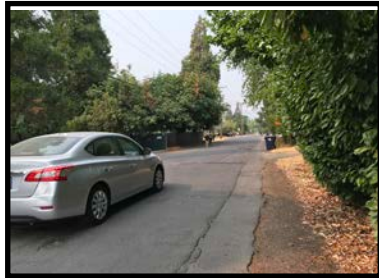


Figure 10: Bus stop across from Hamlin Middle School on Centennial Blvd.

Focus Area Bus Stops	
Transit	
Number of stops	12
Routes	EmX ; Rt 13 ; Rt 17
Stop Sign	
Schedule posted	4 of 12
Map posted	0 of 12
Stop Amenities	
Seating	8 of 12
Covered waiting area	3 of 12
Trash can	3 of 12
Lighting	4 of 12
Shade / trees	9 of 12
Paved boarding pad	12 of 12
Bus pullout	3 of 12
Stop Access	
Stops over 300 ft from a marked crossing	4 of 12
Stops over 300 ft from a signalized crossing	4 of 12

Site 1: Centennial Boulevard - Noted Issues

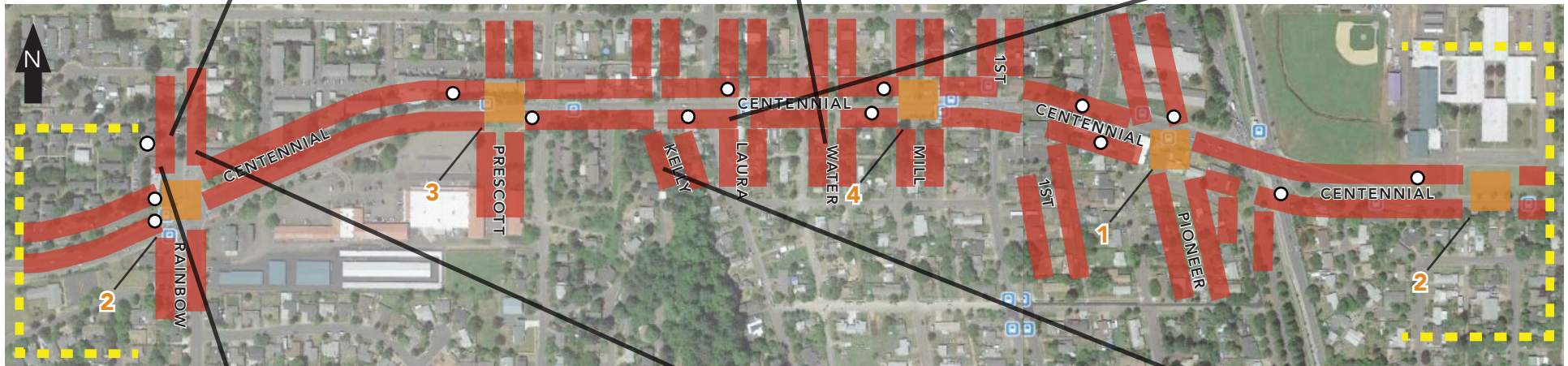
A lack of sidewalks forces pedestrians to walk in the street or on the unpaved shoulder.



Poor sidewalk maintenance can lead to difficult to navigate stretches of sidewalk.



Side streets without sidewalks can impede pedestrians from reaching their final destination.



Commercial driveways create large potentially unsafe pedestrian vehicle conflict zones.



Incomplete sidewalks at intersection crossings limit value of the pedestrian network.



Sidewalk cracking can create potential barriers to pedestrians with mobility limitations.

Site 1: Centennial Boulevard - Recommendations

Key Issues

- Many of the side streets connecting the neighborhood to Centennial Boulevard have long sidewalk gaps or are lacking sidewalks entirely.
- Many side street sidewalks have cracks and rutting causing uneven walking surfaces.
- While Centennial Boulevard's sidewalks are in good condition, they are narrow and may not in all cases meet current ADA requirements.

Recommendations

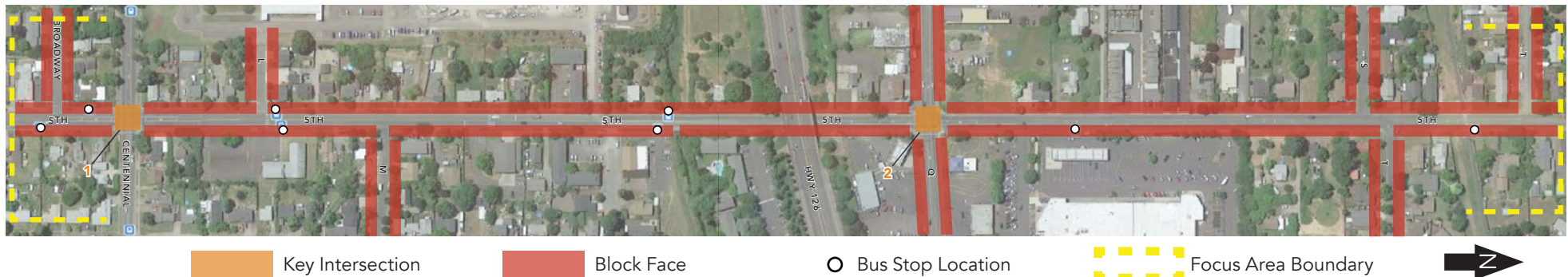
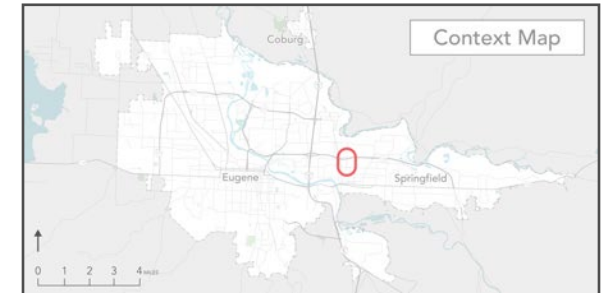
- Work to identify and close gaps and improve conditions of the sidewalk network along side streets connected to Centennial Boulevard.
- Work to ensure sidewalk widths and curb ramps consistently meet current ADA standards, and add landscape buffers between the sidewalk and paved roadway.

Site 2: 5th Street

The 5th Street focus area is located in north Springfield, approximately 3.5 miles from downtown Eugene, and is served by LTD Route 17.

The focus area stretches from Depue Street to the south and U Street to the north.

This area was initially selected due to high passenger volumes near the Fred Meyer at 5th & Q Streets, as well as high traffic speeds and recorded pedestrian crashes in the area.



Key Destinations in Focus Area

- Hamlin Middle School
- Springfield High School
- Fred Meyer Grocery Store

Transit Serving Focus Area

- Route 17 provides service between
 - Springfield Station
 - Fred Meyer Shopping Center
 - Mohawk Marketplace

Site 2: 5th Street - Intersections

Intersections

Two key intersections were surveyed in this area.

While the intersections at 5th & Centennial and 5th & Q have similar crossing distances, the higher traffic and longer signal cycle times at 5th & Q require pedestrians to wait twice as long to cross. This can lead to impatient pedestrians ignoring traffic signals.

ADA Accessibility

While both intersections surveyed had at least some ADA curb ramp treatments present, no tactile pads were placed at the key intersections.

Recent improvements to mid-block crossing near Hamlin Middle School did include tactile pads.

Focus Area Major Intersections		
Intersection	5th Street & Q Street	5th Street & Centennial
Number of lanes being crossed	3 lanes	3 lanes
Unprotected left turn	4 of 4	4 of 4
Crossing distance	44 - 51 feet	48 - 51 feet
Signal crossing time	84 - 93 seconds	52 - 58 seconds
Lighting is present	Partial	Yes
Shade is present	Partial	Partial
Curb ramps present and set at 90 degrees	Partial	Partial
Curb ramps have tactile pads	No	No



Figure 11: Marked pedestrian crossing at 5th St and L St.



Figure 12: Intersection of 5th St and Q St.



Figure 13: Centennial Blvd and 5th St intersection.

Site 2: 5th Street - Sidewalks

Sidewalks

Sidewalks along this part of 5th Street are mostly continuous, in good condition, and average around 5 feet in minimum width.

However, in most stretches, there is no landscape buffer. This lack of buffer is felt more acutely by pedestrians due to the relatively high posted speeds (30 mph south of Q Street; 35 mph north of Q Street).

Side Streets

Side streets along 5th Street vary widely. Streets connecting Hamlin Middle School have been recently upgraded with pedestrian friendly treatments. This contrasts to side streets east of 5th Street, some which have large gaps in the sidewalk network.

Focus Area Sidewalks		
Key Arterials	5th Street	5th Street
between	Broadway & Q Street	Q Street & T Street
Posted speed limit	30 mph	35 mph
Sidewalk	Yes	Yes
Sidewalk condition	Good	Good
Sidewalk width (minimum)	5 feet	5 feet
ADA ramps	Yes	Yes
Landscape buffer	Partial	No
Bike lane	Yes	Yes
Street lights	Partial	Partial
Shade (trees) present	Partial	Partial
On street parking	No	No
Number of commercial / apartment driveways mid-block	3+	3+



Figure 14: Sidewalk under Hwy 126 overpass along 5th St.



Figure 15: Sidewalk conditions along Q st, near 5th St intersection.



Figure 16: Sidewalk and landscape buffer on 5th St.

Site 2: 5th Street - Bus Stops

Bus stops

5th Street is served by Route 17 operating between Springfield Station and north Springfield. At midday on weekdays, a bus runs every 30 minutes, depending on direction and exact location.

Rider Experience

All stops in this area are equipped with basic signage, and almost half (3 of 7) are equipped with seating at the base of the bus sign.

Only one stop has other amenities, like covered seating, trash cans, and posted schedules. This is located in front of the Fred Meyer near 5th Street and Q Street.



Figure 17: Bus access without paved boarding pad on 5th St, near Olympic St.

Pedestrian Access

Several stops (3 of 7) are located over 300 feet from the nearest marked crossing. Even more stops (5 of 7) are over 300 feet from a safe signalized crossing. This number would be even higher if not for a signalized mid-block crossing on 5th Street near Fire Station 4 and Hamlin Middle School.

In practice, this requires pedestrians to walk long distances to safely cross, or cross mid-block at their own risk. This likely has a dampening effect on transit demand.

Stop Maintenance

Many (5 of 7) stops do not have paved boarding pads. This can create issues for boarding / deboarding for wheelchairs and riders with mobility limitations.

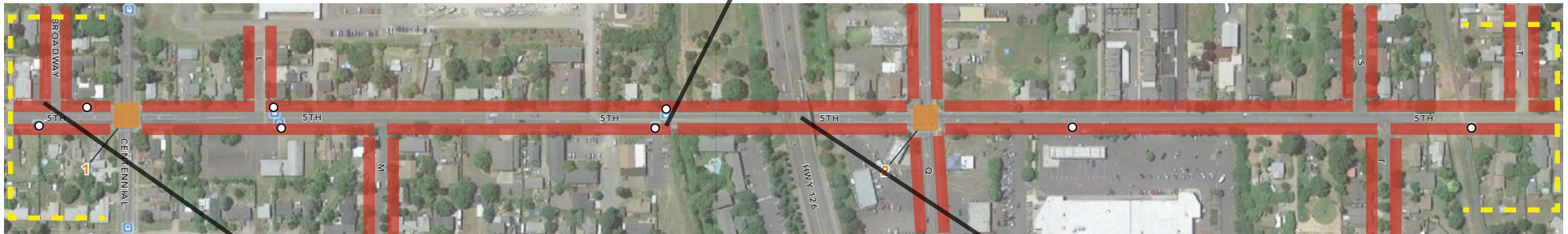


Figure 18: Sidewalk and bus seating for Route 17 on 5th St.

Focus Area Bus Stops	
Transit	
Number of stops	7
Routes	Rt 13 ; Rt 17
Stop Sign	
Schedule posted	1 of 7
Map posted	0 of 7
Stop Amenities	
Seating	3 of 7
Covered waiting area	1 of 7
Trash can	1 of 7
Lighting	6 of 7
Shade / trees	3 of 7
Paved boarding pad	5 of 7
Bus pullout	0 of 7
Stop Access	
Stops over 300 ft from a marked crossing	3 of 7
Stops over 300 ft from a signalized crossing	5 of 7

Site 2: 5th Street - Noted Issues

Bus stop with no boarding pad. This situation can pose access issues for bus riders using mobility devices.



Wide commercial driveways create pedestrian conflicts with incoming/outgoing vehicles.



Hwy 126 overpass creates a visual barrier between north 5th St and south 5th St. It may not feel safe to cross at night.

Site 2: 5th Street - Recommendations

Key Issues

- Traffic speeds and the distance between signalized intersections can make crossing 5th Street a challenge. This is especially true north of Q Street when speeds increase to 35 mph and traffic is heavier.
- The absence of landscape buffers between the sidewalk and paved roadway creates uncomfortable conditions for pedestrians, given the relatively high posted speeds.
- Many of the side streets off of 5th Street have large gaps in the sidewalk network, or have sidewalks in very poor condition.
- The Hwy 126 overpass creates a visual barrier between north and south 5th Street that may feel unsafe to cross under in the evening and at night.
- Many stops in the focus area lack amenities (covered waiting areas, seating, trash cans, lighting, etc.) forcing potential riders into uncomfortable waiting conditions.

Recommendations

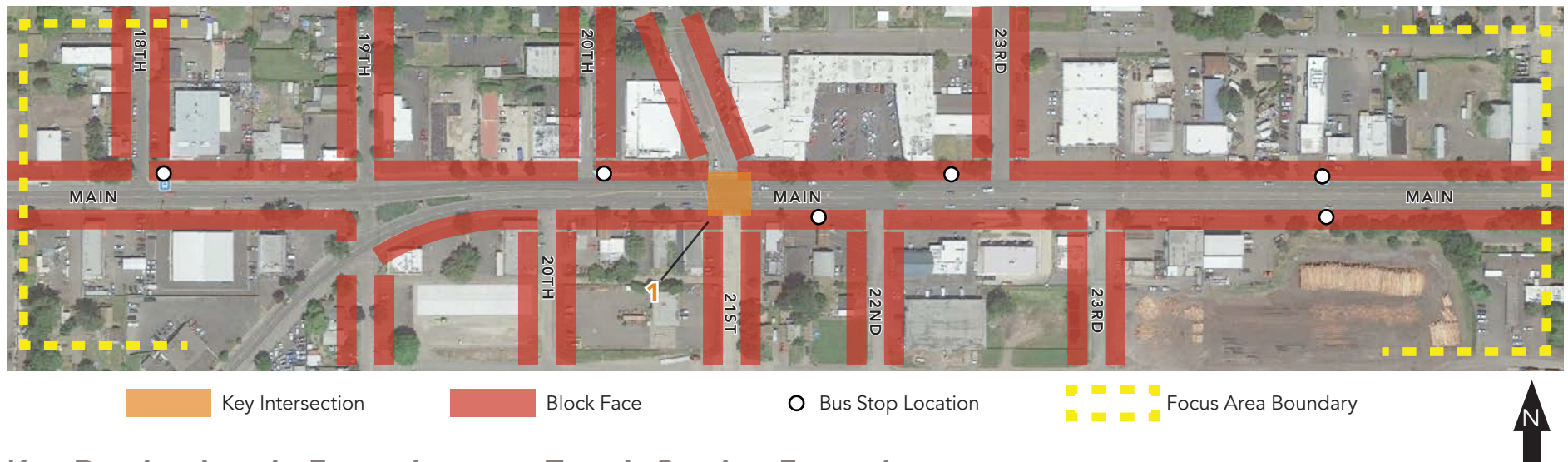
- Evaluate stops to determine if they can be moved nearer existing safe crossings or if mid-block crossings are warranted between existing stop locations. There are currently two large stretches along the 5th Street focus area which would benefit. One is in front of the Fred Meyer north of Q Street, and second is south of the Hwy 126 overpass between M Street and Q Street.
- Rebuild and/or rehabilitate sidewalks along side streets, and create landscape buffers along Q Street.
- Improved lighting, sidewalk widths, and wayfinding at the Hwy 126 overpass would create a more welcoming pedestrian environment.
- Add a paved boarding pad to stop on the east side of 5th Street just south of the Hwy 126 overpass. This will benefit riders with mobility limitations.
- Evaluate existing stop amenities to determine if paved boarding pads, covered waiting areas, improved lighting, etc. are warranted.

