# 35th and Kincaid/Alder: Quick Build Project

Real World Eugene, 2023

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# Acknowledgements

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Michael Howard: *Instructor of Real World Eugene and primary support on this project*
Kim Thompson: *Instructor of Real World Eugene*

Logan Telles: *Our community partner, without whom this project wouldn't exist*

Southeast Neighbors Transportation Committee: *For meeting with us*
Everyone who participated in our survey: *Thank you for participating and sending in your feedback*

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## Background and Purpose

The Lane Council of Governments (LCOG) applied for grant funding from the Federal Government to implement infrastructure projects throughout Lane County. The City of Eugene, in coordination with LCOG, identified the intersection at East 35th Ave and Kincaid St/Alder St. as a priority location for a quick build project. A "quick build" project approach allows communities to benefit immediately from transportation infrastructure improvements. Quick build projects utilize cost effective, and durable materials to test temporary treatments before committing to a permanent design. Quick build projects also allow the City to deliver interim solutions within a quick project delivery timeline while staff identify funding for a permanent project. These projects prioritize walking and cycling safety.

The area around East 35th Ave and Kincaid St/Alder St. has wide intersections with unusual geometry that contribute to driver confusion and yield compliance violations. The City is interested in implementing two "quick build" roundabouts with curb extensions to improve driving conditions and intersection safety.

## Research Objective and Questions

*This report will attempt to answer these questions.*

- What are the primary transportation challenges experienced by community members in the area of 35th Ave and Kincaid/Alder St.?

- Will a quick build project at 35th Ave and Kincaid/Alder St. create a safer environment for people walking, biking, and driving? Are neighbors supportive of such a project?
- How is the quick build roundabout at Clark St. and Adams St. performing? Are there challenges with yield compliance here?

# Methodology

The scope for the quick build project outlines three distinct research opportunities, investigating the roundabout at Clark and Adams, conducting a traffic study at 35th and Kincaid/Alder, and community engagement with the Southeast Neighborhood. The goal of this research is to collect quantitative data that will help city planners identify transportation patterns. The Quick Build Team also hopes to understand community sentiment and perspectives around this proposed intersection project. This information will be synthesized in this report and used to guide our recommendations.

## Methodology for Clark St & Adam St Roundabout Traffic Study

The Intersection at Clark St. and Adam St. was evaluated by a Real World Team in 2019 and the following year, the intersection received a "quick build" roundabout. Our intent was to evaluate the performance of this existing roundabout. This roundabout will serve as a template for the quick build roundabout design at East 35th Ave and Alder St/Kincaid St.

The Quick Build Team counted cars, pedestrians, and cyclists as they navigated this intersection, tracking where they entered and exited. Each entrance of the intersection was assigned a letter (A-D), and this was used to track how users moved through the area. Additionally, near misses were recorded; they were categorized as the near collision of a vehicle with another vehicle, pedestrian, cyclist or stationary object. The Quick Build Team marked the direction from which the subjects were traveling during their near collision.

The traffic counts were conducted Tuesdays and Thursdays, over the course of two weeks, during morning (7:00am-9:00am) and afternoon commute rushes (4:30pm-6:30pm).

** *See Appendix E for Data Collection Sheet*

## Methodology for East 35th Ave & Kincaid/Alder Traffic Study

East 35th Ave intersects with Alder St in a "Y" junction that flows West into the larger 4 way, East 35th Ave and Kincaid St intersection. All five entrances in this intersection were assigned a letter (A-E). The study monitors the total flows of cars, pedestrians and cyclists.

The Quick Build Team counted cars, pedestrians, and cyclists as they navigated this intersection, tracking where they entered and exited. Each entrance of the intersection was assigned a letter (A-D), and this was used to track how users moved through the area. Additionally, near misses were recorded; they were categorized as the near collision of a vehicle with another vehicle, pedestrian, cyclist or stationary object. The Quick Build Team marked the direction from which the subjects were traveling during their near collision.

Morning and afternoon traffic counts were conducted Tuesdays and Thursdays, over the course of two weeks, during morning (7:00am-9:00am) and afternoon commute rushes (4:30pm-6:30pm). Additionally, Charlamagne Elementary School is located near the intersection so to take into account school traffic patterns, the study was also conducted on Wednesdays, from 2:45 pm to 3:45 pm.

Several times during our data collection it snowed. There is a possibility that this impacted our data due to lighter travel during those times.

***See Appendix F for Data Sheet*

## Methodology of Survey

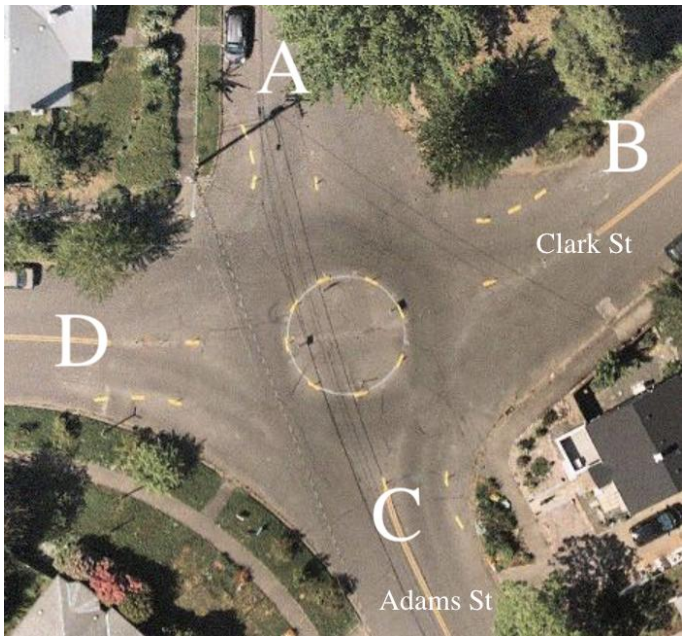
It is important for The City to understand the community perspective of this intersection to help meet the transportation needs of the Southeast Eugene community. The team developed a 15 question survey that was approved by Logan Tellez, the community partner. The survey was primarily aimed to residents of the Southeast neighborhood but was open to all Eugene residents. The survey was advertised to residents of the Southeast neighborhood through a community mailer distributed by the Southeast Neighbors organization. Additionally, the City of Eugene distributed a mailer with a link to the survey. Lastly, the Quick Build Team and Logan Telles met with the Southeast Neighbors Transportation Committee to gain further community feedback.

The survey was administered through Google Forms. Lastly, survey questions are primarily concerned with: intersection clarity,  user safety, commute patterns, and project feedback. The survey had 57 responses and was opened February 3rd to March 5th, 2023.

***See Appendix A for Survey Questions, see Appendix B for Survey Results*

# Goal 1: Evaluation of the Roundabout at Clark and Adams

Our first goal was to evaluate the performance of the City's first quick build roundabout at the intersection of Clark and Adams. The Quick Build Team wanted to understand its current performance. Specifically, the team looked for challenges with yield compliance and bike/pedestrian safety.

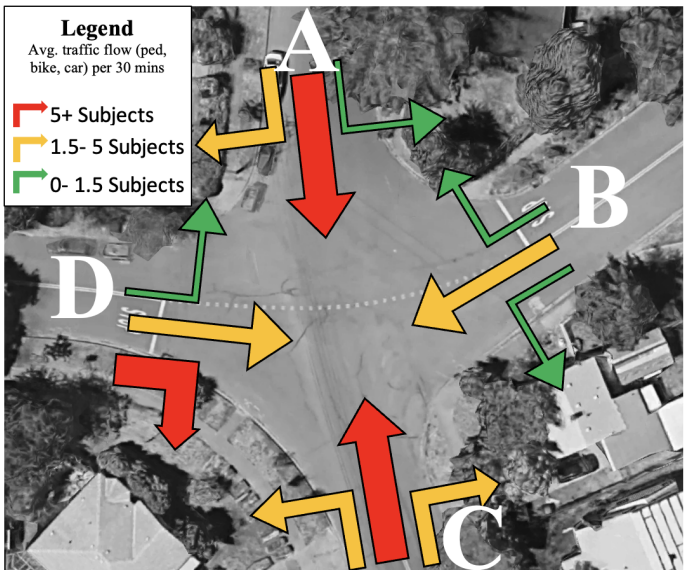



## Analysis of Clark and Adams

The Quick Build Team conducted over 12 hours of observational data collection at the Clark and Adams intersection. When the Quick Build Team refers to the subject that goes AB it means that the subject enters the intersection from A (N Adams St) and exits B (Clark Street), see the image to the right Major themes and common trends will be explored throughout this section of the report.

### Traffic Flow

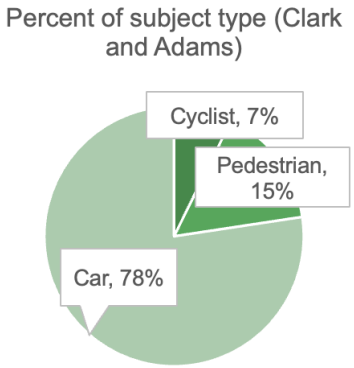
The main flow of traffic in the intersection is along N Adams St. (see below). The most common point of entry into the intersection was from *C* with 294 entries, followed by *A* with 260 entries. Every 30 minutes, the average flow of traffic from *AC* and *CA* were 8.8 and 7.9 subject users respectively.




| Subjects over 30 minute period (Clark and Adams) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | Enters A | | Enters B | | Enters C | | Enters D | |
| | Avg. | % | Avg. | % | Avg. | % | Avg. | % |
| Exits A | | | 0.8 | 2.2% | 7.9 | 21.0% | 1.3 | 3.4% |
| Exits B | 0.9 | 2.3% | | | 1.7 | 4.4% | 2.9 | 7.6% |
| Exits C | 8.8 | 23.4% | 1.0 | 2.5% | | | 5.2 | 13.7% |
| Exits D | 1.2 | 3.1% | 3.4 | 9.0% | 2.7 | 7.2% | Total | 100% |

Intersection Users

Looking at the breakdown of how subjects are interacting with the intersection, a majority are cars (78%), then pedestrians (15%), and lastly cyclists (7%).




Pedestrians

Pedestrians mostly interact with the intersection in five ways (DB, BD, AC, DB, AD) all of which account for 63% of the total pedestrian interactions. (see below)

**Pedestrians over 30 minute period (Clark and Adams)**

| | Enters A | | Enters B | | Enters C | | Enters D | |
|---|---|---|---|---|---|---|---|---|
| | Avg. | % | Avg. | % | Avg. | % | Avg. | % |
| Exits A | | | 0.21 | 3.6% | 0.38 | 6.5% | 0.83 | 14.5% |
| Exits B | 0.42 | 7.2% | | | 0.33 | 5.8% | 0.63 | 10.9% |
| Exits C | 0.79 | 13.8% | 0.08 | 1.4% | | | 0.25 | 4.3% |
| Exits D | 0.58 | 10.1% | 0.83 | 14.5% | 0.42 | 7.2% | Total=100% | |

Cyclists

Cyclists interact with the intersection in two main ways (DB, BD) which account for 32% of the total cyclist interactions with the intersection (see below). This is significant because a majority of traffic flows from CA and AC along N. Adams Street. This means that cyclists are typically trying to cross the intersection against the flow of traffic, increasing the chance of collisions.

**Cyclists over 30 minute period (Clark and Adams)**

| | Enters A | | Enters B | | Enters C | | Enters D | |
|---|---|---|---|---|---|---|---|---|
| | Avg. | % | Avg. | % | Avg. | % | Avg. | % |
| Exits A | | | 0.13 | 4.5% | 0.25 | 9.1% | 0.04 | 1.5% |
| Exits B | 0.25 | 9.1% | | | 0.25 | 9.1% | 0.38 | 13.6% |
| Exits C | 0.21 | 7.6% | 0.08 | 3.0% | | | 0.13 | 4.5% |
| Exits D | 0.21 | 7.6% | 0.54 | 19.7% | 0.29 | 10.6% | Total=100% | |

Near Miss

As described in the methodology section, a near miss is defined as “the near collision of a vehicle with another vehicle, pedestrian, cyclist or stationary object.” Of the four near misses recorded at Clark and Adams, three of them occurred when a subject entered from A with the forth instance being a subject entering from D.

Qualitative Analysis

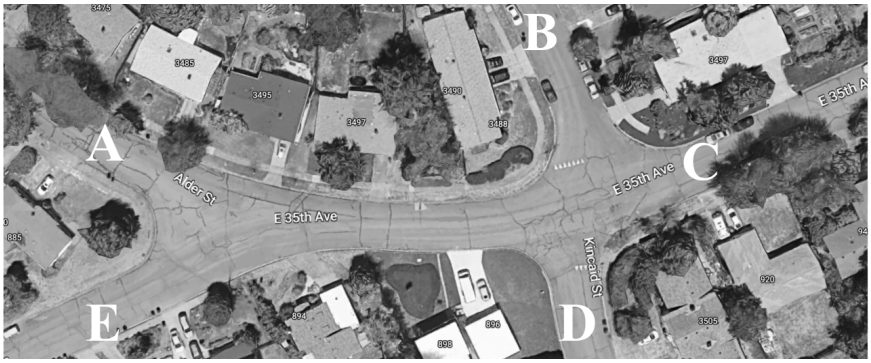
During our data collection, the Quick Build Team also took notes on qualitative data. The team noted that this intersection is part of a school bus route and is used widely by children. Many children used the space reclaimed from the right of way by curb bump-outs to wait for the bus. However, driver speeds vary widely; some do not slow at all, some treat it like a yield, some treat it like a stop sign. Cars are able to maintain a high speed while going around the roundabout. Though many seem to slow down. Cars hit the quick build bollards with surprising frequency. Additionally, many users appeared confused as to how to utilize the roundabout and either drive through the middle, went around the wrong way, or exercised lots of caution and seemed very confused. Sometimes users stopped at the intersection and waited for each other to go, seeming as though they couldn't identify the right of way.

# Goal 2: Evaluation of Intersection at 35th and Kincaid/Alder

Our second goal was to find out the primary transportation challenges experienced by community members in the area of 35th and Kincaid/Alder. The Quick Build Team wanted to find if a quick build project at 35th and Kincaid/Alder would create a safer environment for people walking, biking, and driving.

