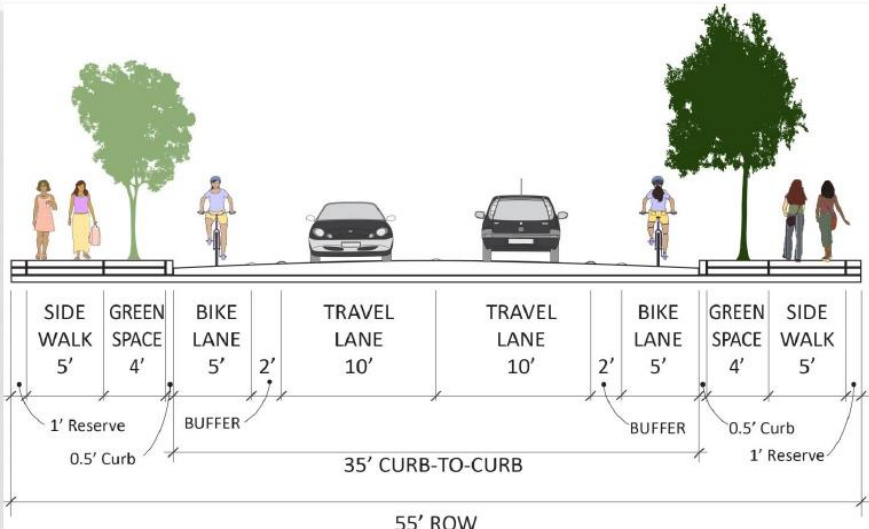
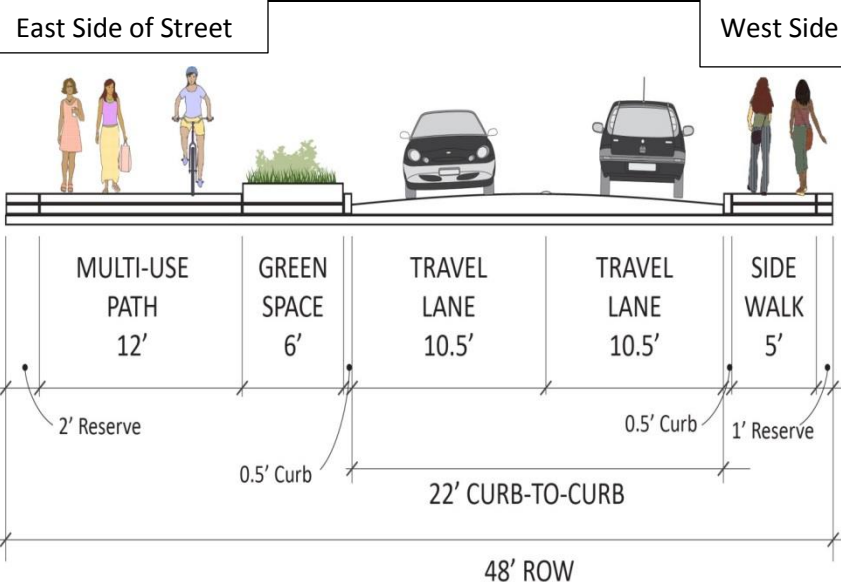
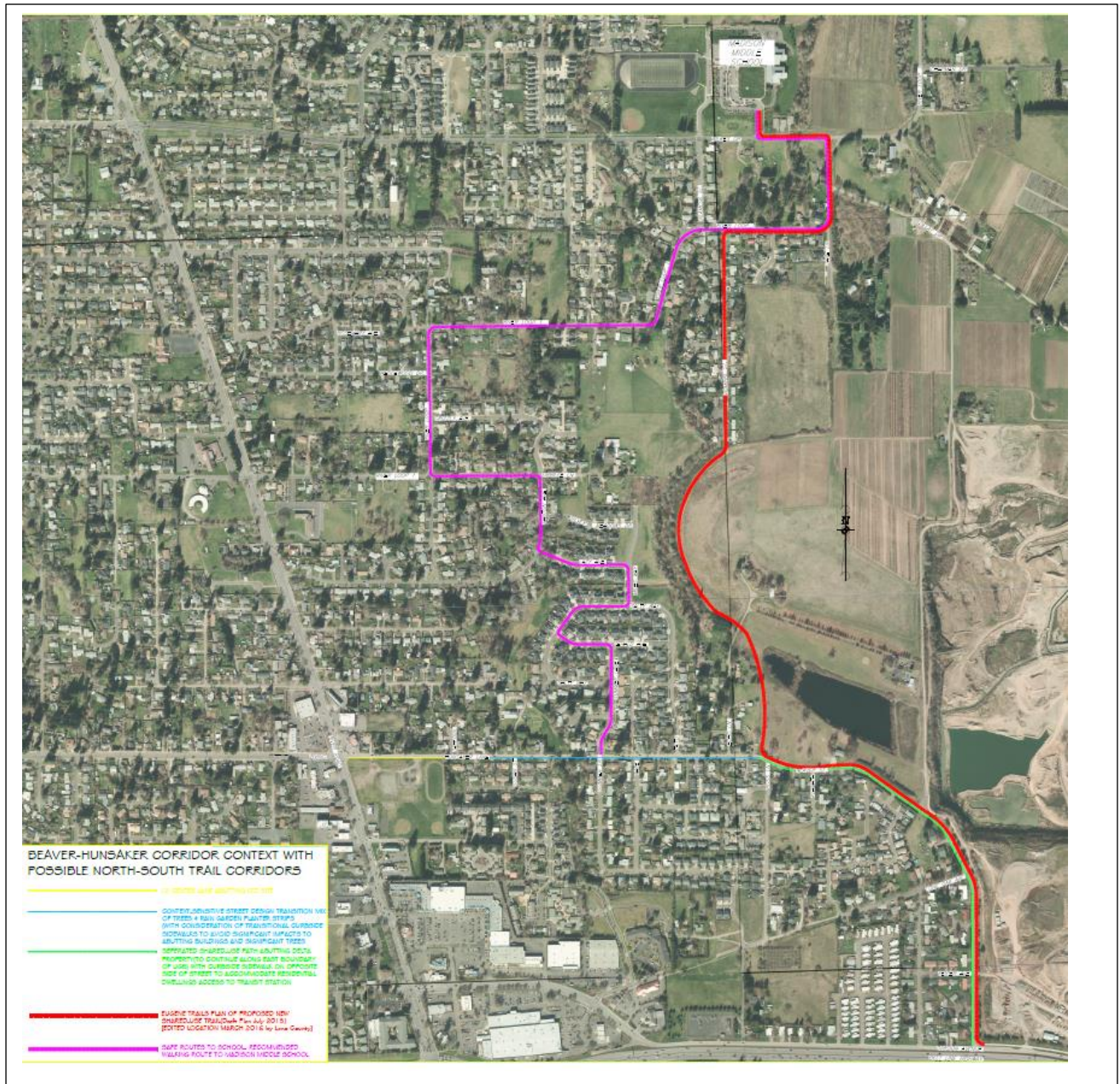