Site 3: Main Street

The Main Street focus area is located in Springfield, approximately 5 miles from downtown Eugene, and is served by LTD Route 11.

The focus area stretches from the 17th Street to the east and 28th Street to the west.

This area was initially selected due to high speeds on Main Street, recorded pedestrian crashes, and the inconsistent sidewalks on 21st Street, on either side of the Main & 21st intersection.



Key Destinations in Focus Area

- Manufacturing and Lumber Yards
- Automotive businesses
- Small commercial businesses
- Paramount Shopping Center

Transit Serving Focus Area

- Route 11 provides service between
 - ▶ Springfield Station
 - ▶ Thurston Station Park & Ride
 - ▶ Thurston Middle & High Schools

Site 3: Main Street - Intersections

Intersections

The key intersection in this area is located at Main & 21st. It had actuated crossing buttons, and walk signals for three of the four crossings. However, one of the four crossing directions is restricted from pedestrian movement, forcing people wishing to cross Main Street on the east side of the intersection to make three crossings to reach the shopping center.

This situation causes delays to pedestrians travelling through the intersection; to avoid the delay, some pedestrians may decide to cross unsafely.

Focus Area Major Intersections	
Intersection	Main & 21st
Number of lanes being crossed	2 - 5 lanes
Unprotected left turn	4 of 4
Crossing distance	38 - 70 feet
Signal crossing time	51 - 81 seconds
Lighting is present	Partial
Shade is present	No
Curb ramps present and set at 90 degrees	Partial
Curb ramps have tactile pads	Partial



Figure 19: Main St and 21st intersection crossing conditions.



Figure 20: Large crossing distance between sidewalks.



Figure 21: Crossing restriction at Main St and 21st St.

Site 3: Main Street - Sidewalks

Sidewalks

Sidewalks along this part of Main Street are mostly continuous and average between 4 and 5 feet in minimum width. Sidewalk conditions are poor, with multiple locations of uneven pavement due to tree roots, and overgrown plants impeding passage.

While there are bike lanes present, along most stretches there is no landscape buffer leading to a feeling of being exposed to traffic. The posted speed limit is 35 mph along this stretch of Main Street, but with a speed increase to the east many vehicles appear to travel over the posted limit.

Side Streets

Streets off Main Street often do not have sidewalks.

Focus Area Sidewalks		
Key Arterials	Main	Main
between	18th Street & 21st Street	21st Street & 28th Street
Posted speed limit	35 mph	35 mph
Sidewalk	Yes	Yes
Sidewalk condition	Poor	Poor
Sidewalk width (minimum)	4 feet	5 feet
ADA ramps	Partial	Yes
Landscape buffer	Partial	Partial
Bike lane	Yes	Yes
Street lights	Partial	Yes
Shade (trees) present	Partial	Partial
On street parking	No	No
Number of commercial / apartment driveways mid-block	3+	3+



Figure 22: Sidewalk conditions along Main St near 20th St.



Figure 23: Under maintained sidewalk on 23rd St, north of Main St.



Figure 24: Main St carries high levels of traffic.

Site 3: Main Street - Bus Stops

Bus stops

Main Street is served by Route 11, operating between Springfield Station and Thurston. At midday on weekdays, a bus runs every 15 to 20 minutes.

Rider Experience

All stops along the Main Street focus area are equipped with basic signage, and almost all (5 of 6) are equipped with seating for waiting riders as well as posted schedules (4 of 6). A shelter stop at Main Street and 23rd Street provides riders with bench seating, a trash can, and a schedule for Route 11.



Figure 25: Main St bus shelter provides amenities to Route 11 riders.

Pedestrian Access

A significant issue in the Main Street focus area is pedestrian access to stops. Most (4 of 6) stops were within 300 feet of a marked or signalized crossing. Even more concerning, the two stops east of 23rd Street require the transit rider to travel over 900 feet to safely cross Main Street.

This large distance can act as a barrier to ridership. It also can potentially lead to transit riders to weigh a trade-off of walking up to 1,800 feet out their way to cross safely or crossing the street illegally to save time.



Figure 26: Bus seating and schedule on Main St and 20th St.

Focus Area Bus Stops	
Transit	
Number of stops	6
Routes	Rt 11
Stop Sign	
Schedule posted	4 of 6
Map posted	0 of 6
Stop Amenities	
Seating	5 of 6
Covered waiting area	1 of 6
Trash can	1 of 6
Lighting	3 of 6
Shade / trees	2 of 6
Paved boarding pad	6 of 6
Bus pullout	0 of 6
Stop Access	
Stops over 300 ft from a marked crossing	4 of 6
Stops over 300 ft from a signalized crossing	4 of 6

Site 3: Main Street - Noted Issues

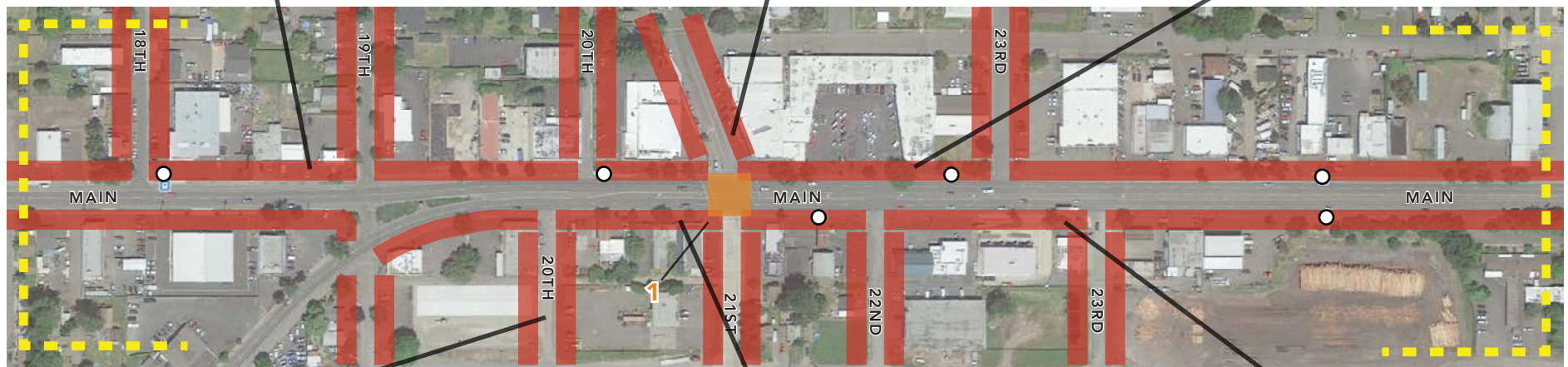
Large commercial driveways can force pedestrians into conflict zones with vehicles.



Partial and incomplete sidewalks, such as this raised curb, can lead to confusion around pedestrian zones.



Large sidewalk upheaval caused by large tree roots create hard to traverse pathways.



Side streets south of Main Street are often partially or unpaved.



Sidewalks in poor condition can create barriers for pedestrians with mobility limitations.



Utility poles and street trees planted within the sidewalk pathway can act as barriers to movement.

Site 3: Main Street - Recommendations

Key Issues

- Vehicles travel at high speeds along Main Street. The posted speed limit within the focus area is 35 mph, but observed speeds are often higher due to higher posted speeds east of the focus area.
- Side streets north of Main Street have large gaps in the sidewalk network, or only provide sidewalks on one side of the street.
- Side streets south of Main Street often have no sidewalks or in some cases are gravel roadways.
- The rail yard and manufacturing south of Main Street leads to a high number of large trucks turning on and off side streets.
- The limited number of safe crossing locations across Main Street can encourage dangerous illegal crossings.
- Sidewalk conditions on Main Street vary greatly. While some sections provide wide even walking surfaces, multiple locations in the focus area have sidewalks with large cracking and uplifting due to tree roots resulting in uneven walking surfaces.

Recommendations

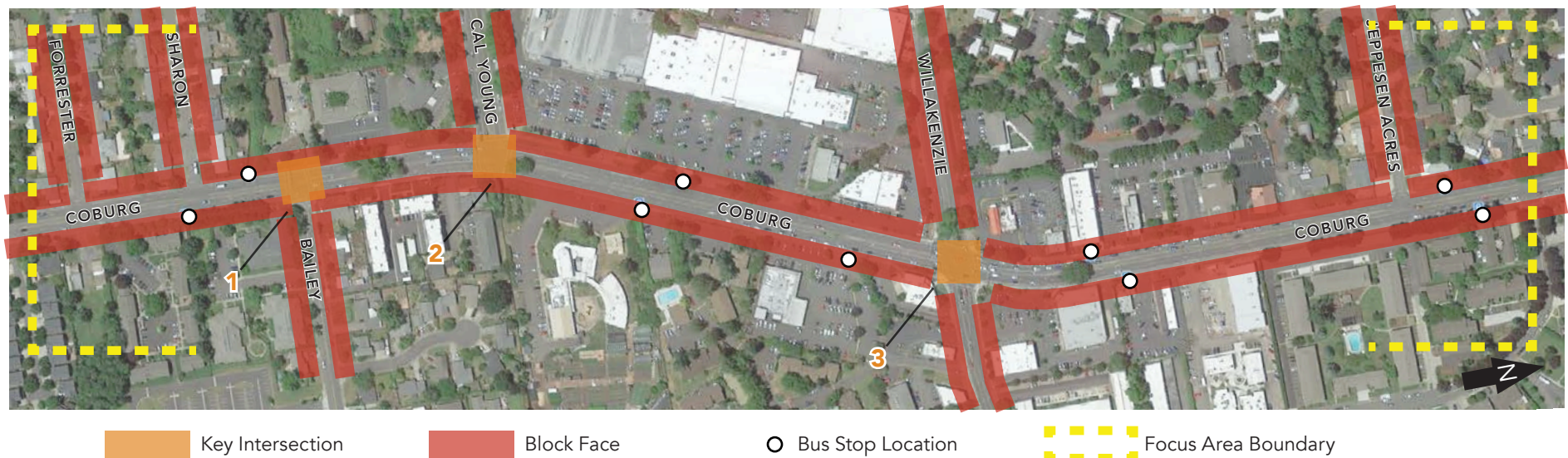
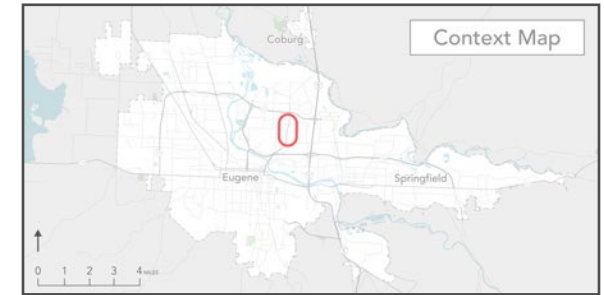
- Add safe, preferably signalized, mid-block crossings nearer to bus stops. This will help to discourage illegal crossing by pedestrians.
- Work to maintain and build sidewalks to seamlessly connect Main Street to its surrounding area. Current gaps in infrastructures leads to pedestrian hostile situations.
- Reconfigure intersection at Main Street & 21st to allow safe pedestrian crossings in all four directions.
- Encourage businesses to share parking lot access points to reduce overall number of business driveways. This will reduce the overall amount of pedestrian vehicle conflict zones along Main Street.
- Work to improve sidewalk conditions on side streets to achieve a continuous network meeting current ADA standards.
- Evaluate stops to determine if they can be moved nearer existing safe crossings or if mid-block crossings are warranted between existing stop locations.

Site 4A: Coburg Road

The Coburg Road focus area is located in North Eugene, approximately 2.5 miles from downtown Eugene, and is served by LTD Routes 66 and 67.

The focus area stretches Mallory Lane at the south end to Elysium Ave at the north end.

This area was initially selected due to high ridership, a wide variety of nearby commercial, social and educational destinations, as well as heavy vehicle traffic, high speeds, and reported pedestrian crashes on Coburg Road.



Key Destinations in Focus Area

- Shopping (Safeway, Bi-Mart, Rite Aid)
- Sheldon High School
- Monroe Middle school
- Monroe Jr High School

Transit Serving Focus Area

- Routes 66 & 67 combined provide two-way service to and from
 - ▶ Eugene Station
 - ▶ Coburg Road
 - ▶ Crescent Avenue
 - ▶ Green Acres Road
- ▶ Goodpasture Island Road
- ▶ Valley River Center

Site 4A: Coburg Road - Intersections

Intersections

Three key intersections were surveyed in this area. All intersections surveyed had actuated crossing buttons, and lighting present.

All key intersections had at least partial protections in place against unprotected left turns, meaning that crossing pedestrians and cars do not conflict. However, only Coburg & Cal Young completely eliminates unprotected left turns.

ADA Accessibility

While all three surveyed intersections had some amount of ADA facilities, only Coburg & Willakenzie had both properly placed curb ramps and tactile pads.

Focus Area Major Intersections			
Intersection	Coburg & Bailey	Coburg & Cal Young	Coburg & Willakenzie
Number of lanes being crossed	3 - 5 lanes	3 - 5 lanes	4 - 5 lanes
Unprotected left turn	1 of 3	0 of 3	2 of 4
Crossing distance	44 - 71 feet	69 - 85 feet	70 - 83 feet
Signal crossing time	72 - 85 seconds	82 - 88 seconds	86 - 97 seconds
Lighting is present	Yes	Yes	Yes
Shade is present	Partial	Partial	No
Curb ramps present and set at 90 degrees	Partial	Yes	Yes
Curb ramps have tactile pads	Partial	Partial	Yes

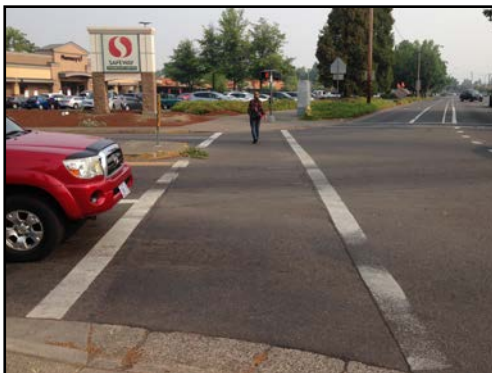


Figure 27: Pedestrian crossing at Coburg Rd and Cal Young Rd

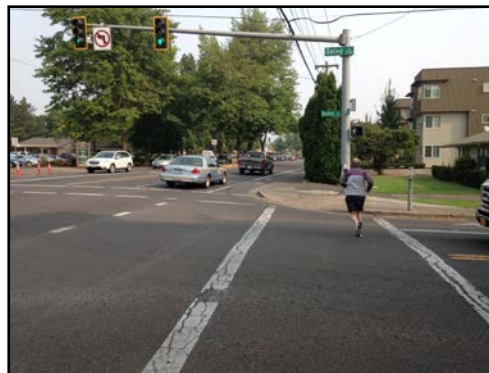


Figure 28: Crossing Bailey Ln and Coburg Rd.



Figure 29: Waiting for the pedestrian signal at a mid-block crossing.