## Analysis of East 35th and Kincaid/Alder St.

After having conducted over 11 hours of analysis at the 35th and Kincaid/Alder location the Quick Build Team has found some common trends. It is important to understand the labeling system that the team used to collect data as they will continue to use the same labeling system throughout our analysis. When the team refer to the subject that goes AB it means that the subject enters the intersection from A (Alder Street) and exits B (Kincaid Street), see the image below for reference:



Traffic Flow

The most common point of entry into the intersection was from B with about 26% of entries, followed by C with 25% of entries. Looking at the number of subjects that entered over an average 30 minute period the two locations that stand out are subjects going CE and BD with rates of 6.2 and 4.5 respectively. This means that the main flow of traffic is subject crossing through the middle of the intersection traveling along 35th Ave or along Kincaid Street (see next page)

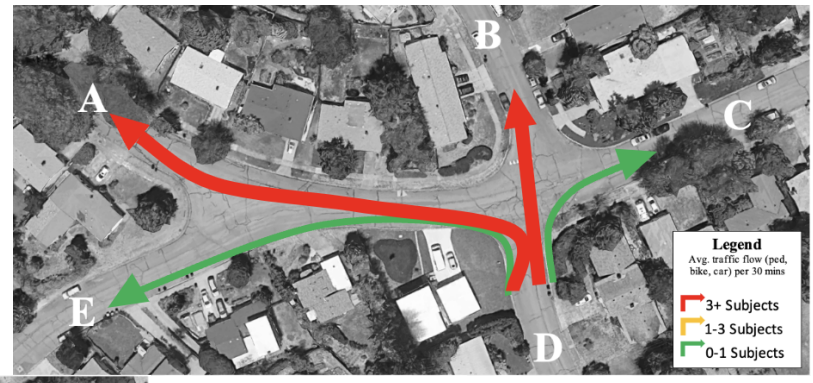
| Subjects over 30 minute period (35th an Kincaid/Alder) | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Enters A | | Enters B | | Enters C | | Enters D | | Enters E | |
| | Avg. | % | Avg. | % | Avg. | % | Avg. | % | Avg. | % |
| Exits A | | | 1.65 | 3.9% | 1.91 | 4.5% | 3.04 | 7.2% | 4.09 | 9.6% |
| Exits B | 0.17 | 0.4% | | | 0.61 | 1.4% | 3.13 | 7.4% | 0.61 | 1.4% |
| Exits C | 0.78 | 1.8% | 1.26 | 3.0% | | | 0.48 | 1.1% | 3.74 | 8.8% |
| Exits D | 1.57 | 3.7% | 4.48 | 10.6% | 1.70 | 4.0% | | | 0.35 | 0.8% |
| Exits E | 2.39 | 5.6% | 3.57 | 8.4% | 6.22 | 14.7% | 0.70 | 1.6% | Total=100% | |


Subjects entering from A (Alder St)


Subjects entering from B (Kincaid St)


Subjects entering from C (35th Ave)

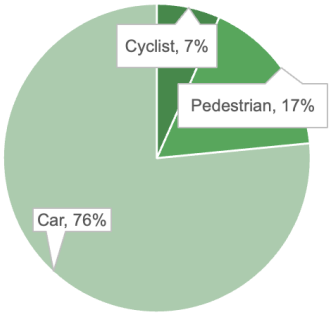
Subjects entering from D (Kincaid St)





Subjects entering from E (35th Ave)

Percent of subject type (35th and Kincaid/Alder)




Intersection Users

Looking at the breakdown of how subjects are interacting with the intersection, a majority are cars (76%), then pedestrians (17%), and lastly cyclists (7%). (see right)

Pedestrians

The highest volume of pedestrians interact with the intersection via Kincaid to Alder at 18%. Entries from D and A account for 52% of all entries for pedestrians. Pedestrians are twice as likely to exit A (33%) than any other exit point. (see below)

**Pedestrians over 30 minute period (35th an Kincaid/Alder)**

| | Enters A | | Enters B | | Enters C | | Enters D | | Enters E | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Avg. | % | Avg. | % | Avg. | % | Avg. | % | Avg. | % |
| Exits A | | | 0.52 | 7.3% | 0.35 | 4.9% | 1.26 | 17.7% | 0.22 | 3.0% |
| Exits B | 0.17 | 2.4% | | | 0.22 | 3.0% | 0.48 | 6.7% | 0.09 | 1.2% |
| Exits C | 0.61 | 8.5% | 0.26 | 3.7% | | | 0.13 | 1.8% | 0.26 | 3.7% |
| Exits D | 0.70 | 9.8% | 0.65 | 9.1% | 0.35 | 4.9% | | | 0.09 | 1.2% |
| Exits E | 0.30 | 4.3% | 0.17 | 2.4% | 0.22 | 3.0% | 0.09 | 1.2% | Total=100% | |

Cyclists

Cyclists interact with the intersection in two main ways (AE, EA) which account for 54% of the total cyclist interactions with the intersection (see below). This means that cyclists are typically either turning to or from 35th Ave. to Alder St. It should also be noted that there is a cyclist route that runs AD or DA and approximately 28% of cyclist traffic uses said route. As noted above it snowed during some data collection times which affected cyclist traffic the most, hence several locations didn't have any cyclist traffic.

| Cyclists over 30 minute period (35th an Kincaid/Alder) | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Enters A | | Enters B | | Enters C | | Enters D | | Enters E | |
| | Avg. | % | Avg. | % | Avg. | % | Avg. | % | Avg. | % |
| Exits A | | | 0.00 | 0.0% | 0.04 | 1.5% | 0.35 | 12.3% | 0.74 | 26.2% |
| Exits B | 0.00 | 0.0% | | | 0.22 | 7.7% | 0.30 | 10.8% | 0.00 | 0.0% |
| Exits C | 0.00 | 0.0% | 0.00 | 0.0% | | | 0.13 | 4.6% | 0.09 | 3.1% |
| Exits D | 0.43 | 15.4% | 0.04 | 1.5% | 0.00 | 0.0% | | | 0.00 | 0.0% |
| Exits E | 0.78 | 27.7% | 0.17 | 6.2% | 0.00 | 0.0% | 0.04 | 1.5% | Total=100% | |

Near Miss

As described in the methodology section a near miss is defined as "the near collision of a vehicle with another vehicle, pedestrian, cyclist or stationary object." Looking at "Near Miss" data from 35th and Kincaid/Alder there was eight near misses recorded, five of which occurred when a subject entered from B. This leads us to believe B is struggling with sightline issues.

## Qualitative Analysis

During our data collection, the Quick Build Team also took notes on qualitative data. This section explains our findings. Cars going down hill and entering at C drove very fast and many didn't slow down when entering the intersection. Similarly, cars going EC were often driving very fast. Cars going EA frequently turn onto the wrong side of the road.

# Goal 3: Community Engagement

The Quick Build Team surveyed community members to find out their perspectives on this intersection. This section summarizes our findings.

## Summary of Meeting with Southeast Neighbors Transportation Committee

The Quick Build Team and Logan Telles met with the Southeast Neighborhood Transportation Committee on February 17, 2023. This meeting was very informative on the opinions of this committee.

The Committee felt as though 35th and Kincaid/Alder was not the most necessary intersection to find solutions to, and were interested to see the list of intersections that the city was considering. They were interested in prioritizing higher traffic intersections, which is not possible with this type of construction. The funding is allocated towards quick build projects, and the locations that the committee identified needed more permanent materials for potential solutions. The other locations that the committee were interested in did not meet the criteria for the funding that the city has.

Location Finalization

The committee also asked how finalized this project was. Telles informed the committee that the intersection location was not yet concrete and that refinements could be made to the plans. He restated that the odd geometries and challenges of visibility and confusion present at the location were why it was selected. These factors are also part of the reasons why roundabouts were identified as a potential tool, since the horizontal deflection would make vehicles slow down.

Increased Safety:

The committee is very concerned about increasing safety for children and active transportation users, as well as increasing accessibility for people with mobility limitations (age related, disability, or other). The committee states that they see near misses at this intersection all the time, and lots of yield noncompliance. The committee urged that the city not make the intersections more confusing to navigate with the implementation of roundabouts, and were curious as to the success rates of other projects like this. The committee also stated that they would want to see sidewalks and painted crosswalks implemented. Unfortunately, the funding for the project currently does not extend to installing permanent concrete, such as sidewalks. Telles did inform the committee that MoveEug is launching in March and is focused on identifying active transportation projects.

Future Paving Implications

The committee was also concerned for the quality of the current road and how the implementation of a quick build roundabout would alter the ability to repair the damages that currently exist. Telles reassured the committee that regardless of the implementation of the roundabout, the materials used could be easily removed for repairs and re-installed with ease.

Concern for Non-Compliance

Lastly, there was concern from the committee that the usage of roundabouts would not calm traffic and instead further non-compliance of traffic laws. The Quick Build Team relayed that if such activity is happening and the roundabouts are not aiding in slower speeds and safety, then they can easily be removed.

Further Community Engagement Efforts

The committee stated that they appreciate the ability to provide input. They especially stressed they would like more opportunities to engage with transportation planners at the city. The committee was grateful that the Quick Build Team was surveying the neighborhood in order to gather the sentiments of the residents and even suggested door to door surveying. To conclude the meeting, the Quick Build Team and Telles thanked the committee for their time, feedback, and flexibility of meeting time.

## Survey Results

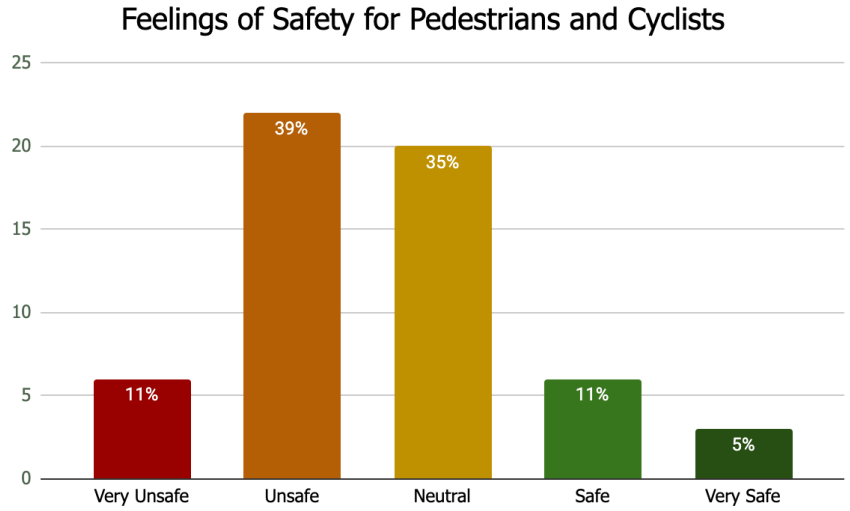
The Quick Built team implemented a survey from February 3rd to March 5, 2023, and got 57 responses. Only one respondent lived outside the Southeast Neighborhood. The beginning of the survey was targeted towards understanding users' interactions with the intersection, 68% of our respondents traveled through the intersection at least several times a week, with 36% traveling through the intersection daily. This indicates that our survey respondents are a good match to be providing feedback.

Goal of the survey

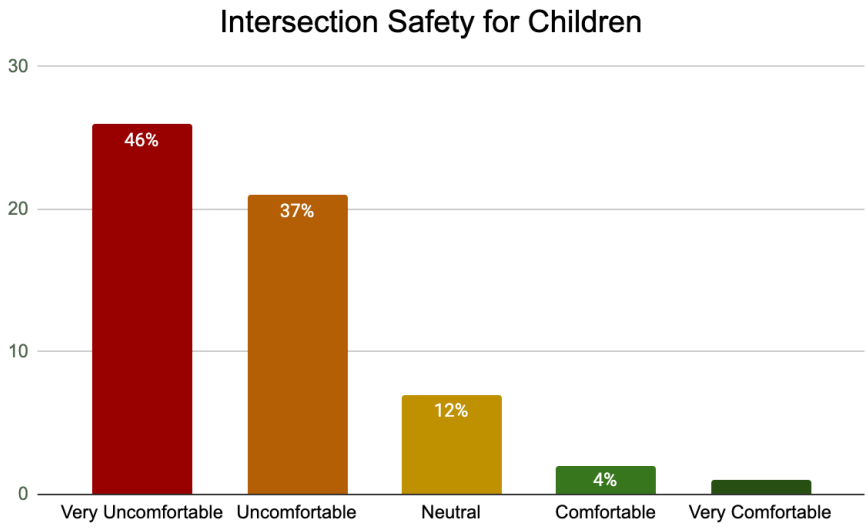
Part of the goal of the survey was finding user comfort levels with the intersection. The intersection does not lend itself to be used by pedestrians or cyclists, and only 26% of survey respondents feel safe or very safe while traveling through this intersection, with 50% feeling unsafe or very unsafe. This indicates that the City should increase clarity and comfort at this intersection. Many respondents provided comments regarding their level of comfort, with common themes being confusion, needing to use extreme caution, limited visibility, lack of clear right of way, speeding and a feeling of danger. Several respondents want to see stop signs added. One respondent “witnessed several accidents and near collisions over the years” at this intersection.

A good sign of accessible infrastructure is when it is usable by all age groups, from the very young to the very old. Respondents do not feel that this intersection is safe enough for children to use, with only three respondents saying they'd be very comfortable or comfortable letting a child navigate the intersection alone. 95% of respondents would be uncomfortable or very uncomfortable with this. Our infrastructure enables people to go places, and currently this area is inaccessible to children.

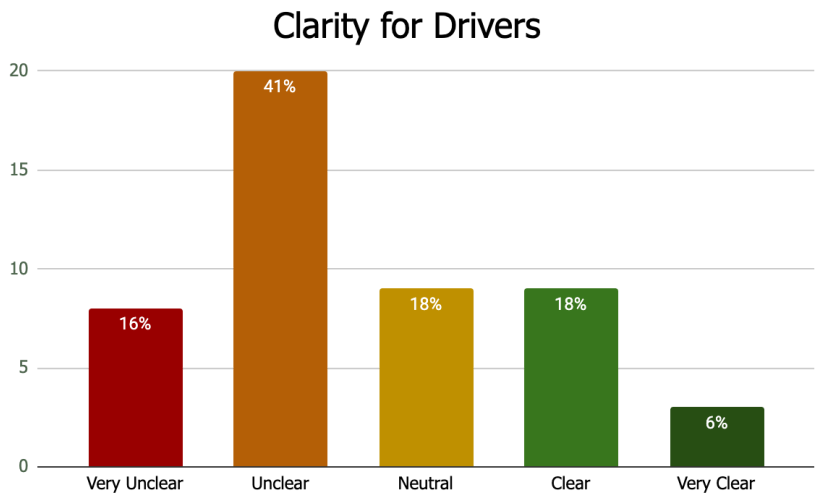
Additionally, 63% of respondents think it's difficult or very difficult to see others. This issue with visibility makes it very challenging for people to behave safely. Only 14% of respondents think it's easy or very easy to see others at the intersection.




Data from Question 4 of Survey, 57 respondents




Data from Question 7 of Survey, 57 respondents




Data from Question 10 of Survey, 49 responses

57% of respondents find the intersection unclear or very unclear. Only 24% of respondents think it's clear or very clear. Respondents were able to provide comments under this question, and common themes include confusion on who has the right of way at this intersection, challenges anticipating what other drivers are going to do, and speeding. Some respondents think that a stop sign would be a good addition here. Speeding is observed often or very often by 40% of respondents.

The Quick Build Team also polled respondents on if they would be interested in seeing planter boxes or street murals. 59.6% of people would be interested in street murals. 50.9% of people would be interested in planter boxes. A few respondents were uninterested in murals, citing cost and belief that it would not increase the level of safety. 76.9% of respondents were interested in nature scenes. Others were interested in images of community or geodesic designs.

Six respondents indicated that they don't want a roundabout. They state that they believe it will make the intersection more confusing or could in fact increase speeding. Many who are opposed to a roundabout are still in agreement that something should be done to this intersection, they just believe that speed bumps or stop signs would be a better fit.

Other notable comments:

- Thank you to all responsible for bringing much needed attention to this tricky intersection -- especially with the increased traffic from the immersion school at 39th & Kincaid!
- A roundabout will negatively affect the neighborhood. Speed bumps are a more economical and safer choice if you are worried about speeding or an accident. Automobile and bike traffic will avoid 35th and put additional traffic pressure on other

streets. The bike lanes on east Amazon and narrowed traffic lanes are already a problem for safe driving and a roundabout will add to the difficulties.

- First I've heard of this project. Good poll. It'd be great to see movement on this. I'm available for further discussion on the study.
- The yield signs work for cars to know what to do, and are a welcome improvement after witnessing three accidents there in recent years, including a complete rollover. However, from the top of the hill down, 35th St. still resembles an Olympic slalom course that invites people to go as fast as they can. A traffic circle would be somewhat of an impediment, but why not just use speed bumps like on 32nd St.? Seems like a no-brainer to me. A physical traffic circle would be overkill. A mural would do nothing, people would just drive over it because they would have such momentum when they got to it from speeding down the hill.
- I have experienced near misses here several times in the past few years. I have contacted the city about my concerns and really appreciate your further attention to this issue
- Thank you for putting this survey out. I've called the city numerous times to lodge a complaint about this intersection.
- I know that the yield signs are helping… perhaps another on 35th that says "slow" or? Is enough? Roundabouts take quite a bit of education and practice. There's a lot of older residents in this neighborhood that may not appreciate that.