Survey Results Summary

What do you think about the draft design concepts?

Hunsaker Lane	Comments
 <p style="text-align: center;">Rank your response to this design: <u>Majority voted "Support"</u> 1 = strongly against (3 votes), 2 = against (2 votes), 3 = neutral (3 votes), 4 = support (8 votes), 5 = strongly support (7 votes)</p>	<p>What's different about this design and why:</p> <p>Travel lanes have been reduced from 11 feet to 10 feet to slow vehicle speeds, with the goal being a posted speed of 25 mph instead of the current 35 mph</p> <p>Do you support this change? Yes <u>18 votes</u> No <u>8 votes</u></p> <p>The green space is 2 feet narrower to reduce the overall street width and minimize impacts to abutting properties.</p> <p>Do you support this change? Yes <u>22 votes</u> No <u>4 votes</u></p>
Beaver Street	Comments
<div style="display: flex; justify-content: space-between; margin-bottom: 5px;"> East Side of Street West Side </div>  <p style="text-align: center;">Rank your response to this design: <u>Majority voted "Strongly Support"</u> 1 = strongly against (0 votes), 2 = against (0 votes), 3 = neutral (1 vote), 4 = support (10 votes), 5 = strongly support (11 votes)</p>	<p>What's different about this design and why:</p> <p>Extending the bike path from Division Avenue, along the east side of Beaver Street, for an eventual bike path connection to Wilkes Drive</p> <p>Do you support this change? Yes <u>23 votes</u> No <u>1 vote</u></p> <p>Providing a curbside sidewalk to enable walking on the west side of the street and an extra ½ foot of travel lane width in case bikes want to share the road</p> <p>Do you support this change? Yes <u>22 votes</u> No <u>2 votes</u></p>

Walking and Biking Corridors



Do you have any feedback on the recommended safe route to school shown in pink?