Site 4A: Coburg Road - Sidewalks

Sidewalks

Sidewalks along this part of Coburg Road are continuous, in good condition, and average between 4 and 5 feet in width at their narrowest point.

The high amount of big-box commercial businesses along Coburg Road creates multiple mid-block driveways across the sidewalk. While some of these commercial driveways have been combined, many stretches of Coburg Road require pedestrians to be hyper aware of potential turning vehicles.

Side Streets

Many of the side streets off of Coburg Road have adequate sidewalk infrastructure, allowing these residential streets to be integrated into the larger pedestrian network.

Focus Area Sidewalks		
Key Arterials	Coburg	Coburg
between	Forrester & Cal Young	Cal Young & Jeppesen Acres
Posted speed limit	35 mph	35 mph
Sidewalk	Yes	Yes
Sidewalk condition	Good	Good
Sidewalk width (minimum)	5 feet	4 feet
ADA ramps	Yes	Yes
Landscape buffer	No	Partial
Bike lane	Yes	Yes
Street lights	Yes	Partial
Shade (trees) present	Partial	Partial
On street parking	No	No
Number of commercial / apartment driveways mid-block	3+	3+



Figure 30: Sidewalk on Coburg Rd near Forrester Way.



Figure 31: Signalized mid-block crossing on Willakenzie Rd.



Figure 32: Pedestrian access from Coburg Rd to Willakenzie Rd.

Site 4A: Coburg Road - Bus Stops

Bus stops

Coburg Road is served by Routes 66 and 67, operating in opposite loops between Downtown Eugene and Valley River Center (VRC). At midday on weekdays, a bus runs approximately every 30 minutes in each direction, depending on direction and exact location.

Rider Experience

All stops in this area are equipped with basic signage, but few (3 of 9) are equipped with seating for waiting transit riders.

Most (5 of 9) stops in this area had either a Route 66 or Route 67 schedule available. In addition, most stops had some form of lighting and shade present for riders while they wait.



Figure 33: Bus stop with seating and schedule on Coburg Rd.

Pedestrian Access

Most stops (5 of 9) are located over 300 feet from the nearest marked or signalized crossing. This is largely because such crossings are only available at major intersections, and block lengths along Coburg Road are very long.

The two stops with the worst pedestrian access along Coburg Road are located north of Jeppesen Acres along either side of Coburg Road. These two require a transit rider to travel in excess of 1,000 feet to reach a safe crossing point.



Figure 34: A group of bus riders waiting for Route 66 to Downtown Eugene.

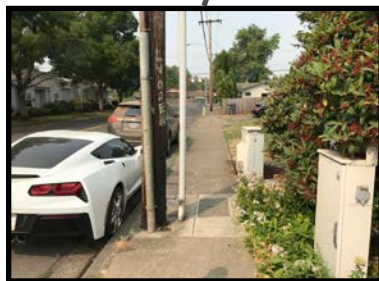
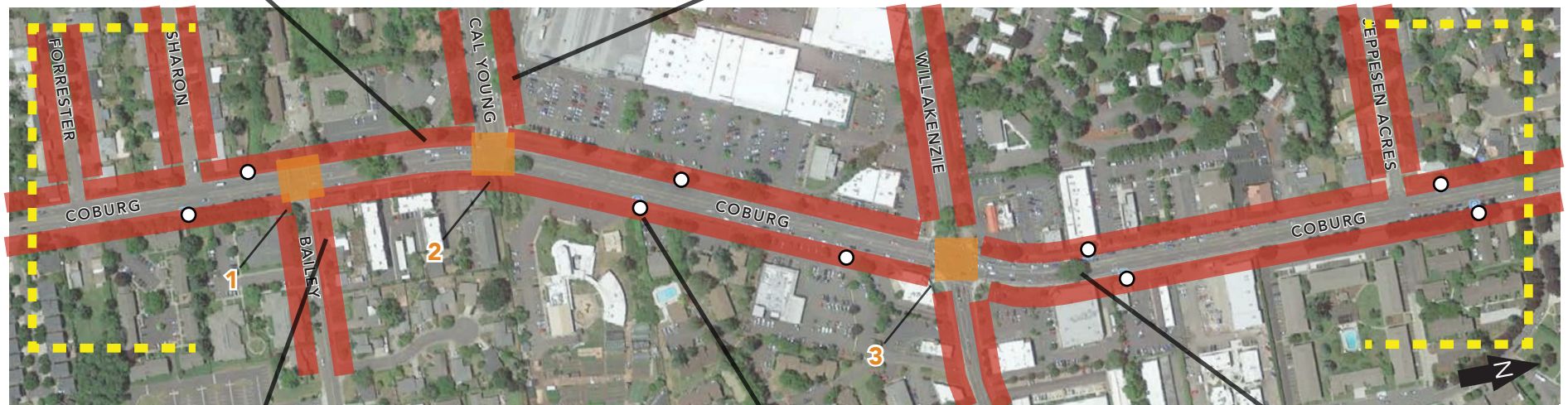
Focus Area Bus Stops	
Transit	
Number of stops	9
Routes	Rt 66 ; Rt 67
Stop Sign	
Schedule posted	5 of 9
Map posted	0 of 9
Stop Amenities	
Seating	3 of 9
Covered waiting area	1 of 9
Trash can	1 of 9
Lighting	6 of 9
Shade / trees	6 of 9
Paved boarding pad	9 of 9
Bus pullout	0 of 9
Stop Access	
Stops over 300 ft from a marked crossing	5 of 9
Stops over 300 ft from a signalized crossing	5 of 9

Site 4A: Coburg Road - Noted Issues

Sidewalks designed for appearance can often force pedestrians to take unnecessary deviations.



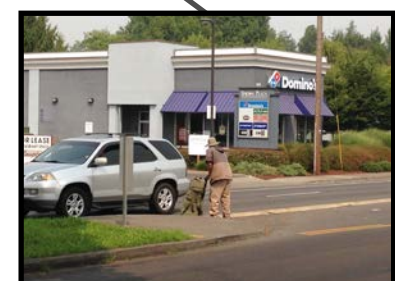
Driveways to commercial parking lots create a large amounts of conflicting pedestrian and vehicle traffic.



Utility poles can create impassable choke points for pedestrians with mobility limitations.



This bus stop between two commercial driveways forces waiting riders to content with turning traffic.



A lack of safe convenient crossing points can lead to pedestrians illegally crossing to save time.

Site 4A: Coburg Road - Recommendations

Key Issues

- The large number of big box commercial businesses along Coburg Road leads to multiple commercial driveways accessing parking lots. These high traffic driveways create conflict zones between vehicles and pedestrians.
- Coburg Road has multiple signalized crossings, but some large gaps resulting in pedestrians crossing illegally to avoid walking long distances to reach a signalized crossing.
- Sidewalk design on Coburg Road often has wide sidewalks in good conditions, but are indirect in favor of landscaping.

Recommendations

- Add in safe, preferably signalized, mid-block crossings to create a pedestrian friendly environment and discourage unsafe crossings .
- Develop and implement sidewalk design standards that favor pedestrian travel. Short direct paths over meandering deviations, which can lead to conflicts between pedestrians and other modes.
- Encourage businesses to share parking lot access points to reduce overall number of business driveways. This will reduce the overall amount of pedestrian vehicle conflict zones along high traffic streets.

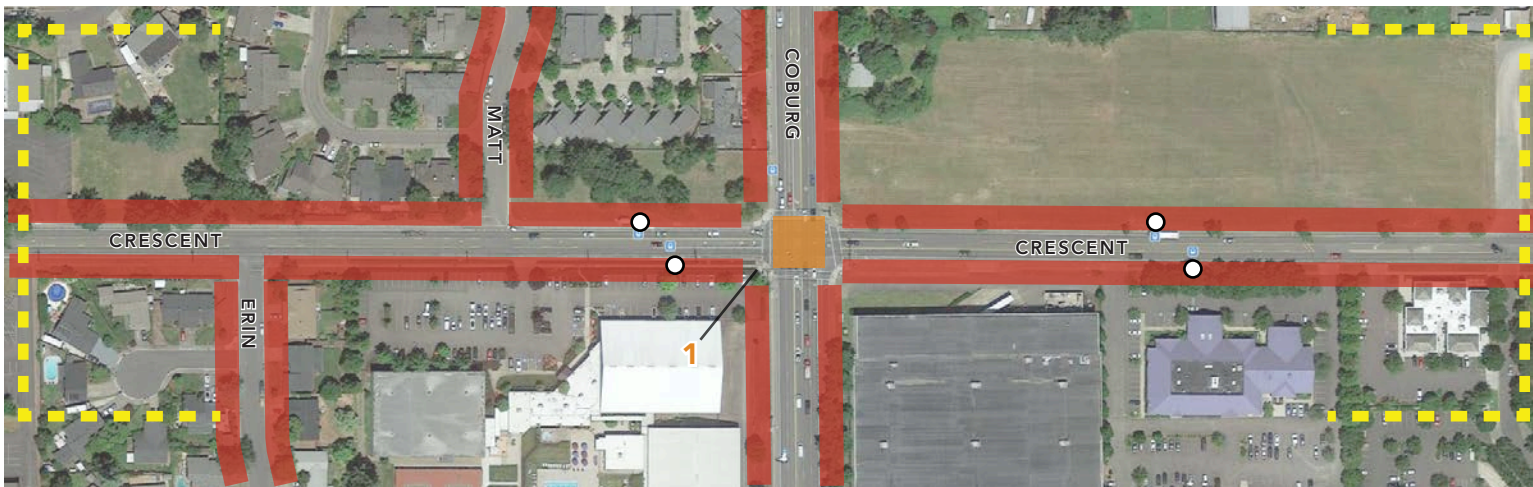
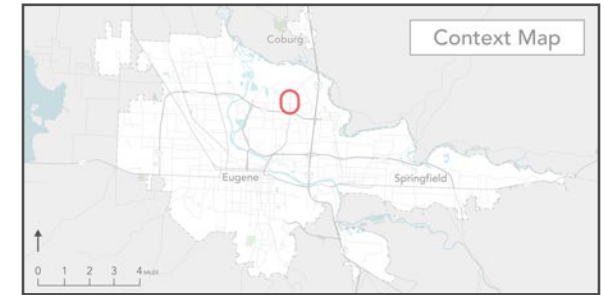
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Site 4B: Crescent Avenue

The Crescent Avenue focus area is located in North Eugene, approximately 3.5 miles from downtown Eugene, and is served by LTD Routes 66, 67 and 96.

The focus area stretches from Chuckanut Street to the east to Shadowview to the west.

This area was initially selected due to high speeds and pedestrian crashes, as well as significant numbers of passengers getting on and off the bus at the intersection of Coburg Rd & Crescent Ave.



Key Intersection

Block Face

Bus Stop Location

Focus Area Boundary

Key Destinations in Focus Area

- Human Services Department
- Shopping (Shopko, PetSmart, Office Depot, Costco)
- Cal Young Middle School
- Harvest Community Church
- Multi-family Housing (Bascom Village Heritage Meadows)

Transit Serving Focus Area

- Routes 66 & 67 combined provide two-way service to and from
 - Eugene Station
 - Coburg Road
 - Crescent Avenue
 - Green Acres Road

- Goodpasture Island Road
- Valley River Center
- Route 96 provides service between
 - Eugene Station
 - Armitage Park
 - Coburg Industrial Park

Site 4B: Crescent Avenue - Intersections

Intersections

The key intersection surveyed for this focus area is at Crescent Avenue and Coburg Road. Although this intersection features actualized pedestrian signals, it also features unprotected left turns in directions where crossing distance is relatively long (up to 81 feet). Not all crossing directions feature correctly placed ADA curb ramps.

In addition, we note that the intersection of Crescent Avenue and Shadowview Drive is currently unsignalized. Given recent high-density development and the potential for more, it may be necessary to consider signalized crossing at this intersection as well.

Focus Area Major Intersections	
Intersection	Crescent & Coburg
Number of lanes being crossed	3 - 5 lanes
Unprotected left turn	4 of 4
Crossing distance	55 - 81 feet
Signal crossing time	87 - 119 seconds
Lighting is present	Yes
Shade is present	Partial
Curb ramps present and set at 90 degrees	Partial
Curb ramps have tactile pads	Yes

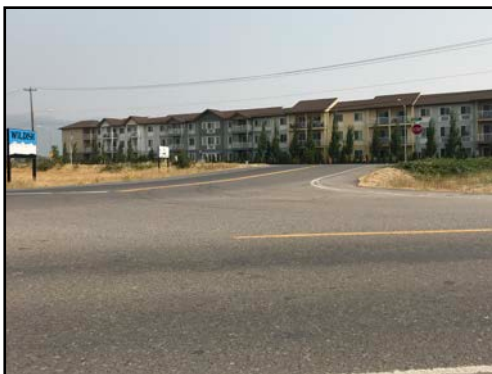


Figure 35: Development access near Coburg Rd and Country Farm Rd.



Figure 36: Pedestrian crossing along Country Farm Rd & Coburg Rd.



Figure 37: New development at Crescent Ave and Shadowview Dr.

Site 4B: Crescent Avenue - Sidewalks

Sidewalks

Sidewalks along Crescent Avenue are incomplete and discontinuous. Where sidewalks were present, they were in good condition with average minimum width of 5 feet.

Side Streets

In addition to Crescent Avenue, a nearby area to the north of the focus area was surveyed, Country Farm Road. This revealed a large amount of high speed roadway adjacent to residential development completely lacking sidewalks.

Currently served by Route 96, this stretch of road forces residents of the abutting neighborhood (including large multifamily developments Bascom Village and Heritage Meadows) into unsafe conditions in order to access transit.

Focus Area Sidewalks		
Key Arterials between	Crescent Chuckanut & Coburg	Crescent Coburg & Tennyson
Posted speed limit	35 mph	35 mph
Sidewalk	Yes	Partial
Sidewalk condition	Good	Poor
Sidewalk width (minimum)	5 feet	0 feet
ADA ramps	Partial	Partial
Landscape buffer	Partial	Partial
Bike lane	Yes	Yes
Street lights	Partial	Partial
Shade (trees) present	Partial	Partial
On street parking	No	no
Number of commercial / apartment driveways mid-block	3+	3+



Figure 38: Lack of sidewalk along Country Farm Rd.



Figure 39: Pedestrian median between Country Farm Rd and Coburg Rd.



Figure 40: Sidewalks with shade on Crescent Dr near Shadow View Dr.

Site 4B: Crescent Avenue - Bus Stops

Bus stops

Crescent Avenue is served by Routes 66 and 67, operating in opposite loops between Downtown Eugene and Valley River Center (VRC). At midday on weekdays, on average a bus runs every 30 minutes, depending on direction and exact location. Route 96 operates limited service between Downtown Eugene and Coburg.

Rider Experience

All stops in this area are equipped with basic signage, and most (3 of 4) are equipped with seating at the base of the bus sign, though none are equipped with schedules. In addition, two of the four stops have trash cans present.



Figure 41: Bus stop without sidewalk access on the north side of Crescent Ave.

Pedestrian Access

Half of surveyed stops (2 of 4) were located over 300 feet from the nearest marked or signalized crossing, largely because such crossings are only available at major intersections. Long crossing distances force riders to weigh the trade-off between walking far out of their way or making risky crossings against traffic.