# Recommendations

After reviewing the survey responses and traffic data, we recommend the City of Eugene to pursue traffic calming at the intersection of 35th and Kincaid/Alder. There were several near misses while conducting the intersection evaluation. Several survey respondents indicated that they were uncomfortable moving through the intersection, the intersection created driver confusion, people constantly failed to yield, and speeding was normal. Most respondents were uncomfortable letting a child navigate the intersection by themselves which is a problem when pursuing inclusive infrastructure for all.

**Recommendations:**

- **Slow speeding cars on the westbound approach of 35th Ave.**
    - Curb extensions
    - True horizontal deflection from a roundabout
- **Paint the intersection**
    - Paint space that is no longer part of vehicle right of way
        - Inside of curb extensions
        - Inside of roundabout circle
    - Painted crosswalks
    - If there is money left, neighbors are interested in a mural
- **Clear yield requirements**
    - Yield signs
    - Painted yield lines

Slow speeding with Roundabout and Curb Extensions

Narrowing the entrance to the intersection with curb extensions will encourage drivers to slow down, while simultaneously shortening the crossing distance for pedestrians. Additionally, making the roundabout circle wide enough to actually incur horizontal deflection will further slow drivers. This was an issue the team saw at Clark and Adams, where the roundabout was not large enough to make horizontal deflection necessary. This issue led to many drivers continuing through the intersection at full speed while failing to yield.

Paint the intersection

Painting the sections of the roadway which are no longer part of the vehicle right of way will help visually communicate the new shape of the roadway to all users. The paint will intuitively communicate where drivers are allowed to go even when the flexible delineators start to fall down. While conducting the study of Clark and Adams, the Quick Build Team had trouble

understanding what parts of the intersection were in the right of way; a sentiment shared by users who spoke with us while in the field. For instance, An elderly gentleman who frequently walks through the area explained that the intersection was more clear when the flexible delineators first went in, but as people knocked them out, the situation has become progressively more confusing. The painting of these sections could take the form of a mural, with a majority of residents supporting the idea, particularly the depiction of nature scenes.

Clear yield requirements

There are currently no yield signs at the intersection of Clark and Adams which contributed to overall driver confusion, yield violations and high speeds. To improve driving conditions at 35th and Kincaid/Alder, the team recommends installing yield signs at every entrance to the roundabout. Yield lines could serve as an additional visual indicator to help drivers reduce speeds and comply with traffic regulations.

## Takeaways

The City of Eugene should calm the intersections at E 35th Ave and Alder/Kincaid as soon as possible, due to its dangerous nature. To further improve walkability here, the team recommends installing a sidewalk on the South side of the intersection along 35th Ave, as well as connecting the sidewalk from Kincaid to the existing sidewalk along E 35th, though this would come from a different funding source. Further, the team recognizes that community members of the Southeast Neighborhood appreciate clear and timely communication from the City on potential projects happening in their neighborhood. If done correctly, this project will greatly improve the safety of this intersection and create a safer and more comfortable area for walking and biking in the Southeast Neighborhood.

# Appendix A: Survey Questions

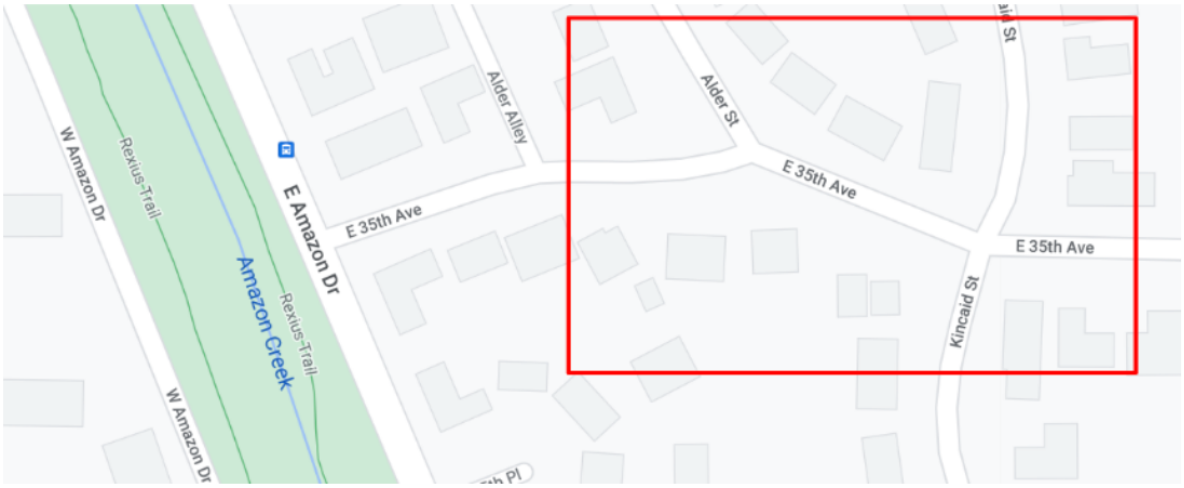
**Survey Introduction:**

The City of Eugene is considering implementing a semi-permanent roundabout at the intersection of 35th and Alder/Kincaid in order to improve safety and efficiency. This survey intends to gather neighborhood feedback on the existing design of the intersection. Finally, this survey is designed to help city officials improve future designs at the site.

**Survey Questions:**

1. Are you a resident of the Southeast neighborhood?

2. How often do you travel through the intersection at 35th and Alder/Kincaid?




   a) Very Rarely (once a month or less)
   b) Rarely (less than once a week)
   c) Sometimes (once a week)
   d) Often (several times per week)
   e) Very Often (every day)

3. Please rate your current level of comfort when interacting with the intersection at 35th and Alder/Kincaid.
   a) Very Uncomfortable
   b) Uncomfortable
   c) Neutral
   d) Comfortable
   e) Very Comfortable

4. Would you care to comment further on your answer to the last question? (Not required)

5. How safe do you feel at the intersection of 35th and Alder/Kincaid when walking, running, or biking?
    a) Very Unsafe
    b) Unsafe
    c) Neutral
    d) Safe
    e) Very Safe

6. In what ways do you interact with the intersection at 35th and Alder/Kincaid? (Select all that apply)
    a) As a pedestrian
    b) As a cyclist
    c) A a driver

7. Do you typically interact with the intersection at 35th and Alder/Kincaid in any of these times? If other please specify when you do. (select all that apply)
    a) Morning commute times (7 am- 9 am)
    b) School drop off (8 am - 8:30 am)
    c) School pickup (2:45 - 3:30)
    d) Evening commute times (4 pm - 7 pm)

8. How comfortable would you feel letting a child navigate the intersection of 35th and Alder/Kincaid by themselves?
    a) Very Uncomfortable
    b) Uncomfortable
    c) Neutral
    d) Comfortable
    e) Very Comfortable

9. How do you feel about visibility at the intersection of 35th and Alder/Kincaid? Is it easy to see other travelers when checking your surroundings?
    a) Very difficult to see others
    b) Difficult to see others
    c) Neutral
    d) Easy to see others
    e) Very easy to see others

10. If you drive, how easy is the intersection at 35th and Alder/Kincaid to understand? (If you do not drive please skip this question)
    a) Very Unclear
    b) Unclear
    c) Neutral
    d) Clear
    e) Very Clear

11. Would you care to comment further on your answer to the last question? (Not required)

12. How frequently do you observe speeding at the intersection of 35th and Alder/Kincaid?
    a) Very Rarely
    b) Rarely
    c) Sometimes
    d) Often
    e) Very Often

As part of this project the City of Eugene is considering street murals or planter boxes that could be included with the roundabout. If chosen, a street mural would be commissioned through the City of Eugene with input from residents.

An example mural in the Friendly Neighborhood

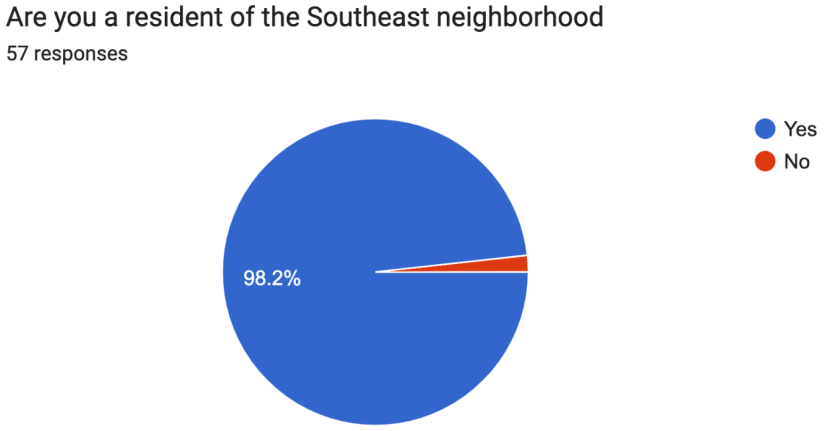
13. Would you be more interested in street murals or planter boxes in a potential roundabout at 35th and Alder/Kincaid? (check all that apply)
    a) Street murals
    b) Planter boxes
    c) Neither

14. If the city of Eugene were to paint a street mural at the intersection of 35th and Alder/Kincaid, what themes would you like to see:
    a) Nature scenes, such as the Willamette River, Spencer's Butte, mountains, or birds
    b) Images of people or the community

15. Do you have any other comments about the intersection of 35th and Kincaid/Alder?

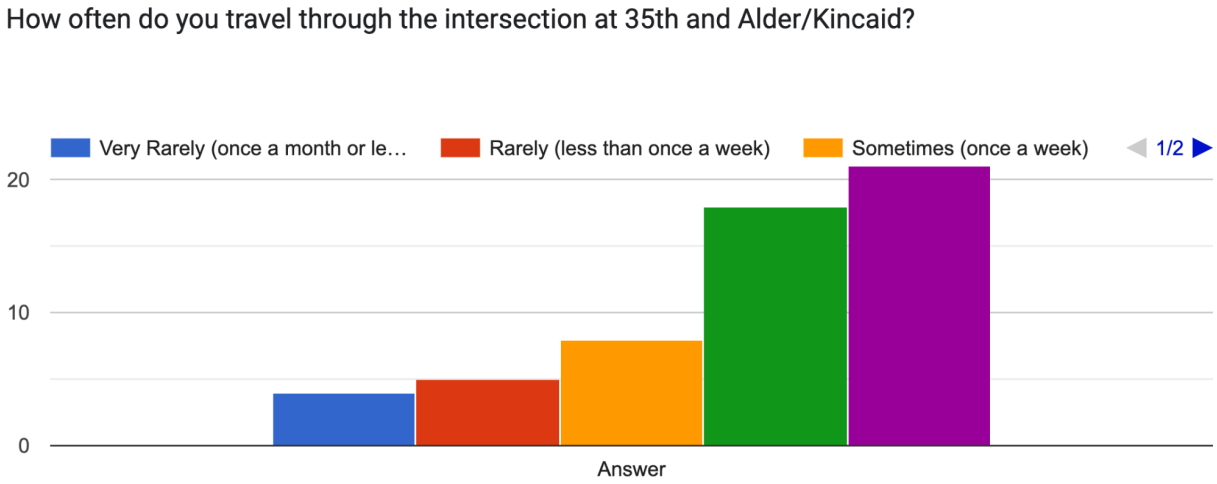
# Appendix B: Data from Survey

**Question 1: Are you a resident of the Southeast Neighborhood?**
N= 57




Our first question asked if people lived in the Southeast Neighborhood, to understand where most respondents were located and their interactions with the intersection.

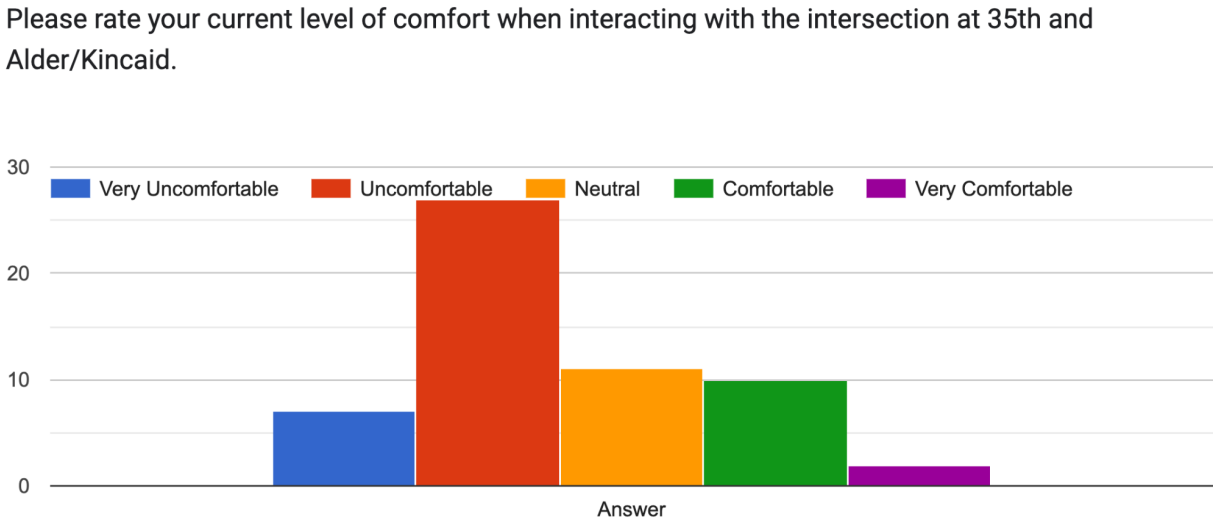
**Question 2:**
N= 57




68% of respondents traveled through the intersection at least several times a week, with 36% traveling through the intersection every day. This indicates that our demographic of survey respondents are a good match to be providing feedback.

**Question 3:**

N= 57




Only 21% of survey respondents were comfortable or very comfortable while traveling through this intersection, with 59% being uncomfortable or very uncomfortable. 23% were neutral while traveling through. This indicates that the City should increase clarity and comfort at this intersection.

**Question 4: Would you care to comment further on your answer to the last question? (not required)**

Many respondents provided comments, with common themes being confusion, needing to use extreme caution, limited visibility, lack of clear right of way, speeding and danger. Several respondents want to see stop signs added.

- At times cars will yield to me while I am biking/running even though they have the right of way. This is not helpful. More clear direction on how to navigate the intersection may help increase driver understanding of how to act.
- It is confusing — never sure who has the right of way. With more traffic, it would be absolutely dangerous.
- Witnessed several accidents and near collisions over the years at 35th and Kincaid
- Due to periodic speeders up and down 35th, I use extreme caution when crossing or turning onto 35th from Kincaid. When walking (see next question), my childhood training of "stop, look, and listen" is vital.
- i am neutral because i rarely use that route
- I used to bike through there frequently, but after the awesome protected bike lane was built on Amazon, I don't use that route as much.
- I approach it from different streets, so I have not thought about it a lot, only that I am cautious when approaching. And wonder why they developed it that way?