- **No**
- **Not at this time**
- **<none>**
- **This is the same route my son took to ride his bike to school. Will bike improvements be made to River Loop #1?**
- **Why? It's not the most direct route – which is the one the kids will take. Much too windy and dangerous for walkers/bikers along River Lp #1, anyway. Also, these are teenagers; they're not going to take the "safe" route to middle school.**
- **I like this idea for children's' safety.**

Survey Results Summary

- Great idea for residents from Hunsaker to Wilkes. Lighting may have to be incorporated into design.
- Good idea – keep kids off River Road as much as possible.
- Good route. It needs to be signed for bikes and peds to navigate it easily.
- Could the proposed bike path also be a pedestrian path, it seems safer & shorter
- I am in favor of this safe route to school
- This is hard to determine the path that has been proposed
- I'd have to analyze the route in more depth. Is the idea that it would be a bike boulevard? What level? What improvements? It's a bit windy.
- Looks good – my husband rides his trike on those streets now
- Good!
- Needs lots of signage
- Safe route for children is good!
- Using Taito would be more direct
- Signage for students is very important, to encourage bike transportation and ensure student safety.
- No
- The red line path is better and more direct

Do you have any feedback on the proposed bike path location shown in red?

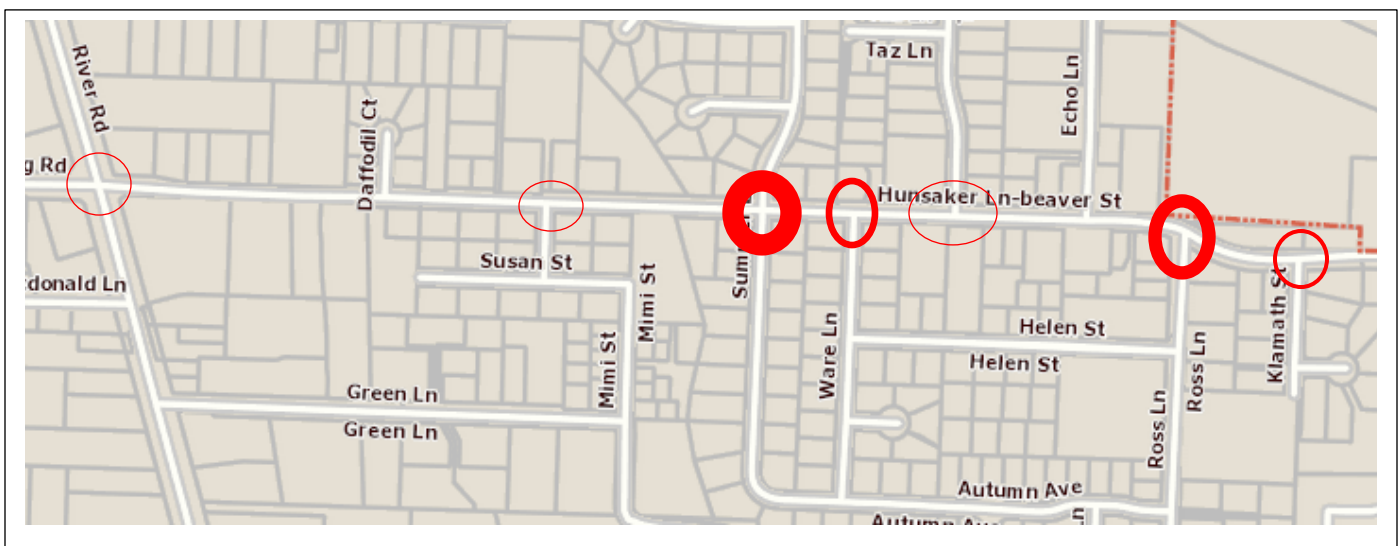
- Would be nice
- <none>
- We like that the proposed path connects to Madison Middle School and improves safety along Beaver-Hunsaker
- Too bad it's not for cars!!!
- Why not connect Hunsaker directly to Zane Lane/River Loop #1? Or if this version, why not Admiral Street to Alameda Street? Students & bikers currently use the driveway past the school's football field – only cars use the driveway into the school's parking lot. Also, the driveway past the football field is the direct route to the proposed Madison community park.
- I do like this idea for all bike riders.
- Great idea for biking and extension of west bank bike path. Keeps cyclists/peds off River Road connector.
- Looks great, but straighter is better. Why no use Alameda?
- Good
- I am in favor of this proposed bike path
- Looks good. See about bending it around the back of the 4J property to allow a straight line up Zane or make it go up Alameda & improve that crossing.