Stop Maintenance

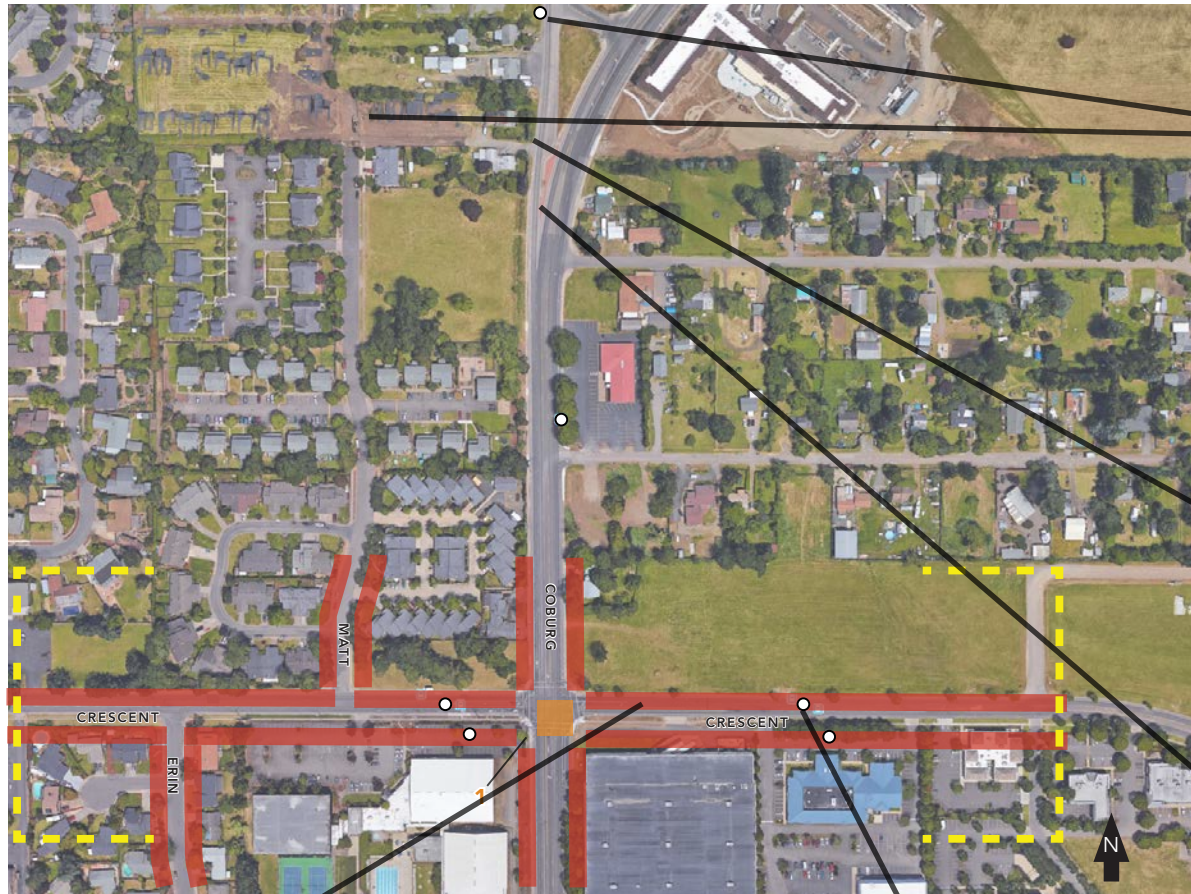
One stop (along Irving Road just west of River Road) is located along a part of Crescent Avenue with no sidewalk, paved boarding pad, or safe crossing. To access this stop riders are forced to travel in uncomfortable situations, that are potentially impracticable or unsafe for persons using any mobility devices.



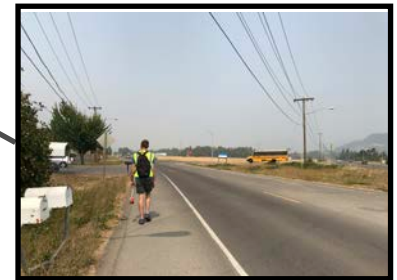
Figure 42: Stop with seating on the south side Crescent Ave.

Focus Area Bus Stops	
Transit	
Number of stops	4
Routes	Rt 66 ; Rt 67 ; Rt 96
Stop Sign	
Schedule posted	0 of 4
Map posted	0 of 4
Stop Amenities	
Seating	3 of 4
Covered waiting area	1 of 4
Trash can	2 of 4
Lighting	2 of 4
Shade / trees	4 of 4
Paved boarding pad	3 of 4
Bus pullout	0 of 4
Stop Access	
Stops over 300 ft from a marked crossing	2 of 4
Stops over 300 ft from a signalized crossing	2 of 4

Site 4B: Crescent Avenue and vicinity - Noted Issues



Limited pedestrian access to large multi-family developments discourages transit ridership.



No sidewalk along 35 mph Country Farm Rd.



No sidewalk, boarding pad, or legal crossing for bus stop near Crescent Ave and Coburg Rd.



Incomplete sidewalks around intersections limits pedestrian access and creates potentially unsafe conditions.



Small pedestrian median between Country Farm Rd and Coburg Rd, both 35 mph.

Site 4B: Crescent Avenue - Recommendations

Key Issues

- Sidewalks were not built before development, and were not built throughout the area in response to development.
- The north side of Crescent Avenue from Coburg Road east to and past Tennyson Avenue completely lacks sidewalks. This area is currently mostly open field but appears to be in the process of developing.
- In the additional survey area to the north, Country Farm Road, connecting multi-family developments to transit, is a 35 mph roadway lacking sidewalks on both sides of the street.
- An unmarked pedestrian median between Country Farm Road and Coburg Road has pedestrians crossing four 35 mph lanes with incomplete sidewalk facilities on both sides.

Recommendations

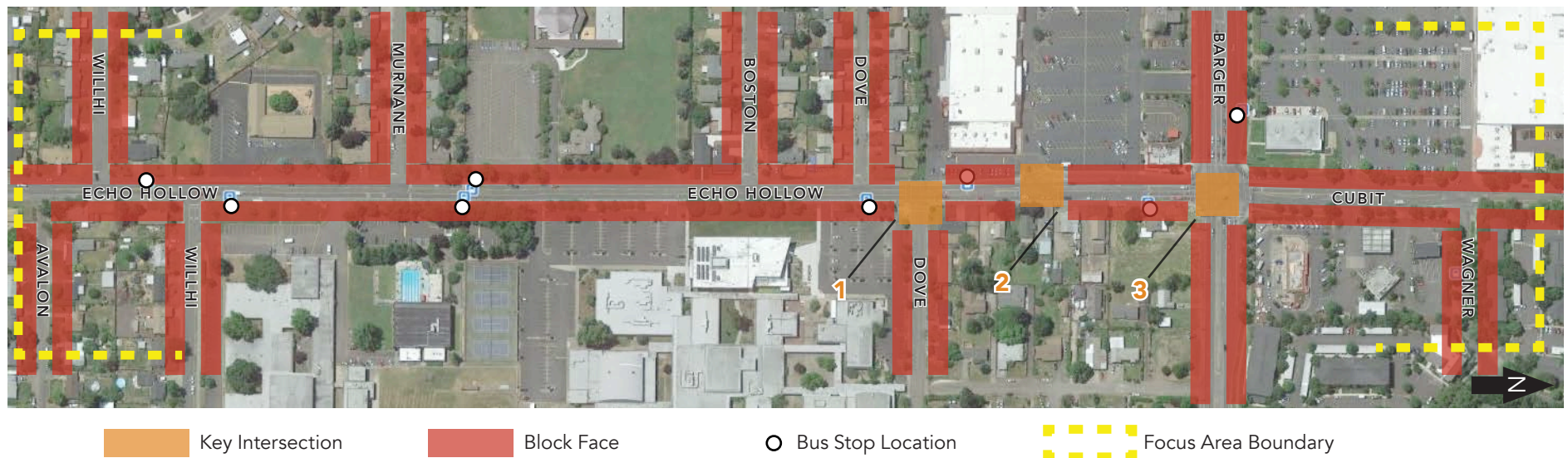
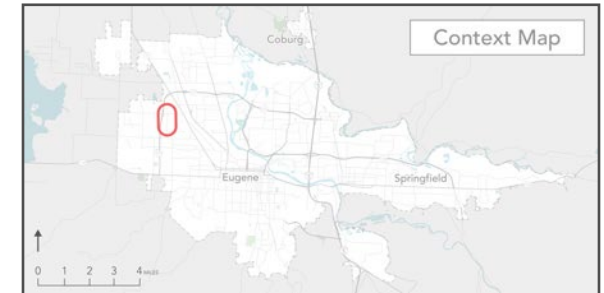
- Build the sidewalk network out along the north side of Crescent Avenue. Currently pedestrians and transit riders are stranded along a high speed roadway in a pedestrian hostile environment.
- Complete the sidewalk network to add direct access to Bascom Village multi-family development.
- Add safe and highly visible mid-block crossings to allow for easier pedestrian flow across Crescent Avenue and to reduce the amount of illegally crossing against traffic. This is especially important in scenarios where a sidewalk is only present one side of the roadway.
- Develop a plan for a complete pedestrian network for this rapidly developing area.

Site 5A: Echo Hollow Road

The Echo Hollow Road focus area is located in Northwest Eugene, approximately 4.5 miles from downtown Eugene, and is served by LTD Routes 40 and 41.

The focus area stretches from Noah Street to the north to Concord Street to the south.

This area was initially selected due to high traffic speeds and pedestrian crashes on Echo Hollow Road, combined with the large number of nearby schools and shopping destinations.



Key Destinations in Focus Area

- Bethel Branch Library
- Shopping (Winco, Rite Aid, Big Lots)
- Malbon Elementary School
- Willamette High School
- Mangan City Park
- Echo Hollow City Park

Transit Serving Focus Area

- Route 40 provides service between
 - Eugene Station
 - Amtrak Station
 - Echo Hollow Plaza
- Route 41 provides service between
 - Eugene Station
 - Echo Hollow Plaza
 - Royal West Shopping Center
 - Commerce Station

Site 5A: Echo Hollow Road - Intersections

Intersections

Three key intersections were surveyed in this area. All intersections surveyed had actuated pedestrian crossing buttons.

The largest intersection in the focus area, Echo Hollow Road and Barger Street, provides pedestrians with a crossing fully protected from left hand turning vehicles, but requires a signal wait time up to a minute and a half.

The other two intersections in the area have shorter signal wait times, although the intersection at Echo Hollow & Echo Hollow Plaza partially restricts pedestrian crossings.

ADA Accessibility

Sidewalks along Echo Hollow Road are continuous, but none of the four surveyed intersections had properly placed tactile pads at crossings.

Focus Area Major Intersections			
Intersection	Echo Hollow & Dove	Echo Hollow & Echo Hollow Plaza	Echo Hollow & Barger
Number of lanes being crossed	2 - 3 lanes	2 - 3 lanes	4 - 7 lanes
Unprotected left turn	4 of 4	1 of 2	0 of 4
Crossing distance	36 - 45 feet	47 - 51 feet	59 - 99 feet
Signal crossing time	37 - 47 seconds	30 - 35 seconds	60 - 125 seconds
Lighting is present	Yes	No	Yes
Shade is present	Partial	Partial	No
Curb ramps present and set at 90 degrees	Yes	Partial	Yes
Curb ramps have tactile pads	No	No	No



Figure 43: Traffic signals at Echo Hollow and Dove Ln.



Figure 44: Signalized access to parking lots on Echo Hollow



Figure 45: Barger Dr and Echo Hollow Rd intersection.

Site 5A: Echo Hollow Road - Sidewalks

Sidewalks

Sidewalks along this part of Echo Hollow Road are mostly continuous, in good condition, and average 5 feet in minimum width.

The posted speed along the surveyed portion of Echo Hollow Road was 35 mph. While none of the surveyed areas had extensive landscape buffering separating pedestrians from moving traffic, the sections of Echo Hollow south of Dove Street had large street trees which improved the pedestrian experience.

Side Streets

Many of the side streets south of Dove Street had gaps in the sidewalk network. There were signs of individual households repairing the sidewalk in front of their homes.

Focus Area Sidewalks		
Key Arterials	Echo Hollow	Echo Hollow
between	Avalon & Dove	Dove & Noah
Posted speed limit	35 mph	35 mph
Sidewalk	Yes	Yes
Sidewalk condition	Good	Good
Sidewalk width (minimum)	5 feet	5 feet
ADA ramps	Yes	Yes
Landscape buffer	No	No
Bike lane	Yes	Yes
Street lights	Partial	Partial
Shade (trees) present	Partial	Partial
On street parking	No	No
Number of commercial / apartment driveways mid-block	3+	3+



Figure 46: Sidewalk between bus shelter and grocery shopping.



Figure 47: Marked pedestrian crossing at Echo Hollow Rd and Murnane St.



Figure 48: Church parking provides Park & Ride across from Echo Hollow Pool.

Site 5A: Echo Hollow Road - Bus Stops

Bus stops

Echo Hollow Road is served by Routes 40 and 41, operating between Downtown and Northwest Eugene. At midday on weekdays, a bus runs every 30 minutes, depending on direction and exact location.

Rider Experience

All stops in this area are equipped with basic signage, and most are equipped with additional amenities. The majority (5 of 8) provide seating to waiting riders, half (4 of 8) have a trash can present, and most (6 of 8) have lighting present allowing for the stop to remain useful for more hours of the day.



Figure 49: Route 40 / 41 bus shelter near Cubit St and Wagner St.

Pedestrian Access

Several stops (5 of 8) are located over 300 feet from the nearest signalized crossing, largely because such crossings are only available at major intersections.

However, a marked mid-block crossing just north of Echo Hollow Road and Murnane Street, just in front of Echo Hollow Pool, places all but three stops within 300 feet of a crossing.

Nonetheless, there remain at least 3 of 8 locations where riders must weigh the delay of walking to a marked or signalized crossing against the risk of crossing against traffic.



Figure 50: Bus stop with amenities outside of Willamette High School.

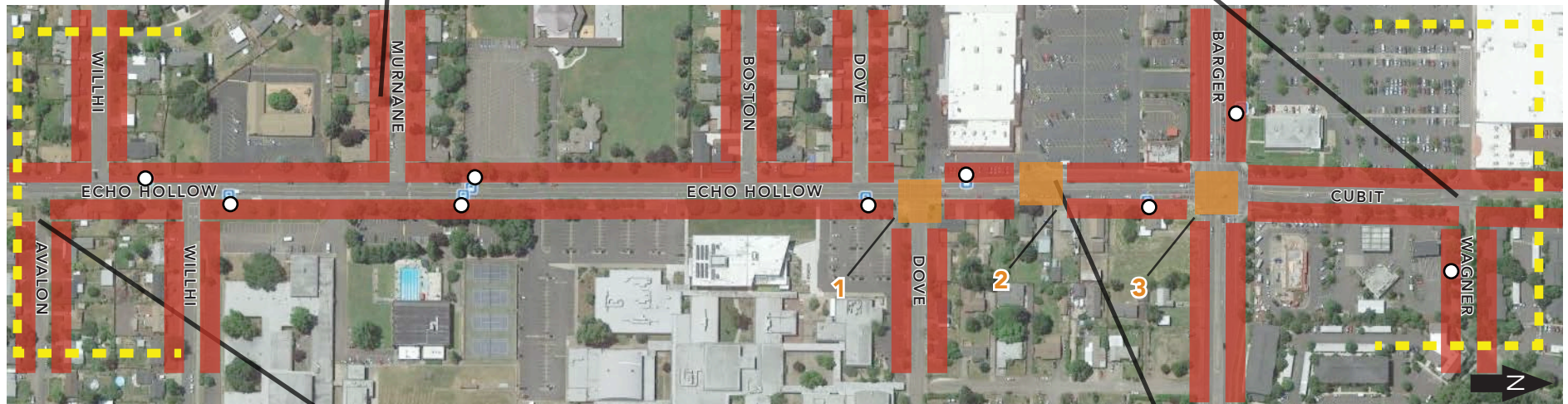
Focus Area Bus Stops	
Transit	
Number of stops	8
Routes	Rt 40 ; Rt 41
Stop Sign	
Schedule posted	4 of 8
Map posted	0 of 8
Stop Amenities	
Seating	5 of 8
Covered waiting area	3 of 8
Trash can	4 of 8
Lighting	6 of 8
Shade / trees	5 of 8
Paved boarding pad	8 of 8
Bus pullout	0 of 8
Stop Access	
Stops over 300 ft from a marked crossing	3 of 8
Stops over 300 ft from a signalized crossing	5 of 8

Site 5A: Echo Hollow Road - Noted Issues

Positive: sidewalk gaps are slowly being filled in through individual residential improvements.