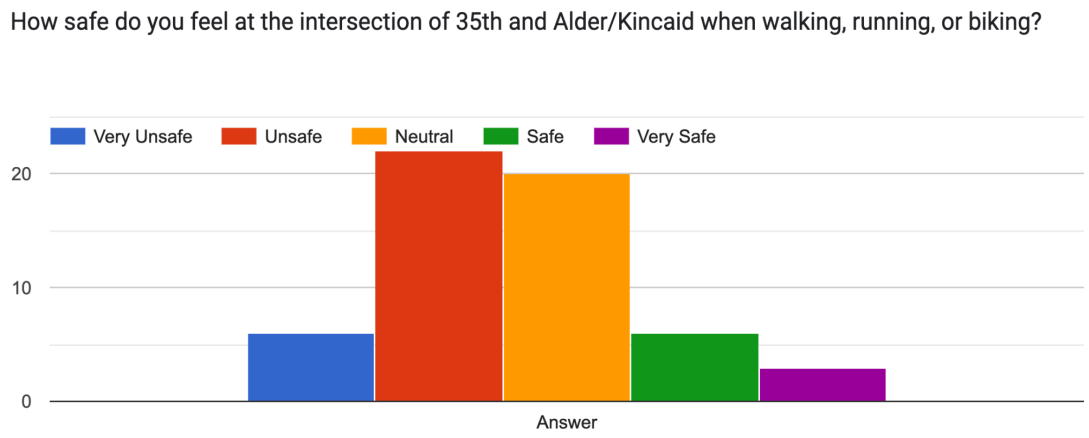
- Lack of clear right of way, limited visibility.
- Needs a stop sign on alder/kincaid
- It is currently a 2 way yield and should be a 2 way stop.
- No auto traffic control so no one is sure who has right of way
- It’s a very vague intersection. Very frightening walking with my kids.
- Visibility isn’t great and people speed
- Rarely do I drive through either intersection. I am usually walking across both intersections on a daily basis.
- Dangerous
- I’m fearful that people speeding through the neighborhood for other areas of town won’t adhere to the posted yields or look carefully for other traffic, car, bike, foot…etc
- I walk through these intersections several times per week with my 18 month old son in a stroller (and also drive through several times per week). Whether on foot or by car, we are very wary of this area given the lack of clarity for drivers—something more needs to be done aside from the painted instructions on the ground about who needs to yield to whom.
- I rarely encounter another car, bike, or pedestrian at this intersection and think a roundabout would be a waste of money and an inconvenience to those living in the area of this intersection
- By, "uncomfortable" I mean I know both intersections well. I know how to navigate both. I have a long history of using these intersections by bicycle, foot and car. But I'd love see changes there that would make these intersections safer for more users
- It is a big open area with no rules. Cars and pedestrians don’t know who has the right away. People go fast. There was a pretty bad accident a few years ago and the City put up a yield sign and arrows on the ground, but it has only helped minimally.
- For the past 6 months I walk with my 2 year old son every weekday from 39th and Kincaid to Hideaway Bakery and honestly 35th and Alder/Kincaid isn't nearly as bad as 36th and Kincaid! 35th is bad but because of the awkward series of intersections with yield signs it pacifies traffic a bit more. I experience so many more speeding cars at 37th and Kincaid.
- I frequently walk through this intersection and also drive thru it on my way to Albertsons. I'm OK with driving through it, but I always feel a little nervous crossing here on foot.
- on the whole humanity is collectively selfish and stupid. we are extra stupid inside of cars. we need signs and rules or our idiocy takes over.
- Speeding, and visibility issues because of angles of approach
- I have never had a problem, most people drive through this intersection in a safe way.
- Only people who don’t know the intersection drive through fast. Probably some signage would take care of this.
- It’s confusing who has right of way at Alder

- Cars come down/up 35th very fast and there is also no stop sign at 35th and Kincaid. Biking/walking is unsafe crossing 35th
- Always a little stressful not knowing if cars are driving fast
- Bad angles
- I'm a bike rider and pedestrian, only drive a car rarely. As a bike rider, it's more or less fine. As a pedestrian, it can feel a bit dicey sometimes. On the other hand, I kind of like the spacious feeling of the intersection.
- Blind intersection
- I have experienced near misses here several times in the past few years. I have contacted the city about my concerns and really appreciate your further attention to this issue
- I've witnessed car accidents, almost being struck by vehicles while walking my dog, my kids have to pass this intersection on their way to the bus and have almost been hit by vehicles. We live one block past and cars drive so fast down 35th bc there is no stop sign, speed bumps or round about to slow traffic down. I'm terrified of this intersection and the one on 35th and Alder. It's a three way with no stop signs, speed bumps or roundabout.
- Alder is a designated bicycle street and many drivers don't pay adequate attention. I live at 3390 Alder and frequently turn left onto Alder from 35th. I'm always anxious for bicycles, especially now that e-bikes have become faster. There are fewer bicycles than in years past because many have moved down onto E Amazon's bicycle lane. But, bicyclists come up 35th from the E Amazon bike lane to access Alder to travel towards the UO. I frequently walk south to Martin St for my "easy walk" -- it's all flat. I use Kincaid to 39th and cut through Kincaid Park by the school. As a pedestrian, the 35th and Alder intersection is baffling. A pedestrian must jay walk and I'm on full alert as I venture out. There are not full sidewalks on both sides of 35th, frequently sending pedestrians out into the street. The folks who scare me the most are the "cheaters," mostly drivers who ignore the barrier at 32nd and use Alder to access E Amazon and avoid the lights on Hilyard. You wouldn't believe how fast they drive. They definitely stick out because those of us who live on this street are cautious drivers in comparison. I sometimes step out onto Alder to see where they go at the 35th intersection. It's usually west on 35th to access E Amazon; sometimes they turn east. I've noticed at the Kincaid and 35th intersection, the cars headed south on Kincaid will continue on Kincaid and then turn west on 36th to access E Amazon. Those are the drivers who are not "cheaters" and who use Kincaid as the through street to avoid the lights on Hilyard. The yield signs on Kincaid have made that intersection less scary.
- It's an intersection where accidents can easily happen, because it's not a normal 4-way intersection with streets at right angles.
- Speeding cars, no sidewalk, abandoned vehicles.

- I'm a USPS mail carrier and occasionally deliver to this area. Both intersections, but especially 35th & Kincaid, feel weirdly large and hard to understand. Who has a stop sign vs a yield and so on. Roundabout seems like a great choice here.
- I am usually on my bike, on Alder, going South. Initially it was a bit confusing, but now I am used to it. I do have to remember to look up each road to check for cars, however. It's not a huge deal, but definitely more than other intersections.
- I think because I use it every day, I am comfortable navigating the intersections despite its nebulousness. I do feel that it's not clear who yields to who, but overall people seem to drive slow.
- It's important to be very aware and check all angles incoming and outgoing when approaching this intersection.

**Question 5:**

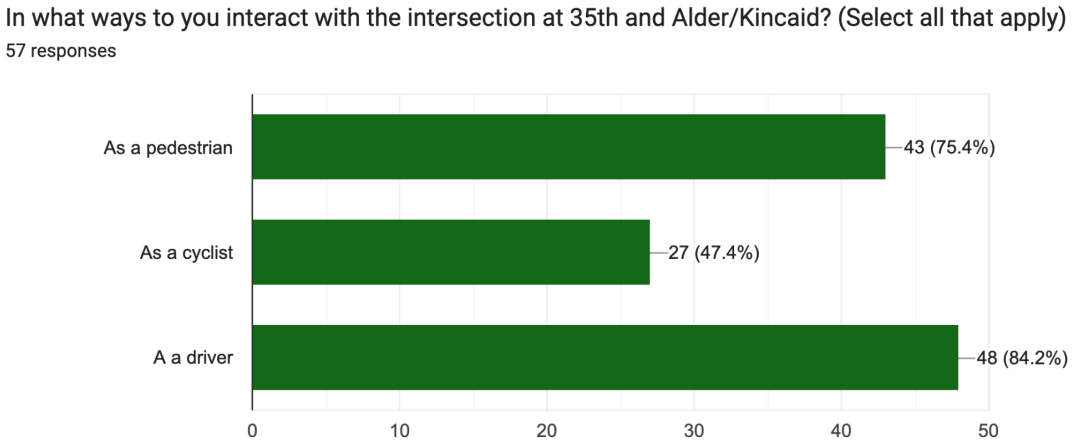
N= 57




Only 15% of respondents said they felt safe or very safe at this intersection while walking, running or biking. 49% said they felt unsafe or very unsafe while using the intersection in these ways. The intersection does not lend itself to being used as someone outside of a car.

**Question 6:**

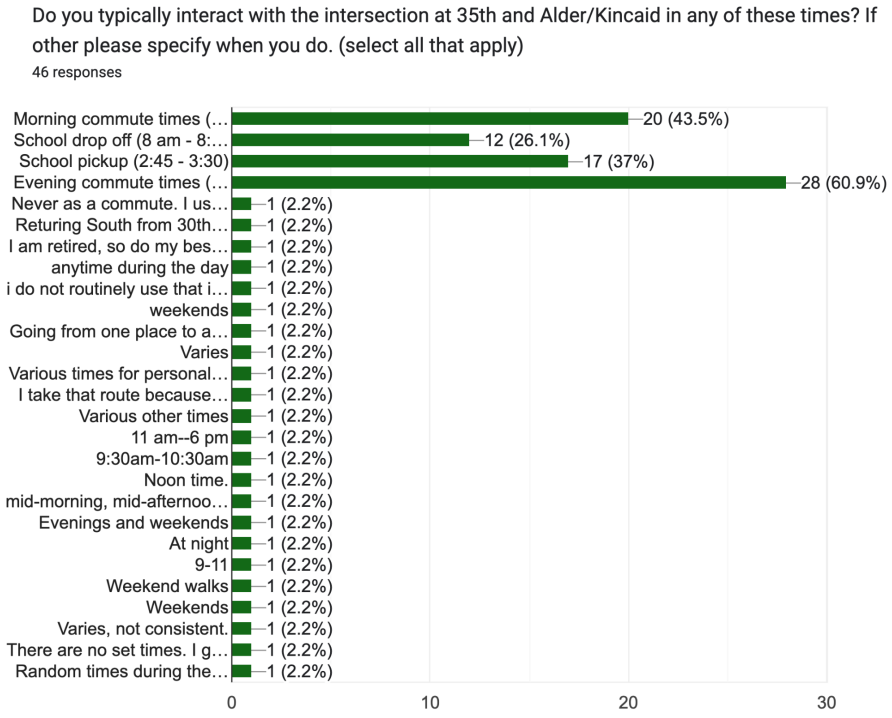
N= 57




73.9% of respondents walk through this intersection, 45.7% bike through it, and 84.8% drive through it.

**Question 7:**

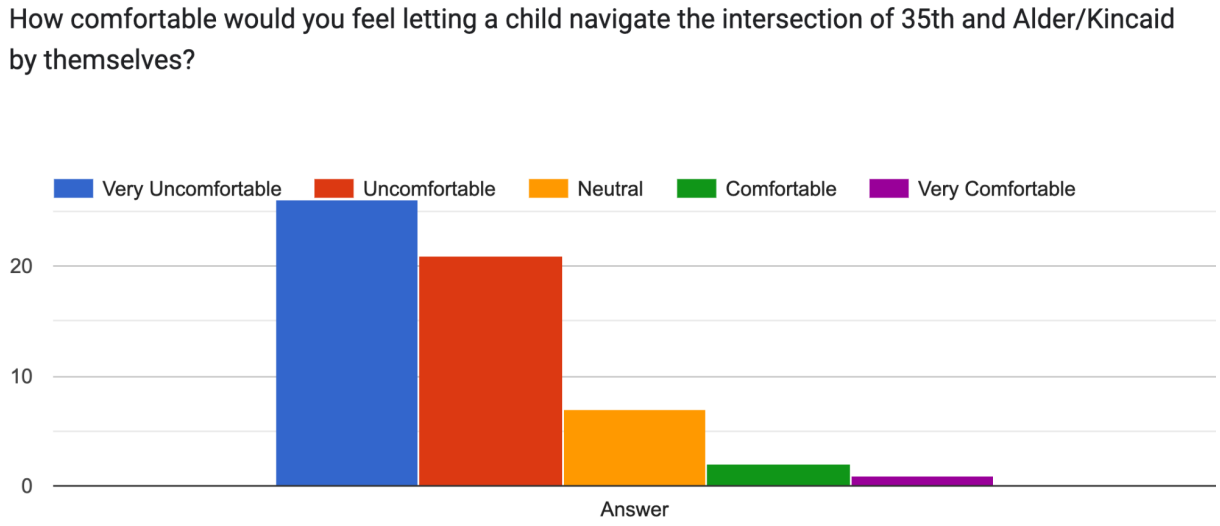
N= 46



It was important to us to understand when our respondents were using the intersection to be able to tell when it might have gotten the peak volumes. 47% said they used the intersection at random times. 47.4% said they used the intersection for morning commute between 7 AM and 9 AM. 26.3% said they used the interaction for school drop off between 8 AM and 8:30 AM. 38.6% said they used the intersection for school pick up between 2:45 PM and 3:30 PM. 63.2% said they used the intersection between 4 PM and 7 PM.

**Question 8:**

N= 57

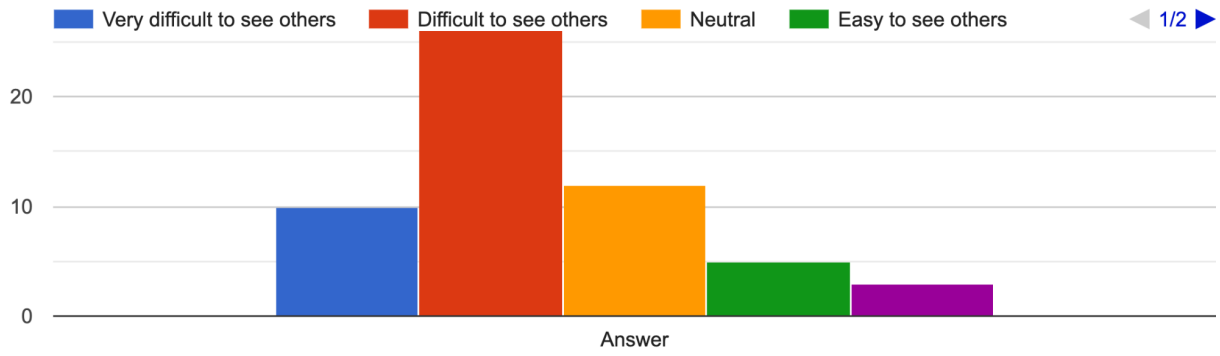



Only one respondent said they'd be very comfortable letting a child navigate the intersection alone. Two respondents said they'd be comfortable. 82% of respondents would be uncomfortable or very uncomfortable with this. Our infrastructure enables people to go places, and having this unsafe for children makes this area inaccessible to them.

**Question 9:**

N= 57

How do you feel about visibility at the intersection of 35th and Alder/Kincaid? Is it easy to see other travelers when checking your surroundings?

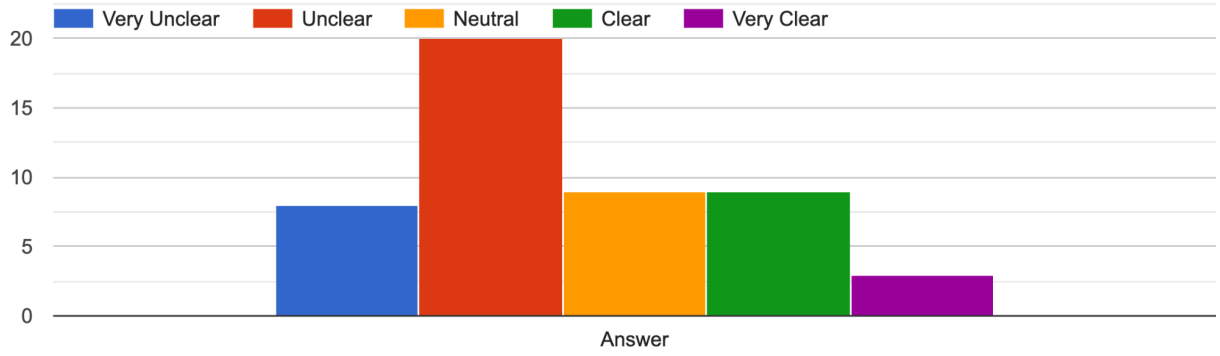



Only 14% of respondents think it's easy or very easy to see others at the intersection. This issue with visibility makes it very challenging for people to behave safely. 63% of respondents think it's difficult or very difficult to see others.