- I'll look forward to exploring it, if I'm not too old by then
- Will you put a fence between the path and adjoining private property?
- I support it but improving the roadway is my 1st priority
- Looks Good!
- Multi-use path ok. Needs to be dedicated bike/ped use.
- I love it. The neighbors at the southern tip of Admiral Street are concerned about kids on bikes at the intersection of Admiral and River Loop 1.
- No, only concern is the amount of use it will get from the present neighborhood
- The proposed bike path would make it the best logical solution to the excessive traffic on Hunsaker.
- My husband and I are in full support of the bike path project. We are active individuals that would utilize that space weekly. We also hope that the City of Eugene will prioritize a River Road project such as this. It's the equitable choice.
- I support but take another look at extending Beaver north to connect to River Loop 1 to reduce traffic on Hunsaker
- I like it. Path or bike lane needs to extend down Hunsaker to River Road.

What intersections/locations along Beaver-Hunsaker do you think would benefit from pedestrian or bicycle crossing treatments? (Please circle the locations on the maps provided below.)

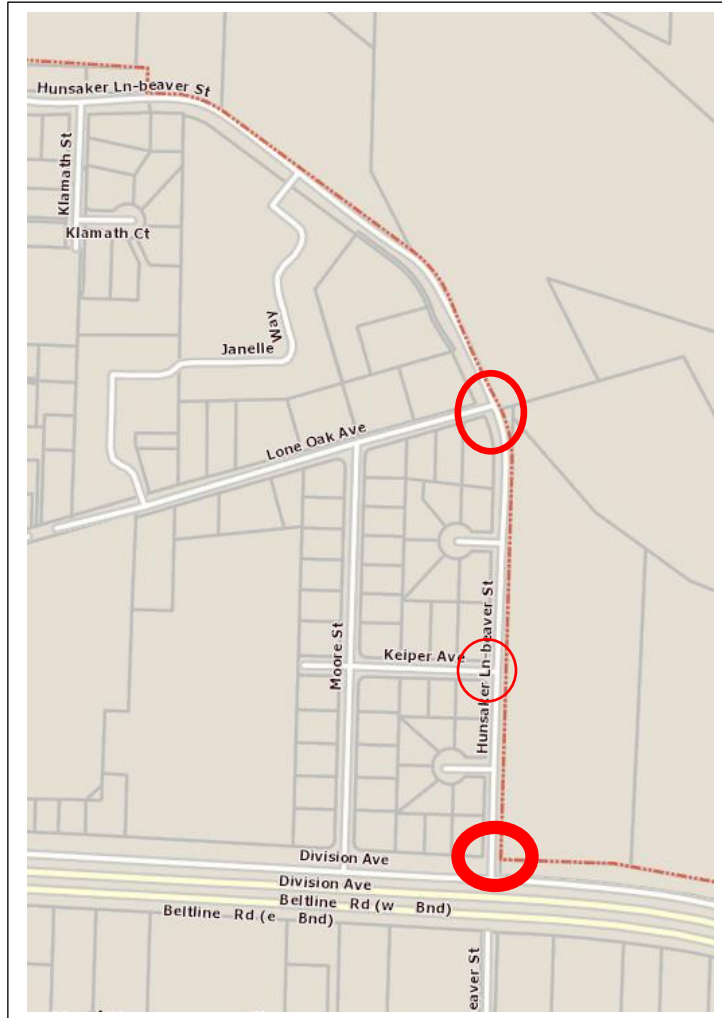
Hunsaker Lane Crossing Needs for People Walking and Biking

(Line weight of circle increases by 0.5pt per response)



Survey Results Summary

Beaver Street Crossing Needs for People Walking and Biking



Tell Us More About Yourself...

Do you live on Beaver Street or Hunsaker Lane? Yes 5 No 20

Do you live in the area (if not on these streets)? Yes 21 No 3

Do you work in the area? Yes 8 No 17

How often do you travel on Beaver Street-Hunsaker Lane?