Access between a major bus shelter and nearby grocery stores has curb cut, but no marked crossing.



Side streets often drop sidewalk abruptly, abandoning pedestrians without notice.



Intersections place restrictions on pedestrian movement allowing vehicles to not stop while turning.

Site 5A: Echo Hollow Road - Recommendations

Key Issues

- Sidewalks on side streets south of Barger Road vary in condition. Many include sidewalk gaps or sidewalks in poor conditions. There is evidence of newer sections of sidewalks being installed helping to complete the pedestrian network.
- There are large stretches of Echo Hollow Road without a marked or signalized crossing point. In some locations, legal pedestrian crossings at intersections are restricted. This forces pedestrians to walk long distances out of their way or to cross illegally in order to save time.

Recommendations

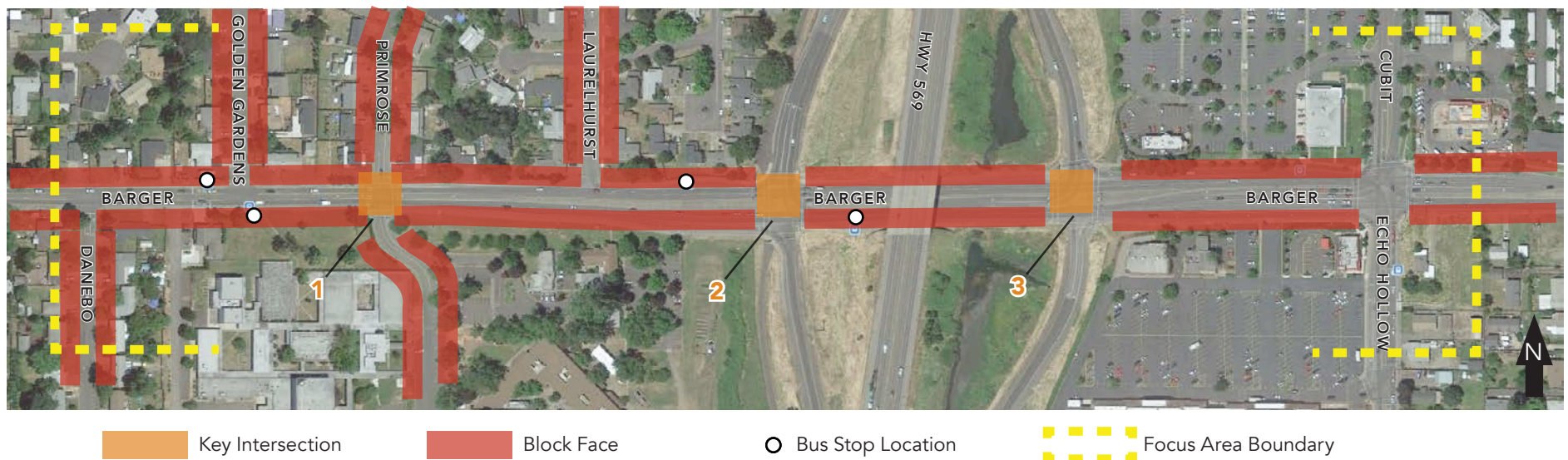
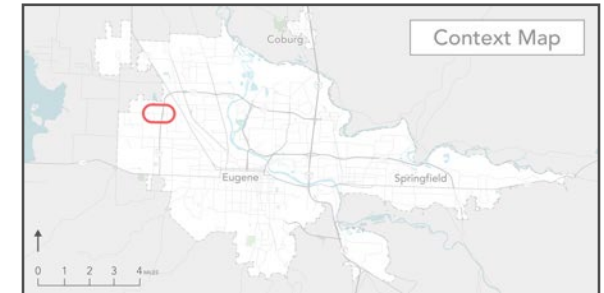
- Add safe and highly visible mid-block crossings to allow for easier pedestrian flow across Echo Hollow Road and to reduce the amount of pedestrians illegally crossing against traffic.
- Work to identify and close gaps in the sidewalk network along side streets connected to Echo Hollow Road. If a pedestrian with mobility limitations cannot reach their homes, the value of a complete sidewalk network on the arterials is reduced dramatically.
- Redesign any intersection with restricted crossings to allow safe pedestrian crossings in all directions.

Site 5B: Barger Drive

The Barger Drive focus area is located in Northwest Eugene, approximately 5 miles from downtown Eugene, and is served by LTD Routes 40 and 41.

The focus area stretches between Ruskin Street to the east and Dewey Street to the west.

This area was included as an extension of Site 5A (Echo Hollow Road), with known challenges to pedestrian conditions in the vicinity of the Randy Papé Beltline.



Key Destinations in Focus Area

- Bethel Branch Library
- Shopping (Winco, Rite Aid, Big Lots)
- Shasta Middle School
- Clear Lake Elementary School
- Bethel School District Administrative Office

Transit Serving Focus Area

- Route 41 provides service between
 - ▶ Eugene Station
 - ▶ Echo Hollow Plaza
 - ▶ Royal West Shopping Center
 - ▶ Commerce Station

Site 5B: Barger Drive - Intersections

Intersections

Three key intersections were surveyed in this area. All intersections surveyed had actuated crossing buttons, and lighting partially present.

Two of the surveyed intersections served as connections points with the Beltline Highway. These intersections had large crossing distances, long signal wait times, and no shade (to allow for maximum driver visibility).

Mitigating this, the intersections provide wide sidewalks and pedestrian islands. While these make crossing the intersection safer they do little for pedestrian comfort, and the overpass remains a large pedestrian barrier along the corridor.

Focus Area Major Intersections			
Intersection	Barger & Primrose	Barger & Beltline (West)	Barger & Beltline (East)
Number of lanes being crossed	3 lanes	1 - 5 lanes	2 - 5 lanes
Unprotected left turn	4 of 4	0 of 4	0 of 4
Crossing distance	36 - 50 feet	50 - 91 feet	52 - 97 feet
Signal crossing time	54 - 104 seconds	65 - 106 seconds	88 - 101 seconds
Lighting is present	Partial	Partial	Partial
Shade is present	Partial	No	No
Curb ramps present and set at 90 degrees	Yes	Partial	Partial
Curb ramps have tactile pads	No	No	No



Figure 51: East side of the Barger Dr and Beltline access ramps.



Figure 52: Pedestrian medians reduce unprotected crossing distances.



Figure 53: West side of the Barger Dr and Beltline access ramps.

Site 5B: Barger Drive - Sidewalks

Sidewalks

Sidewalks along this section of Barger Drive are continuous, in good condition, and average between 5 and 7 feet at their narrowest point.

Barger Drive carries a heavy amount of traffic moving at high speeds, due to a posted speed limit of 35 mph combined with fast moving traffic connecting to and from Beltline Highway. In conjunction with the lack of landscape buffer and large stretches without trees present this area feels pedestrian hostile.

In addition, the Randy Papé Beltline Highway overpass creates a pedestrian barrier on either side. Even with its wide sidewalks crossing the overpass requires long signal waits and traversing unpleasant walking environments.

Focus Area Sidewalks		
Key Arterials	Barger	Barger
between	Echo Hollow & Laurelhurst	Laurelhurst & Dewey
Posted speed limit	35 mph	35 mph
Sidewalk	Yes	Yes
Sidewalk condition	Good	Good
Sidewalk width (minimum)	7 feet	5 feet
ADA ramps	Yes	Yes
Landscape buffer	No	No
Bike lane	Yes	Yes
Street lights	Partial	Partial
Shade (trees) present	No	Partial
On street parking	No	No
Number of commercial / apartment driveways mid-block	0	1 to 2



Figure 54: Wide sidewalks provide pedestrians separation from traffic.



Figure 55: Sidewalk access under the Randy Papé Beltline Highway.



Figure 56: Barger Dr approaching Echo Hollow Rd.

Site 5B: Barger Drive - Bus Stops

Bus stops

Barger Drive is served by Route 41, operating between Downtown and Northwest Eugene. At midday on weekdays, a bus runs every 30 minutes, depending on direction and exact location.

Rider Experience

All stops in this area are equipped with basic signage, and most (3 of 4) are equipped with seating for waiting riders.

The only shelter stop is located east of Beltline Highway in front of the Winco parking lot. This is the only stop in the focus area to provide cover, lighting, a trash can and a route schedule to waiting riders.



Figure 57: Bus stop with seating west of Randy Papé Beltline Highway.

Pedestrian Access

Most stops in the focus area (3 of 4) are located within 300 feet of a marked or signalized crossing.

The stop with access over 300 feet is located west of Beltline near Golden Gardens Street. Across from a fire station and Shasta Middle School riders have to travel 359 feet to cross at the Primrose Street intersection.

Stop Maintenance

Stops and areas around the Randy Papé Beltline Highway access ramp overpass were in need of cleaning. These areas in general had higher than average amounts of litter and debris. None of the stops nearest the overpass had trash cans in place.



Figure 58: Shelter stop provides access to grocery shopping along Route 41.

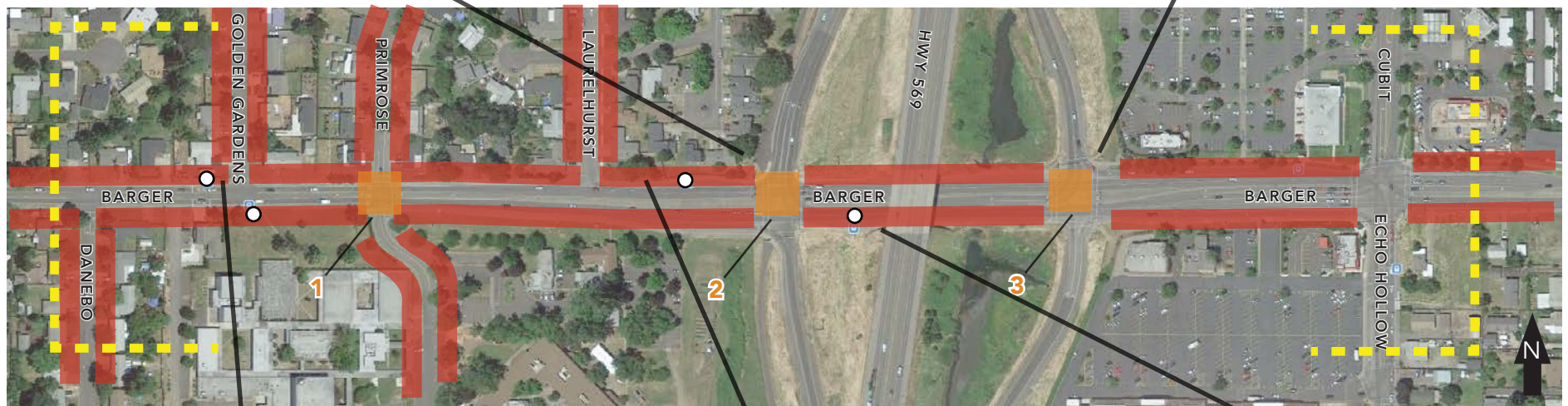
Focus Area Bus Stops	
Transit	
Number of stops	4
Routes	Rt 40 ; Rt 41
Stop Sign	
Schedule posted	1 of 4
Map posted	0 of 4
Stop Amenities	
Seating	3 of 4
Covered waiting area	1 of 4
Trash can	1 of 4
Lighting	2 of 4
Shade / trees	2 of 4
Paved boarding pad	4 of 4
Bus pullout	2 of 4
Stop Access	
Stops over 300 ft from a marked crossing	1 of 4
Stops over 300 ft from a signalized crossing	1 of 4

Site 5B: Barger Drive - Noted Issues

Desire path shows how pedestrians prefer to travel away from the busy intersection.



Desire paths shows the direct path between intersection to grocery store parking lot.



Curb cuts with tactile pads but no marked crossing creates confusion for pedestrians wishing to cross.



Poorly maintained sidewalks force pedestrians toward quick moving traffic.



Beltline overpass creates a pedestrian barrier between East and West Barger Dr.

Site 5B: Barger Drive - Recommendations

Key Issues

- The Randy Papé Beltline Highway overpass creates a large pedestrian barrier between the east and west sides of Barger Road.
- There is a large gap between safe crossing points west of Beltline Highway forcing pedestrians to walk long distances out of their way or to cross illegally in order to save time.
- Evidence of sidewalks in poor and declining conditions along the north side of Barger Road west of Beltline Highway.
- Many stops in the focus area lack amenities (covered waiting areas, seating, trash cans, lighting, etc.) forcing potential riders into uncomfortable waiting conditions.
- There are few sheltered or shaded areas near bus stops in this area. Unpleasant waiting environments may negatively impact perceptions of wait-times.

Recommendations

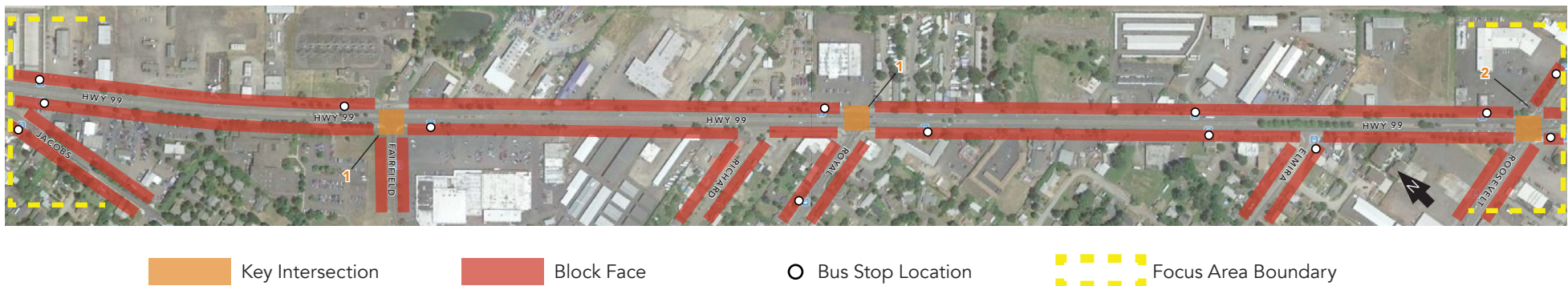
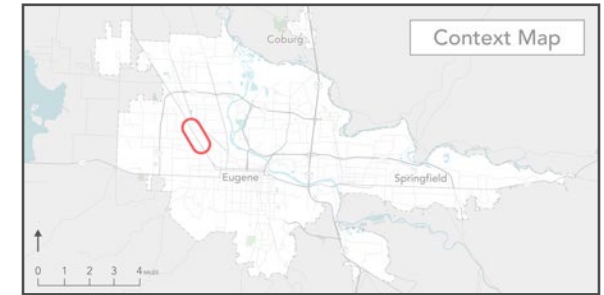
- Improve pedestrian environment around the Randy Papé Beltline Highway overpass. This can be achieved by adding landscape buffer or other forms of separation between pedestrians and fast moving traffic. Adding pedestrian wayfinding signs to encourage and educate on what can be reached by foot may also improve conditions.
- Introduce safe and highly visible mid-block crossings west of Beltline overpass. Currently sidewalk curb ramps and tactile pads are present in front of Shasta Middle School, but no signalization is present.
- Work to identify and close gaps in the sidewalk network along side streets directly connected to Barger Drive.
- Evaluate existing stop amenities to determine if paved boarding pads, covered waiting areas, improved lighting, etc. are warranted.
- Consider prioritizing additional bus stop amenities such as shelters, seats, or planting shade trees nearby.