**Question 10:**

N= 49

If you drive, how easy is the intersection at 35th and Alder/Kincaid to understand? (If you do not drive please skip this question)




49% of respondents find the intersection unclear or very unclear. Only 21% of respondents think it's clear or very clear.

**Question 11: Would you like to comment further on your answer to the last question?**

Common themes include confusion on who has the right of way at this intersection, challenges anticipating what other drivers are going to do, and speeding. Some respondents think that a stop sign would be a good addition.

- Did not respond because I do not drive through the intersection.
- Many people coming down the hill from the east believe they have the right of way there.
- The yield sign recently installed clarifies things to some extent.
- The Yield sign on Kincaid at 35th seems helpful.
- Hard to see with the curve in the road and no stop signs going east/west.
- hard to tell what the other drivers are going to do
- No roundabout please! Just a stop sign would suffice
- Drivers don't yield and it should be a stop sign
- Since not rectangular intersection, it is often not able to determine direction of crossing
- I have no issues with it
- It's hard to tell who has right of way- as the intersection is so large.
- It's floto me but obviously not to everyone
- The two are challenging intersections difficult to know what cars are going to do especially when they do not use their turn signals.
- Please make safe for all
- The signage is clear however the streets don't line up and when people get to the intersection at the same time there can be difficulty in determining the best right of way.
- The markings on the ground at 35th and Kincaid are not enough to clarify to drivers that traffic on Kincaid is supposed to yield to traffic on 35th. The intersection at Alder doesn't even have these markings.
- There is so little traffic and the traffic one encounters is safe and respectful.
- I am a frequent user of both intersections. After living in the neighborhood for 30 years, I have figured out these two intersections. A restatement: It would be wonderful for changes (infrastructure) in each location that would make them safer for more users.
- Again, it's clear for a thinking person operating in their prefrontal cortex what we are supposed to be doing, but we are selfish and stupid, meaning that we are very often in our primordial brain and thinking only of our puny little worm selves.
- The yield signs work for cars to know what to do, and are a welcome improvement after witnessing three accidents there in recent years, including a complete rollover. However, from the top of the hill down, 35th St. still resembles an Olympic slalom course that invites people to go as fast as they can. A traffic circle would be somewhat of an impediment, but why not just use speed bumps like on 32nd St.? Seems like a no-brainer to me. A physical traffic circle would be overkill. A mural would do nothing, people

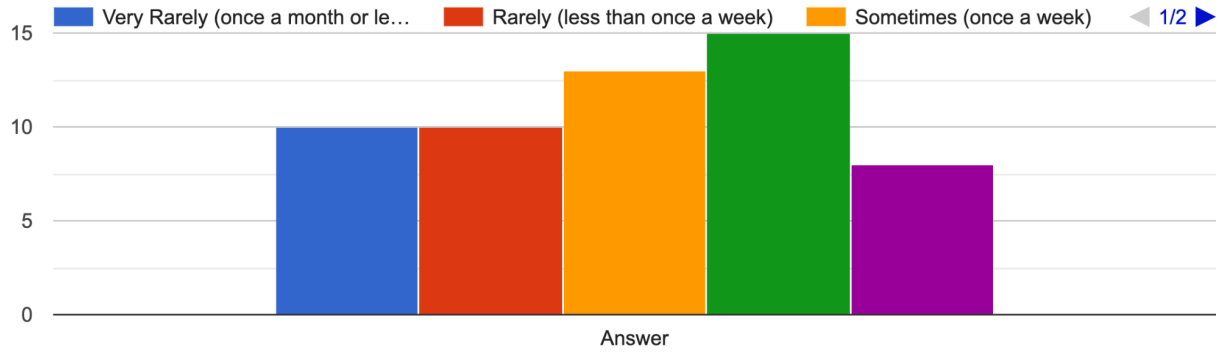
would just drive over it because they would have such momentum when they got to it from speeding down the hill.

- Again people who know drive through carefully those who don't need some signs
- It's clear the Alder to 35th east is the main line and 35th west to alder should yield but it's not marked
- I always stop when traveling south on Kincaid at 35th but some don't because there's no stop sign and it's a curve instead of a sharp corner
- Speed on slope
- Right-of-way is unclear
- Yes. We live just down from this intersection and my kids like to shoot basketball out front. We bought industrial sized cones to put in the street so drivers speeding down the hill will see them and slow down.
- I'm very cautious when driving my car. But, since I live nearby, I understand the intersections
- It's not always clear coming downhill for people not familiar with the neighborhood to navigate their way to the bottom of the hill (Stop sign at Amazon) and at higher car speeds driving downhill to assess stop signs or lack thereof and know who has right of way.
- I have lives here do 13 years. I see confused driving at the intersection daily.
- Yield signs are helping. Prior to that it was pure driver instinct.

**Question 12:**

N= 46

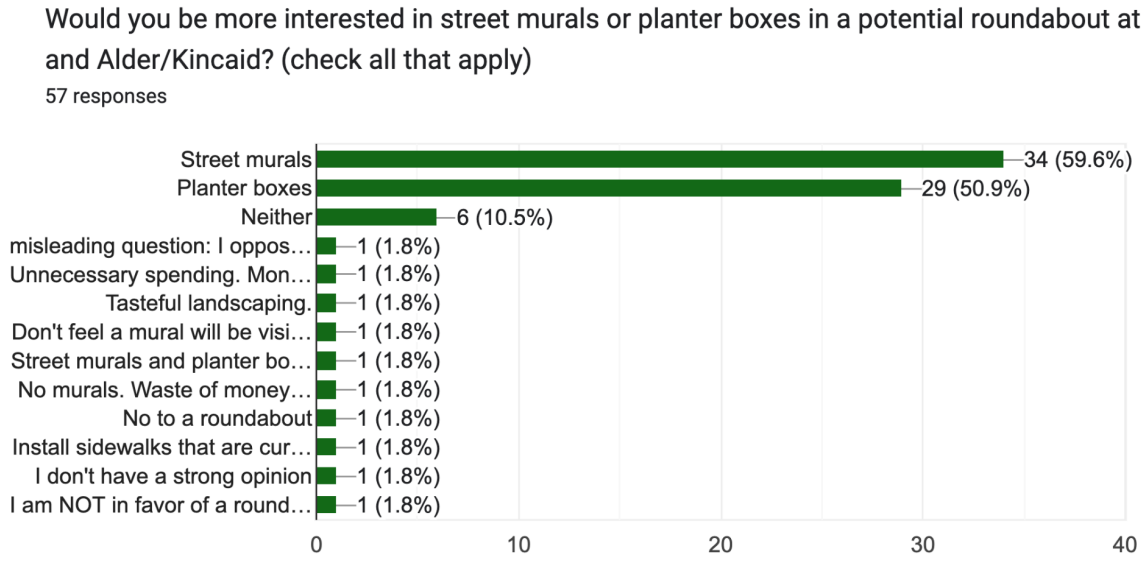
How frequently do you observe speeding at the intersection of 35th and Alder/Kincaid?




Speeding is observed often or very often by 40% of respondents. 35% of respondents say they very rarely or rarely observe speeding.

**Question 13:**

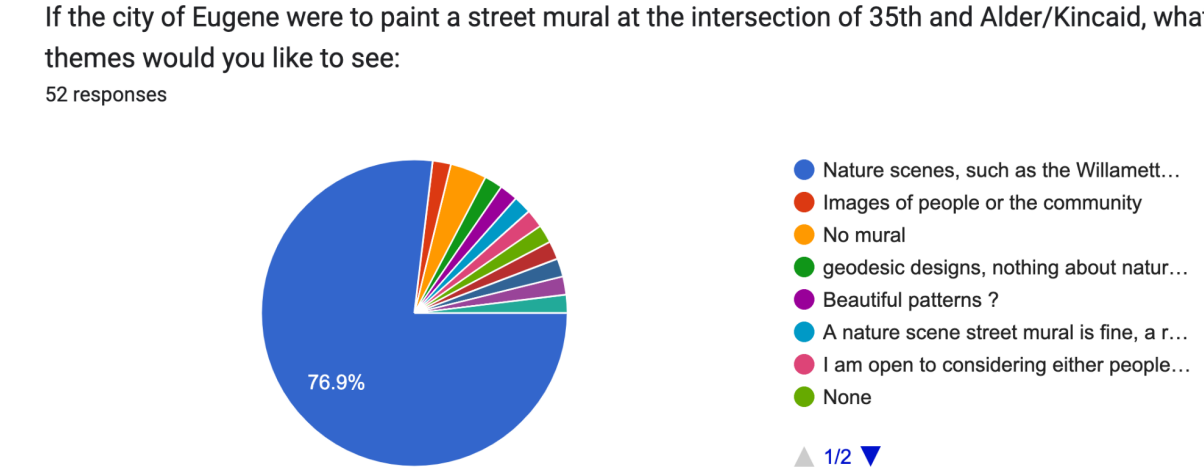
N= 57




59.6% of people would be interested in street murals. 50.9% of people would be interested in planter boxes. A few respondents were uninterested in murals. One person said “Street murals and planter boxes are a lovely idea, however, I’m wondering if they alone will be enough to slow traffic, increase visibility of other pedestrians/cyclists/drivers, and clarify who needs to be yielding and when.”

**Question 14:**

N= 52




76.9% of respondents were interested in nature scenes. Others were interested in images of community or geodesic designs.

**Question 15: Non-required comment box responses :**

- looking forward to the results of the project!!
- I have a fear that whatever the city of Eugene touches road wise gets more difficult and confusing rather than easier and safer. My fear is that will happen here too, but I hope not.
- Why does the City find it necessary to install a roundabout in a lightly used intersection when there are far more pressing traffic issues in the area? Traffic around Ridgeline Montessori, Charlemagne, and Spencer Butte in the mornings/afternoons, for example. Congestion on 29th between Mill and Lincoln due to long traffic signal cycles at Willamette.
- I am happy to see attention coming to this intersection and am hopeful for a creative solution. Thanks
- Thank you to all responsible for bringing much needed attention to this tricky intersection -- especially with the increased traffic from the immersion school at 39th & Kincaid!
- I had not realized this was a problem until this survey. I have found the intersection to be quite navigable.
- More bike friendly. More walking friendly. Needs connector from 38th to n Shasta loop for walking
- No roundabout
- Stop signs are appropriate, not a roundabout. Neighbors with properties at the intersections need to keep landscaping trimmed fir good visibility/safety.
- Dangerous
- I would love if this project also addressed the speeding on Harris and Kincaid. There are a lot of children playing on these streets and a fatal accident is going to happen. Cars go very fast down these streets between 32nd and 35th.
- People do tend to speed on 35th especially traveling west.
- Please make safe
- I don’t think a mural would do much to deter the current problem as people would just drive over it and it would create a busier look to the intersection. I’m not sure either proposed solution would help with alder/35th ¯_(ツ)_/¯
- Wonder about the cost
- The yield sign that was installed a few years ago at Kincaid helped a lot . The biggest problem is the lack of a sidewalk just west of the intersection of 35th &Alder. As a pedestrian, we are walking in the street or in the mud & around parked cars. Also, you are referring the location as 1 intersection when it's actually 2. I live right between the 2 at 3497 Alder. 35th & Kincaid is fine.
- If the city does decide to paint a mural that includes images of people, it’s imperative to represent a diverse range of identities (including but not limited to racial and ethnic

identities). Commission a local artist to paint the mural, ideally one who identifies as Black or a person of color and/or belongs to another traditionally excluded group.

- A roundabout will negatively affect the neighborhood. Speed bumps are a more economical and safer choice if you are worried about speeding or an accident. Automobile and bike traffic will avoid 35th and put additional traffic pressure on other streets. The bike lanes on east Amazon and narrowed traffic lanes are already a problem for safe driving and a roundabout will add to the difficulties.
- First I've heard of this project. Good poll. It'd be great to see movement on this. I'm available for further discussion on the study.
- It's like the wild west here in SE Eugene. I've put up multiple "Every Intersection is a Crosswalk" yard signs and EVERY DAY at least one driver blows past me and my 2 year old son at all intersections we cross (when he's in the stroller or on my shoulders because it's too dangerous having him walk while holding my hand). This happens in the marked crosswalks at 37th and both Amazon Drives every other day, and along Tugman Park (39th/38th/37th/36th Place and Hilyard Street) multiple times EVERY day. I just stand at the corners and crosswalks and wave at the drivers as they speed past, including a marked police car once, and then cross when there's no traffic coming. I've also contacted the Traffic Safety Unit at Eugene PD and the supervisor responded with a very gracious minute+ voicemail back saying that he's understaffed, there's higher priority areas, AND I really need to contact the Planning Department to fix the problem because the police won't/can't. I feel that 35th and Alder/Kincaid needs to be addressed, but I'm also confused about how the decisions about which intersection improvements are prioritized over others, especially since I have never seen any car counting devices installed, traffic studies, or surveys conducted for the Kincaid neighborhoods or the Fox Hollow neighborhoods in the 10 years I've been here.
- While you're at it, we could really use more stop signs on 32nd between University and Alder. This is a residential section of road where folks drive WAY TOO FAST. Crossing 32nd Ave. on foot can be really scary.
- thank you
- If doing a roundabout, there needs to be a physical barrier all around, not just a mural that people can speed through. However, while the concept of making a roundabout sounds like an interesting art project, the simpler and more direct solution would be speed bumps coming down the hill.
- I feel a roundabout will encourage people to speed more not less
- The one-way barrier at 32nd and Alder is regularly violated which increases traffic at the intersection in this survey. Consider investigating ways to increase compliance of that barrier to reduce traffic at 35th.
- Missing sidewalks in this area causes crossings from pedestrians at odd locations. Consider finishing the sidewalk connections.

- Thanks for working on this!
- Quite bad also East one block up on 35th
- The intersection this survey describes as "The intersection of 35th and Kincaid/Alder" is actually two intersections. The red box drawn on the street map includes two separate intersections. All of my responses assume the intersection of E. 35th and Kincaid St. That being said, roundabouts placed at both intersections are fine with me. Thank you for making the intersection(s) safer.
- Thanks
- Thank you for putting this survey out. I've called the city numerous times to lodge a complaint about this intersection.
- I believe there are two intersections, but it appears you are treating them as one. That's confusing to me.
- PLEASE DO NOT PUT A ROUNDABOUT or mural at this intersection. Both would make matters worse and less safe for drivers, bikers and pedestrians.
- People speed past my home multiple times all day and evening. They speed in both directions. There is no sidewalk. There is a truck in the corner that has been sitting there for months, further blocking the view for those speeding drivers. I would never allow a child to walk without an adult on my street.
- PLEASE give us a roundabout!!!!!
- Thank you!
- I know that the yield signs are helping… perhaps another on 35th that says "slow" or? Is enough? Roundabouts take quite a bit of education and practice. There's a lot of older residents in this neighborhood that may not appreciate that.

