

Stakeholder and Traffic/Operations Issues by Category  
March 16, 2007

**Access Map**

- Business access to and from Shari's/ Arco block
- Access to and from Outback westbound
- Access to McDonalds (3 access to 1) - we rely on convenient access
- Access to Super 8 - dependant on freeway traffic
- Gateway Village access
- Access from State Police to 1-5
- Row and access if there is roundabout at International & Gateway (Credit Union)
- Ease of movement of southbound traffic on Gateway to freeway oriented businesses

**Cross-Over Map**

- Consider cross-over easements in the Shari's/ Arco block to facilitate easier access.
- Westbound access and egress to Outback will need to be across other properties

**Round-About Map**

- Replace "pork chop" on current plan with a roundabout to ease access from Gateway southbound to Super 8 and other businesses on east side of Gateway that are dependent on southbound traffic from I-5.
- Consider roundabout at Gateway Street/Kruse Way intersection.
- Possible roundabout (at Gateway/Kruse) to better serve area
- Row and access if there is roundabout at International & Gateway
- Consider more roundabouts

**ROW Map**

- Shift Gateway Street east near Northwest Community Credit Union to minimize impacts to parking lot.

**Traffic Map**

- Function of Gateway/Beltline
- Accommodation of northbound Bus Rapid Transit between Kruse Way and Beltline Road, including signalization at Beltline Road
- The extent and limits of improvements to Gateway Street north of Beltline Road should be re-evaluated relative to recent City of Eugene and the ongoing ODOT projects.
- Safety concerns from State Police

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**Impacts & Cost Effectiveness**

- Concerned about impact of couplet on retail south of Beltline Road.
- Think long-term about solutions in the Gateway area.
- Design this area as a destination and not just a pass-through district.
- We are also concerned that the capacity created with substantial support from PeaceHealth be available to support other uses master planned for the RiverBend campus and the RiverBend annex site.
- The couplet/intersection improvements are crucial to enabling implementation of phase 2 of the RiverBend Master Plan and are needed for the City of fulfill its obligations to PeaceHealth.
- Access to the RiverBend Annex for commuters, visitors and freight movements is of critical importance. The annex serves as a distribution and value-added processing center for PeaceHealth facilities across Lane County and increasingly for our entire system. Therefore these intersections, and at Beltline/Game Farm are key for accessibility.
- Possible district-wide zone changes could increase transportation model/forecasts
- Right-of-way impacts project-wide
- Need to serve areas with limited access
- Confirm/accept mobility standards - are they appropriate? (more congestion may be acceptable)

**Misc**

- Certainty for owners
- How do shared accesses work?
- Freight movement to industrial park area

**Future Issues**

- Add a north-south connection between Beltline Road and Game Farm Road east near Shari's.
- Extend Maple Island Road south to Beltline Road.
- Move signal that is currently located at Beltline Road and Game Farm Road to the intersection of Martin Luther King, Jr. Parkway and St. Joseph's Place or consider signalizing both intersections.
- PeaceHealth is also interested in adding/moving traffic signal to the St. Joseph Place/MLK Parkway intersection to serve emergency egress from the hospital and access future commercial and residential areas. This intersection is intimately linked to other access points to/from Beltline/MLK, and its signalization is key to our ability to provide access needed for successful nodal and mixed-use development
- Anticipated traffic volume westbound on Beltline Road is more than three through lanes can accommodate through the Beltline/Hutton intersection
- The volume of eastbound traffic on Beltline Road turning left (north) onto Gateway Street is more than two turning lanes can accommodate.