Site 6: Highway 99

The Highway 99 focus area is located in Northwest Eugene, approximately 3 miles from downtown Eugene, and is served by LTD Routes 40, 41 and 95.

The focus area stretches from the Bethel Drive in the north to Roosevelt Boulevard in the south.

This area was initially selected due to high traffic volumes and speeds, recorded pedestrian crashes, and long distances between signalized crossings. Some of the stops in this area also featured significant numbers of passengers getting on and off the bus.



Key Destinations in Focus Area

- Fairfield Elementary
- Lane County School District Office
- Fairfield Church of the Nazarene
- Liberation Street Church
- Trainsong Park
- Gilbert City Park

Transit Serving Focus Area

- Route 40 provides service between
 - Eugene Station
 - Amtrak Station
 - Echo Hollow Plaza
- Route 41 provides service between
 - Eugene Station
 - Echo Hollow Plaza
 - Commerce Station

- Route 95 provides service between
 - Eugene Station
 - Gilbert Shopping Center
 - Junction City High School

Site 6: Highway 99 - Intersections

Intersections

Three key intersections were surveyed in this area. All intersections surveyed had actuated crossing buttons, and lighting present.

Only the intersection at Highway 99 & Roosevelt Boulevard had full restrictions on unprotected left hand turns. The other two intersections had conditions forcing crossing pedestrians to come into conflict with left turning vehicles moving at potentially high speeds.

ADA Accessibility

ADA infrastructure (e.g. curb ramps) was present at all surveyed intersections in the focus area, but none had both properly angled curb ramps and complete tactile pads present.

Focus Area Major Intersections			
Intersection	Hwy 99 & Fairfield	Hwy 99 & Royal	Hwy 99 & Roosevelt
Number of lanes being crossed	3 - 5 lanes	2 - 5 lanes	5 - 6 lanes
Unprotected left turn	2 of 4	4 of 4	0 of 4
Crossing distance	58 - 81 feet	49 - 81 feet	103 - 142 feet
Signal crossing time	58 - 66 seconds	55 - 73 seconds	103 - 122 seconds
Lighting is present	Yes	Yes	Yes
Shade is present	No	No	Partial
Curb ramps present and set at 90 degrees	Yes	Partial	Partial
Curb ramps have tactile pads	Partial	Partial	Partial



Figure 59: Cyclists using crosswalk to safely traverse intersection.



Figure 60: Intersection of Hwy 99 and Roosevelt Blvd.



Figure 61: Sidewalk approaching Hwy 99 and Roosevelt Blvd.

Site 6: Highway 99 - Sidewalks

Sidewalks

Sidewalks along this part of Highway 99 are continuous, in good condition, and average 5 feet of width at their narrowest point.

Highway 99's built infrastructure was designed primarily with vehicle access in mind, this creates a pedestrian hostile environment due to a number of factors.

The posted speed limit is 40 mph and many drivers exceed this limit. The spotty presence of landscape buffering and street trees leave pedestrians feeling exposed to this fast moving traffic. Finally the large amount of commercial driveways mean that pedestrians must be away of potential vehicle conflicts created by cars turning on and off of a 40 mph street.

Focus Area Sidewalks		
Key Arterials	Hwy 99	Hwy 99
between	Bethel & Royal	Royal & Roosevelt
Posted speed limit	40 mph	40 mph
Sidewalk	Yes	Yes
Sidewalk condition	Good	Good
Sidewalk width (minimum)	5 feet	5 feet
ADA ramps	Yes	Partial
Landscape buffer	Partial	Partial
Bike lane	Yes	Partial
Street lights	Yes	Yes
Shade (trees) present	Partial	Partial
On street parking	No	No
Number of commercial / apartment driveways mid-block	3+	3+



Figure 62: Sidewalk and bike lane on Hwy 99 south of Royal Ave.

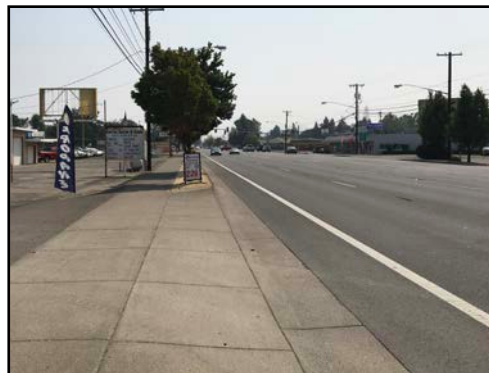


Figure 63: Commercial driveway on Hwy 99 near Richard Ave.



Figure 64: Royal Ave sidewalk with turn lane onto Hwy 99.

Site 6: Highway 99 - Bus Stops

Bus stops

Highway 99 is served by Routes 40 and 41, operating between Downtown and Northwest Eugene. At midday on weekdays, a bus runs every 30 minutes, depending on direction and exact location. In addition, Route 95 operates limited trips between Downtown Eugene and Junction City.

Rider Experience

All stops along the Highway 99 focus area are equipped with basic signage, and most (11 of 16) are equipped with seating at the base of the bus sign.

Only four of these sixteen stops provide waiting riders cover from the elements, and only two provide trash can access.



Figure 65: Bus shelter at Hwy 99 and Elmira Rd.

Pedestrian Access

Only a small number (5 of 16) stops along the Highway 99 corridor were within 300 feet of a marked or signalized crossing. This means that transit riders are forced to deviate long distances to access transit, or risk a dangerous crossing of Hwy 99 against traffic to access transit.

Two mid-block stops on either side of Hwy 99 between Royal Ave and Roosevelt Boulevard require riders to travel over 1,000 feet to reach a safe signalized crossing. The inconvenience and unpleasant walking environment of these trips can act as a barrier dissuading trips potentially made by transit.



Figure 66: Hwy 99 and Roosevelt Blvd bus stop.

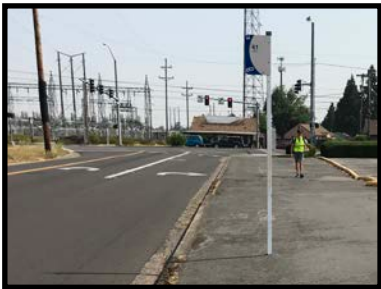
Focus Area Bus Stops	
Transit	
Number of stops	16
Routes	Rt 40 ; Rt 41 ; Rt 95
Stop Sign	
Schedule posted	5 of 16
Map posted	0 of 16
Stop Amenities	
Seating	11 of 16
Covered waiting area	4 of 16
Trash can	2 of 16
Lighting	15 of 16
Shade / trees	7 of 16
Paved boarding pad	16 of 16
Bus pullout	10 of 16
Stop Access	
Stops over 300 ft from a marked crossing	5 of 16
Stops over 300 ft from a signalized crossing	5 of 16

Site 6: Highway 99 - Noted Issues

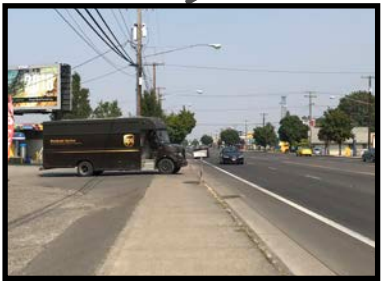
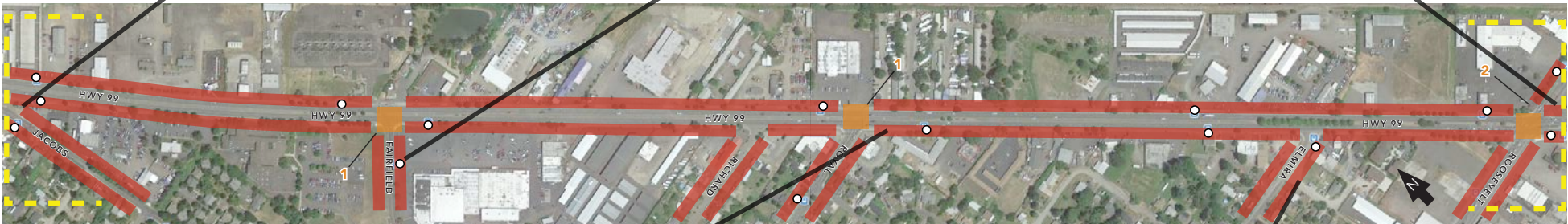
Sidewalk on Hwy 99 near Jacobs Dr forces pedestrians to travel awkward paths.



Route 41 stop on Fairfield Ave leaves riders in pedestrian hostile environment.



Sidewalk terminates stranding pedestrians traveling south on Hwy 99 near Roosevelt Blvd.



Commercial driveways creates turning conflicts with pedestrians.



Sidewalk terminates on Elmira Rd forcing pedestrians onto gravel shoulder with a speed limit of 30 mph.

Site 6: Highway 99 - Recommendations

Key Issues

- Fast moving street 40 mph combined with 5 foot sidewalks with no landscape buffering.
- Mid-block crossings are not present for large sections of Highway 99 forcing pedestrians to trade-off between traveling in large deviations to a safe crossing or risking crossing against traffic in order to save time.
- Commercial driveways along Hwy 99, an auto oriented business street, means that pedestrians on sidewalks must be aware of cars turning on and off of a 40 mph street and across the sidewalk to enter parking lots.

Recommendations

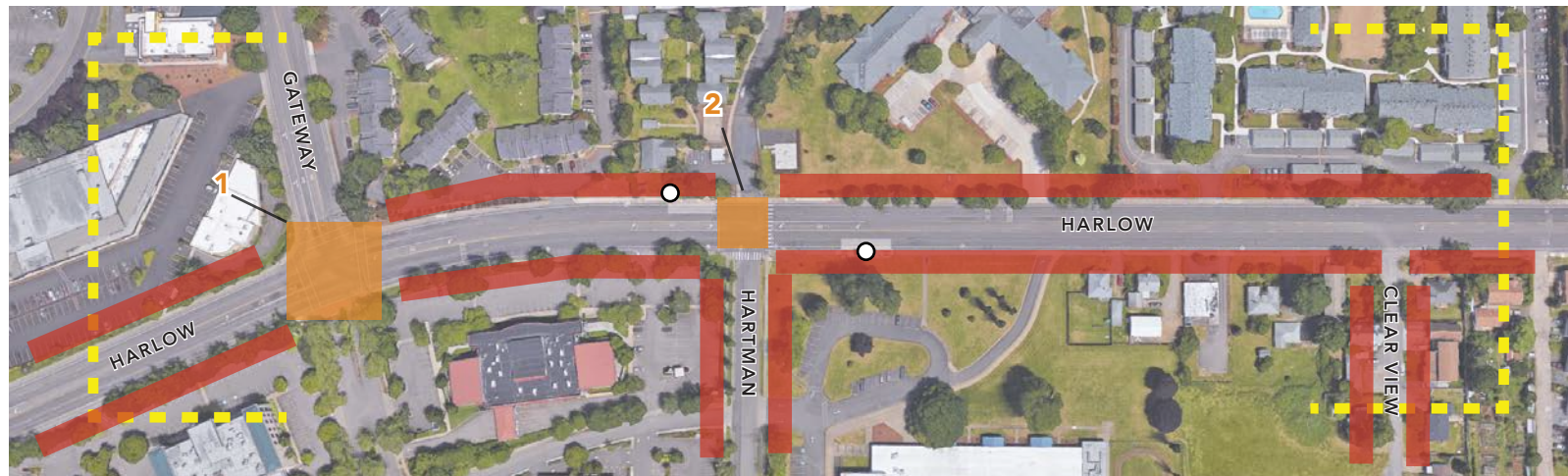
- Install wider sidewalks, preferably 10 feet wide and/or provide a landscape buffer for sidewalks under 10 feet in width. This will allow pedestrians to feel safer when placed against high speed traffic conditions.
- Add mid-block crossings to allow for easier pedestrian movement across Highway 99. These crossings should be safe, signalized and highly visible to encourage their use and discourage illegal crossings against traffic.
- Encourage businesses to share parking lot access points to reduce overall number of business driveways. This will reduce the overall amount of pedestrian vehicle conflict zones along high traffic streets.

Site 7A: Harlow Road

The Harlow Road focus area is located in North Springfield, approximately 3 miles from downtown Eugene, and is served by LTD EmX bus rapid transit.

The focus area stretches between Dornoch Street in the west and Pheasant Boulevard in the east.

This area was initially selected as the area surrounding the EmX Guy Lee Station. The area features commercial destinations, affordable housing, and schools nearby. There are also high speeds and recorded pedestrian crashes in the vicinity.



Key Intersection

Block Face

Bus Stop Location

Focus Area Boundary

Key Destinations in Focus Area

- Guy Lee Elementary School
- Guy Lee Park
- Spring Valley Assisted Living
- Office Park (SELCO Insurance, AAA, Labcorp, Premier Travel)

Transit Serving Focus Area

- EmX Bus Rapid Transit in this area provides service between
 - Springfield Station
 - Gateway Mall
 - Riverbend Hospital

Site 7A: Harlow Road - Intersections

Intersections

Two key intersections were surveyed in this area. Both had actuated crossing buttons, and walk signals. The design of both intersections prevented unprotected left turns reducing the risk of turning vehicles conflicting with crossing pedestrians.

However, both intersections also require a long wait time, nearly a minute and a half on average, to safely cross Harlow Road.

ADA Accessibility

Both intersections had curb ramps present, but neither featured modern tactile pads to aid visually impaired pedestrians to cross.

Focus Area Major Intersections		
Intersection	Harlow & Gateway	Harlow & Hartman
Number of lanes being crossed	3 - 5 lanes	2 - 5 lanes
Unprotected left turn	0 of 4	0 of 3
Crossing distance	65 - 84 feet	27 - 66 feet
Signal crossing time	75 - 119 seconds	46 - 121 seconds
Lighting is present	Partial	Partial
Shade is present	Partial	Partial
Curb ramps present and set at 90 degrees	Partial	Partial
Curb ramps have tactile pads	No	No



Figure 67: Intersection of Harlow Rd and Gateway St



Figure 68: Signalized intersection at Harlow Rd and Hartman Ln.



Figure 69: Harlow Rd and Hartman Ln provide safe access to Guy Lee Elementary

Site 7A: Harlow Road - Sidewalks

Sidewalks

Sidewalks along this part of Harlow Road are mostly continuous, in good condition, and average 6 feet at their narrowest point. Street lights are present across the focus area and nearly all of the Harlow Road focus area has shade or trees present.

The large number of commercial and apartment driveways do create potential pedestrian conflict zones through out the focus area.

Side Streets

The majority of side streets connecting Harlow Road to the surrounding neighborhood do not have sidewalks present. A number of these side streets are gravel roads that create a barrier for mobility-limited pedestrians.

Focus Area Sidewalks		
Key Arterials	Harlow	Harlow
between	Beverly & Hartman	Hartman & Pheasant
Posted speed limit	35 mph	35 mph
Sidewalk	Yes	Yes
Sidewalk condition	Good	Good
Sidewalk width (minimum)	6 feet	6 feet
ADA ramps	Yes	Yes
Landscape buffer	No	No
Bike lane	Yes	Yes
Street lights	Yes	Yes
Shade (trees) present	Yes	Partial
On street parking	No	No
Number of commercial / apartment driveways mid-block	3+	3+



Figure 70: Sidewalks in business park south of Gateway St and Harlow Rd.



