



Community Visioning Workshop

Wednesday, June 2, 2021

Public Comments

You basically got it all in the introduction, the road is built to drive fast and we want to be able to use it for other stuff.

City of Eugene also has park land north of 30th east of Spring Blvd.

I imagine most (or all) people who walk along 30th, is between Hilyard Street and University Avenue, but not further east.

I would like the county to firstly pay special attention to the fire safety along its stretch of the highway - much brush, dead and dying firs, dry grass, and debris from [S]pring Blvd. to I-5 right next to the roadside.

I have 3 kids and we walk and bike from Agate down to Camas, Roos[e]velt, and South.

[I] also do that walk daily with kids and stroller.

Also safer to do a left hand turn with a car there as well.

City of Eugene claims that there is no official public access between Coryell Ridge and neighborhoods north.

There's not a slot for being on a bus.

I was on a bus that had a near collision with a car.

Winter black ice west of Spring Blvd.

That is one of the slickest spots of road.

Also important for safety besides rate of speed is minimum safe passing buffer.

Agate [Street] intersection is great concern.

Riding up the hill past the spring [B]lvd. exit. You're very slow and have to cross the exit lane, while traffic is zooming by.

Poor intersection + high speed + lack of crossing.

My greatest safety concern on 30th is turning from or onto 30th near Camas Ridge school. The school buses, and until recently LTD buses, and neighbors and parents dropping off kids at school. 30th and Harris needs a traffic light for safety of school kids.

Sorry if I missed this. I would like an off-street path along the north side of 30th Avenue along existing gravel roads and dirt paths, if it is at all possible.

LTD Buses passed me dangerously close on two occasions last year. No space given. Huge wind rush. In winter the bike lane can fill with ice.

I will not ride or walk on 30th due to the proximity of drivers at high speeds. It is unsafe and unpleasant.

A [traffic] circle at Agate would help slow down traffic and make the intersection more safe. Reed Market [Road] from Century Dr to the 97 in Bend is a great all around model.

Speeding on 30th is high. Most drivers don't pay attention to the school zone.

Agate is really bad because 30th is not a great option for bikes/ people, a left hand turn is hard to do off of Kimberley so it gets more (unsafe) traffic.

OSM shows paths in the north side of 30th at this link:

<https://www.openstreetmap.org/search?query=30th%20avenue%2C%20eugene%2C%20or#map=16/44.0199/-123.0539&layers=Y>

Bike with daughter most days but it's scary at times

No official trails exist.

This is in planning stages

New housing development seems to have removed bike path.

Interested in separated bike/ped path from Spring to Bloomberg Park:<https://www.eugene-or.gov/Facilities/Facility/Details/-155>

"Power and natural gas utility easements bisecting the park cross private properties and cannot be used without owner permission."

My daughter was biking today, and was nearly hit by a car while crossing at the crosswalk at Camas.

The new Spring extension towards Central off of 30th is nice for walking but not bikeable.

[McVay] is a bigger problem than 30th it seems. It is too narrow and businesses access pose [problems].

Considering increased development planned along McVey Hwy and 30th, we need more traffic control on 30th.

Also this is access to [S]eavy loop area

I want to elevate the idea of a bike route that goes through the neighborhood on the side of 30th.

Looks like [redesigning] of [McVay] might be a better purpose than redesigning 30th.

I wanted to mention something that not-so-fit bike riders (like myself) are resorting to: when biking up 30th in order to get to Spring, I ride straight past the exit, and then ride back towards Spring via the on-ramp. The incline is much gentler, but obviously it's less safe.

In the school season I've seen traffic backed up to McVay due to the traffic lights.

Roundabouts might answer my question. Depending on the implementation.

Speed of traffic keeps pedestrians and bicycles off of 30th so might be better to add bike lanes and reducing lanes would only create a tremendous amount of congestion. congestion (traffic) is already too great - especially at [intersection] with Hilyard.

That would be a huge benefit.

That is proven to not be true. https://www.ca-ilg.org/sites/main/files/file-attachments/sustainability_road_diets.pdf?1425342150

I was looking for the actual speeds - 85th percentile.

Please update mapping with City of Eugene Parks.

I'm looking for how fast people are going.

The speed study data - maybe I missed that and you didn't share that.

Narrowing and removing lanes is the biggest possible win for safety and accessibility.

Black Oak Basin on the north side of 30th.

85% were driving over 70 miles per hour.

Wondering if any new surveillance measures are being considered as part of this project?

85% means 15% were driving over that speed.

That is a major issue!

Buses are the way to get students in and out of LCC faster.

I would think average daily traffic by time periods would be critical.

Speeds going up the hill are horrendously fast. Very important to reduce speeds from Hilyard to Agate as that is the place with the most pedestrians and vulnerable users.

Congestion is not always bad - it slows traffic.

Unless traffic was going 30 mph, had a concrete wall between me and traffic, and the grade is more akin to a tunnel through the mountain, there is little chance I'd ever bike over 30th again to LCC. I'd strap the bike to the front of the bus in a heartbeat before taking my life in my hands.