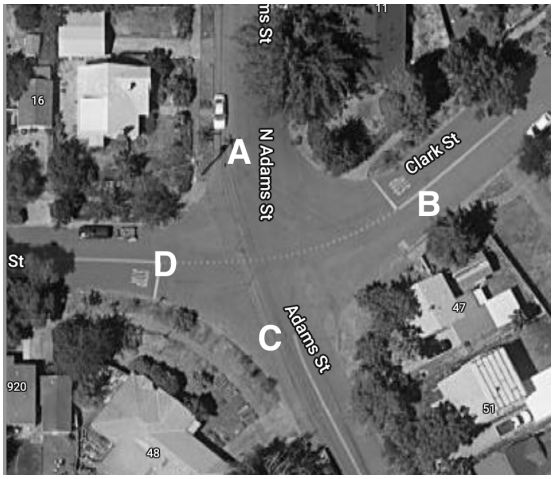
# Appendix C: Data from 35th and Kincaid/Alder

| Date | Start of 30 min interval | | AB | AC | AD | AE | Near miss | Total by type | BA | BC | BD | BE | Near miss | Total by type | CA | CB | CD | CE | Near Miss | Total by type | DA | DB | DC | DE | Near Miss | Total by type | EA | EB | EC | ED | Near Miss | Total by type | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Tuesday 2/14 | 7:30 AM | Cyclist | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 1 | 0 |
| Tuesday 2/14 | 7:30 AM | Pedestrian | | 3 | | | | 3 | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 0 | 3 |
| Tuesday 2/14 | 7:30 AM | Car | | | | | | 0 | | | | 2 | | 2 | | | 1 | 4 | | 5 | 1 | | | | | 1 | 1 | | | | | 2 | 8 |
| | | Totals by exit | 0 | 3 | 0 | 0 | | 3 | 0 | 0 | 0 | 2 | | 2 | 0 | 0 | 1 | 4 | | 5 | 1 | 0 | 0 | 0 | | 1 | 2 | 1 | 0 | 0 | | 3 | 11 |
| Tuesday 2/14 | 8:00 AM | Cyclist | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 0 | 2 | | | | | 2 | 0 |
| Tuesday 2/14 | 8:00 AM | Pedestrian | | | | | | 0 | | 1 | | | | 1 | | | | | | 0 | | | | 1 | | 1 | | | | | | 0 | 2 |
| Tuesday 2/14 | 8:00 AM | Car | | | | 1 | | 1 | 1 | 1 | 1 | 1 | | 4 | 1 | 1 | | 3 | | 5 | | | | | | 0 | | | | | | 0 | 10 |
| | | Totals by exit | 0 | 0 | 0 | 1 | | 1 | 1 | 2 | 1 | 1 | | 5 | 1 | 1 | 0 | 3 | | 5 | 0 | 0 | 0 | 1 | | 1 | 2 | 0 | 0 | 0 | | 2 | 12 |
| Tuesday 2/14 | 8:30 AM | Cyclist | | | | | | 0 | | | | | | 1 | | | | | | 0 | | | | | | 0 | | | | | | 0 | 1 |
| Tuesday 2/14 | 8:30 AM | Pedestrian | | | | | | 0 | | | 2 | | 1 | 2 | | | | | | 0 | | | | | | 0 | | | | | | 0 | 2 |
| Tuesday 2/14 | 8:30 AM | Car | | | | 1 | | 1 | 1 | | | | | 1 | | | | 3 | | 3 | 1 | | | 1 | | 2 | 2 | | 2 | | | 4 | 7 |
| | | Totals by exit | 0 | 0 | 0 | 1 | | 1 | 1 | 0 | 2 | 0 | | 3 | 0 | 0 | 0 | 3 | | 3 | 1 | 0 | 0 | 1 | | 2 | 2 | 0 | 2 | 0 | | 4 | 10 |
| Tuesday 2/14 | 4:30 PM | Cyclist | | | 1 | 1 | | 2 | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 0 | 2 |
| Tuesday 2/14 | 4:30 PM | Pedestrian | | | 1 | | | 1 | | | | | | 0 | 1 | | | | | 1 | 1 | 1 | | | | 2 | | | | | | 0 | 4 |
| Tuesday 2/14 | 4:30 PM | Car | | | | 1 | | 1 | 2 | 2 | 4 | 7 | | 15 | 1 | 2 | | 4 | | 7 | | 1 | | 1 | | 2 | 6 | 1 | 3 | | | 10 | 25 |
| | | Totals by exit | 0 | 0 | 2 | 2 | | 4 | 2 | 2 | 4 | 7 | | 15 | 2 | 2 | 0 | 4 | | 8 | 1 | 2 | 0 | 1 | | 4 | 6 | 1 | 3 | 0 | | 10 | 31 |
| Tuesday 2/14 | 5:00 PM | Cyclist | | | 1 | 3 | | 4 | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 0 | 4 |
| Tuesday 2/14 | 5:00 PM | Pedestrian | | | | | | 0 | | | 1 | | | 1 | | | | | | 0 | | | | | | 0 | | | | | | 0 | 1 |
| Tuesday 2/14 | 5:00 PM | Car | | 1 | 1 | 2 | | 4 | 3 | 4 | 7 | 4 | | 18 | 2 | | 1 | 11 | | 14 | 1 | 1 | 1 | | | 3 | 2 | 1 | 5 | 1 | | 9 | 39 |
| | | Totals by exit | 0 | 1 | 2 | 5 | | 8 | 3 | 4 | 8 | 4 | | 19 | 2 | 0 | 1 | 11 | | 14 | 1 | 1 | 1 | 0 | | 3 | 2 | 1 | 5 | 1 | | 9 | 44 |
| Tuesday 2/14 | 5:30 PM | Cyclist | | | | 2 | | 2 | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 0 | 2 |
| Tuesday 2/14 | 5:30 PM | Pedestrian | 1 | | | | | 1 | | | | | | 0 | | | | 1 | | 1 | 5 | | | | | 5 | | | 1 | | | 1 | 7 |
| Tuesday 2/14 | 5:30 PM | Car | | | 1 | 3 | | 4 | 1 | | 5 | 5 | | 11 | 2 | 1 | | 2 | | 5 | | | | 1 | | 1 | 2 | | 2 | | | 4 | 21 |
| | | Totals by exit | 1 | 0 | 1 | 5 | | 7 | 1 | 0 | 5 | 5 | | 11 | 2 | 1 | 0 | 3 | | 6 | 5 | 0 | 0 | 1 | | 6 | 2 | 0 | 3 | 0 | | 5 | 30 |
| Tuesday 2/14 | 6:00 PM | Cyclist | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 0 | 0 |
| Tuesday 2/14 | 6:00 PM | Pedestrian | 1 | 1 | | | | 2 | | | 1 | | | 1 | | | | | | 0 | 1 | 1 | | | | 2 | | | | | | 0 | 5 |
| Tuesday 2/14 | 6:00 PM | Car | | | | 1 | | 1 | 2 | | 5 | 2 | | 9 | | | 1 | 5 | | 6 | 1 | 1 | | | | 2 | 3 | 2 | 3 | | | 8 | 18 |
| | | Totals by exit | 1 | 1 | 0 | 1 | | 3 | 2 | 0 | 6 | 2 | | 10 | 0 | 0 | 1 | 5 | | 6 | 2 | 2 | 0 | 0 | | 4 | 3 | 2 | 3 | 0 | | 8 | 23 |
| Wednesday 2/15 | 2:45 PM | Cyclist | | | | 1 | | 1 | | | 1 | | | 2 | | | | | | 0 | 2 | 3 | | | | 5 | | | | | | 0 | 8 |
| Wednesday 2/15 | 2:45 PM | Pedestrian | | | 1 | 1 | | 2 | 1 | | 2 | | 1 | 3 | | | 2 | | | 2 | 3 | | | | | 3 | 1 | | | | | 1 | 10 |
| Wednesday 2/15 | 2:45 PM | Car | | | 1 | 2 | | 3 | 1 | 1 | 5 | 4 | | 11 | 5 | 1 | 6 | 4 | | 16 | 3 | 4 | | | | 7 | 4 | 1 | 5 | 1 | | 11 | 37 |
| | | Totals by exit | 0 | 0 | 2 | 4 | | 6 | 2 | 1 | 8 | 4 | | 15 | 5 | 1 | 8 | 4 | | 18 | 8 | 7 | 0 | 0 | | 15 | 5 | 1 | 5 | 1 | | 12 | 55 |
| Wednesday 2/15 | 3:15 PM | Cyclist | | | 1 | | | 2 | | | | | | 0 | | | | | | 0 | | 4 | | | | 4 | 2 | | | | | 2 | 6 |
| Wednesday 2/15 | 3:15 PM | Pedestrian | | | 5 | | 1 | 5 | 1 | | 3 | | | 4 | | 2 | 2 | | | 4 | 3 | | | | | 3 | 2 | 1 | 3 | 2 | | 8 | 16 |
| Wednesday 2/15 | 3:15 PM | Car | | | | | | 0 | 1 | 1 | 2 | 2 | | 6 | 1 | 1 | 2 | 7 | | 11 | 1 | 2 | | | | 3 | 6 | | | | | 6 | 20 |
| | | Totals by exit | 0 | 0 | 6 | 0 | | 6 | 2 | 1 | 2 | 5 | | 10 | 1 | 3 | 4 | 7 | | 15 | 4 | 6 | 0 | 0 | | 10 | 10 | 1 | 3 | 2 | | 16 | 42 |
| Thursday 2/16 | 7:30 AM | Cyclist | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 0 | 1 | | | | | 1 | 0 |
| Thursday 2/16 | 7:30 AM | Pedestrian | | | 2 | 1 | | 3 | 1 | | 2 | | | 3 | | 1 | | | | 1 | | 1 | 1 | | | 2 | | 1 | | | | 1 | 9 |
| Thursday 2/16 | 7:30 AM | Car | | 1 | | 2 | | 3 | 1 | 1 | 1 | 5 | | 8 | 1 | | | 5 | | 6 | | | | | | 0 | 1 | 1 | 2 | | | 4 | 17 |
| | | Totals by exit | 0 | 1 | 2 | 3 | | 6 | 2 | 1 | 3 | 5 | | 11 | 1 | 1 | 0 | 5 | | 7 | 0 | 1 | 1 | 0 | | 2 | 2 | 2 | 2 | 0 | | 6 | 26 |
| Thursday 2/16 | 8:00 AM | Cyclist | | | 2 | | | 2 | | | | | | 1 | | | | | | 0 | | | | | | 0 | 1 | | | | | 1 | 3 |
| Thursday 2/16 | 8:00 AM | Pedestrian | | | 1 | | | 1 | | | | | 1 | 0 | | | | | | 0 | 2 | | | | | 2 | | | | | | 0 | 3 |
| Thursday 2/16 | 8:00 AM | Car | | | | 2 | | 2 | 3 | 1 | 19 | 2 | | 25 | 3 | 1 | 2 | 16 | | 22 | 6 | 12 | 2 | 2 | | 22 | 2 | | 7 | | | 9 | 71 |
| | | Totals by exit | 0 | 0 | 3 | 2 | | 5 | 3 | 1 | 19 | 2 | | 25 | 3 | 1 | 2 | 16 | | 22 | 8 | 12 | 2 | 2 | | 24 | 3 | 0 | 7 | 0 | | 10 | 77 |
| Thursday 2/16 | 8:30 AM | Cyclist | | | | 4 | | 4 | | | | | | 0 | | | | | | 0 | 2 | | | | | 2 | 4 | | | | | 4 | 6 |
| Thursday 2/16 | 8:30 AM | Pedestrian | | | 1 | | | 1 | | 1 | | | | 1 | | | | | | 0 | | | | | | 0 | | | | | | 0 | 2 |
| Thursday 2/16 | 8:30 AM | Car | | | | 2 | | 2 | | | 4 | 2 | | 6 | | | 1 | 7 | | 8 | 4 | 3 | | 2 | | 9 | 2 | | 4 | | | 6 | 25 |
| | | Totals by exit | 0 | 0 | 1 | 6 | | 7 | 0 | 1 | 4 | 2 | | 7 | 0 | 0 | 1 | 7 | | 8 | 6 | 3 | 0 | 2 | | 11 | 6 | 0 | 4 | 0 | | 10 | 33 |
| Thursday 2/16 | 5:00 PM | Cyclist | | | 2 | 5 | | 7 | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 0 | 7 |
| Thursday 2/16 | 5:00 PM | Pedestrian | 1 | 1 | 2 | | | 4 | | | | | | 0 | 1 | | | 1 | | 2 | 2 | 1 | | | | 3 | | | | | | 0 | 9 |
| Thursday 2/16 | 5:00 PM | Car | | | | | | 0 | | 2 | 6 | 7 | | 15 | 1 | | 1 | 9 | | 11 | | | | | | 0 | 5 | | 4 | 1 | | 10 | 26 |
| | | Totals by exit | 1 | 1 | 4 | 5 | | 11 | 0 | 2 | 6 | 7 | | 15 | 2 | 0 | 1 | 10 | | 13 | 2 | 1 | 0 | 0 | | 3 | 5 | 0 | 4 | 1 | | 10 | 42 |
| Thursday 2/16 | 5:30 PM | Cyclist | | | | | | 0 | | | | | | 0 | | | | | | 0 | 1 | | | | | 1 | | | | | | 0 | 1 |
| Thursday 2/16 | 5:30 PM | Pedestrian | | 2 | | | | 2 | 1 | 1 | | | | 2 | 2 | | | | | 2 | 6 | 1 | | | | 7 | | | | | | 0 | 13 |
| Thursday 2/16 | 5:30 PM | Car | | | | 1 | | 1 | 1 | 1 | 2 | 2 | | 6 | 1 | 1 | 3 | 3 | | 8 | | | | | | 0 | 6 | 1 | 4 | | | 11 | 15 |
| | | Totals by exit | 0 | 2 | 0 | 1 | | 3 | 2 | 2 | 2 | 2 | | 8 | 3 | 1 | 3 | 3 | | 10 | 7 | 1 | 0 | 0 | | 8 | 6 | 1 | 4 | 0 | | 11 | 29 |
| Thursday 2/16 | 6:00 PM | Cyclist | | | 2 | | | 2 | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 0 | 2 |
| Thursday 2/16 | 6:00 PM | Pedestrian | | | | | | 0 | | | | | | 0 | | | | | | 0 | 1 | | | | | 1 | | | | | | 0 | 1 |
| Thursday 2/16 | 6:00 PM | Car | | | | | | 0 | 2 | 1 | 3 | 5 | | 11 | | | | 5 | | 5 | | 1 | 1 | | | 2 | 2 | | 3 | | | 5 | 18 |
| | | Totals by exit | 0 | 0 | 2 | 0 | | 2 | 2 | 1 | 3 | 5 | | 11 | 0 | 0 | 0 | 5 | | 5 | 1 | 1 | 1 | 0 | | 3 | 2 | 0 | 3 | 0 | | 5 | 21 |
| Tuesday 2/21 | 7:30 AM | Cyclist | | | 1 | | | 1 | | | | | | 0 | | | | | | 0 | 1 | | | 1 | | 2 | 1 | | | | | 1 | 3 |
| Tuesday 2/21 | 7:30 AM | Pedestrian | | | | 3 | | 3 | 1 | | | | | 1 | | | 3 | 1 | | 4 | 1 | | 1 | | | 2 | 1 | | | | | 1 | 10 |
| Tuesday 2/21 | 7:30 AM | Car | | | | 1 | | 1 | 1 | | | 7 | | 8 | 1 | | 1 | 7 | | 9 | 1 | | | 1 | | 2 | 2 | | 2 | | | 4 | 20 |
| | | Totals by exit | 0 | 0 | 1 | 4 | | 5 | 2 | 0 | 0 | 7 | | 9 | 1 | 0 | 4 | 8 | | 13 | 3 | 0 | 1 | 2 | | 6 | 4 | 0 | 2 | 0 | | 6 | 33 |
| Tuesday 2/21 | 8:00 AM | Cyclist | | | | 1 | | 1 | | | | | | 2 | 1 | | | | | 1 | 1 | | | | | 2 | 1 | | | | | 1 | 6 |
| Tuesday 2/21 | 8:00 AM | Pedestrian | | 1 | | | | 1 | | 1 | | | 2 | 1 | | 2 | | | | 2 | | | | | 1 | 0 | | | | | | 0 | 4 |
| Tuesday 2/21 | 8:00 AM | Car | | 1 | 1 | 3 | | 5 | | 4 | 10 | 3 | | 17 | 3 | | 5 | 6 | | 14 | 3 | 14 | 4 | 1 | | 22 | 3 | | 7 | | | 10 | 58 |
| | | Totals by exit | 0 | 2 | 1 | 4 | | 7 | 0 | 5 | 10 | 3 | | 18 | 4 | 2 | 5 | 6 | | 17 | 4 | 14 | 4 | 1 | | 23 | 4 | 0 | 7 | 0 | | 11 | 68 |
| Tuesday 2/21 | 8:30 AM | Cyclist | | | | | | 0 | | | | | | 0 | | | | | | 0 | 1 | | | | | 1 | 4 | | | | | 4 | 1 |
| Tuesday 2/21 | 8:30 AM | Pedestrian | | 2 | | | | 2 | 2 | 2 | 1 | | | 5 | | | | | | 0 | 1 | 1 | 1 | | | 3 | | | | | | 0 | 10 |
| Tuesday 2/21 | 8:30 AM | Car | | 1 | | 2 | | 3 | 1 | | | 2 | | 3 | 2 | 1 | | 7 | | 10 | 2 | 5 | | 2 | | 9 | 8 | 1 | 3 | | | 12 | 25 |
| | | Totals by exit | 0 | 3 | 0 | 2 | | 5 | 3 | 2 | 1 | 2 | | 8 | 2 | 1 | 0 | 7 | | 10 | 4 | 6 | 1 | 2 | | 13 | 12 | 1 | 3 | 0 | | 16 | 36 |
| Wednesday 2/22 | 2:45 PM | Cyclist | | | | | | 0 | | | | | | 0 | | | | | | 1 | | | | | | 0 | | | | | | 0 | 1 |
| Wednesday 2/22 | 2:45 PM | Pedestrian | | | 1 | | | 1 | 4 | | | 1 | | 5 | | | 1 | 1 | 1 | 2 | | 2 | | | | 2 | | | | | | 0 | 10 |
| Wednesday 2/22 | 2:45 PM | Car | | | 3 | 3 | | 6 | 2 | | 2 | 3 | | 7 | 5 | | 3 | 8 | | 16 | 6 | 6 | | 2 | | 14 | 4 | 1 | 5 | | | 10 | 43 |
| | | Totals by exit | 0 | 0 | 4 | 3 | | 7 | 6 | 0 | 2 | 4 | | 12 | 5 | 0 | 4 | 9 | | 18 | 6 | 8 | 0 | 2 | | 16 | 4 | 1 | 5 | 0 | | 10 | 54 |
| Wednesday 2/22 | 3:15 PM | Cyclist | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 0 | | 2 | | | | 2 | 0 |
| Wednesday 2/22 | 3:15 PM | Pedestrian | | 2 | 1 | 1 | | 4 | 1 | | 4 | | | 5 | 1 | | | | | 1 | 1 | 1 | | | | 2 | | 2 | | | | 2 | 12 |
| Wednesday 2/22 | 3:15 PM | Car | | | | 3 | | 3 | 1 | | 3 | 3 | | 7 | | | 2 | 8 | | 10 | | 1 | | | | 1 | 3 | | 5 | 1 | | 9 | 21 |
| | | Totals by exit | 0 | 2 | 1 | 4 | | 7 | 2 | 0 | 7 | 3 | | 12 | 1 | 0 | 2 | 8 | | 11 | 1 | 2 | 0 | 0 | | 3 | 3 | 0 | 9 | 1 | | 13 | 33 |
| Thursday 2/23 | 4:30 PM | Cyclist | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 0 | 0 |
| Thursday 2/23 | 4:30 PM | Pedestrian | | | | | | 0 | | | 2 | | | 2 | 1 | | | | | 1 | 2 | | | | | 2 | | | | | | 0 | 5 |
| Thursday 2/23 | 4:30 PM | Car | | | 1 | | | 1 | 1 | 1 | 3 | 3 | | 8 | 3 | | 2 | 4 | | 9 | 2 | 1 | | | | 3 | 1 | 1 | 7 | | | 9 | 21 |
| | | Totals by exit | 0 | 0 | 1 | 0 | | 1 | 1 | 1 | 5 | 3 | | 10 | 4 | 0 | 2 | 4 | | 10 | 4 | 1 | 0 | 0 | | 5 | 1 | 1 | 7 | 0 | | 9 | 26 |
| Thursday 2/23 | 5:00 PM | Cyclist | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 0 | 0 |
| Thursday 2/23 | 5:00 PM | Pedestrian | 1 | 2 | | | | 3 | | | | | | 0 | 2 | | | | | 2 | | 2 | | 1 | | 3 | | | | | | 0 | 8 |
| Thursday 2/23 | 5:00 PM | Car | | | 2 | | | 2 | 1 | 2 | 2 | 3 | | 8 | 3 | | | 9 | | 12 | 1 | 2 | | | | 3 | 4 | 1 | 3 | 1 | | 9 | 25 |
| | | Totals by exit | 1 | 2 | 2 | 0 | | 5 | 1 | 2 | 2 | 3 | | 8 | 5 | 0 | 0 | 9 | | 14 | 1 | 4 | 0 | 1 | | 6 | 4 | 1 | 3 | 1 | | 9 | 33 |
| Thursday 2/23 | 5:30 PM | Cyclist | | | | 1 | | 1 | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | | 0 | 1 |
| Thursday 2/23 | 5:30 PM | Pedestrian | | | 1 | 1 | | 2 | | | | | | 0 | | | | 1 | | 1 | | | | | | 0 | 1 | | | | | 1 | 3 |
| Thursday 2/23 | 5:30 PM | Car | | | | | | 0 | | 1 | 3 | 4 | | 8 | | | | 1 | | 1 | | | | | | 0 | 3 | | 2 | 1 | | 6 | 9 |
| | | Totals by exit | 0 | 0 | 1 | 2 | | 3 | 0 | 1 | 3 | 4 | | 8 | 0 | 0 | 0 | 2 | | 2 | 0 | 0 | 0 | 0 | | 0 | 4 | 0 | 2 | 1 | | 7 | 13 |