Figure 71: Sidewalk and bike lane conditions on Harlow Rd.



Figure 72: Street trees provide shade along Harlow Rd

Site 7A: Harlow Road - Bus Stops

Bus stops

EmX operates in this area between Springfield Station, Gateway Mall and Riverbend Hospital. At midday on weekdays, a bus runs every 15 to 30 minutes, depending on direction and location.

Rider Experience

All EmX Stations, including all stations along Harlow Road, provide amenities to riders.

In addition to bench seating, trash cans, and cover from the elements, EmX Stations provide system maps and schedules allowing riders to plan their trips along with fare machines allowing riders to purchase their fare off board.



Figure 73: EmX sign provides schedule and EmX system map.

Each station platform is at an even level with arriving EmX buses allowing riders with mobility limitations to easily and quickly board and disembark at their destination.

Pedestrian Access

All of the EmX Stations in the Harlow Road focus area (3 of 3) are within 300 feet of a marked or signalized crossing.

This is a deliberate design feature of the BRT system, as can be seen by the signalized mid-block crossing west of Pheasant Boulevard which allows EmX riders to quickly and safely cross Harlow Road.



Figure 74: EmX station provides amenities and at level boarding to riders.

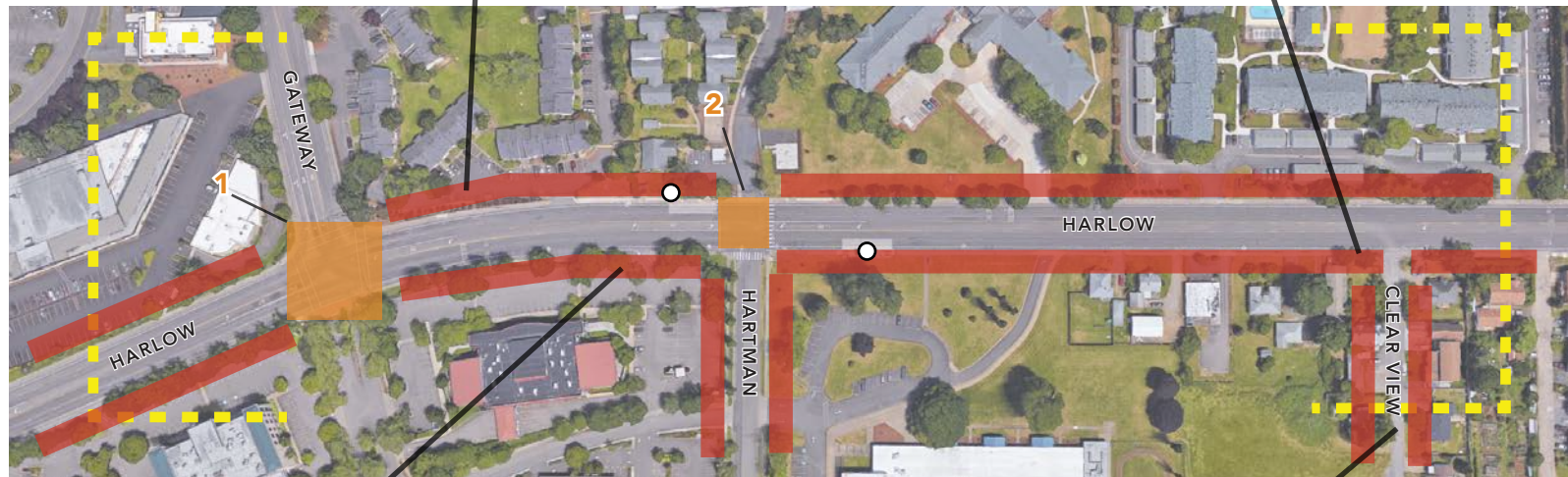
Focus Area Bus Stops	
Transit	
Number of stops	3
Routes	EmX
Stop Sign	
Schedule posted	3 of 3
Map posted	3 of 3
Stop Amenities	
Seating	3 of 3
Covered waiting area	3 of 3
Trash can	3 of 3
Lighting	3 of 3
Shade / trees	3 of 3
Paved boarding pad	3 of 3
Bus pullout	0 of 3
Stop Access	
Stops over 300 ft from a marked crossing	0 of 3
Stops over 300 ft from a signalized crossing	0 of 3

Site 7A: Harlow Road - Noted Issues

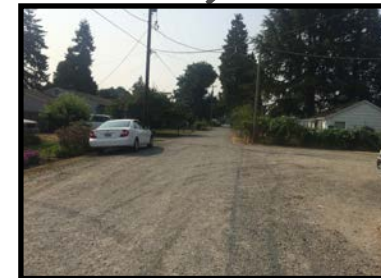
Apartment driveways directly onto arterials create potential pedestrian conflict zones.



Sidewalks terminate abruptly along side streets.



Turn lane into business parking lot forces pedestrians to travel farther for a safe crossing.



Side streets are unpaved creating access issues.

Site 7A: Harlow Road - Recommendations

Key Issues

- Side streets south of Harlow Road have incomplete sidewalks and in some cases are gravel roads.
- The north side of Harlow Road has multiple apartment driveways with no sidewalk access within the parking lots between the apartment buildings.
- Apartment and commercial driveways create large conflict zones between pedestrians on the sidewalk and cars turning on and off of Harlow Road.

Recommendations

- Consolidate and redesign apartment driveways on the north side of Harlow Road to reduce the number of conflict points between pedestrians and vehicles.
- Encourage apartment and commercial parking lots to provide safe and convenient sidewalk access between the street face and their front doors.
- Identify and close gaps in the sidewalk network along side streets south of Harlow Road.

Site 7B: Gateway Street

The Gateway Street focus area is located in North Springfield, approximately 3.5 miles from downtown Eugene, and is served by LTD Route 12 and EmX bus rapid transit.

The focus area stretches from Kruse Way in the north to Harlow Road in the south.

This area was initially selected as the vicinity of the EmX Gateway and Postal Way stations. This is an area where transit lines connect, many people get on and off the bus, and with schools and shopping nearby. In addition, there are high traffic speeds and recorded pedestrian crashes in the vicinity.



Key Destinations in Focus Area

- Gateway Mall
- United State Postal Service Office
- Gamebird Park
- Shopping (Best Buy, Michaels, Walmart, Big 5 Sporting Goods)

Transit Serving Focus Area

- EmX Bus Rapid Transit provides service in this area between
 - Springfield Station
 - Gateway Mall
 - Riverbend Hospital
- Route 12 provides service between
 - Eugene Station
 - Oakway Center
 - Gateway Mall

Site 7B: Gateway Street - Intersections

Intersections

Four key intersections were surveyed in this area. All intersections surveyed had actuated crossing buttons, and at least partial lighting present.

Crossing Gateway Street requires crossing over at least 60 feet, often against unprotected left hand turn of vehicles leaving Gateway Mall parking lots. This heavy turning traffic also causes long signal wait times, with almost all crossings waits at over one minute.

ADA Accessibility

All surveyed intersections had at least some ADA accommodations, but only Gateway & Oakdale provided both correctly installed curb ramps and tactile pads.

Focus Area Major Intersections				
Intersection	Gateway & Postal Way	Gateway & Mall Access (North)	Gateway & Oakdale	Gateway & Mall Access (South)
Number of lanes being crossed	3 - 5 lanes	4 - 5 lanes	1 - 5 lanes	2 - 6 lanes
Unprotected left turn	2 of 3	1 of 4	1 of 4	2 of 4
Crossing distance	60 - 70 feet	68 - 80 feet	27 - 76 feet	39 - 89 feet
Signal crossing time	80 - 83 seconds	64 - 67 seconds	50 - 78 seconds	69 - 105 seconds
Lighting is present	Partial	Partial	Partial	Yes
Shade is present	No	No	Partial	Partial
Curb ramps present and set at 90 degrees	Partial	Partial	Yes	Yes
Curb ramps have tactile pads	Yes	Partial	Yes	Partial



Figure 75: Signalized intersections to Gateway Mall from Gateway St.



Figure 76: Apartment driveway access to intersection on Gateway St.



Figure 77: Gateway St and Gateway Loop intersection.

Site 7B: Gateway Street - Sidewalks

Sidewalks

Sidewalks along this part of Gateway Street are mostly continuous, in good condition, although they can be narrow, with a width of only 3 feet at the narrowest point.

Even with these sidewalks present non-motorized travel along Gateway Street can leave pedestrians feeling exposed to traffic.

This is due to multiple features of the corridor, including spotty landscape buffers and constantly heavy traffic loads. Finally, large sections are without any trees or shade present leaving pedestrians without a feeling being able to take refuge or relax mid trip.

Focus Area Sidewalks		
Key Arterials between	Gateway Kruse & Oakdale	Gateway Oakdale & Harlow
Posted speed limit	35 mph	5 mph
Sidewalk	Yes	Yes
Sidewalk condition	Good	Good
Sidewalk width (minimum)	3 feet	6 feet
ADA ramps	Yes	Yes
Landscape buffer	No	No
Bike lane	Yes	Yes
Street lights	Yes	Yes
Shade (trees) present	Partial	Partial
On street parking	No	No
Number of commercial / apartment driveways mid-block	3+	3+



Figure 78: Sidewalk treatment near BRT Station at Gateway Mall.



Figure 79: Sidewalk conditions along Gateway St.



Figure 80: Apartment driveway along Gateway St.

Site 7B: Gateway Street - Bus Stops

Bus stops

Gateway Street is served by the EmX bus operating between Downtown Eugene, Springfield Station and Gateway Mall and Route 12 operating directly between Downtown Eugene and Gateway Mall. At midday on weekdays, a bus runs every 15 to 30 minutes, depending on direction and exact location.

Rider Experience

All EmX Stations along Gateway street provide amenities to riders. In addition to seating, trash cans, and shade. EmX Stations provide system schedules and maps allowing riders to plan their trips and purchase their fare off board. Many of the Route 12 stops are near EmX Stations and have access to shared amenities.



Figure 81: Postal Way EmX station boarding zone.

Pedestrian Access

Only a single stop along Gateway Street is over 300 feet from a marked or signalized crossing. This is due in large part to adaptations to street design that accompany the EmX. Several signalized mid-block crossings allow pedestrian friendly access to transit along the corridor.



Figure 82: Signalized pedestrian crossing south of Postal Way EmX station.

Focus Area Bus Stops	
Transit	
Number of stops	12
Routes	EmX ; Rt 12
Stop Sign	
Schedule posted	7 of 12
Map posted	5 of 12
Stop Amenities	
Seating	7 of 12
Covered waiting area	5 of 12
Trash can	6 of 12
Lighting	9 of 12
Shade / trees	6 of 12
Paved boarding pad	11 of 12
Bus pullout	1 of 12
Stop Access	
Stops over 300 ft from a marked crossing	1 of 12
Stops over 300 ft from a signalized crossing	1 of 12

Site 7B: Gateway Street - Noted Issues

Driveways create conflicts between pedestrians and vehicles accessing Gateway St.



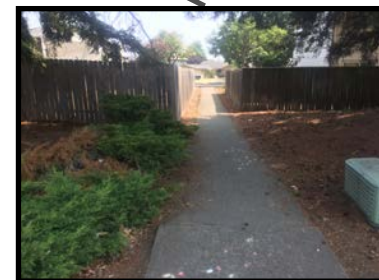
Incomplete mid-block crossing creates confusion and potential conflict for pedestrians.



ADA crossings are inconsistent along side streets.



Sidewalk ramp narrows at apartment driveway.



Limited connections between residential streets and Gateway St.

Site 7B: Gateway Street - Recommendations

Key Issues

- Heavy traffic, both pedestrian and vehicle, conditions create many opportunities for conflicts.
- Multiple turning cycles at intersections force pedestrians into long waits to cross Gateway Street.
- Multiple signalized intersections into and out of Gateway Mall allows unprotected left hand turns. This can leave drivers unaware of pedestrians' right of way.

Recommendations

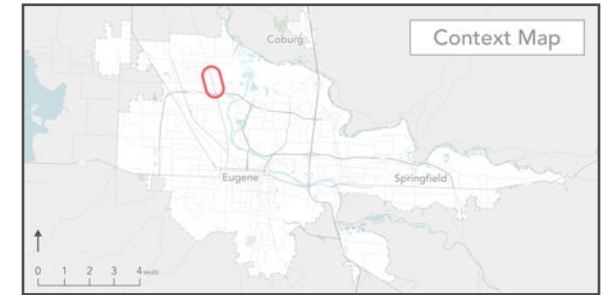
- Include pedestrian protected cycles are intersections with large numbers of recorded left hook collisions.
- Implement lead pedestrian interval signals to allow crossing pedestrians to establish themselves before vehicle traffic. This will prevent pedestrians from getting stuck behind a long line of turning vehicles.
- Install an additional mid-block crossing in north Gateway Street. Similar to the successful implementation near the Postal Way EmX Station a mid-block crossing to the north would allow for safe pedestrian flow across Gateway Street.
- Work with Gateway Mall to create pedestrian friendly parking lot design. Gateway Mall does have some businesses at block face, for example near the Gateway EmX Station, but the majority of shops are set back from Gateway Street. The introduction of safe and pleasant walking paths, providing shade and direct sidewalk to Mall access would improve and encourage pedestrian use.

Site 8A: River Road (North)

The River Road (North) focus area is located in northwest Eugene, approximately 4 miles from downtown Eugene, and is served by LTD Routes 51 and 52.

The focus area stretches from the Randy Papé Beltline in the south to Myoak Drive in the north.

This area was initially selected due to high ridership, a wide variety of nearby commercial destinations, as well as heavy vehicle traffic, high speeds, and recorded pedestrian crashes on River Road.



Key Destinations in Focus Area

- Grocery Shopping (Fred Meyers, Albertsons, Walgreens)
- Santa Clara & PeaceHealth Medical
- Santa Clara Church
- Drinking Gourd Elementary School

Transit Serving Focus Area

- Route 51 provides service between
 - Eugene Station
 - River Road Station / North Eugene High School
 - Santa Clara Square

- Route 52 provides service between
 - Eugene Station
 - Eugene Mission
 - River Road Station / North Eugene High School
 - Santa Clara Square

Site 8A: River Road (North) - Intersections

Intersections

Four key intersections were surveyed in this area. All intersections surveyed had actuated crossing buttons, and lighting present. All of these key intersections, except for River Road & Randy Papé Beltline, had instances of unprotected left hand turns.

This design can lead to pedestrian/vehicle conflicts. This is especially the case at the River Road & Santa Clara Ave intersection where one block face is the entrance/exit point to a large big-box parking lot, leading to high volumes of left turning vehicles and significant numbers of crossing pedestrians.

ADA Accessibility

Sidewalks along River Road are continuous in this area, but none of the four surveyed intersections had ADA ramps meeting current standards. Only two of the four had any

Focus Area Major Intersections				
Intersection	River Rd & Hunsaker	River Rd & Santa Clara	River Rd & Division	River Rd & Beltline
Number of lanes being crossed	3 - 5 lanes	3 - 6 lanes	3 - 7 lanes	1 - 7 lanes
Unprotected left turn	3 of 4	2 of 4	1 of 4	0 of 2
Crossing distance	56 - 83 feet	56 - 92 feet	43 - 83 feet	50 - 112 feet
Signal crossing time	52 - 91 seconds	76 to 90 seconds	63 - 90 seconds	88 - 103 seconds
Lighting is present	Yes	Yes	Yes	Yes
Shade is present	Partial	Partial	Partial	Yes
Curb ramps present and set at 90 degrees	Yes	Partial	Partial	Yes
Curb ramps have tactile pads	Partial	No	Partial	No

properly placed ramps (allowing pedestrians a straight path across the street) and none of the intersections surveyed had complete tactile pad placements.