Yes, the lights at LCC are on and very bright 24 hr [/day]. I am curious why they are on all the time.

Better options for alternatives to cars always means less car congestion.

Looking at your map, a cross path from Bloomberg Rd to the Gonyea cloverleaf would solve many problems.

People treat the eastbound lanes as a freeway on ramp but they are accelerating through our neighborhood and right past an elementary school.

Regarding the idea of a bike route on 29th: a bike bridge over the golf course would be AWESOME! What an amazing attraction.

I am wondering if you have an updated speed study you can share online.

A highway [that begins] at Agate makes people drive faster from Hilyard.

It's hard for me to imagine any alternate routes, but it's also hard for me to imagine 30th ever being reasonable to bike on.

Someone mentioned 29th or 32nd/31st to get (at least most of) the way.

E-bikes are going to be key for making it manageable.

We need a separated path, maybe with trees between the road and the path for 30th to be bikeable. There is plenty of ROW to do that.

Data from 2015 may now be outdated. From: University to [McVay] intersection, I don't think there are problems that are worth spending \$\$\$ on.

We now have three vendors of e-bikes & e-scooters in town and there are a lot of them now on the road.

Yeah, e-bikes will change the calculus for sure.

Trees or a low cement barrier [won't] protect bicyclists from cars going 75 miles per hour.

I agree. And tree canopy helps slow car speeds.

30th should be planned as though it were an urban roadway. There are urban uses on each end of the short corridor and the rest is urbanizing quickly.

Where is the urban growth boundary on this map/area?

City of Eugene has speed data for the western portion that we did a handful of years ago if that is helpful - Reed [Dunbar] can get that for you.

Pedestrians and bicycles should always be separated when possible.

I'd love to see a dedicated walking/biking corridor that runs along 30th on a completely separate path on the south side of the road.

Thanks to all for smooth meeting facilitation!

30th Ave tramway Amazon to LCC all the way :)

I ask about the urban growth boundary because it seems like it would determine if this is a "rural" versus "urban" route.

People don't walk on 30th because it is steep and long and they aren't up to it. There are sidewalks and crossing means on areas that are walked more frequently.

It's also important to connect pedestrians to the [R]idgeline trail system and the Ribbon trail!

I once heard that you could move the most cars per hour at 35 mph (due to vehicle spacing).

Slower traffic makes everyone safer.

Agate merge onto 30th would be much safer.

In places designed for people, cars should never be going faster than 15 mph.

I'm in an age range that pretty much says I wouldn't be doing a lot of walking on 30th from Agate to [McVay]. There are others like me especially in the residential areas that are adjacent.

I would like to walk from Agate to the Ribbon near Spring. I don't because of the danger of walking along 30th and crossing 30th.

New housing at Spring [Blvd.] will bring more traffic and merging onto 30th so speed limit should be reduced for safety.

Thank you for your meeting. Appreciate it but it is not as helpful as in person discussion and it doesn't include very many people – a very small percentage of those affected.

I don't think equity is a very large issue.

Biking is better for the environment as well. We need to reduce dependence on cars.

Thank you for the equity piece.

The equity piece is HUGE.

I have vehicles, but I want myself and kids to run and bike in my neighborhood safely.

Especially for our LCC students.

Yay equity! Remember folks that cannot drive, because of ability or age.

Makes a greater neighborhood.

Or cannot or do not want to have a car.

Thank you for doing the work to make us safer in cars, on bikes, e-bikes, and walking!!

Thank you for doing the work to make us safer!

Appreciate all your work!

Thanks for making this city more delightful to move around in.

Yes, very much thank you! Let us know how we can continue to help push this forward.

Yes, on the roundabout at Agate!!!

Was the survey tool helpful? / Did the meeting format work well?

Yes

Yes

Yes, useful tool.

Yes

Very useful tool - appreciate everybody's time

7 / 10

Yes

Yes, the survey tool was useful.

I think easier than local

Great work Lane County folks!!

I [appreciate] that there may be a decision to not move forward once all data is gathered [and] spend money elsewhere.

Please look at reducing speeds to 35 mph on 30th, and adding traffic light to 30th & Harris for the sake of LTD & school bus, commuters to Camas Ridge school, and neighbors.

I am a parent that cannot usually make it to public meetings. This works well.

I think there are many who would like to comment but are uncomfortable with the technology needed. Those voices are not being heard.

Yes, Zoom meetings are the best.

Thank you!

Thank you

Thank you all so much!!!

Again thank you, but this [reached] only a very narrow audience.

Thank you. I think this format worked well.

The 5:30 time of this meeting was problematic for me since I work till 6! Glad it lasted until 7, tho. Missed the first hour... Maybe add a brief synopsis of what's been covered every 1/2 hr or so.

Thanks!

Thanks

I'm not so good at using tech. so No on the [survey] tool.