# Appendix D: Data from Clark and Adams

| Date | Start of 30 min interval | | Enters intersection at A (Adams North) | | | | | Enters intersection from B (Clark East) | | | | | Enters intersection from C (Adams South) | | | | | Enters intersection from D (Clark West) | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | AB | AC | AD | Near miss | Total by type | BA | BC | BD | Near miss | Total by type | CA | CB | CD | Near Miss | Total by type | DA | DB | DC | Near Miss | Total by type | |
| Tuesday 2/7 | 7:00 AM | Cyclist | 1 | | 1 | | 2 | | | 1 | | 1 | | | | | 0 | | | | | 0 | 3 |
| Tuesday 2/7 | 7:00 AM | Pedestrian | 2 | 8 | | | 10 | | | | | 0 | 1 | | 1 | | 2 | 2 | | | | 2 | 14 |
| Tuesday 2/7 | 7:00 AM | Car | 2 | | | | 2 | | | 1 | | 1 | 3 | 1 | 1 | | 5 | | 1 | 1 | | 2 | 10 |
| | | Totals by exit | 5 | 8 | 1 | | 14 | 0 | 0 | 2 | | 2 | 4 | 1 | 2 | | 7 | 2 | 1 | 1 | | 4 | 27 |
| Tuesday 2/7 | 7:30 AM | Cyclist | 1 | | | | 2 | | | | | 0 | | | | | 0 | | | | | 0 | 2 |
| Tuesday 2/7 | 7:30 AM | Pedestrian | | | | 1 | 0 | | | | | 0 | 1 | | 1 | | 2 | 5 | | 1 | | 6 | 8 |
| Tuesday 2/7 | 7:30 AM | Car | | 13 | | | 13 | | 2 | 2 | | 4 | 2 | 1 | 2 | | 5 | | | 11 | | 11 | 33 |
| | | Totals by exit | 1 | 13 | 0 | | 14 | 0 | 2 | 2 | | 4 | 3 | 1 | 3 | | 7 | 5 | 0 | 12 | | 17 | 43 |
| Tuesday 2/7 | 8:00 AM | Cyclist | | | | | 0 | 2 | | 1 | | 3 | | | | | 0 | | 2 | 1 | | 3 | 6 |
| Tuesday 2/7 | 8:00 AM | Pedestrian | | | 2 | | 2 | | | | | 0 | | | | | 0 | | | | | 0 | 2 |
| Tuesday 2/7 | 8:00 AM | Car | | 10 | | | 10 | | | | | 0 | 6 | 1 | | | 7 | 2 | 3 | 5 | | 10 | 27 |
| | | Totals by exit | 0 | 10 | 2 | | 12 | 2 | 0 | 1 | | 3 | 6 | 1 | 0 | | 7 | 2 | 5 | 6 | | 13 | 35 |
| Tuesday 2/7 | 4:30 PM | Cyclist | | | | | 0 | | | | | 0 | | | | | 0 | | 1 | | | 1 | 1 |
| Tuesday 2/7 | 4:30 PM | Pedestrian | | 1 | | | 1 | | | | | 0 | 1 | 1 | 1 | | 3 | | | | 1 | 0 | 4 |
| Tuesday 2/7 | 4:30 PM | Car | 1 | 10 | 2 | | 13 | 1 | 2 | 2 | | 5 | 9 | 2 | 4 | | 15 | | 2 | 5 | | 7 | 40 |
| | | Totals by exit | 1 | 11 | 2 | | 14 | 1 | 2 | 2 | | 5 | 10 | 3 | 5 | | 18 | 0 | 3 | 5 | | 8 | 45 |
| Tuesday 2/7 | 5:00 PM | Cyclist | | | | | 1 | | | 1 | | 1 | 2 | 2 | | | 4 | | | | | 0 | 6 |
| Tuesday 2/7 | 5:00 PM | Pedestrian | 1 | | | 1 | 1 | | | 1 | | 1 | | | | | 0 | | 2 | | | 2 | 4 |
| Tuesday 2/7 | 5:00 PM | Car | | 8 | 1 | | 9 | 1 | | 1 | | 2 | 13 | 4 | 2 | | 19 | 3 | 1 | 4 | | 8 | 38 |
| | | Totals by exit | 1 | 8 | 1 | | 10 | 1 | 0 | 3 | | 4 | 15 | 6 | 2 | | 23 | 3 | 3 | 4 | | 10 | 48 |
| Tuesday 2/7 | 5:30 PM | Cyclist | | | | | 0 | | 1 | | | 1 | 2 | | | | 2 | | | | | 0 | 3 |
| Tuesday 2/7 | 5:30 PM | Pedestrian | | 2 | | | 2 | | | 2 | | 2 | 1 | | | | 1 | | | | | 0 | 5 |
| Tuesday 2/7 | 5:30 PM | Car | | 5 | | | 5 | 1 | 1 | 1 | | 3 | 9 | | 1 | | 10 | | 1 | 2 | | 3 | 21 |
| | | Totals by exit | 0 | 7 | 0 | | 7 | 1 | 2 | 3 | | 6 | 12 | 0 | 1 | | 13 | 0 | 1 | 2 | | 3 | 29 |
| Tuesday 2/7 | 6:00 PM | Cyclist | | | | | 0 | | | | | 0 | | | | | 0 | | | | | 0 | 0 |
| Tuesday 2/7 | 6:00 PM | Pedestrian | | | | | 0 | | | 1 | | 1 | | | | | 0 | | 1 | | | 1 | 2 |
| Tuesday 2/7 | 6:00 PM | Car | | 5 | | | 5 | 1 | | 2 | | 3 | 7 | 1 | 2 | | 10 | 1 | | 6 | | 7 | 25 |
| | | Totals by exit | 0 | 5 | 0 | | 5 | 1 | 0 | 3 | | 4 | 7 | 1 | 2 | | 10 | 1 | 1 | 6 | | 8 | 27 |
| Thursday 2/9 | 7:30 AM | Cyclist | | | | | 0 | | | 1 | | 1 | | | | | 0 | | | | | 0 | 1 |
| Thursday 2/9 | 7:30 AM | Pedestrian | | | 2 | | 2 | | 1 | 1 | | 2 | | | | | 0 | | | 1 | | 1 | 5 |
| Thursday 2/9 | 7:30 AM | Car | | 12 | | | 12 | | 3 | 3 | | 6 | 2 | | 1 | | 3 | | 3 | 11 | | 14 | 35 |
| | | Totals by exit | 0 | 12 | 2 | | 14 | 0 | 4 | 5 | | 9 | 2 | 0 | 1 | | 3 | 0 | 3 | 12 | | 15 | 41 |
| Thursday 2/9 | 8:00 AM | Cyclist | | | | | 0 | | | 1 | | 1 | | | | | 0 | | | | | 0 | 1 |
| Thursday 2/9 | 8:00 AM | Pedestrian | | | 1 | | 1 | | | 2 | | 2 | | 1 | 1 | | 2 | 1 | 2 | | | 3 | 8 |
| Thursday 2/9 | 8:00 AM | Car | | 9 | | | 9 | 1 | 1 | 1 | | 3 | 3 | | | | 3 | | 2 | 5 | | 7 | 22 |
| | | Totals by exit | 0 | 9 | 1 | | 10 | 1 | 1 | 4 | | 6 | 3 | 1 | 1 | | 5 | 1 | 4 | 5 | | 10 | 31 |
| Thursday 2/9 | 8:30 AM | Cyclist | | | | | 0 | | | | | 0 | | | | | 0 | | | | | 0 | 0 |
| Thursday 2/9 | 8:30 AM | Pedestrian | 1 | | | | 1 | | | | | 0 | | | | | 0 | | | | | 0 | 1 |
| Thursday 2/9 | 8:30 AM | Car | | 7 | 1 | | 8 | 1 | | 2 | | 3 | 5 | | 2 | | 7 | | 3 | 4 | | 7 | 25 |
| | | Totals by exit | 1 | 7 | 1 | | 9 | 1 | 0 | 2 | | 3 | 5 | 0 | 2 | | 7 | 0 | 3 | 4 | | 7 | 26 |
| Thursday 2/9 | 4:30 PM | Cyclist | 2 | 1 | | | 3 | | | 1 | | 1 | | 1 | | | 1 | | 1 | 1 | | 2 | 7 |
| Thursday 2/9 | 4:30 PM | Pedestrian | 1 | 2 | | | 3 | | | | | 0 | 1 | 1 | | | 2 | 2 | | | | 2 | 7 |
| Thursday 2/9 | 4:30 PM | Car | | 2 | | | 2 | 1 | 1 | 2 | | 4 | 8 | 1 | 1 | | 10 | | 2 | | | 2 | 18 |
| | | Totals by exit | 3 | 5 | 0 | | 8 | 1 | 1 | 3 | | 5 | 9 | 3 | 1 | | 13 | 2 | 3 | 1 | | 6 | 32 |
| Thursday 2/9 | 5:00 PM | Cyclist | | | | | 0 | | | | | 0 | | 1 | | | 1 | | | 1 | | 1 | 2 |
| Thursday 2/9 | 5:00 PM | Pedestrian | 1 | | | 1 | 2 | 1 | | 1 | | 2 | 1 | 1 | | | 2 | 2 | 1 | | | 3 | 9 |
| Thursday 2/9 | 5:00 PM | Car | | 4 | | | 4 | | | 2 | | 2 | 15 | 2 | 3 | | 20 | | 1 | 8 | | 9 | 35 |
| | | Totals by exit | 1 | 4 | 1 | | 6 | 1 | 0 | 3 | | 4 | 16 | 4 | 3 | | 23 | 2 | 2 | 9 | | 13 | 46 |
| Thursday 2/9 | 5:30 PM | Cyclist | | 2 | | | 2 | | | | | 0 | 1 | | 1 | | 2 | | 1 | | | 1 | 5 |
| Thursday 2/9 | 5:30 PM | Pedestrian | 1 | 1 | 1 | | 3 | | | | | 0 | 1 | 1 | | | 2 | | | | | 0 | 5 |
| Thursday 2/9 | 5:30 PM | Car | | 7 | 1 | | 8 | | 2 | 2 | | 4 | 11 | | 2 | | 13 | | 1 | 4 | | 5 | 30 |
| | | Totals by exit | 1 | 10 | 2 | | 13 | 0 | 2 | 2 | | 4 | 13 | 1 | 3 | | 17 | 0 | 2 | 4 | | 6 | 40 |
| Thursday 2/9 | 6:00 PM | Cyclist | | | | | 0 | | | 2 | | 2 | | | 1 | | 1 | | | | | 0 | 3 |
| Thursday 2/9 | 6:00 PM | Pedestrian | | | | | 0 | 1 | | 1 | | 2 | 1 | | 1 | | 2 | 1 | | | | 1 | 5 |
| Thursday 2/9 | 6:00 PM | Car | | 7 | | | 7 | | 2 | 3 | | 5 | 10 | | 2 | | 12 | 1 | | 2 | | 3 | 27 |
| | | Totals by exit | 0 | 7 | 0 | | 7 | 1 | 2 | 6 | | 9 | 11 | 0 | 4 | | 15 | 2 | 0 | 2 | | 4 | 35 |
| Tuesday 2/14 | 4:30 PM | Cyclist | | | 1 | | 1 | | | | | 0 | | | | | 0 | | 1 | | | 1 | 2 |
| Tuesday 2/14 | 4:30 PM | Pedestrian | | | | | 0 | | 1 | 2 | | 3 | | | | | 0 | | 1 | | | 1 | 4 |
| Tuesday 2/14 | 4:30 PM | Car | | 4 | | | 4 | | 2 | 4 | | 6 | 7 | 2 | 2 | | 11 | | 6 | 6 | | 12 | 33 |
| | | Totals by exit | 0 | 4 | 1 | | 5 | 0 | 3 | 6 | | 9 | 7 | 2 | 2 | | 11 | 0 | 8 | 6 | | 14 | 39 |
| Tuesday 2/14 | 5:00 PM | Cyclist | 1 | | | | 1 | | | 1 | | 1 | | | | | 0 | | | | | 0 | 2 |
| Tuesday 2/14 | 5:00 PM | Pedestrian | | 1 | 2 | | 3 | | | 1 | | 1 | | | 2 | | 2 | 1 | 1 | | | 2 | 8 |
| Tuesday 2/14 | 5:00 PM | Car | | 13 | 1 | | 14 | 1 | 1 | 1 | | 3 | 7 | 4 | 3 | | 14 | | 1 | 1 | | 2 | 33 |
| | | Totals by exit | 1 | 14 | 3 | | 18 | 1 | 1 | 3 | | 5 | 7 | 4 | 5 | | 16 | 1 | 2 | 1 | | 4 | 43 |
| Tuesday 2/14 | 5:30 PM | Cyclist | | | | | 0 | | | | | 0 | 1 | 1 | | | 2 | | | | | 0 | 2 |
| Tuesday 2/14 | 5:30 PM | Pedestrian | | | | | 0 | | | | | 0 | | 1 | 2 | | 3 | 2 | | 2 | | 4 | 7 |
| Tuesday 2/14 | 5:30 PM | Car | | 8 | 1 | | 9 | 1 | | 4 | | 5 | 7 | 2 | 3 | | 12 | | 2 | 2 | | 4 | 30 |
| | | Totals by exit | 0 | 8 | 1 | | 9 | 1 | 0 | 4 | | 5 | 8 | 4 | 5 | | 17 | 2 | 2 | 4 | | 8 | 39 |
| Tuesday 2/14 | 6:00 PM | Cyclist | | 1 | | | 1 | | | | | 0 | | | | | 0 | | | | | 0 | 1 |
| Tuesday 2/14 | 6:00 PM | Pedestrian | 1 | | | | 1 | 1 | | | | 1 | | 1 | 1 | | 2 | | | | | 0 | 4 |
| Tuesday 2/14 | 6:00 PM | Car | | 4 | | | 4 | | | 2 | | 2 | 7 | 1 | 2 | | 10 | | 2 | 1 | | 3 | 19 |
| | | Totals by exit | 1 | 5 | 0 | | 6 | 1 | 0 | 2 | | 3 | 7 | 2 | 3 | | 12 | 0 | 2 | 1 | | 3 | 24 |
| Thursday 2/16 | 7:00 AM | Cyclist | | | | | 0 | | | 1 | | 1 | | | | | 0 | | | | | 0 | 1 |
| Thursday 2/16 | 7:00 AM | Pedestrian | 1 | | 2 | | 3 | | | 3 | | 3 | | | | | 0 | 2 | 3 | 2 | | 7 | 13 |