- **By bike:**
 - 5 people daily
 - 7 people weekly
 - 3 people monthly
 - 5 people a few times a year
 - 5 people never
- **By foot:**
 - 3 people daily
 - 9 people weekly
 - 3 people a few times a year
 - 9 people never
- **By car:**
 - 19 people daily
 - 8 people weekly
 - 2 people monthly

What improvements could the County consider to improve your experience while traveling on Beaver-Hunsaker:

Sidewalks	Yes <u>25 votes</u>	No <u>1 vote</u>
Bike lanes	Yes <u>24 votes</u>	No <u>1 vote</u>
Street Trees	Yes <u>11 votes</u>	No <u>5 votes</u>
Street Lights	Yes <u>18 votes</u>	No <u>1 vote</u>

What else?

- We need a turn arrow to turn from Hunsaker onto River Road and from Irving across River Road to Hunsaker to turn from Irving left onto River Road.
- I would walk if there were sidewalks
- Some sort of speed controls
- No green space!
- We work with Cornerstone Community Housing and are considering the interests/needs of 36 low-income households (future residents) who will live on Hunsaker, near Lone Oak. Safety is a major concern.
- Turn arrow at light on River Road from Irving and Hunsaker
- No sure about taking so much property from homes to build everything

Survey Results Summary

- Slow down the speed limit
- The street is too windy on Beaver and the street proceeds to a long straight at Hunsaker, allowing speeds to be in excess of the posted speed. Wish the annex of houses on Taito and others located on city property too many cars are traveling on Hunsaker. One way out, the current street appears to be too narrow to expand without leaving property owners without any frontage.
- Is there really enough property to add sidewalks?
- It's currently not safe to walk or bike on Hunsaker
- Need protected turn lanes at River Road
- Speed bumps to be installed to slow down traffic on northbound traffic on Summer that is flowing into new subdivision
- Left hand turn off Hunsaker to River Road
- Would a shared bike/ped path use less horizontal space then separate bike/sidewalks? If so, I would prefer that!
- Intersection of River Road and Hunsaker need improved. Hard to get out of Dari Mart.
- Crosswalks intersection River Road & Hunsaker. Bottle neck while trying to turn onto River Road.
- Sidewalks on south side of Hunsaker only would be plenty sufficient. Traffic westward is probably 10 times the eastward traffic. Only the south side of Hunsaker needs sidewalk/bike lane. North side is unnecessary waste.
- Completely unnecessary to have a curbside sidewalk with a bike path across the street.
- Too dangerous to walk or bike on Hunsaker.
- The Beaver Street design concept should be continued through Hunsaker.
- Nothing being done to keep cars at 35 mph now. NO police presence.
- What about a road instead of a bike path between Beaver and Wilkes?
- Sidewalks are a good addition along Hunsaker
- Divert traffic away from Hunsaker
- Crossing signal for bikes to cross at Beaver/Division intersection would help divert cars onto Division as it is intended
- Put speed bumps to slow traffic 25 mph is a good idea
- There is not enough foot traffic to warrant both a multi-use path AND a sidewalk.
- The narrower travel lanes are acceptable ONLY if speeds are 25 mph or less.
- The problem is the excess traffic, which could be diverted to both Division and north to River Loop 1.
- No need for bike lanes and sidewalks on both sides of Hunsaker
- Beaver/Hunsaker needs more traffic enforcement. Drivers consistently exceed speed limit. If speed is lowered to 25 mph it needs to be enforced.
- Would bike and foot drastically more if I felt safe

- Prioritizing the connection of the bike path. It's time River Road gets access to trail. Our community needs it and it expanding greatly in the near future with all the development.
- Support the narrower green space as long as we keep greenery
- Expand Hunsaker to 65' ROW with center turn lane, bike lane, sidewalks, and green strips
- Expand Beaver Street to 60' ROW
- 25 mph? Really?
- Minimize green space
- It's important to make the route safe for bikes
- I walk my dogs along Beaver/Hunsaker 3-4 times a week. It would be great to feel safer when I do that.
- Better signage; traffic slowing features
- Prefer biasing 55 wide street to south side of ROW west of Taito Street
- Pie in the sky proposals: Longer on/off ramps off Beltline; bypass from North Delta Hwy to north River Road for future development to eliminate traffic at Beltline/River Road corridor; realign Delta Hwy/Beltline intersection; add east/west bridges over river; proposed Beaver Street arterial; west bank path be continued north on east side of Knife River property to connect with Beaver Street arterial bike lane
- Question necessity of green space in regard to existing trees. Widening of Beaver should be from the east side. Bike lane definitely needed. Not sure about sidewalk or greenspace. May not be enough room regarding private property easements. Are greenspaces necessary?
- Built it so a 10-year-old can use it on their own
- Reduce traffic congestion at River Road.