Figure 83: River Road and Beltline entry/exit ramps



Figure 84: River Road and Hunsaker



Figure 85: River Road and Beltline entry/exit ramps

Site 8A: River Road (North) - Sidewalks

Sidewalks

Sidewalks along this part of River Road are mostly continuous, in good condition, and average between 6 and 7 feet at their narrowest point.

However, along most stretches there are no landscape buffers. Even with good sidewalks and a bike lane, the lack of a buffer between 4 to 5 lanes of traffic moving at 35 mph causes pedestrian hostile segments near intersections and large parking lot curb cuts, where vehicle conflicts can occur.

Side Streets

There are far fewer pedestrian improvements along side streets, where sidewalks are sparse and incomplete. In multiple cases gaps appear where sidewalks disappear completely, causing pedestrians to walk along street shoulders.

Focus Area Sidewalks			
Key Arterials between	River Road Beltline & Division	River Road Beltline & Hunsaker	River Road Beltline & Myoak
Posted speed limit	35 mph	35 mph	35 mph
Sidewalk	Yes	Yes	Yes
Sidewalk condition	Good	Good	Good
Sidewalk width (minimum)	7 feet	6 feet	6 feet
ADA ramps	Yes	Yes	Yes
Landscape buffer	No	Partial	Partial
Bike lane	Yes	Yes	Yes
Street lights	Partial	Yes	Yes
Shade (trees) present	Partial	Partial	Partial
On street parking	No	No	No
Number of commercial / apartment driveways mid-block	0	3+	3+



Figure 86: Sidewalk conditions along River Road near Santa Clara Ave.



Figure 87: Sidewalk access under the Randy Papé Beltline Highway.



Figure 88: Bus pullout and sidewalk River Road north of Hunsaker.

Site 8A: River Road (North) - Bus Stops

Bus stops

River Road (North) is served by Routes 51 and 52, operating between Downtown and Northwest Eugene. At midday on weekdays, a bus runs every 15 to 30 minutes, depending on direction and exact location.

Rider Experience

All stops along the River Road (North) corridor are equipped with basic signage, and most (6 of 9) are equipped with seating at the base of the bus sign.

Only three stops have other amenities, like covered seating, trash cans, or a posted schedule, and just one of nine has any lighting. These are near the intersection of River Road and Santa Clara Avenue.



Figure 89: Bus stop on River Road north of Hunsaker, with seating and pullout.

Pedestrian Access

Four of nine stops are located over 300 feet from the nearest marked or signalized crossing, largely because such crossings are only available at major intersections.

The worst pedestrian access along River Road (North) is located north of Hunsaker Lane, where riders are forced to walk 700 to 900 feet to find a marked crossing.

Stop Maintenance

One stop (along Irving Road just west of River Road) was significantly obstructed from view by the hedge lining the street. This problem is made worse by sign placement at the property side of the sidewalk; both riders and bus operators could easily miss the stop.



Figure 90: Shelter Stop near intersection of River Road and Santa Clara.

Focus Area Bus Stops	
Transit	
Number of stops	9
Routes	Rt 51 ; Rt 52
Stop Sign	
Schedule posted	3 of 9
Map posted	0 of 9
Stop Amenities	
Seating	6 of 9
Covered waiting area	3 of 9
Trash can	3 of 9
Lighting	1 of 9
Shade / trees	5 of 9
Paved boarding pad	9 of 9
Bus pullout	6 of 9
Stop Access	
Stops over 300 ft from a marked crossing	4 of 9
Stops over 300 ft from a signalized crossing	4 of 9

Site 8A: River Road (North) - Noted Issues

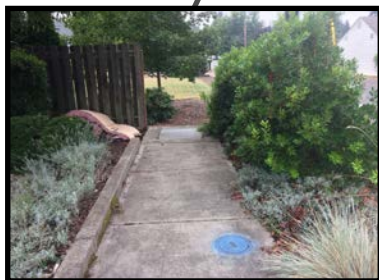
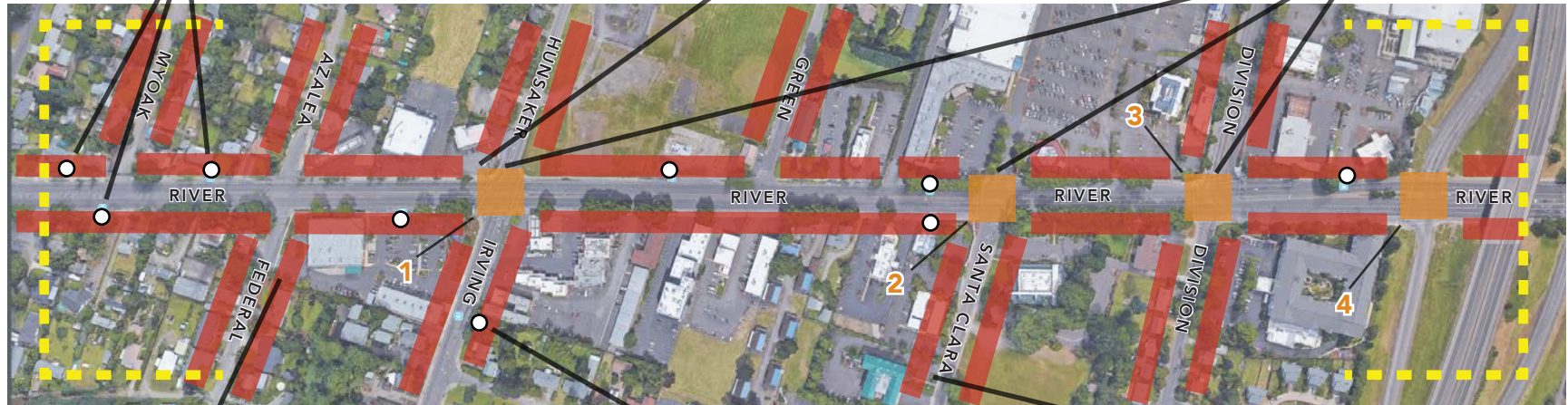
Pedestrians forced to walk between 700 - 900 feet to safe crossings to access bus stops.



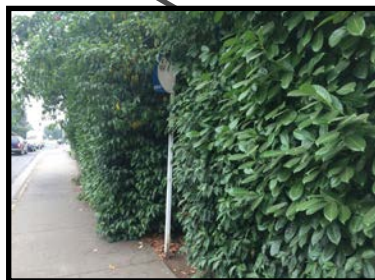
Corner business curb cut creates unsafe pedestrian zone at the corner of River Rd & Hunsaker Ln.



Unprotected left turns create pedestrian vehicle conflicts at major intersections.



Sidewalk terminating mid-block along Federal Ln side street, north of Irving Rd.



Bus stop placement and maintenance create visibility issues at the south side of Irving Rd.



Sidewalk gap in front of Santa Clara Church creates pedestrian access issues to and from River Road.

Site 8A: River Road (North) - Recommendations

Key Issues

- Side streets directly connected to the corridor drop in sidewalk quality immediately. Many residential streets lack any sidewalks or have sidewalks in disrepair.
- Lack of mid-block crossings on long stretches of River Road can force pedestrian and transit riders to take large deviations to safely cross or risk crossing against traffic to save time.
- Add safe and highly visible mid-block crossings to allow for easier pedestrian flow across River Road and to reduce the amount of pedestrians crossing against traffic.
- Work to identify and close gaps in the sidewalk network along side streets connected to River Road. If pedestrians with mobility limitations cannot reach their homes, the value of a complete sidewalk network on the arterials is reduced dramatically.
- Consolidate and redesign commercial driveways to shared parking lots. This can reduce the number of conflict points between pedestrians and vehicles turning in and out onto River Road.

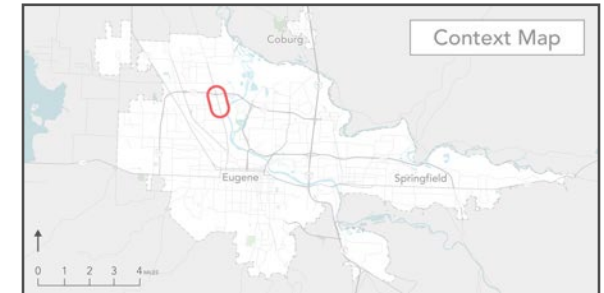
Recommendations

Site 8B: River Road (South)

The River Road (South) focus area is located in northwest Eugene, approximately 4 miles from downtown Eugene, and is served by LTD Routes 51, 52.

The focus area stretches from the Randy Papé Beltline in the north to Howard Avenue in the south.

This area was initially selected due to high ridership, a wide variety of nearby commercial destinations, as well as heavy vehicle traffic, high speeds, and recorded pedestrian crashes on River Road. This site is also very near North Eugene High School.



Key Intersection

Block Face

Bus Stop Location

Focus Area Boundary

Key Destinations in Focus Area

- North Eugene High School
- Shopping (Grocery Outlet, Dollar Tree, Bi-Mart)
- Kingdom Hall of Jehovah's Witnesses
- Pentecostals of Eugene

Transit Serving Focus Area

- Routes 51 & 52 provide service between
 - Eugene Station
 - River Road Station
 - Santa Clara Square

- Route 55 provides service between
 - Eugene Station
 - Emerald Park
 - River Road Station

Site 8B: River Road (South) - Intersections

Intersections

Three key intersections were surveyed in this area. All intersections surveyed had actuated crossing buttons.

Only the access ramps at River Road & Randy Papé Beltline had instances of protected left hand turns, eliminating the risk of pedestrians coming into conflict with turning vehicles. The other 2 intersections had completely unprotected left turns, despite the 89 foot crossing distance across River Road.

ADA Accessibility

All of the surveyed intersections have at least some ADA treatments, but none had both correctly angled curb ramps and tactile pads directing pedestrians along their safest travel path.

Focus Area Major Intersections			
Intersection	River Rd & Beltline	River Rd & Silver	River Rd & Maxwell
Number of lanes being crossed	2 - 6 lanes	3 - 6 lanes	3 - 5 lanes
Unprotected left turn	0 of 3	4 of 4	4 of 4
Crossing distance	43 - 102 feet	52 - 89 feet	53 - 89 feet
Signal crossing time	87 - 89 seconds	79 - 104 seconds	58 - 75 seconds
Lighting is present	Partial	Yes	Yes
Shade is present	Partial	Partial	Partial
Curb ramps present and set at 90 degrees	Partial	Partial	Partial
Curb ramps have tactile pads	Partial	Partial	Yes



Figure 91: River Road and Beltline entry/exit ramps



Figure 92: River Road and Hunksaker



Figure 93: River Road and Beltline entry/exit ramps

Site 8B: River Road (South) - Sidewalks

Sidewalks

Sidewalks along this part of River Road are continuous, in good condition, and average between 5 and 6 feet at their narrowest point.

River Road in this area provides pedestrians with at least a partial landscape buffer throughout the corridor. In combination with trees and a bike lane this provides for a feeling of separation between quickly moving traffic and sidewalks.

Side Streets

A need exists for pedestrian improvements along side streets, where sidewalks are sparse and incomplete. Pedestrian infrastructure quickly drops off as you move off of the arterial of River Road.

Focus Area Sidewalks			
Key Arterials between	River Road Beltline & Kourt	River Road Kourt & Maxwell	River Road Maxwell & Howard
Posted speed limit	35 mph	35 mph	35 mph
Sidewalk	Yes	Yes	Yes
Sidewalk condition	Good	Good	Good
Sidewalk width (minimum)	5 feet	6 feet	5 feet
ADA ramps	Yes	Yes	Partial
Landscape buffer	Partial	Partial	Yes
Bike lane	Yes	Yes	Yes
Street lights	Yes	Yes	Yes
Shade (trees) present	Partial	Partial	Yes
On street parking	No	No	No
Number of commercial / apartment driveways mid-block	3+	0	1 to 2



Figure 94: Mid-block crossing on River Rd near Owosso Dr.



Figure 95: Sidewalks with commercial driveways along River Rd.

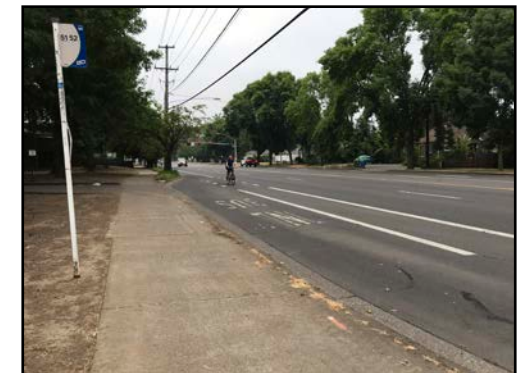


Figure 96: Sidewalk and bus stop River Rd near Maxwell Rd.

Site 8B: River Road (South) - Bus Stops

Bus stops

This area is served by Routes 51 and 52, operating between Downtown and Northwest Eugene. At midday on weekdays, a bus runs every 15 to 30 minutes, depending on direction and exact location. Route 55 operates between Downtown Eugene and River Road Station. At midday on weekdays, a bus runs on average every 60 minutes.

Rider Experience

All stops in this area are equipped with basic signage, and most (5 of 11) provide some form of seating.

River Road Station acts as a connection point for all three active routes in the focus area (Routes 51, 52, 55). It features a park & ride lot, secured covered bicycle parking,



Figure 97: Bus station at River Rd and Silver Ave.

wayfinding materials including a system map, and multiple bus schedules for trip planning.

Pedestrian Access

Only two out of the eleven focus area stops are over 300 feet from a marked crossing, though four are more than 300 feet from a fully signalized crossing. A mid-block crossing located near Owosso Street significantly reduces crossing distances for many pedestrians and transit riders.

The worst pedestrian access to a crossing along River Road in this area is located north of Owosso Street where riders are forced to walk almost 400 feet to reach a safe signalized crossing.



Figure 98: Shelter Stop near intersection of River Rd and Maxwell Ave.

Focus Area Bus Stops	
Transit	
Number of stops	11
Routes	Rt 51 ; Rt 52 ; Rt 55
Stop Sign	
Schedule posted	6 of 11
Map posted	2 of 11
Stop Amenities	
Seating	5 of 11
Covered waiting area	5 of 11
Trash can	5 of 11
Lighting	7 of 11
Shade / trees	9 of 11
Paved boarding pad	11 of 11
Bus pullout	7 of 11
Stop Access	
Stops over 300 ft from a marked crossing	2 of 11
Stops over 300 ft from a signalized crossing	4 of 11

Site 8B: River Road (South) - Noted Issues

Pedestrian hostile environments discourage walking.



Sidewalk uplifting due to tree roots create uneven walking surfaces.



Side streets without sidewalks create connectivity issues for pedestrians.



Lack of sidewalks on side streets create unwelcoming conditions for pedestrians.



Evidence of vehicles speeding along side street off of 35 mph River Road.

Site 8B: River Road (South) - Recommendations

Key Issues

- Pedestrian hostile environments around non-parking lot facing sides of businesses.
- Evidence of speeding cars along the side streets directly off of River Road.
- Side streets without sidewalks and poor drainage leaves large pools of water, forcing pedestrians into roadway.

Recommendations

- Encourage development oriented to street face, as opposed to large setbacks with parking lots between the street face and store entrance. This reduce pedestrian hostile environments around existing auto oriented commercial developments.
- Implement traffic calming (speed bumps, chicanes, curb extensions) on side streets directly off of River Road to slow speeds and prevent traffic.
- Work to identify and close gaps and improve conditions of the sidewalk network along side streets connected to River Road.
- Consider adding an additional phase at major intersections disallowing left turning vehicles. This would allow pedestrians a full crossing phase without the risk of left turning vehicles.