| Thursday 2/16 | 7:00 AM | Car | 2 | 13 | 1 | | 16 | | | 3 | | 3 | 3 | | 2 | | 5 | | | 2 | | 2 | 26 |
| | | Totals by exit | 3 | 13 | 3 | | 19 | 0 | 0 | 7 | | 7 | 3 | 0 | 2 | | 5 | 2 | 3 | 4 | | 9 | 40 |
| Thursday 2/16 | 7:30 AM | Cyclist | | | | | 0 | | | | | 0 | | | | | 0 | | | | | 0 | 0 |
| Thursday 2/16 | 7:30 AM | Pedestrian | | | 2 | | 2 | | | 2 | | 2 | | | | | 0 | 1 | | | | 1 | 5 |
| Thursday 2/16 | 7:30 AM | Car | | | 1 | | 1 | | | 3 | | 3 | 3 | | 3 | | 6 | | | 5 | | 5 | 15 |
| | | Totals by exit | 0 | 0 | 3 | | 3 | 0 | 0 | 5 | | 5 | 3 | 0 | 3 | | 6 | 1 | 0 | 5 | | 6 | 20 |
| Thursday 2/16 | 8:00 AM | Cyclist | | | | | 0 | | | | | 0 | | | 4 | | 4 | | | | | 0 | 4 |
| Thursday 2/16 | 8:00 AM | Pedestrian | | | | | 0 | | | | | 0 | | 1 | | | 1 | | 1 | | | 1 | 2 |
| Thursday 2/16 | 8:00 AM | Car | | 10 | | | 10 | | | 1 | | 1 | 4 | | | | 4 | 2 | 5 | 7 | | 14 | 29 |
| | | Totals by exit | 0 | 10 | 0 | | 10 | 0 | 0 | 1 | | 1 | 4 | 1 | 4 | | 9 | 2 | 6 | 7 | | 15 | 35 |
| Thursday 2/16 | 4:30 PM | Cyclist | | | | | 0 | | 1 | 1 | | 2 | | | | | 0 | | 1 | | | 1 | 3 |
| Thursday 2/16 | 4:30 PM | Pedestrian | | | | | 0 | 1 | | | | 1 | | | | | 0 | | | | | 0 | 1 |
| Thursday 2/16 | 4:30 PM | Car | | 5 | | | 5 | | | 2 | | 2 | 12 | 1 | 2 | | 15 | | 3 | 11 | | 14 | 36 |
| | | Totals by exit | 0 | 5 | 0 | | 5 | 1 | 1 | 3 | | 5 | 12 | 1 | 2 | | 15 | 0 | 4 | 11 | | 15 | 40 |
| Thursday 2/16 | 5:00 PM | Cyclist | 2 | | | | 2 | 1 | | 2 | | 3 | | 1 | 1 | | 2 | 1 | 1 | | | 2 | 9 |
| Thursday 2/16 | 5:00 PM | Pedestrian | 1 | | 1 | | 2 | 1 | | | | 1 | | | | | 0 | | 1 | | | 1 | 4 |
| Thursday 2/16 | 5:00 PM | Car | | 12 | | | 12 | 1 | | | | 1 | 8 | 1 | 2 | | 11 | 1 | 2 | 3 | | 6 | 30 |
| | | Totals by exit | 3 | 12 | 1 | | 16 | 3 | 0 | 2 | | 5 | 8 | 2 | 3 | | 13 | 2 | 4 | 3 | | 9 | 43 |
| Thursday 2/16 | 5:30 PM | Cyclist | | 1 | 1 | | 3 | | | | | 0 | | | | | 0 | | 1 | | | 1 | 4 |
| Thursday 2/16 | 5:30 PM | Pedestrian | | 4 | | 1 | 4 | | | 2 | | 2 | 1 | | | | 1 | | | | | 0 | 7 |
| Thursday 2/16 | 5:30 PM | Car | | 9 | | | 9 | 1 | 1 | 2 | | 4 | 8 | 2 | 4 | | 14 | | 1 | 5 | | 6 | 33 |
| | | Totals by exit | 0 | 14 | 1 | | 15 | 1 | 1 | 4 | | 6 | 9 | 2 | 4 | | 15 | 0 | 2 | 5 | | 7 | 44 |
| Thursday 2/16 | 6:00 PM | Cyclist | | | 2 | | 2 | | | 1 | | 1 | | | | | 0 | | | | | 0 | 3 |
| Thursday 2/16 | 6:00 PM | Pedestrian | | | | | 0 | | | 1 | | 1 | | | | | 0 | 1 | 2 | | | 3 | 4 |
| Thursday 2/16 | 6:00 PM | Car | | 10 | | | 10 | 1 | 1 | 2 | | 4 | 5 | | 2 | | 7 | | 3 | 4 | | 7 | 28 |
| | | Totals by exit | 0 | 10 | 2 | | 12 | 1 | 1 | 4 | | 6 | 5 | 0 | 2 | | 7 | 1 | 5 | 4 | | 10 | 35 |

# Appendix E: Clark and Adams Data Collection Sheet




**Location: Clark and Adams** Date: __/__/23 Time: __:__ am/pm Recorder: _____

| Enters intersection from A | AA | AB | AC | AD | Near Miss? |
|---|---|---|---|---|---|
| Cyclist | | | | | |
| Pedestrian | | | | | |
| Car | | | | | |

Notes:

| Enters intersection from A | BA | BB | BC | BD | Near Miss? |
|---|---|---|---|---|---|
| Cyclist | | | | | |
| Pedestrian | | | | | |
| Car | | | | | |

Notes:

| Enters intersection from A | CA | CB | CC | CD | Near Miss? |
|---|---|---|---|---|---|
| Cyclist | | | | | |
| Pedestrian | | | | | |
| Car | | | | | |

Notes:

| Enters intersection from A | DA | DB | DC | DD | Near Miss? |
|---|---|---|---|---|---|
| Cyclist | | | | | |
| Pedestrian | | | | | |
| Car | | | | | |

Notes:

# Appendix F: 35th and Kincai/Alder Data Collection Sheet


**Location: 35th Ave and Kincaid/ Alders St** Date: __/__/23 Time: __:__ am/pm Recorder: _____

| Enters intersection from A | AA | AB | AC | AD | AE | Near Miss? |
|---|---|---|---|---|---|---|
| Cyclist | | | | | | |
| Pedestrian | | | | | | |
| Car | | | | | | |

Notes:

| Enters intersection from B | BA | BB | BC | BD | BE | Near Miss? |
|---|---|---|---|---|---|---|
| Cyclist | | | | | | |
| Pedestrian | | | | | | |
| Car | | | | | | |

Notes:

| Enters intersection from C | CA | CB | CC | CD | CE | Near Miss? |
|---|---|---|---|---|---|---|
| Cyclist | | | | | | |
| Pedestrian | | | | | | |
| Car | | | | | | |

Notes:

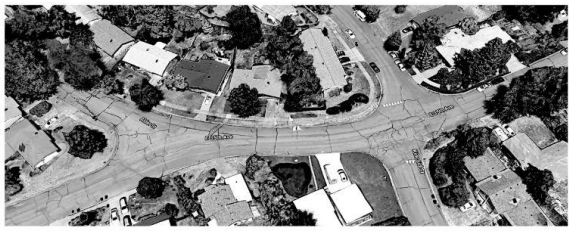
| Enters intersection from D | DA | DB | DC | DD | DE | Near Miss? |
|---|---|---|---|---|---|---|
| Cyclist | | | | | | |
| Pedestrian | | | | | | |
| Car | | | | | | |

Notes:

| Enters intersection from E | EA | EB | EC | ED | EE | Near Miss? |
|---|---|---|---|---|---|---|
| Cyclist | | | | | | |
| Pedestrian | | | | | | |
| Car | | | | | | |

Notes:

## "Quick Build" Transportation Project



The City of Eugene is receiving funding from Federal and State agencies to implement a "quick build" transportation project. Quick Build projects are temporary designs that utilize cost effective materials. These projects allow the City to test road treatments before committing to a more permanent design. The intersection at 35th Ave and Kincaid/Alder St has been identified as the site for a potential quick build roundabout.

The University of Oregon, in collaboration with the City of Euegne, is conducting a public survey for residents of the southeast neighborhood. The short survey intends to gather community feedback in regard to their safety concerns and primary transportation challenges near the intersection of 35th Ave and Kincaid/Alder Streets.

The survey opened January 31st and will close March 5th. ***bit.ly/35thandaldersafetysurvey***


## Revisiting Why Birds Matter

*By Gerry Meenaghan*

In January 2018, National Geographic's front-page article by Jonathon Franzen explains, "Why Birds Matter." If you haven't read it, please consider finding a copy, and if you have, please read it again. After a superbly written introduction on the wonders of world aviculture, Franzen states, "There is, however, one critical ability that human beings have and birds do not: mastery of their environment. Birds can't protect wetlands, can't manage a fishery, can't air-condition their nests. (https://www.nationalgeographic.com/magazine/article/why-birds-matter).

They also can't voice their opinion on building heights and resulting increases in lighting along migratory pathways.

According to the National Audubon Society, "Every year, as many as 1 billion birds die from colliding with buildings, especially those with extensive glass surfaces … At night, when most birds migrate, lit-up buildings disorient and attract them, luring them not just off their migratory paths, but straight into collisions. These fatalities account for 2 to 9 percent of all birds in North America in any given year. (https://www.audubon.org/news/building-collisions-are-greater-danger-some-birds-others)

Recently, the Eugene City Council approved a change to city code allowing an increase in building heights at the base of Skinner's Butte. Dan Gleason, retired UO Professor of Ornithology and owner our local Wild Birds Unlimited, explains, "Skinner Butte is known to the local ornithological community as a migrant trap. That is, it is a location attracting many migratory birds, especially many warblers. These high, wooded peaks across the landscapes act as an attractant to birds. They often key in on them as places to rest and refuel before continuing their long journey. The more tall buildings that surround the butte, the more likely it will be that the number of window-killed birds increases. Many birds migrate at night when these structures are somewhat less visible. But the lights coming from the windows may often attract birds and concentrate where the strikes occur. In my view, many tall buildings around the butte would probably greatly increase the number of migrant bird deaths because they are coming to the butte as a rest stop for a day or two" (e-mail communication, 1/12/23).

In his above-referenced article, Franzen continues, "…the future of most bird species depends on our commitment to preserving them. Are they valuable enough for us to make the effort?" In a town that is so commit-